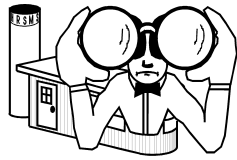




From The Bridge



Mystery Photo



Captain's Log 1.13.18

Happy New Year 2018. Another one slipped by, but what a year. I scarcely believe that our Anniversary Exhibit is nearly at an end. The last five months have gone by with a blink. It's not fair! The exhibit officially closes on February 11th and that means another trip to the museum to retrieve our models. A plan has been organized and I will speak of it at the meeting this Saturday.

It's time to nominate club officers for the upcoming term. So, come prepared to nominate a poor unsuspecting soul, railroad another or throw your own hat into the ring. The elections will be held no later than the February meeting.

The Founders Award committee will also convene this month. Those interested in volunteering to chair or participate, be ready to speak up and recognize an outstanding member for this year's *trophete*.

The Modeler of the Month for January 2018 is Dave Baker. As a past skipper and prolific volunteer at the "Taco Stand" he stands out as one of our finest.

The **Richmond Old Dominion Open** (IPMS) show is gearing up. It promises to be the best yet with our help and contribution. Now that the cat's out the bag and we know what quality work we have, I expect a grand showing of our wares this year. Please consider bringing a model to exhibit, if only to show it off. I'll speak more of this at the upcoming meeting. There are a few points to discuss about our attendance.

Remember, the **ODO** is on **February 24th**. Save the date...

Skipper Emeritus

How does that Willie Nelson tune go again?

On the rocks again
I just can't wait to get on the rocks again.
The life I love is wreckin' ships with my friends
and I can't wait to get on the rocks again.
On the rocks again
not goin' places that I've never been
not seein' things that I may never see again
cause I can't wait to get on the rocks again.

Here we go...

Ok you band of gypsies, head on down the channel and welcome to the New Year.

It must be ten months since we last saw a ship showing her petticoat while stranded on the rocks. Seeing a little skin is exciting. Heck, it's enough to make me break out in song. And if Willie Nelson doesn't get you in the mood, maybe Neil Seda-ka's Breaking up Is Hard to Do can. It might even be enough to make you break out the Sawzall—it sure looks like somebody did! What in the world are we looking at? Half of a ship suspended from a crane and half sitting in shallow water? That's what it looks like. Was it too much Holiday cheer?

I vessel in two. Not a large ship judging from the size of the men (sailors) on the section still in the water—perhaps something in the 200 foot range. The hull has only 2 decks and there is a hint of a step down at the stern—you can see the beginning of a fashion plate at the right edge of the image. No superstructure. Has it been removed or did it never exist? In the aerial portion, we can see machinery at the bulkhead and about 4 lockers. The box item on the deck above looks like an ice machine. And you can see the usual piping and ventilation ducting. The hull cross-section is interesting for what it does not show—evidence of steel construction. So what do we have here, a wooden boat?

One response this month, from Rob Napier. And he has this to say about her construction: "I see those striations on the side of the airborne section of hull (I'd already seen them on the floating portion, but glanced over them as reflections of the wa-

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MEETING NOTICE

Date: Saturday January 13, 2018

Place: Mariners' Museum

Time: 1000 Hours

Presenters Needed

Presenters are needed for several of the 2018 meetings. Please contact Tony Clayton if you are interested.

What's Happening at the Museum

Wow! Christmas came and went in record time this past year! Hope your holidays were happy and healthy and I hope many of you were able to take advantage of the Employee Discount in the Museum's Gift Shop. It came as no surprise to most of us but, though visitation over the holidays was somewhat quiet, The Museum continues to set records for annual visitation! We entertained over 60,000 guests during the \$1 summer months alone; that would be an excellent full year statistic for just about any history museum! And, blowing our own horn, many of our guests' first question was "How do I get to the ship models on display?" That means we've done a good job as ambassadors for our favorite Museum!

