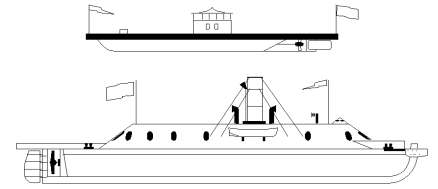


Hampton Roads Ship Model Society Logbook!

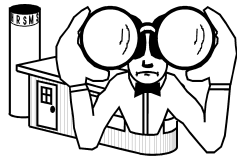


No. 368

WWW.HRSMS.ORG

February, 2017

From The Bridge



I hope the club finds everyone in good spirits and good health. This month we have the “Old Dominion Open” on February 25th. The IPMS Richmond Club is providing our club with several tables to display our models weather their completed or not. Show off some of your work. Also, they need judges for the maritime categories. They do judge their models differently than our contests but they really need and requested judges to judge the wooden ships that we hope will be there. Please come and participate in this event. Plus, if you look hard enough, you can find wooden ship kits at the show.

In March we have the Auction and Banquet. Great time to get together and have some fun.

February's meeting should be an enjoyable one with good friends and a good demo. See you all there.

Please keep bringing in the models you are working on. Good or bad.

Enjoy the LogBook.

Bob Moritz
El Capitan

A Note From the Skipper

Nominations for officers should have been done at the January meeting. It was not. The HRSMS February meeting will need to have the nominations and voting done at that time.

Bob Moritz

MEETING NOTICE

Date: Saturday February 11, 2017

Place: Mariners' Museum

Time: 1000 Hours

Mystery Photo



Mystery Photo #366: what does everyone say when the big guy walks in the Boston bar? “Norm!” Everyone knows Norm by name, but no one really knows Norm—if you know what I mean. It’s the same with this month’s Mystery Photo, everyone recognizes the hull and says—“Liberty!” It’s like saying “it was a white guy” or “all the gin joints”; it gets you in the ball park but it doesn’t really narrow the field. There were only 2710 Liberty ships built and we know for certain, without going any further in this essay, that at least one was converted to look like our Mystery Photo. So if you want better than a 0.0369 percent chance of getting it right, you better start digging. And if you didn’t know it was a Liberty, shame on you.

Where to dig; how to dig.

Wikipedia says, “The Liberty ship was a class of cargo ship built in the United States during World War II. Though British in conception, the design was adapted by the United States for its simple, low-cost construction. Mass-produced on an unprecedented scale, the now iconic Liberty ship came to symbolize U.S. wartime industrial output.” Fair enough. Other sources will tell you things like how President Roosevelt called them “Ugly Ducklings,” also fair enough! They weren’t pretty, they weren’t fast, they weren’t large—especially by today’s standards; but they were there and they were available in large numbers.

“The class was developed to meet British orders for transports to replace those torpedoed by German U-boats. The vessels were purchased both for the U.S. fleet and lend-lease deliveries of war materiel to Britain and the Soviet Union. Eighteen American shipyards built 2,710 Liberty ships between 1941 and 1945, easily the largest number of ships produced to a single design.”

“Their production mirrored on a much larger scale the manufacture of the *Hog Islander* and similar standardized ship types during World War I. The immensity of the effort, the sheer number of ships built, the role of female workers in their construction, and the survival of some far longer than their original five-year design life, all make them the subject of much continued interest.”

The simple design was built anyplace shipbuilders

(Continued on page 2)

Hampton Roads Ship Model Society Banquet

Saturday March 18, 2017

Warwick Yacht and Country Club, 400 Maxwell Lane, Newport News, Virginia

(Continued from page 1)



could scrape off the hardpan and put up inclined ways. I can tell you that *SS Patrick Henry*, built in Baltimore, Maryland, was the first and that *SS Zebulon B. Vance* was the first build from the Wilmington, North Carolina shipyard. And I can tell you that two survive and operate with volunteer crews to this day—one being the *SS John W. Brown*. But after that, I have to consult references and the Internet for additional facts and figures.

