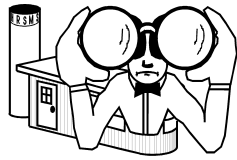


From The Bridge



Mystery Photo



Captains Log 9.9.17

"Gon, fishin", I'll see everyone at the picnic, if Irma doesnt say otherwise....

Gene

THE ANSWER

The answer to mystery photo 374:

USS Utah

Nautical Term

Isogonic Lines on a chart are the lines of equal magnetic variation. The term comes from Greek *isogon*, meaning equal angle.

Tim Wood

MEETING NOTICE

Date: Saturday September 9, 2017

Place: Newport News Park

Time: 1100 Hours

OK, everyone open wide and say "ah". Yeah, just like you do for the doctor. There, now you've articulated one of the largest clues ever left on a Mystery Photo. Who found it? Did you say "ah"? Here's a harder question: If you found it and identified it, did you say "ah-hah!" And then did you submit a reply? Did you even need the clue? I bet a few of you narrowed the choice to just "two" simply by recognizing the arrangement of the ship. Oh, there were four ships loosely arranged in this manner but only two had the mast and funnel arrangement we see in this Mystery. So who got it, who said "ah-hah"?

If I go by the number of replies, the answer is not as many as you think. I have three written replies and one of the verbal variety. Stewart Wynn wonders... "is this a trick question or something? I see the last of the name "Utah" on the stern, but it can't be that easy, can it?" Charles Landrum warns: "FYI, you can read the part of the name UTAH on the transom... not very difficult." Tim Wood identified the vessel and sent along some interesting anecdotal musings. The verbalist also identified the vessel but said he was unable to find the image in his library. Uh-huh, or is it Ah-hah?

Utah, a relative latecomer to the union, is our 45th state being admitted in 1896. The state of Utah is the 13th-largest by area but ranks 31st in population making it the 10th-least-densely populated of the 50 United States. Utah has a population just over 3 million and approximately 80% of them live along what is called the Wasatch Front, or within the metropolitan area of the state capital, Salt Lake City. Most of the population profess to be members of the Church of the Latter Day Saints. The capital sits geographically in the north-central portion of the state—about where you'd put the nail if you were hanging a picture. The states geometrical boundary would be a true rectangle like her neighbors Wyoming and Colorado if the upper right corner did not belong to Wyoming. Other than the one big city, a giant salt water lake, a mountain range down the center, the airfield where Paul Tippetts trained in the Enola Gay, and a huge salt flat the place is largely desert and empty.

(Continued on page 2)

Hampton Roads Ship Model Society Picnic

Saturday September 9, 2016

Newport News Park

11:00 am, until. The event will be held rain or shine.

See Page 5

What's Happening at the Museum

Summer's pretty much gone and the huge crowds brought in during those "out of school" months were very good for the Museum. We saw a wide variety of families, grandkids, visitors from afar, veterans, unfortunate tourists from the land-locked regions of our great country. They came for the experience of coastal culture, their first view, in many cases, of the vast Atlantic Ocean, the Chesapeake Bay and America's National Maritime Museum...for one dollar! Those of us fortunate enough to spend time in the Ship Modelmaker shop heard overwhelmingly positive response from these folks and the consensus is that a presence in the shop was a major source of interest for our visitors! And they love our Golden Anniversary exhibit! Well-done to all of the modelmakers from the administrative staff and from the corps of volunteers! Now, next up...The Gallery Crawl! On September 16th the Collections people will haul out of the attic an amazing variety of art and artifacts rarely or never seen in public! We're calling it "The Secret Life of Objects" and some of the highlights include a locket portrait of Mathew Fontaine Maury containing a mysterious lock of hair, a 19th century painting of the survey steamer Walker with a second painting beneath, a very plain Captain's sea chest with very ornate inlay inside, all of these and many more with Collections and Curatorial folks standing by to tell you about their pet artifact. The event is catered by six high-quality food and beverage providers so you can skip dinner! Go on line at marinersmuseum.org/gallerycrawl and get your tickets today! Next Month, the Annual Collections Selection Dinner.