As overwhelmed as we were when we first saw the completely assembled AC72 Oracle, we've adjusted to this awesome exhibit! A seventy-two-foot catamaran INSIDE a Museum's gallery! Well, as they say, it's a start! Soon after the 2017 Cup Race was concluded, Oracle Team USA gave us a second racing cat! The AC45s "Turbo" was used by the team to test the new and innovative modifications that would be launched in May 2017 with the AC50, the official vessel of the 35th America's Cup. Oh, by the way, we also received the 77-foot rigid wing sail. Now, our Museum VP and Chief Curator, Lyles Forbes, is not disclosing what the future holds for the new AC Gallery but, given the international attention we've earned, and the major talent embodied in our Exhibits and Collections departments, it should be a show-stopper!

One of the chief advantages of having TMM so close and so much a part of our community is access to the most extensive maritime library in the western hemisphere. BUUUUTTT... it's been out of reach for too long now. Here's the good news! As noted in the November Logbook, by the summer of this year, we should have a sort of limited access to much of the archival information that now reposes in the former Chesapeake Bay gallery behind temporary walls. According to our president, Howard Hoege, a couple of generous donors have linked up to provide significant seed funding to begin a project that will bring forward a large section of information that has been out of reach for some time. No, we won't be wandering through the stacks quite yet, but it's a decidedly positive first step toward a whole new library experience. More on this and info on the Digital Doors to the NOAA *Monitor* Catalog next month! Please note, the Museum will be temporarily closed the week of the eighth of January for maintenance and staff training and will reopen on the 13th in time for our monthly meeting.

Ron Lewis

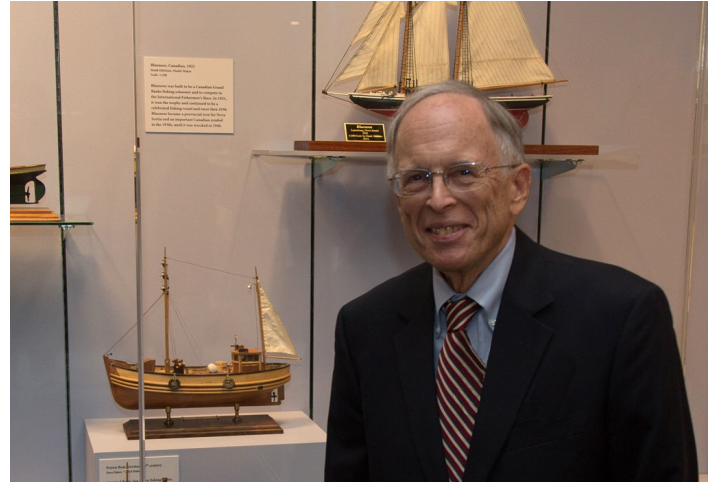
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ter) and notice that the skin of the hull has recognizable thickness, which a steel skin wouldn't visibly display. And no hull framing. I think, "Hmmm. How cool, a ferro-cement hull that still shows the lines of the mold in which it was made. Like the walls on the sides of the terminal buildings at Logan Airport: cheap, but good effect for the buck. But it's a little odd that the edges where the hull broke are so clean."

No, not cheap, but necessary for her intended mission. And no, not ferro-cement. How about a laminated wooden structure? Would that explain the diagonal striations we see? What kind of ship would be built this way today? Something to

Modeler of the Month, January 2018



Arthur Davidson ("Dave") Baker III

My first ship model was a Wallace Rigby card model of the battleship *North Carolina* built in the fall of 1945. The next year, I moved on to wooden warship models after receiving a book entitled *How to Build a Model Navy* and another book the following year on building waterline models in 1/1200th scale. I continued to scratch build several hundred models in that and 1/600th scale for the next quarter century, even carving recognition models of Russian submarines while serving aboard a U.S. Navy ship.

When working in the Washington, D.C., area during 1965-1970, I turned to 1/250th scale card models of warships. In 1999, we moved to Williamsburg, and the next year I joined the HRSMS. I also began volunteering at the Mariner's Museum identifying ships in photos for the Museum's Library and building wooden ship models in the ship modeling demonstration booth. I returned to card modeling in 2013 at the Museum after receiving a number of 1/250th and 1/100th scale card model kits of other countries' monitors from friends in Europe and Canada and have also built a few lighthouses (and one dinosaur, a giraffe, and a few birds) from card. I assist several companies in the design of highly detailed cast metal models of warships in 1/1250 and plastic kits in 1/700th and 1/350th scales. Also, I have been publishing books and articles about warships and navies for about half a century as well as preparing line drawings for other authors' books on the same subjects under the name "AD. Baker III."

fight the hidden menace? Something without a magnetic signature? Perhaps a minesweeper?