So, where are we in identifying this modified steel pile with the big number “1” on the bow? Well, we know this: It’s a navy vessel because of the haze gray paint and the big “1” next to the stockless anchor. Even though the original deck house has been unshipped, she maintains that familiar “Liberty” sheer and bow. Some odd sponson has been added just forward of the new deckhouse and there are indications of more at the stern. The deckhouse is non-descript—just a box and a bridge topped by a simple tripod mast. You can see the antenna for the small, local navigational radar set atop its own short mast as well. There might be a mount for a 50-caliber machine gun fitted at the edge of the bridge wing. Not sure what the tall poles are at the stern, but if I was to bet, I would say they are either positioning spuds or king posts to support the tackle for the booms that I see. Lots of freeing ports line the bulwark. The ship rides high in the water, all of her boot-topping and a bit of her bottom paint is visible.

Remember the movie “Holes” (Disney Movies, 2003) where the falsely incarcerated teenager winds up at a place called Camp Green Lake, a juvenile detention camp run by an odd set of characters? The “characters” are convinced there is buried treasure on the property and has the juveniles dig up the grounds in a fruitless search for the phantom treasure. Mix that movie premise with the joke about the blind squirrel who occasionally finds a nut and you have just the scenario necessary to

AMERICAN NAVAL HISTORY 1805

February 25: Commodore Edward Preble arrives in the United States from the War with Tripoli and is looked upon as a hero. On March 3th, he is awarded a congressional gold medal.

March 2: Congress authorizes 25 gunboats for coastal defense.

March 8: March on Tripoli. On this date, William Eaton, begins a march from Alexandria, Egypt, with an army of 400 Arabs and seven marines.

April 27: Capture of Derna. After an almost 600 mile march, Eaton's forces captures the city the next day. The American flag is raised over the city. This is the first time the American flag fly's over an enemy fortress outside the United States.

May 26: Negotiations of Peace with Tripoli begin.

June 3: Preliminary Peace with Tripoli begins.

June 4: Tripoli releases Captain Bainbridge and crew of the Philadelphia.

June 10: The final peace treaty between the Unites States and Tripoli is signed.

1805 Ends with no further actions.

Bob Moritz

find and identify this month’s Mystery Photo.

NavSource.com is our friend when it comes to finding and identifying mystery vessels that belong to the U.S. Navy.

They’re all there, organized by type. If you wish, you can start at the beginning and several weeks later arrive at the end of their huge site and along the way, you can look for ships sporting hull number “1”, filed under every naval ship classification. Whew; heavens, what a task! Or you can look at the hull in this month’s mystery photo and logically cut from consideration ship classifications that have no chance of providing the correct identity.

Tim wood did just that. Here is the conversation:

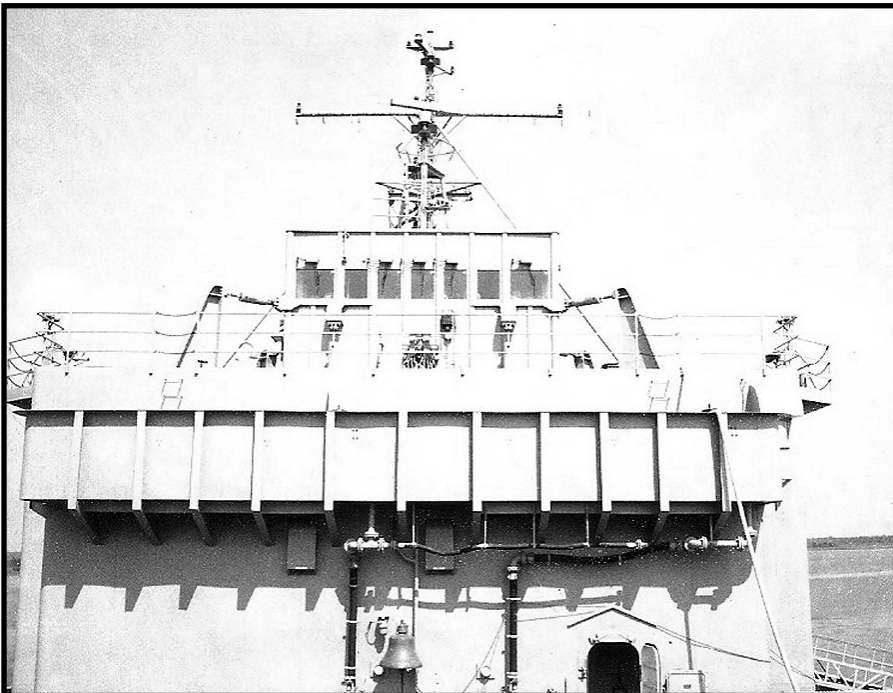
Tim: “This month is too easy.”