Ron Lewis

(Continued from page 1)



Largely deserted and empty would be an apt description of the wreck that USS Utah has become. Lying mostly submerged on the back side of Ford Island in Pearl Harbor, Hawaii, Utah is the lesser of the two un-salvaged warships left there from the attack of December 7th, 1941. In her rusted, partially salvaged state she will forever bear witness to the attack and serve to honor fallen sailors. A concrete wharf offers visitors the chance to visit the wreck up close.

The battleship designed and built in a time when the big gun was king was one of two "sisters" making up the third of ten class designs lumped together and euphemistically called post Dreadnought battleships. As such they closely followed their preceding class in having five big gun turrets, all located on the centerline. The class consisted of USS Florida, BB-30 and our Mystery ship USS Utah, BB-31. They were easily distinguishable from the preceding class in that they featured both funnels located between the lattice masts. As built they were identical and if it wasn't for the "Ah-hah" we might not be able to make a definitive identification ourselves.

I'll leave it to you to find and read other notable events in Utah's career. This month we'll concentrate on some of the better anecdotes:

When you compare ship sizes, your mind automatically assumes that battleships are huge because they were the last generation's capital ship. Today we assign that role to the aircraft carrier. Utah might have been huge in her day being 521 feet long; by studying the sailors on her deck, she certainly appears to be. Her designed weight of 21,000 tons and some change certainly reinforces that logic. But if you compare her

physical dimensions to a modern destroyer, say an Arleigh Burke, would you keep that feeling? A "Burke" measures in at 509 feet yet we label her as a destroyer. Capabilities aside, in our minds we always think of destroyers as the "little boys" and battleships as the "big boys". Also the "Burke" only displaces about 9,000 tons. So we see that it's important to understand why displacement is the measure of a ship's size more so than just length.

Charles Landrum shares an interesting bit of his family history, a memory that was sparked by the Mystery Photo and one that has a tie in with our Mystery Photo. He writes: "My maternal grandfather Joseph T. Hazen, USNA 1927, served on the lead ship of the class, USS Florida in her final years in the late 1920s. He was classmates and good friends with RADM William W. Outerbridge who was the CO of USS Ward (DD-139) when she sank the Japanese midget submarine off Pearl Harbor. My Grandfather was the commissioning Chief Engineer of USS Hornet (CV-12). My mom remembers living in a hotel in downtown Newport News during the war as they waited for the ship to finish and commission. She also remembers walking to school and passing a POW camp with German and Italian prisoners captured in North Africa. He was artistic and I have a line drawing of Florida he did in India ink."

Most of you may know from your history that Utah was not classified as BB-31 when she was sunk. At that time, she was classified as AG-16. AG in the navy classification system stands for Miscellaneous Auxiliary (go figure.) And as an "AG" she was tasked as a target ship. The AG classification also included colliers, destroyers, gunboats, and LSTs and anything else, doing anything under the sun, that the navy decided belonged there. So you can see how you could get "miscellaneous auxiliary" from "AG". Some sources say that after her demilitarization in 1930 she became a remote controlled target (she retained her turrets but lost her guns.) By the



Arial view of the USS Utah memorial

mid-1930s the threat from aircraft was far greater than from the large caliber gun so she was converted into a "fleet machine gun school" and a crew was reintroduced to the vessel. By 1939, a refit at Puget Sound added 5-inch, 25 caliber guns and 1.1 inch machine cannons (the Chicago piano) and she was known as a general purpose training ship. Four 5-inch 38 caliber guns were added in 1941. In this role she was very useful and you can see how the "AG" classification was also very use-

