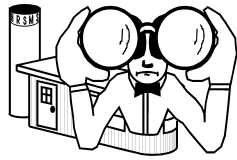




From The Bridge



Mystery Photo



Captain's Log 6.10.17

How do you spell relief? R-O-L-A-I-D-S? Or, accomplished, done or finally finished! The completion of a long term project certainly qualifies as a relief, an enterprise all consuming of time and energy. I joke about not having enough of either since retiring, but rarely a day went by without my toiling away in the workshop on what seemed an endless treadmill of manufacturing countless parts for the SS UNITED STATES. Well, now I can officially announce the cessation of all construction. "I'm done." With modeling, you ask? *Au contraire*. I've been building my next project in my mind for months. In fact, I think it's nearly done with just a few paint touch-ups to go.

Finishing a task as large as the one I've embarked on, comes to an end not with fan fare, but with the realization that there were no more parts to make. "Oh? I must be done." No time for reflection or sitting on my laurels. Time, my old nemeses, is still very much on the march. So, on I go. "To the BAT-SHOP, Robin, there be ships to build.....Aaaargh!"

SD

MEETING NOTICE

Date: Saturday June 10, 2017

Place: Mariners' Museum

Time: 1000 Hours

From The Mariners' Museum Web Site

Now through Labor Day, admission to the Museum will be reduced to \$1 per person to engage as many people as possible because, through our shared maritime heritage, we are one community.

The editor challenged me this month to write a column about nothing. Here goes....

You've all heard the ad copy proclaiming: "Steak, it's what's for dinner." Right? Or the claim that "pork is the other white meat." Or the song pining that "chicken ain't chicken 'til he's licking good and fried." Sure you have, we're all about the protein; but what about meat's sidekick—the tater, the spud, the benign tuber? You know potatoes; the also ran, the second banana on the dinner menu, the starch in your shorts. According to the Smithsonian, "the potato is the fifth most important crop worldwide, after wheat, corn, rice and sugar cane." They are versatile; you can have them boiled, mashed, baked, julienned, or you can have fries with that. But, have you heard that potatoes are good for more than just eating and making junior high science projects? I bet you didn't know that potatoes have played a part in several wars? Apparently, potatoes play more roles in our lives than you might imagine. Let's take a closer look at the lowly spud and see what we can learn.

If I asked you this: "Potatoes are a good source of..... what?" What would you say? Starch? Protein? Carbohydrates? The medical community would tell you that they are a good source of vitamin B6, C, potassium, manganese, copper(?), phosphorus, niacin, and oh yeah—fiber. The growers and ad men would say they come in a multitude of sizes and colors allowing you to select the correct color and texture to perfectly balance your dinner plate. And apparently, they are easy on the calories—easy that is, before you dress them out and call them loaded. Maybe they are the last generation's super food.

In this age of diversity, we need to see how the potato affects our folks in the military. I'm not talking about every soldier's rite of passage sitting around a big pot peeling spuds or having that creamed puree slapped onto the mess tray. No sir! I'm talking about a loftier goal. I'm talking about using the starchy hand ball as a weapon. This is the military after all and they are all about weapons.

It happened in 1943. You've heard of potatoes O'Brien, and maybe some of you have heard of potatoes McAlister, but have you ever heard of potatoes O'Bannon? Probably not. USS O'Bannon DD-450 was an early, round bridge Fletcher-class destroyer commissioned in June 1942. She was assigned to the Pacific theatre of conflict and participated in many actions around and near Guadalcanal. This is what DANFS has: "Through October 1943, O'Bannon protected landings, carried out escort duties from Noumea and Espiritu Santo to Guadalcanal and Tulagi, joined in bombardments at Guadalcanal, Munda, Kolombangara, and shouldered her share of the nightly patrols up the "Slot" between the Solomons, guarding against Japanese reinforcements. Retiring from such a run early 5

(Continued on page 2)

FOR SALE Model Kits

Recently, the club inherited a small cache of un-built models. They are now being offered to you at these ridiculously low prices. The prices reflect a discount of at least 75% off retail and you can also help the club's bottom line. The indicated prices are the starting bids for these kits.