JFC: “Explain.”

Tim: “MSS-1, “The world’s largest outboard” also *unsinkable*..... This was an easy find because Tom didn’t Photoshop the hull number, all I had to do was go to NavSource Online and find the correct ship. I was a little surprised to find a ship of that size with a steel hull was a mine sweeper and also a WWII Liberty ship.”

JFC: “I’m confused. Is there a search function that brings up every ship that begins with “1” or did you start at “BB” and open every entry under every category that begins with “1” and how long did that take?”

Tim: “For some reason I knew it wasn’t a BB,



Harry L. Glucksman's bridge Harry L. Glucksman's bridge

(Continued on page 3)

(Continued from page 2)



CV, CVN, CVA, CA, CL, CNG, DD, DDG, FF or any of the rest, it had to be an auxiliary or something off the wall.”

JFC: “Whew!”

So you see, brute force and lots of coffee or another adult beverage can yield a positive result, and a field full of holes. I was a little luckier than Tim as I had an epiphany of sorts when I saw the image. It suddenly came to me where I’d seen the vessel before—but enough about that. The important thing is we identified the vessel and we agreed on the identification. Score one for the squirrel and score one for the juvi.

And score one for the analogy! The mission of this vessel is to produce artificial and real holes in the sea. MSS-1, *Minesweeper Special* was, according to the online information, “a virtually unsinkable ship which literally would have to be blown to bits before it could be sunk.” In fact, it was so special that it was “officially considered a “device,”” and not a ship.