Rob might have asked himself these questions or he could have made a Google image search using the Mystery Photo and he probably would have gotten to the same result. In fact, I did the former and he did the latter and we both arrived at the proper conclusion. Rob says "The Mystery Photo is of the

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wreck of a 224-foot US Navy Avenger-class mine countermeasures ship (is this a fancy new phrase for a minesweeper?) named USS Guardian (MCM-5) on a reef damn near in the middle of the Sulu Sea of the Philippines.”

“Damn near” is the nautical equivalent of “just about.” And that sea just happens to be a place Rob is familiar with: “Turns out our boys put the boat where it shouldn’t have been, on Tubbahata Reef in a Filipino national park.” But it’s more than just a National Park. Wikipedia says: “In December 1993, the UNESCO declared the Tubbataha Reefs National Park as a World Heritage Site as a unique example of an atoll reef with a very high density of marine species; the North Islet serving as a nesting site for birds and marine turtles. The site is an excellent example of a pristine coral reef with a spectacular 100-m perpendicular wall, extensive lagoons and two coral islands. In 1999, Ramsar listed Tubbataha as one of the Wetlands of International Importance. In 2008, the reef was nominated at the New 7 Wonders of Nature.” Sources variously list the places as a National Park and a Natural Park—I prefer the word “Natural.”

And here comes the US Navy. Now if you look at the map, the Tubbataha Reef is located about halfway between the “n” in Palawan and the “S” in Sulu. Out in the middle of nowhere. Rob continues: “Oops. And it wrecked. (Guardian was en route Subic Bay to Indonesia. Well, from Subic, if you go anywhere in a 90-degree sector from southeast to southwest, you’d have to work hard to sooner or later not arrive in some part of the incredibly long Indonesian archipelago. No need to go through the reef-infested Sulu Sea to the Celebes Sea and so on. Unless you wanted to



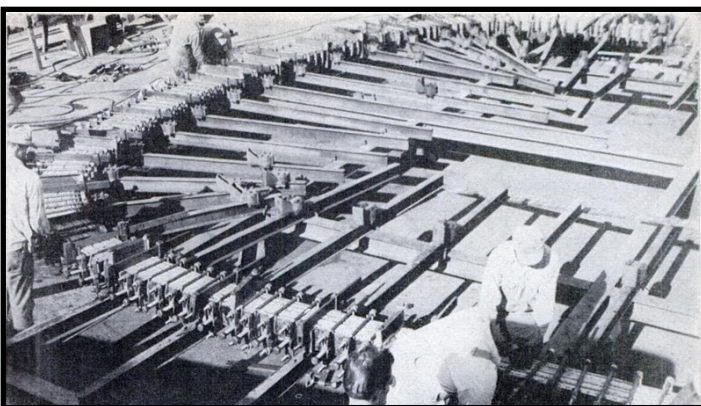
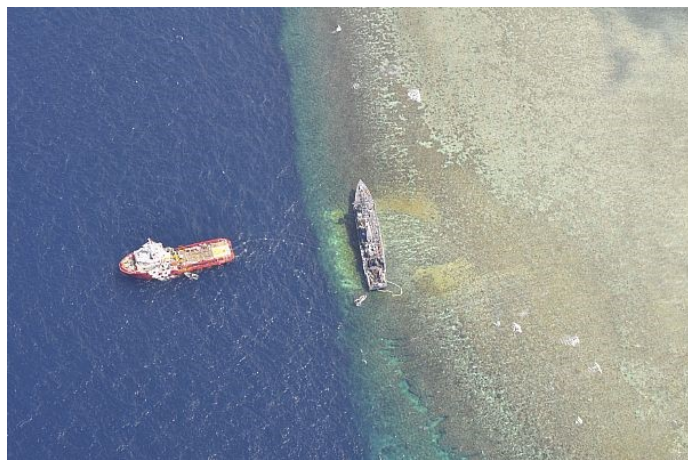
avoid being seen in the South China Sea, the much clearer and far busier international trade route. (But that’s business about which I shouldn’t be concerned, right?)”