REVELL 1:72 S-100 class SCHNELLBOAT w/ Eduard 1:72 S-100 class SCHNELLBOAT Photoetch Brass set. \$25.00

GLENCOE MODELS 1:225 USS OREGON. \$12.00*

REVELL (Authentic Kits) "old version" 1:96 USS CONSTITUTION. \$20.00*

ITALERI 1:35 ELCO PT-596 w/ Italeri 1:35 PT BOAT CREW. \$45.00

LINDBERG 1:125 BLUE DEVIL DESTROYER. \$20.00*

REVELL 1:72 U-BOAT VIIC w/ Eduard 1:72 U-BOAT VIIC Photoetch Brass set. \$40.00

TRUMPETER 1:200 USS ARIZONA. \$45.00

REVELL 1:72 GATO SUBMARINE. \$25.00

SQUADRON BOOKS: US Aircraft Carriers in Action Pt.1. \$2.00

SQUADRON BOOKS: Elco 80 Foot PT BOATS On Deck Color Series. \$3.00

SQUADRON BOOKS: US Subs In Action. \$2.00

SQUADRON BOOKS: U-Boats In Action. \$1.00

All kits have been inspected and appear to be complete. All boxes have been opened. The *Glencoe OREGON and Lindberg BLUEDEVIL have a few parts loose from their trees. The Revell CONSTITUTION sails are slightly worn in some areas.

I'll bring them to the meeting for your inspection and sale. Prepare to bring home a great kit at a great price.

Gene, SD

(Continued from page 1)

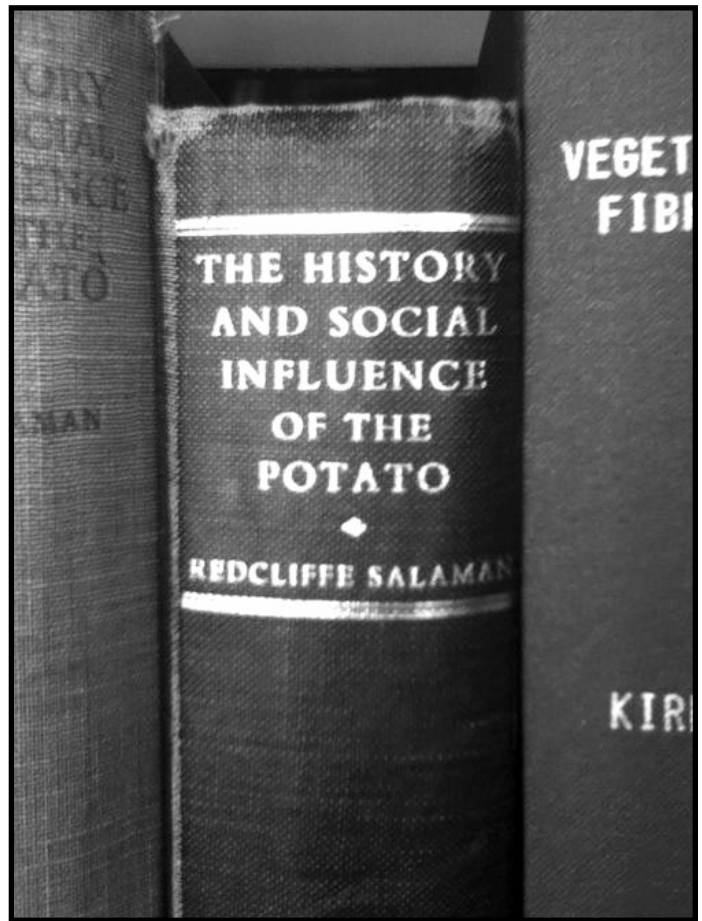


April, O'Bannon sighted on the surface and fired on Japanese submarine RO-34. During this period she also splashed at least two enemy aircraft in various attacks." Hum.....not very enlightening. In fact, having read this, you would think that nothing special happened.