Undergoing conversion to MSS-1



Gulf of Mexico Conducting shock tests

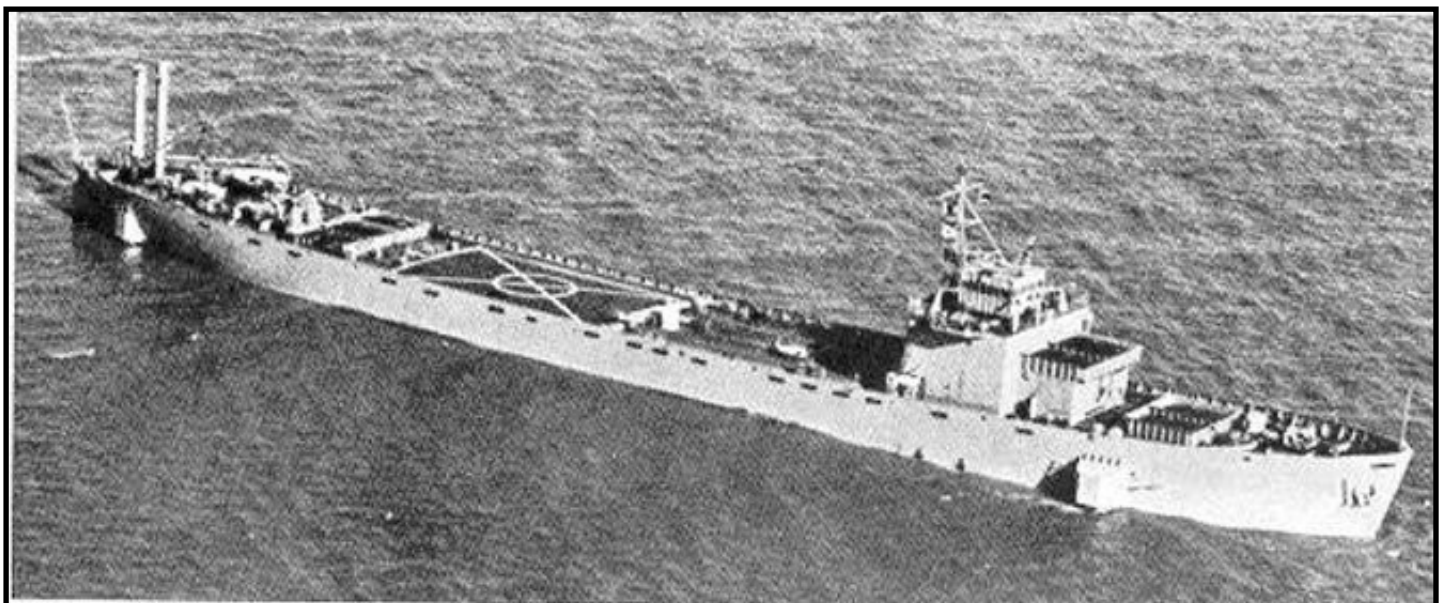
The US Navy was in search of a “device”, an “unsinkable ship capable of sweeping influence mines.”

To make the “unsinkable” device the Navy took a standard “World War II *Liberty* class hull, the MSS-1 measures some 440 feet long and 57 feet wide and displaces nearly 15,000 tons,” and filled it “with about 140,000 cubic feet of Styrofoam.” Additionally, when using the “device”, all “compartments below the waterline are flooded.” According to Lieutenant Eugene N. Cate, officer in charge of the ship, “this arrangement means that shock waves from nearby explosions “pass through” the steel hull.” It was reported that tests of this arrangement “have been encouraging.”

And to help influence the mines, the US Navy enhanced the already large magnetic signature of the hull, by placing “huge magnetic coils” on the main deck and placing “equipment on board which produces noise in all frequencies.” That should attract the attention of just about every kind of mine hiding in the deep blue sea. Again, according to LT Cate, “The theory is to take our unsinkable ship into mined areas and purposely use it to detonate influence mines by presenting the maximum ship signature.”

To help out the boys who happen to be aboard this

(Continued on page 4)

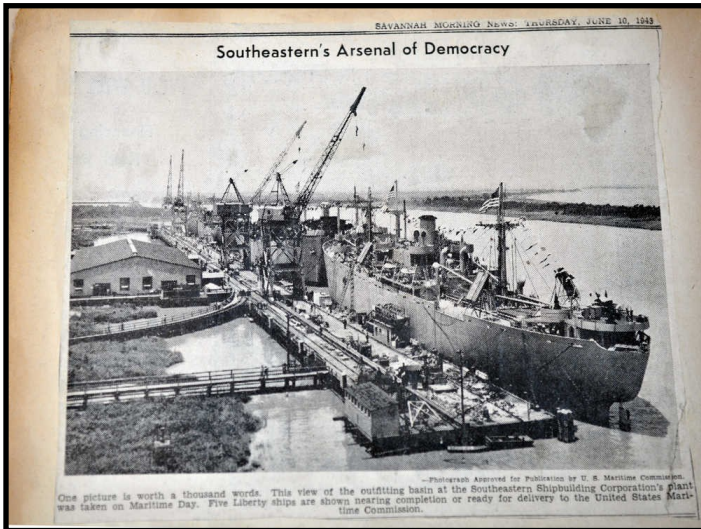


(Continued from page 3)



thrill ride “a shock-hardened pilot house was also fitted.” This time the officer in charge explains: “In all tests we were strapped into padded chairs in the pilothouse, and with four horizontal and four vertical piston-type shock absorbers we were able to take the blasts quite well.” After “eight severe shock tests” no injuries were reported. However, “the old *Liberty* ship was beginning to show minor evidence of the explosions which dump tons of water on her in a matter of seconds.” Yeah, I get that—digging holes is tough business.