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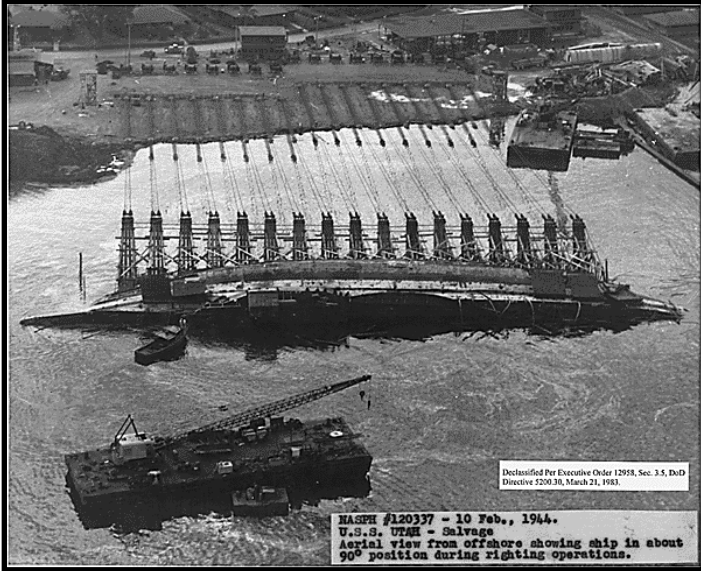
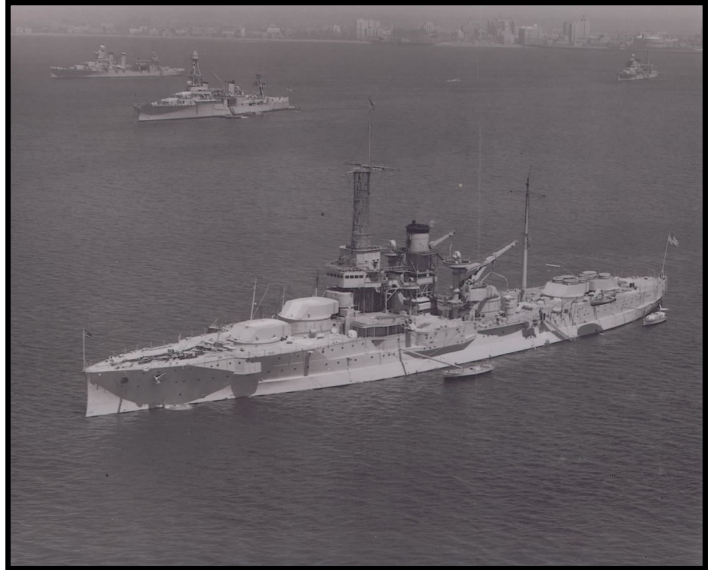
ful.



At Pearl Harbor she, apparently, became a battleship decoy to the attacking Japanese pilots. As the sole large displacement anchored on “her” side of the Island, she absorbed two torpedo hits, capsized and sank at her berth—her part of the war lasting just a few minutes. The navy wanting to clear the channel began salvage of the vessel in 1943. Her method of salvage was similar to how the engineers cleared the wreck of

USS Oklahoma—a method called parbuckling. In fact, the same sheers were used to right the hull. But where Oklahoma was refloated, Utah’s salvage stopped after the channel was clear of obstruction. “She was then declared “out of commission, not in service,” on 5 September 1944. Utah’s name was struck from the Navy list on 13 November 1944.” She sits there today and is declared a war grave like USS Arizona.