Now, while her official history as told in DANFS does not report this next piece, open sources do—you just have to trust them. It is dubbed "one of the oddest and most perplexing incidents during the War" and has become known as "The Maine Potato Episode." It occurred at night "on April 5, 1943 when the destroyer came across a large Japanese submarine,

the RO-35, which was cruising on the surface and oblivious to the approaching ship." A plan to ram the ship was nixed by the Captain and "O'Bannon found itself moving directly parallel to the RO-35." Because of the short distance between vessels, "O'Bannon was at a disadvantage because it was too close to the sub to lower its guns and the sub had 3-inch deck guns at the ready." Fearing the Japanese sailors would use their deck gun "the O'Bannon crew began to use whatever they had at their disposal to fight the Japanese." Reaching inside nearby a nearby locker, "the crew began to pelt the Japanese sailors with its content." Inside the locker "were potatoes and soon an epic potato battle began. Either the Japanese were not used to potatoes or were expecting the worst since they believed the potatoes were actually hand grenades. The sub's sailors were too preoccupied with throwing these potato "grenades" overboard, or right back at the O'Bannon, that they were not manning their deck guns."

"The O'Bannon took the opportunity to gain distance as their enemies were busy handling their potato issue. Once the O'Bannon was far enough away, they properly lower their guns



and began firing at the sub, who, by now, started their decent. Before the RO-35 was fully submerge, the O'Bannon damaged the sub's conning tower. After it disappeared from the surface, the destroyer maneuvered over the sub and delivered a depth charge attack. After the war, information was released that the Japanese RO-35 submarine did, in fact, sink as a result of O'Bannon's actions."

Upon hearing about the potato incident, the Association of Potato Growers of Maine sent O Bannon a plaque commemorating the event. It was mounted near the crew's mess hall." And no, it is not known as the Potatoes O'Bannon Inci-

(Continued on page 3)

(Continued from page 2)



dent!

I tell you that story to tell you this story. It's clear that our Mystery Photo does not highlight a Fletcher-class destroyer—at least I hope it is clear. But our clue for the month is highlighted in the previous story. It's either Destroyer, Japanese, or Potato. Care to guess which is right?

Our second story starts after the end of the Great War, now known as World War One since we've had a World War Two. It takes place in the City of Charlottetown, the capital of Canada's Prince Edward Island. It is written that after the war the number of courtesy visits by naval forces dropped dramatically. Changing times. "The one exception was the French navy." One of the vessels keeping track of French fishing vessels and vessels supporting the robust liquor trade off Newfoundland was the Aviso Ville D' YS which regularly visited the port City between 1926 and 1939.

On line we learn that "Most of the Ville d'Ys visits to Charlottetown followed a similar pattern. Courtesy visits would be paid to the Governor and Mayor and the Island officials would pay a return visit to the ship. A salute of nineteen guns would be made to honour the Governor. Officers would be entertained at the Charlottetown Club or the Golf links and tennis courts. In some years a friendly game of soccer between the town and the ship would be held. In later years the appearance of the ship would provide the rationale for a ball at Government House. It was all very civilized except the French must have wondered about the strange Island custom of prohibition which was then in effect." There was a routine.

However, "In 1935, an 18 year old deserter from the ship was discovered digging potatoes on a farm in Rustico. He claimed to be worried about the increasing tensions in Europe and he jumped ship to avoid engaging in warfare. He appears to have been sent to re-join the ship in Sydney (Nova Scotia, not Australia-JFC). Problems of a different nature showed up in June 1936 when Governor George DeBlois was making an official visit to the ship. A group of teenage boys attacked the vessel with discarded potatoes left lying on the railway wharf. Taking up a vantage point on the roof of a nearby-warehouse



French battleship 'Villedys' in dry dock at Charlestown Navy Yard. 1930-05-27

they showered the French sailors on the deck of the patrol vessel with a barrage of spuds. Rather than retaliate, the ship's officers contacted the city police but by the time they arrived the "hoodlums" had disappeared." The attack of the bomb frites (pun intended) was never solved nor repeated. Apparently, no one on Prince Edward Island is a tater-tattler!

Gordon Ramsey's TV programs always end with a nod to the production company when you hear "One potato, two potato." Well, with this Mystery we have one ship, one potato related incident, two ships, two potato related incidents. Me thinks the clue lies with the potato!