USS Guardian is one of 14 Avenger-class minesweepers complete between 1987 and 1994. They are built from laminated wood and the hull has a fiberglass overlay. The real claim to fame in their construction was the revival of laminated beams,

frames and hull planking in the US Navy using Resorcinol glue—techniques pioneered during World War Two. Another class that was built at the same time featured a monocoque foam-core GRP (Glass reinforced Plastic) hull.

The Avenger-class has these characteristics:

Displacement: 1312 tons, or 2.624 million lbs, or something



After planning and finishing, the pieced-together lengths are glued into lengths bent to shape in big metal jigs.

Length: 224 ft (68 m)

Beam:

39 ft (12 m)

Draft:

13 ft (4.0 m)

In commission: 1987

Speed: 14 knots (26 km/h; 16 mph)

Draft: 15 ft (4.6 m)

Armament: Mine neutralization system, 2 ×.50 caliber machine guns

Complement: 8 officers, 76 enlisted

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Nautical Term

Fluke: A blade of an anchor, also called a palm. The word probably came, via Middle English, from Old English *floc*, which means the fluke of a fish.

Tim Wood

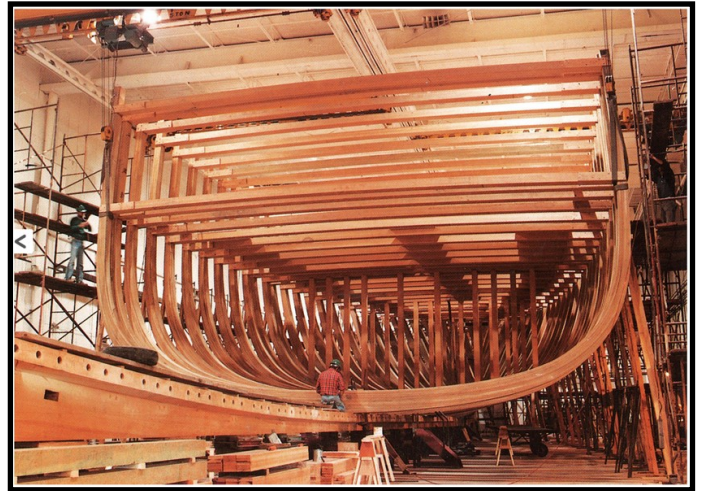
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Since there was an incident, there had to be an investigation. In typical navy superlative: "Characterizing the ex-Guardian's grounding on Tubbataha Reef in the Sulu Sea as a "tragic mishap," Adm. Cecil D. Haney, commander of the U.S. Pacific Fleet, wrote in the 160-page document that "USS Guardian leadership and watch teams failed to adhere to prudent, safe, and sound navigation principles which would have alerted them to approaching dangers with sufficient time to take mitigating action."

Haney further summarized that a "lack of leadership" led to the watch team's disregard of visual cues, electronic cues and alarms in the hours leading up to the grounding, and that an ultimate reliance on what would turn out to be inaccurate Digital Nautical Charts (DNC) during the planning and execution of the navigation plan ultimately led to a degradation of the ship's navigation ability.

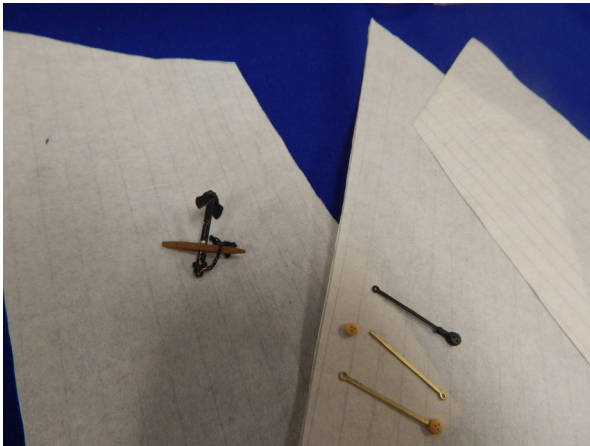
Haney did however have words of praise for the "heroic efforts of the crew to save their ship." Highlighting the actions of the Engineering and Damage Control teams, Haney wrote that their efforts were instrumental in reinforcing the ship's hull integrity despite multiple breaches. He also commended the Boat Coxswains, Damage Control Assistant, and the Navy rescue swimmers who all ensured the safe evacuation of the crew without significant injuries."