The people:

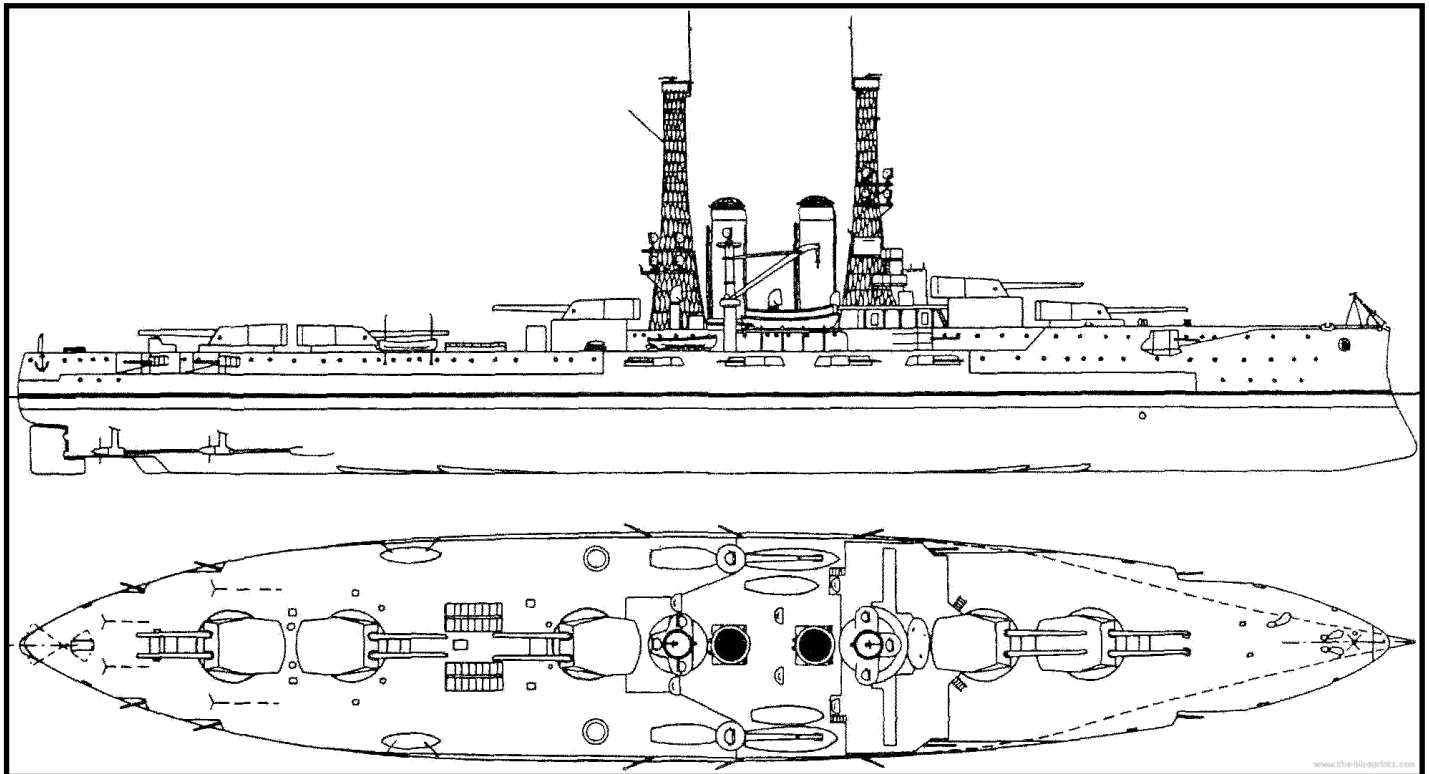


Declassified Per Executive Order 12958, Sec. 3.5, DOD Directive 5200.30, March 21, 1983.
HAGPH #120337 - 10 Feb., 1944.
U.S.S. UTAH - Salvage
Aerial view from offshore showing ship in about 90° position during righting operations.