The photograph:

This month's photo shows what the uninitiated would call a vessel with a very mercantile profile. The ship has made fast to a real pier and not a spud barge. The water is calm, and it appears to be wash day. The sky has a bit of an overcast. No smoke is coming from the stack. The rather small vessel features two rows of port lights, a flush deck, two masts, a central superstructure, a gun mount under the bridge wing, and canvas awnings covering much of her deck. At the stern flies the familiar tricolor, the national flag of France, "it features three vertical bands colored blue (hoist side), white, and red." In the background just before the foremast is a tall tower which, if identified, will give the photograph's location.

Two replies this month, one from Dave Baker and one from Tim Wood. They are not fooled by the mystery. While Tim identified the ship and sent a copy of an on-line history, Dave, again, hazarded this wild guess: "this looks like a late career photo of the French Navy's British-built Flower-series convoy sloop VILLE D' YS, ex-HMS ANDROMEDA. The only unit of her class to be transferred to France, she was disarmed post-WW I and used for the French Fisheries Protection Service (but operated by the French Navy) during the 1920s." Dave your "guess" is not a guess, it's the right identification.

(Continued on page 4)

Nautical Term

Twiddler A line or tackle to the helm, to aid in steering. Its origin appears to be from the same word in early English, then slang for help.

Tim Wood

Get you models ready for the HRSMS 50th Anniversary Exhibition

THE ANSWER

The answer to mystery photo 371:

Title: French coast guard ship Ville D'ys at Charlestown Navy Yard

Creator/Contributor: Jones, Leslie, 1886-1967 (photographer)

Date created: 1932-03-27

(Continued from page 3)

He goes on to say: “VILLE D’YS was built by Swan Hunter Wigham Richardson at Wallsend-on-Tyne and launched in June of 1917. The ship displaced 1,490 tons normal and was 255-ft 3-in. between perpendiculars and 276-ft. overall, with a beam of 35 ft and a draft of 12-ft. 3-in. She had a single screw driven by a 4-cylinder triple-expansion engine and had two boilers. With a capacity of 270 tons of coal, she had a range of 2,400 nautical miles at 12 knots, while full speed was 17 knots. Her complement in French service was 103 total. The ships of this series were designed to resemble merchant ships, and there were a number of quite different configurations within the “class.” Some were equipped as ‘Q’ boats with weaponry hidden behind shutters.



Nantasket leaving Boston Harbor, circa 1934

VILLE D’YS in French service carried a 3.9-in. gun, three 3-in. AA guns, two 3-pounders and a machine gun, but in this photo, she appears to be disarmed.”

So we know the vessel is the Ville D’YS. She served with the French Navy as an Aviso with duty as a fisheries protection ship. We know that she served in this role from the mid 1920’s until sometime in 1939. We know thus duty had her off the East Coast of North America. And we know she was pelted with potatoes in Charlottetown, PEI. But do we know where and when this image was made? Dave hazards another guess when he writes, “It looks to me like the photo was taken in Liverpool, UK — the tower in the background looks like the one that is located in the inner harbor.”

Searching Liverpool harbor, I see a building with a tower with a profile similar to the one I mentioned earlier. In fact, the building sports not one, but two of these towers. The

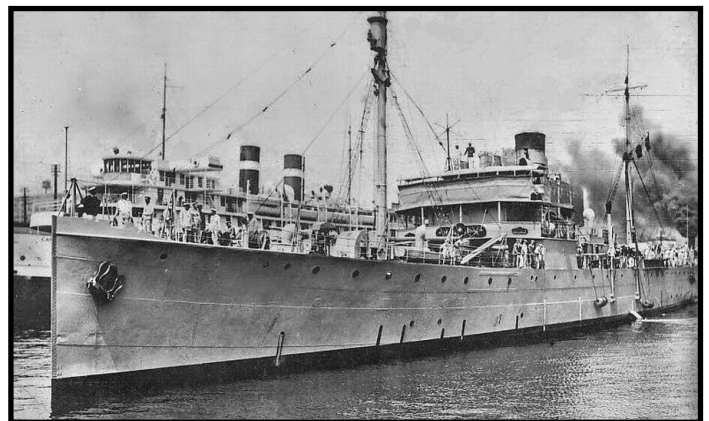
building, which sits hard on the bank of the River Mersey, is the famous Royal Liver Building a name that conjures up a not so pretty image in my mind. Googling the name “Liverpool” for a meaning reveals that “the original tidal inlet, the “pool” from which the city gets its name was called Liuerpul” which “is the Anglo-Saxon word for “muddy water creek.” I suppose that the formation of the local loam is such that it turns a rich liver color when mixed with water. With all that said, the two towers disqualifies it as our building and Liverpool as our location.