So, what old liberty ship do we have? “*Minesweeper Special Device*” began as the *SS Harry L. Glucksman*. “The ship was laid down on 18 March 1944 by the Southeastern Shipbuilding Corporation of Savannah, Georgia.” She was that



Clipping from the Savannah Morning News that shows five Liberty ships in the outfitting basin at the Southeastern Shipbuilding Corporation’s Plant.

yard’s hull number 50 and the Maritime commission hull number 2445. Built to the standard type EC2-S-C1 Liberty ship design, “the ship was delivered to the Maritime Commission on 20 May 1944” and “was operated under contract by a commercial steamship company for the duration of World War II. After the war she was returned to the Maritime Commission and laid-up in the National Defense Reserve Fleet.” Not really sure where.

“The ship was accepted by the Navy in June 1969 after conversion by American Shipbuilding of Lorraine, Ohio, to a “Special Device Minesweeper.” “In late summer of 1969, the ship underwent extensive shock testing off Key West, Florida. Placed in service in June 1969, she was removed from service 15 March 1973 and returned to the Maritime Administration (MARAD) for disposal. The *Harry L. Glucksman* was scrapped in 1975 at Brownsville, Texas.” Her intended mission was to help clear mines from Haiphong harbor in Vietnam. There is really no information in the public domain (that I could find) that indicates whether or not she was used for this purpose.

As part of her conversion, her motive power was changed from her original reciprocating steam engine and boiler to “five inboard-outboard drive diesel engines mounted above the waterline to minimize the risk of damage or loss of propulsion and steering.” I mentioned sponsons earlier. They house the

(Continued on page 5)

(Continued from page 8)



John Proudly has been in communication with Bluejacket and informed them of our 50th. They encouraged him to provide information as we solidify our plans. They will include this info in their newsletter. Tim will communicate with Bluejacket.

Tim asked about current by-laws. He suggested removing a specific requirement for lapsed members wishing to rejoin. The “back dues reconciliation” clause will be considered and resolved by 2/3 majority at the February meeting.

Show and Tell: Dave Chelmow showed his progress on the Echo cross-section and offered ships plans. Kevin Ray showed his skipjack Albatross with finished cross-planked bottom. Greg’s ever-popular Portuguese cargo boat is nearing completion with the addition of small features and lighting in the fo’c’s’le cabin. Charles offered posters and plans and offered an unfinished Sovereign of the Seas begun by his father. Ron will store it and display in the new model shop. Tim announced a source of scale rigging line from Free Time Hobbies. Ron showed a restored Dutch Botter that was built in Old Salem in 1952 and restored by him with about 83 hours of work. Gene showed an assortment of winches and capstans carefully rendered for his SS United States and Bob, for Dave Baker, showed an evolution in paper model kits, gradually introducing metal and photo-etched parts and a 3D printed hull plug for a German corvette model.

The meeting was adjourned to a presentation of “The NS Savannah Etc.” by Tony Clayton.

For Tom Saunders,
Resp’y Submitted,
Ron Lewis

Nautical Term

Shaft Alley (1) The tunnel for the propeller shaft, between the engine room and the stern.

Tim Wood

**Get you models ready
for the
HRSMS 50th Anniversary
exhibition**

THE ANSWER

The answer to mystery photo 367:

Minesweeper, Special MSS-1 pierside at American Shipbuilding, Lorraine, Ohio in April 1969.

(Continued from page 4)



drive units, two forward, two aft, and one at the stern on the centerline. I imagine she was very slow when operating under her own power. More than likely she was towed to her theaters of operation.