“Peter Tomich served as chief watertender on the Utah and during the attack was stationed to the vessel’s boiler room. As the former battleship started to flood with water, Tomich refused to leave his fellow shipmates behind, and so he remained below to guarantee everyone made it out. Sadly, his decision was made as the Utah was capsizing, and as the last of the crew escaped, Tomich became stuck where he was. For his

The Salvaging of the USS Utah

(Continued on page 4)



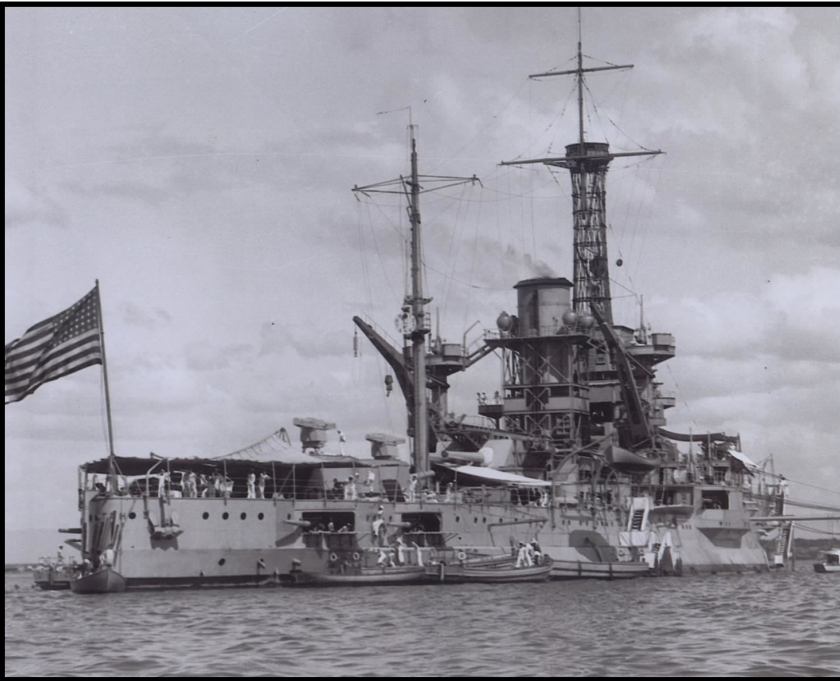
(Continued from page 3)



selfless actions, Tomich received the most prestigious award, the Medal of Honor.”

“Another man, Fireman John B. Vaessen, USNR, remained at his post in the dynamo room, making sure that the ship had enough power to keep her lights going as long as possible. Cmdr. Isquith made an inspection to make sure men were out and

nearly became trapped himself. As the ship began to turn over, he found an escape hatch blocked. While he was attempting to escape through a porthole, a table upon which he was standing, impelled by the ever-increasing list of the ship, slipped out from beneath him. Fortunately, a man outside grabbed Isquith's arm and pulled him through at the last instant.”



Utah (BB-31) in Guantanamo Bay

“Shortly after most of the men had reached shore, Cmdr. Isquith, and others, heard a knocking from within the overturned ship's hull. Although Japanese planes were still strafing the area, Isquith called for volunteers to return to the hull and investigate the tapping. Obtaining a cutting torch from the nearby USS Raleigh (CL-7) — herself fighting for survival after taking early torpedo hits — the men went to work. As a result of the persistence shown by Machinist S. A. Szymanski; Chief Machinist's Mate Terrance MacSelwiney, USNR; and two others whose names were unrecorded, 10 men clambered from a would-be tomb. The last man out was Fireman Vaessen, who had made his way to the bottom of the ship when she capsized, bearing a flashlight and wrench.”

“Nancy Lynne Wagner may have had nothing to do with the attack on Pearl Harbor, but for over 70 years, her remains have been entombed within the vessel. Serving aboard the Utah was Chief Yeoman Albert Wagner, who prior to the attack had suffered the loss of a baby girl at birth. Nancy died before she had the chance to live her life and to honor his girl, Wagner intended to scatter her ashes at sea when the Utah left the harbor, but the attack took that opportunity away from him. Though Wagner survived the Utah's destruction, he never returned for his daughter, instead choosing to allow the urn to remain in his locker. Though it wasn't the beautiful Pacific, she was in a place that her father had appreciated and served courageously.”