Looking elsewhere, the bell tower in Saint Mark’s Square, Venice, Italy comes to mind. But a close inspection shows it not to have the hips our tower has. It occurs to me that a lot of cities have tall buildings that end in a point—even Cincinnati has one. But these buildings are in the wrong geographic location relative to the service of Ville D’YS. We need to look at the East Coast of North America, places like Charlottetown and Sydney in Canada, and perhaps Boston and other large cities in New England. I need to tighten-up the search grid.

Re-reading Dave’s last remark, I’m struck with a different thought about his “the tower in the background looks like the one that is located in the inner harbor” statement. Is he giving me (us) a clue? When he said “inner harbor” did he mean Baltimore’s inner harbor? Liverpool has no inner harbor, just tidal locks, so I searched for tower buildings in Baltimore and came up with a reasonable candidate. Maryland’s Casualty Building—and, no, it’s not the more famous Bromo Building. The Maryland’s Casualty Building was built as a monument to the greatness of the folks who directed the Maryland Casualty Company, and they are all about Insurance—at this point you might need to get some. The problem I have is aligning the ship with the building as I see them in the photograph and the fact that Ville D’YS minutes don’t mention a visit to Baltimore. We need to look at places the ship actually visited.

Sydney has nothing, building-wise, that qualifies and the tower on the municipal building in Charlottetown also does not have the hips like we see with our tower. Boston, however, is another story. There is a building in Boston that closely resembles our tower. Although difficult to discern today in the jumble of the modern City skyline, back in the 1920’s and 30’s the tower of the Boston Custom House stood like a beacon on the harbor. If you look at the tower straight on you might say that it’s not our tower as the “hips” are not pronounced enough. But, if you look at the tower on a diagonal (straight in from the corner) you will see that the “hips” get more pronounced and the tower profile then matches what we see in the Mystery Photo. From that I would say the image was made in Boston Harbor.

Now on a map, if you draw a line from the Southwest



(Continued on page 5)

(Continued from page 4)



corner through the Northeast corner of the building and extend it across the harbor, it roughly draws a bead intersecting old pier #8 of the Charlestown Navy Yard. Could that be the pier where Ville D'YS is tied? One on-line image of our Mystery Photo carries this caption: "Ville d'Ys in a warm-water port with awnings in place. Sailors' washing can be seen hanging from the sides." Another copy of the image located in the Leslie Jones Collection at the Boston Public Library dates the image March 27, 1932 and titles it "French coast guard ship Ville D'ys at Charlestown Navy Yard."

I think that's definitive enough for us. But if you don't think so, I direct you to Google the Leslie Jones Collection and, there, search "Ville D'YS." You will be rewarded with our Mystery Photo and five more images of her taken while she was in dry dock at the Navy Yard. That dock is the same dock that services USS Constitution today.

"The last visit of the Ville d' Ys to Charlottetown took place in 1939, prior to the outbreak of the Second War. At the beginning of the war the ship was on station at St. Pierre and Miquelon, then under the control of Vichy France, but just before the take-over of the Islands by the Free French late in 1940 she sailed to Fort de France, Martinique and was decommissioned there as the lightly-armed, coal-fired ship had little value to the war effort. She was scrapped in 1945."

I don't think I met my challenge because there was something to write after all. A spud web was spun, we chipped away at it, the layers were peeled back, it got a bit dicey, but in the end we baked it all together. With all that said, I want you to always remember to keep the home fries burning...