Photographic evidence shows that the tall poles at



A sailor on a minesweeping paravane.
From the Subchaser Archives

the stern we not spuds but were, indeed, king posts. They were used to ship and unship the huge minesweeping paravanes that you can identify once you know what they are. Funny how the puzzle always seems to fit together once you have all the pieces, that's why we call it a Mystery.

So, the thing that didn't even get a name has been identified. Tim managed to dig a hole that uncovered the correct identity of *Minesweeper Special Device -MSS-1*. The vessel that began life as everyone's friend, since it was so recognizable, had a dark side that no one, or almost no one, knew about. It took a little digging but we got the job done.

John Cheevers

If you'd like to learn more about Liberty ships, especially how they relate to shipbuilding her in Newport News, I point you to an article written by Apprentice Alum Bill Lee: www.jajones.com/pdf/Liberty_Ships_of_WWII.pdf

Wikipedia

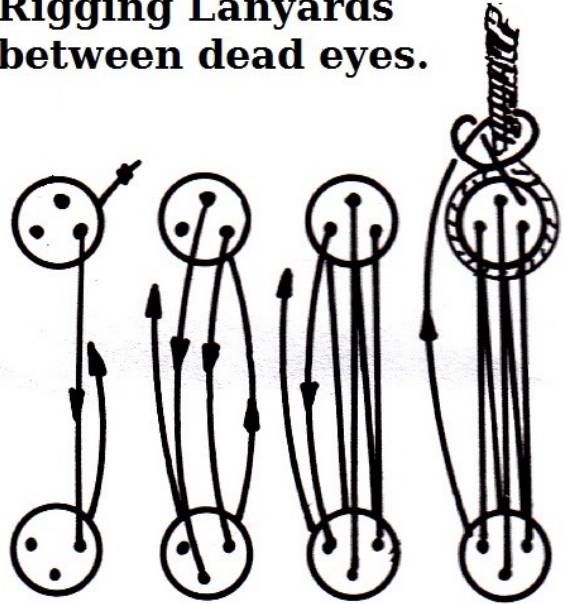
Southeastern Shipbuilding Corporation of Savannah, Georgia
Work on the shipyard was begun by Savannah Shipyards Inc. in 1940. However, dissatisfied with progress, in early 1942 the Maritime Commission revoked their contract and awarded it to the Southeastern Shipbuilding Corporation, who took over the yard. The first ship was finally launched in March 1943. The Maritime Commission was later sued by Savannah Shipyards for the "illegal seizure of their facility", and won their case, receiving substantial damages.[1] By the end of the war, when the yard was closed, it had built 88 Liberty ships and 18 Type C1 ships.

Southeastern Shipbuilding, Savannah GA
Most recent update: October 16, 2010.

The IPMS Richmond Old Dominion Open Scale Model Show & Contest

February 25, 2017
Richmond Raceway Complex
Event hours 8:30-5:30

Rigging Lanyards between dead eyes.



From Model Ship World

From The Purser

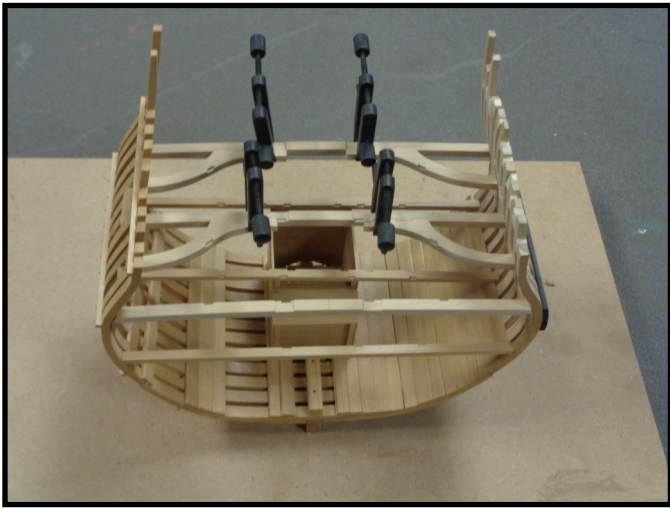
Membership dues for 2017 are due by the March meeting. The annual dues have increased from prior years as approved by the membership at the January, 2016 meeting. The annual dues for Regular members are \$24.00 and Associate members are \$18.00.