“Relics from the ship are...preserved in the Utah state capitol building; among the items on display are pieces from the ship's silver service and the captain's clock. The ship's bell is on permanent display at the University of Utah near the entrance of the Naval Science Building. In September 2016, the ship's bell was loaned to the Naval War College for display in the Senior Enlisted Academy's Tomich Hall. It is scheduled to be on display until April 2017, at which time it will be sent for a conservation assessment before it is loaned back to the University of Utah.”

It's amazing what you can learn from a seemingly innocuous “ah-hah” moment. Utah might not be so empty after all.

John Cheevers





HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

Saturday, September 9, 2017

11:00 am, until. The event will be held rain or shine.

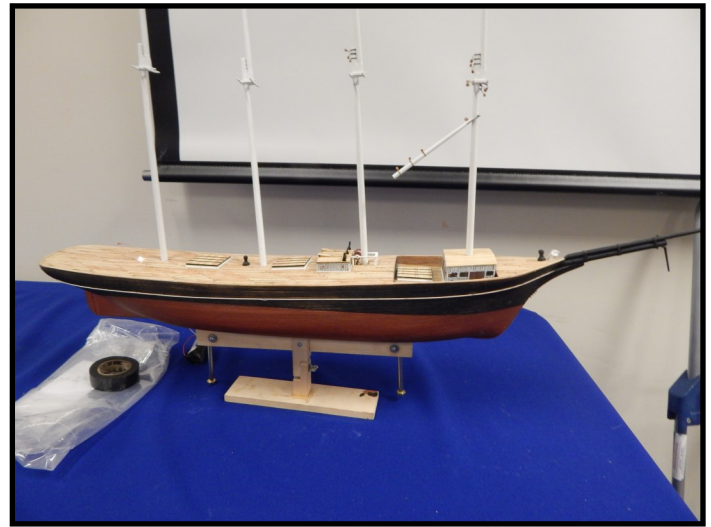
WHERE: Newport News City Park, Shelter #3. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area on the left with rest rooms nearby, tables, benches and barbecue grills.

The HRSMS will provide soft drinks, hotdogs, and hamburgers with all the condiments. Other items needed are salads, side dishes and deserts.

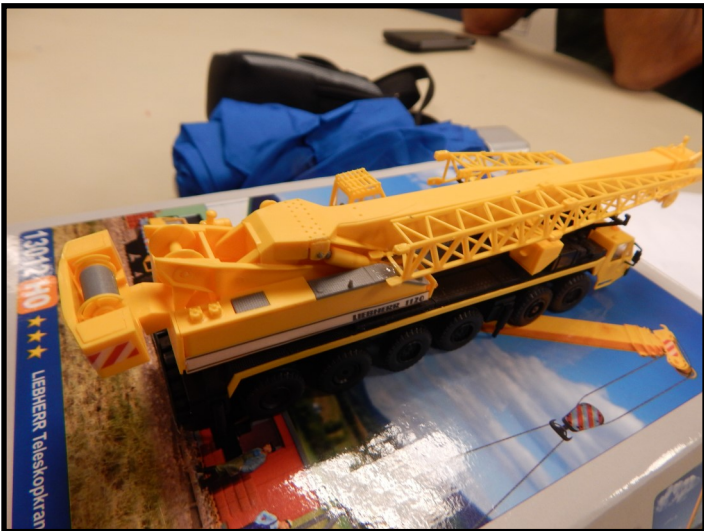
Contact: Event Coordinator: Ryland Craze (804) 739-8804 or ckart55@aol.com