John Cheevers

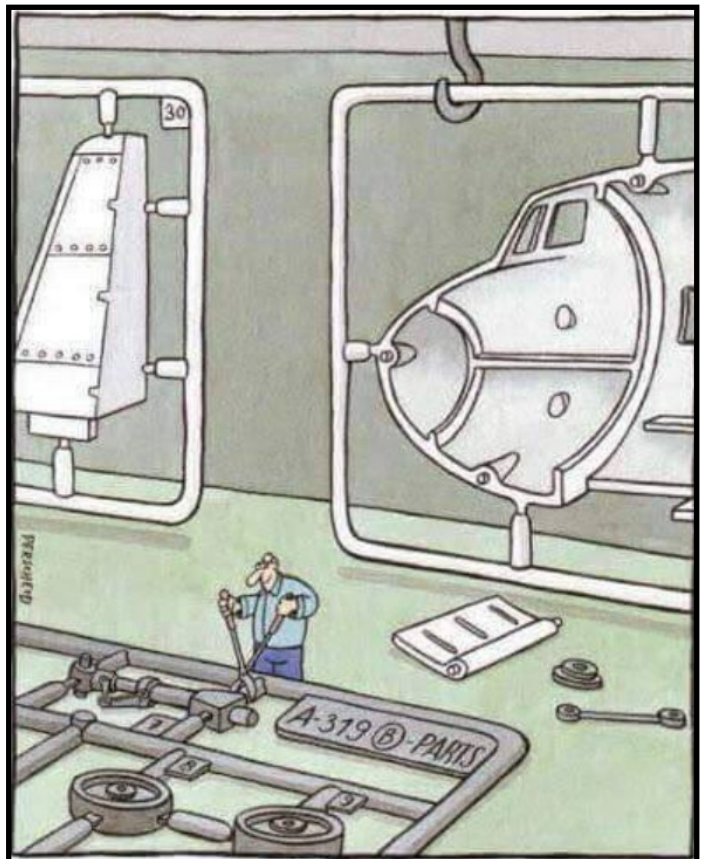
What's Happening at The Museum

There's good news for the summer and better news for the summer! The good news is two great animated 3-D movies in Explorer's Theater. One is "Pirates" and the other an animated kid-friendly rendition of Jules Verne's classic "20,000 leagues Under the Sea". Both very well done and enough "gotcha" spots to hold any adventurous kid's attention. The high-tech 3-D is absolute state-of-the-art. The better news is that now through Labor Day general admission is one buck! Movie prices are also slightly reduced so if you have grand kids or just kids visiting, this is an exciting diversion. Add to that the enormous space-age "platform" called AC72 or Oracle 17. 72 because it's 72 feet long. The foiling catamaran that won the 34th America's Cup, raised eight feet in the air and amid a bevy of high-tech videos, training devices, "touch me's" designed to hold anyone's attention. And we're back to summer hours. The Museum is open 9 to 5 every day. Now for the best news, International Wine Classic June 17th. Over 80 wines, and all proceeds benefit the Museum's Collections.