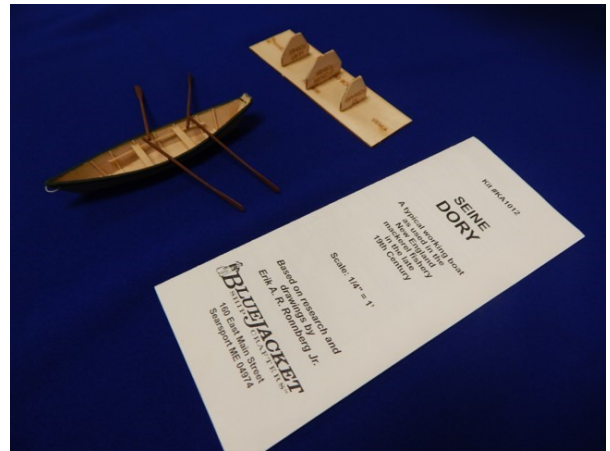
Peterson Builders constructed 11 MCMs at the Sturgeon Bay shipyard

How about; you shouldn't have been there, you could have looked out the window, the ship went aground, and we had to cut it up and haul it away. Or: Not too good at navigation but

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Marty Gromovsky's Anchor and Chain Plates



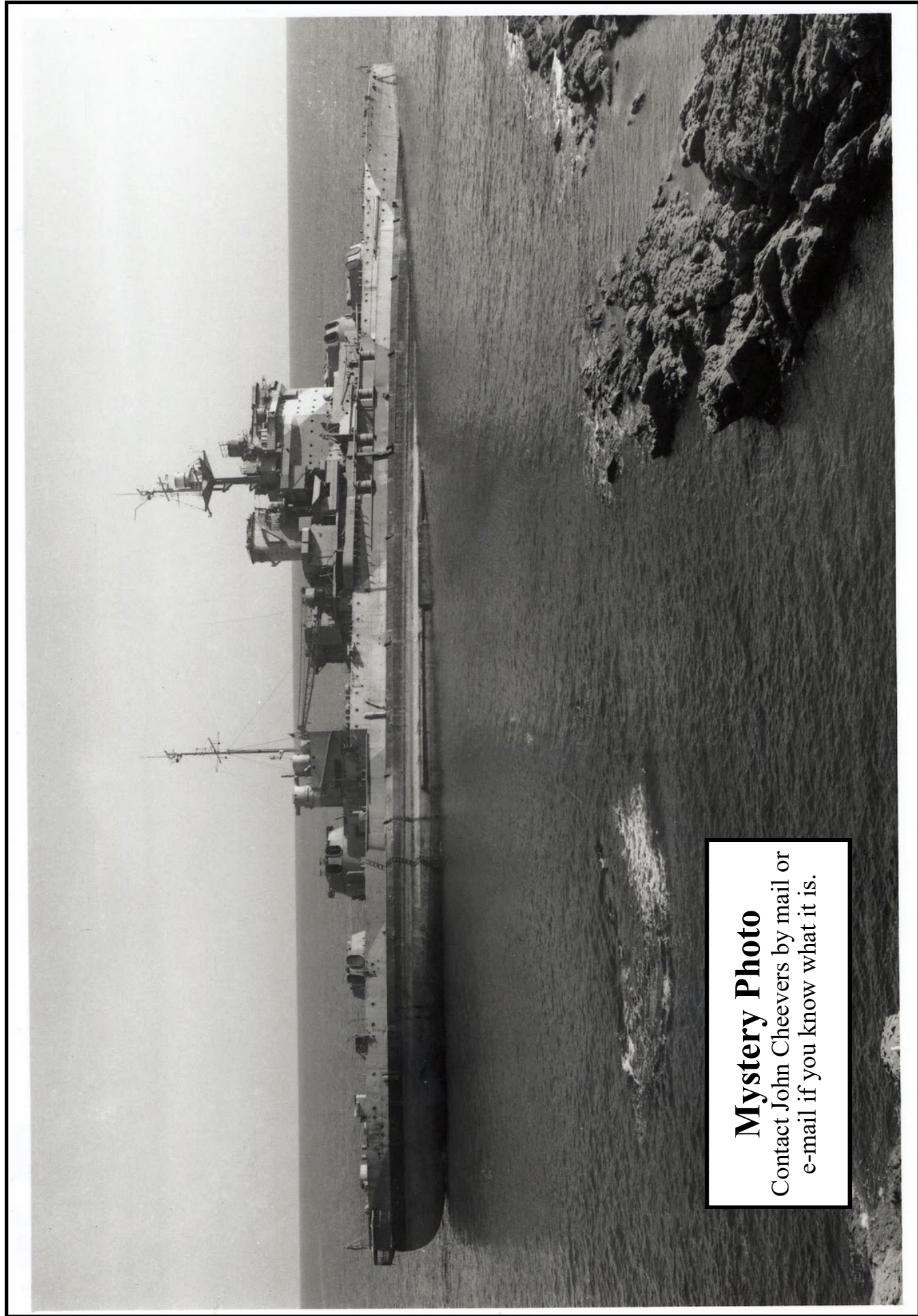
Tony Clayton's Seine Dory



Sean Maloon's West Virginia Hull



Some of the auctioned items.



Mystery Photo

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

NOTABLE EVENTS

JANUARY

- 12-14 Cabin Fever Expo, Lebanon, Pa.
13 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers, Presentation—Tony Clayton,

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, SS United States Construction, Gene Berger
Election of officers
24 The Old Dominion Open Scale Model Show & Contest

MARCH

- 10 **HRSMS** Monthly Meeting: Norge Hall, Auction
17 **HRSMS** Banquet, Warwick Yacht Club.

APRIL

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Pat Roll, Celestial Navigation

MAY

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

JUNE

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Dave Baker, TBA

JULY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, John Cheevers, TBA

AUGUST

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

SEPTEMBER

- 8 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

OCTOBER

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

NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky, TBA

DECEMBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

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
December 9, 2017

Guest: Yves Pochard, 1st meeting