I will be collecting dues at Saturday's meeting or you can mail a check payable to "HRSMS" to:

Ryland Craze
HRSMS
5708 Oak Knoll Lane
Midlothian, VA 23112-2405

Thanks

Thanks to Tony Clayton for submitting the January meeting photos.



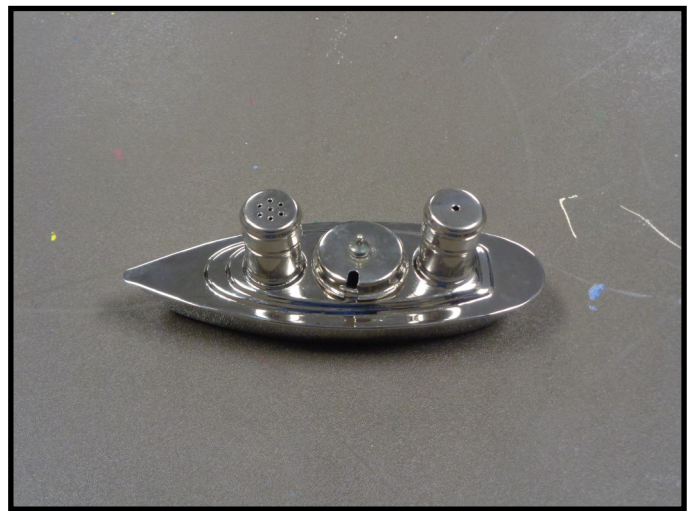
Dave Chelmow's Hull section of "Echo"



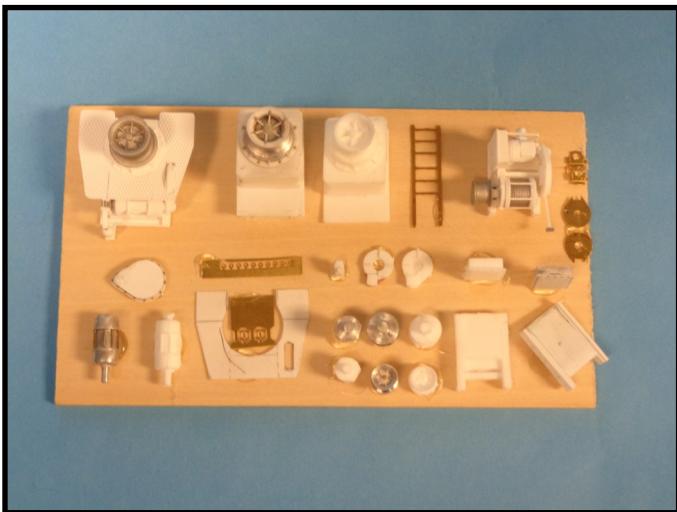
Ron Lewis' Botter, which he is repairing



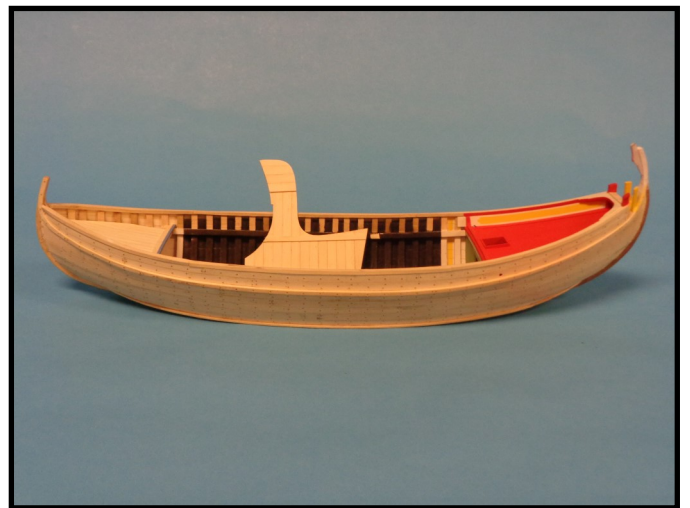
Kevin Ray's Skipjack "Albatross"