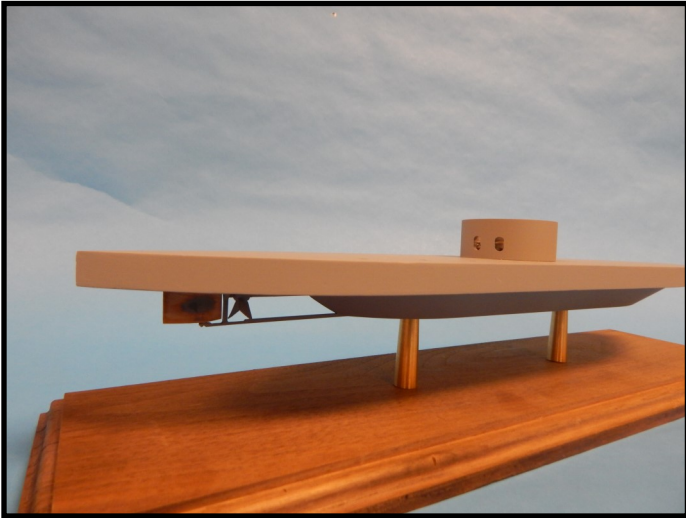
Ron Lewis



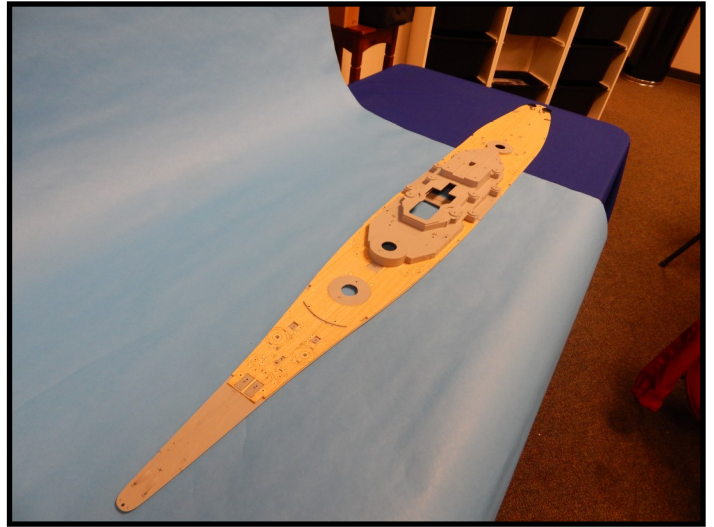
"I spent all day cutting up potatoes for homemade French fries, so I better see a fat fryer when I turn around."



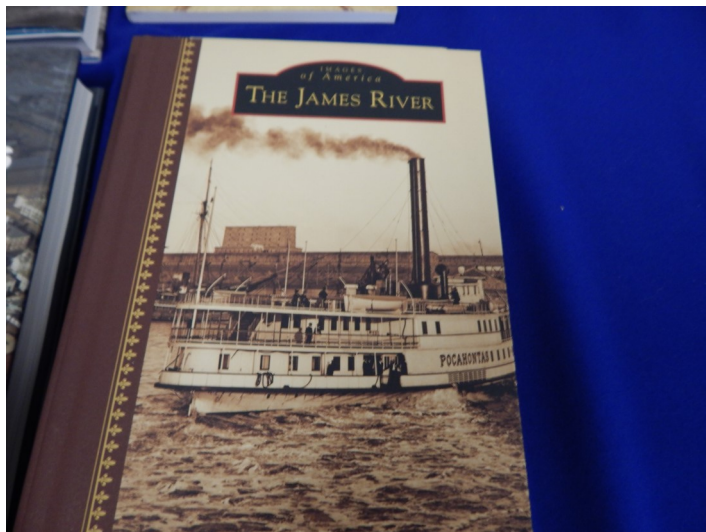
Juergen's job at Airbus was exactly like his childhood dreams.