Scientific Models Sea Witch



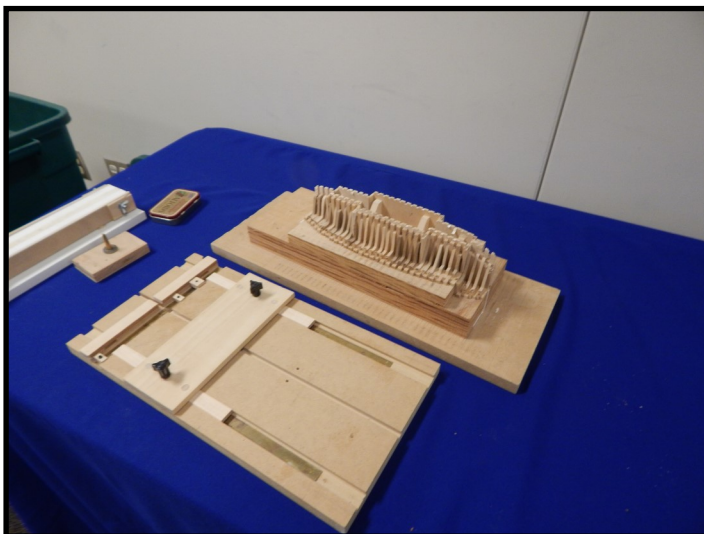
Marty Gromovsky's Clare E Randell



Bruce Brown's Liebherr Crane



Model Builders' Stand Display Case



Greg Harrington's building jig



HRSMS Exhibit

Mystery Photo

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



NOTABLE EVENTS

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
- 24 The Old Dominion Open Scale Model Show & Contest

MARCH

- 10 HRSMS Monthly Meeting:

APRIL

- 14 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 12 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 9 HRSMS Monthly Meeting: Mariners' Museum

JULY

- 14 HRSMS Monthly Meeting: Mariners' Museum

AUGUST

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

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
August 12, 2017
Guest: Jonathan Buezard, 1st meeting

The meeting was called to order by the Skipper Gene Berger at 1008 hours. The Skipper thanked everyone for their help in making the HRSMS model exhibit a success. The guest was recognized and welcomed to the meeting. Bruce Brown presented Heinz Schiller a model of a Liebherr Crane. Gene passed along one comment from the museum. The comment was that as much care should be given to the model base as is given to the model itself. There was a brief discussion about using microcrystalline wax vs. beeswax on model rigging. Gene then asked that anyone that has a model in the Model Builders' Stand provide some basic information including builder and the name and type of vessel.

There was no correction to the minutes as published. Ryland Craze gave the Purser's report giving disbursements, monies received and account balance. Ryland said that several people are being dropped from the roster for nonpayment of dues. He noted that an effort had been made to contact these people a he received no response. Greg Harrington gave the Webmaster's Report.

Old Business: Ryland Craze talked about the Richmond IPMS Old Dominion Open Scale Model Show & Contest and said that the show will be held on February 24th at the Richmond Raceway. He noted that we will be sponsoring awards for the four ship model classes and the best maritime award. Ryland then circulated signup sheets for the September picnic. One sheet was to get a head count and the other was for members to designate what items they what items (dishes) they intend to bring.

New Business: The Skipper noted that the Model Builders Stand was out of HRSMS brochures. Tom Saunders said that he would have them reprinted. Gene talked a box of inherited material in the Model Builders stand. John Cheevers said that he would remove the ship plans and retain them for the next auction and leave the wood for use in the stand. Gene talked about our donation to the museum. There was discussion about using the money to sponsor memberships. After much discussion, Gene said he would table the issue until the October meeting. The Skipper said the HRSMS had inherited 15 model kits that will auctioned at a later date. Five kits were retained by the museum and they are looking for someone to build them. Contact the Skipper if you are up to the task. Lee Martin said that he had a completed model of the USS Rattlesnake that he was willing to give the museum.

Show & Tell: John Cheevers showed rulers and sanding blocks he is providing to Ron Lewis for his model building class. Lee Martin showed a Scientific Models kit of the clipper ship Sea Witch that he was donating to the next auction. Marty Gromovsky showed the progress on his model of the four-masted schooner Clare E Randell. Greg Harrington showed material supported his pending presentation.

The meeting was adjourned to the presentation "Building the Clue and Chata", by Greg Harrington.