The meeting was called to order by Sipper, Gene Berger at 1005 hours. The Skipper announced that after the business meeting there would be the auction of several items from our collection of donated items. The guest, Yves Pochard, was recognized and he introduce himself to the group. There was no correction to the minutes as published. Ryland Craze gave the Purser's report.

Old Business: Tony Clayton said that he reserved Norge Hall for Match 10th. An auction will be held on that date. Ryland Craze talked about the IPMS Old Dominion open to be held on February 24th.

New Business: Ron Lewis reminded the members of their 10% discount at the museum's gift shop through December 23rd. Ryland said that he was on the lookout for a sale at Lands' End so members can order shirts at a reduced price. He will send out a notice when a sale occurs. Gene reminded the members that the nomination of officers will occur at the January meeting.

Gene conducted an auction of several kits and tools.

Show & Tell: Marty Gromovsky showed the progress of his schooner Claire E Randall. Tony Clayton showed his Bluejacket seine dory. Sean Maloon showed his West Virginia hull. Gene Burger showed collection of drawings for his next project, the 1898 Olympia.

The meeting was adjourned to presentation by Tim Wood.

(Continued from page 4)



excellent at damage control. These sentences, while not as eloquent as the official report, essentially say the same thing. They sum up the 160 page Command Investigation into the grounding of USS Guardian, MCM-5, on the Tubbataha Reef on 17 January, 2013.

I'll leave you with one more tune...

Gloom despair and agony on me
Deep, dark depression, excessive misery
If it weren't for bad luck, I'd have no luck at all
Gloom, despair, and agony on me

John Cheevers

THE ANSWER

The answer to mystery photo 378:
USS Guardian March 26, 2013