Charles Landrum's Salt & Pepper shaker w/ Mustard pot all in 10 gage stainless



Gene Berger's Cast Resin parts and Photo Etched parts



Greg Harrington's Portuguese Cule

Photo Submitted by
Tim Wood

Mystery Photo

Contact John Cheevers by mail or e-mail if you know
what it is. jfcheevers@verizon.net



NOTABLE EVENTS

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Round Table
Election of officers

- 25 IPMS Old Dominion Open, Richmond, Va.

MARCH

- 11 **HRSMS** Monthly Meeting: Auction, Norge Hall

APRIL

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tom Matthews, Bicycles + Battleships = ?

MAY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Bill Fox The James River: Boats and Steam
boats

JUNE

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Ron Lewis, AC 35 (w/AC50s)

JULY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, John Cheevers, Carving the Chine Hull

AUGUST

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Greg Harrington, Building the Clue & Chata

SEPTEMBER

- 9 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

OCTOBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky, TBA
26-28 NRG Conference

NOVEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tim Wood TBA

DECEMBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: George Livingston, TBA

JANUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum

WATCH, QUARTER AND STATION BILL



Skipper: Bob Moritz (804) 779-3365
Mate: Gene Berger
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Photographer: Marty Gromovsky

MINUTES



MINUTES

Of the
Hampton Roads Ship Model Society
General Meeting
January 14 2017

The meeting was called to order at 1005 hours am by Skipper Bob Moritz. A quorum was established. There were no guests in attendance. The minutes were entered as submitted with no substantive corrections. In the absence of Ryland Craze, Bob announced the Treasurer's summary noting that our treasury had not changed since the December meeting. Greg Harrington had nothing to report as to the website.

Under Old Business, the commemorative plaque honoring deceased long-time member and Chaplain Alan Frazer was shown. It will be presented at the March Banquet. Jane, Alan's widow, will be invited at no cost to her.

The Certificate of Membership, discussed at the December meeting, was revisited. A prototype certificate was presented for consideration, and formal approval of a reissue with membership category was agreed upon. All members will receive an updated certificate in the near future.

Ron reported that the new ship modeler's shop is being built. A discussion of lighting in the shop followed and Ron will look into options, daylight color temperature being the preferred type. A definitive program for the 50th anniversary model display has not been presented. Ron will follow up with Exhibits and report progress as soon as possible to the membership.

Greg reported on the shelter choice for the September Picnic. Membership approved an option as our usual choice, Shelter #11, would not be available at the former cost. Greg reported on plans for the Banquet and listed probable menu options. With bartender, room fee, appetizer tray and dessert selections the approximate cost would be about \$36.00 per person. A motion was made and seconded to assess each attendee \$36.00 and charge the club for any shortage, any overage to be added to the treasury. The motion carried. Bill Fox reminded the membership that this is our 50th Anniversary banquet and should have a special significance for our members.

Under New Business, Bob reminded the assemblage that our March Auction is approaching. Items for Auction should be delivered to John Cheevers.

Bob suggested inviting President Howard Hoege to the Annual Banquet and, after a brief discussion, a motion to invite Howard and Cinda Hoege was seconded and passed. Gene Berger suggested that other staff receive certificates of gratitude from the Society at the completion of the 50th year thanking them for their support and assistance.

Charles Landrum reminded the membership of the IPMS Old Dominion Open on February 25th. Bob added information on judging and encouraged participation as wooden model judges.

(Continued on page 4)