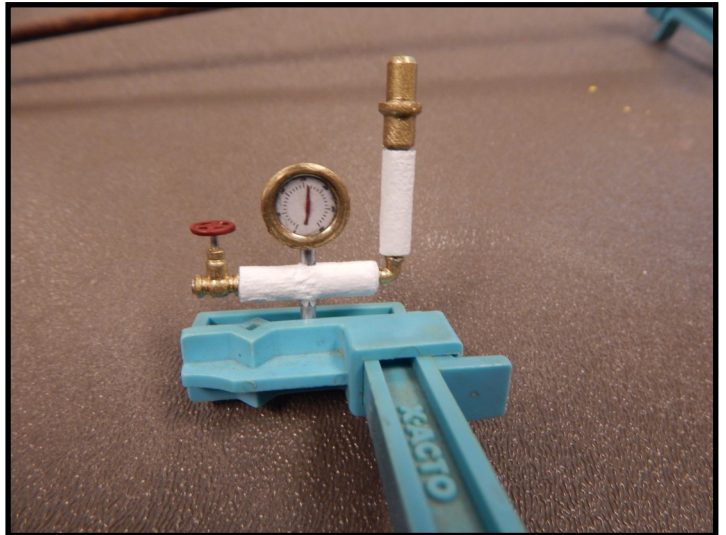
John Cheevers' Monitor



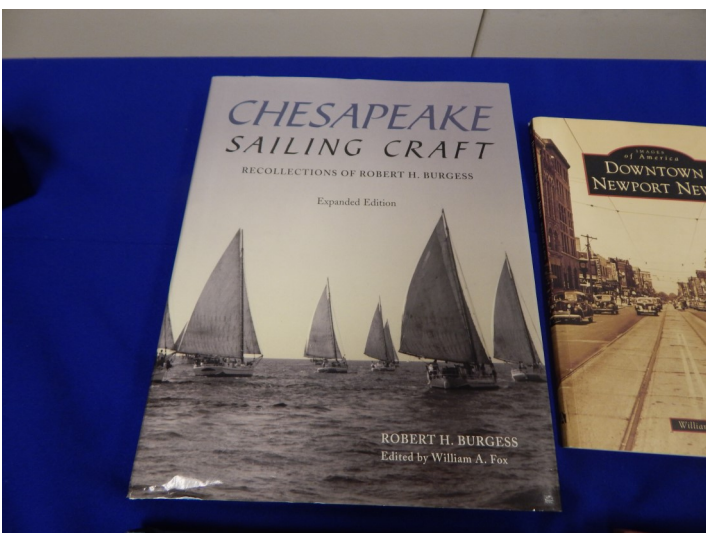
Bob Moritz's Missouri deck



Bill Fox's book, The James River



Kevin Ritton's Pickett Boat Parts



Another editorial project by Bill Fox



Kevin Ritton's Pickett Boat Spar Torpedo



Tanah-Merah-SG-Banda-Bentan-Telani-ID

Mystery Photo
Contact John Cheevers by mail or
e-mail if you know what it is.

NOTABLE EVENTS

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
Picnic, Newport News Park
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

FEBRUARY

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

MARCH

- 10 HRSMS Monthly Meeting:

APRIL

- 14 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 12 HRSMS Monthly Meeting: Mariners' Museum

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407
Mate: Ron Lewis (757) 874-8219
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Tim Wood (757) 481-6018
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



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
May 13, 2017

Guest: Andy Hahn, 2nd meeting

The meeting was called to order at 1004 hours by skipper, Gene Berger. Gene talked about a meeting of the 59th anniversary exhibit committee held at his house on June 5th. The committee pared the number of models to approximately 54. He said that some duplicated models were omitted and that all contributors would be represented.

There was no correction to the minutes as published. In the absence of Ryland Craze, The Skipper gave the Purser's report detailing revenue, expenditures and account balance. Greg Harrington had nothing to report on the web site, but he requested photos of member models and head shots for the roster.

Old Business: Gene Asked Ron Lewis about the status of the machinery that he and John Cheevers were going to pick up in Matthews County. Ron said that was a change of plans and the lathes would be delivered to the museum. Ron updated the group on having a HRSMS plaque made for the Ship Modeler's Shop. Ron said that a sandblasted plaque would cost \$384.00. After discussion on other options, the Skipper suggested that we cast the plaque in-house. This project was deferred to explore the casting option. Tony Clayton asked when the members needed to present their models for the museum exhibit. Gene said that it looks like they will be needed in the early July timeframe. Exhibitors will be notified when the schedule is finalized. Ron then mentioned our staffing for the proposed model building class at the museum. Details of the class are still in a state of flux. Gene noted that the fliers for distribution at the Ship Modeler's Shop had been procured. Tony Clayton asked about membership certificates. Gene said for members to give him their request and he would produce them.

New Business: The proper name for the former "Taco Stand" is now the "Ship Modeler's Shop". The next item of business was the disposition of David Tagg's LST model. The model is in need of some repair. And this will be addressed at a later date. Bill Fox noted that the museum is going to install a WWI exhibit in 2018 and is looking for a sub-chaser model.

Show & Tell: John Cheevers showed the progress on his Monitor a signed book by former member Bill Abbott. Kevin Ritton showed parts for his Picket Boat Number One. Kevin Ray showed his copy of Chesapeake Bay Log Canoes and Bugeyes, by M. V. Brewington. Bob Moritz showed a wooden deck for his 1945 Missouri. Jim Tarantino showed a paper kit of the Arizona and asked for some help on the superstructure. Greg Harrington showed some abrasive cord used for finishing in tight quarters and several blocks for his current project.

The meeting was adjourned to a presentation, "The James River: Boats and Steam Boats", by Bill Fox.