

Hampton Roads Ship Model Society Logbook!

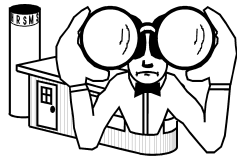


No. 386

WWW.HRSMS.ORG

July, 2018

From The Bridge



Mystery Photo



Captain's Lament 8.11.18

"The world is going to hell in a hand basket, I tell you..." I remember my grandfather and father exclaim. Every generation has a rendition of this age old warning. For me, it's the hobby shop world.

It saddens me as I look around for the hobby shops of my youth and wonder where they've all vanished. Gone are the dusty shelves cluttered with boxes of kits beckoning to be opened, built and admired. The kits and supplies are still available for purchase, but I miss the search and discovery that comes with perusing the mountains of packages with their skillfully painted art and depicting the potential of the collective parts enclosed. I remember cutting the box top carefully to preserve the artwork that was suitable for framing, as the box proclaimed. The quest for the kit was every bit as important as the acquisition.

It's not the same clicking keys on a computer and letting my fingers do the shopping. There are so few of these hobby shop havens left today to visit. A local shop owner, and possibly the last of his kind, confided in me his similar feelings regarding the future of kids coming into his shop to engage. It seems the convenient and impersonal means of online browsing today have won over the more affable ways of the past. Is this progress? I don't want to know. I'll stay the course in waters familiar to me until the last hobby shop shuts its doors.

SD

If your ship doesn't come in,
swim out to it.
- Jonathan Winters

Mystery Photo #385: Sometimes the Mystery Photo might overwhelm you. Sometimes the Mystery Photo might overwhelm you. But this time, I think the Mystery Photo should be just about right. It's a Goldilocks image—it has something to please everyone. At least it should, and it probably would have had more of you taken the time to play.

We visited this place once before, almost 4 years ago to the month. At that time we were in pursuit of a single ship. Do you remember? She was the USS Neches. Do you remember the place? That Mystery Photo caused our North-of-Boston friend, Rob Napier, to send me our current Mystery Photo in hopes it would play. Well it took a while, but we finally ran it. The separation of time is good in the sense that you had the opportunity to forget Neches allowing for a fresh approach to the image.

How nice is it to enjoy a vintage photograph that looks out over a protected anchorage containing a mighty battle fleet? And how nice is it to know that you have a smorgasbord of vessels and objects to choose from when playing this month's Mystery Photo? There's even something to help light your way. With fourteen vessels on offer, no one should leave the column hungry. Let's see how many we can identify, and let's see if we can zero in on the location and bracket the date.

(Continued on page 2)

MEETING NOTICE

Date: Saturday August 11, 2018
Place: Mariners' Museum
Time: 1000 Hours

Hampton Roads Ship Model Society Picnic

Saturday September 8, 2018

Newport News Park

Shelter No. 11

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

John Cork



My journey to ship model building began during the summer of 1974, with adventures sailing a Hampton One (# 601) on Sarah's Creek, and in the York River. Before that time, my boating experiences had been limited to canoeing as a Water Safety Instructor Trainer for the American Red Cross.

In 2004, my Hampton One days far behind me, it occurred to me that there were perhaps other ways to recall the enjoyment found in sailing. That is when interest in radio-controlled sailboats began. The enthusiastic reaction from my wife to my first model, and the fun we had "sailing" in our neighborhood lake were encouraging. Very quickly, I found the building more enjoyable and satisfying than the sailing, and upon retirement the decision was made to concentrate on the building.

In my early days of volunteering at The Mariners' Museum, I spoke with Ron Lewis who was volunteering at the "Taco Stand." We had first met when he was president of the PTA at Dutrow Elementary School, and we readily struck up a conversation. Ron explained his role there in the "Taco Stand," and The Hampton Roads Ship Model Society. I continue to enjoy learning modeling skills, and the opportunity that membership in HRSMS has contributed to these skills.

Nautical Term

Oxter Plate (also Oxter Plank) The shellplate or planking that connects to the sternpost. The origin of the term is debatable, but appears to be an old one. It could be from Old English, *oxta*, armpit, or Old Norse, *ostr*, hollow of the neck – both implying the curves.

Tim Wood

AMERICAN NAVAL HISTORY

War of 1812

1813 Part II

April 27 – May 8: Capture of York. Lake Ontario, Chauncey's squadron, now 12 vessels, lands 1,700 men which briefly occupies York (now Toronto), capital of Upper Canada. British schooner Duke of Gloucester is captured and the nearly completed 24-gun sloop Sir Brock is destroyed on the stocks.

May 27: Fort George at the mouth of the Niagara River is captured by nine of Chauncey's ships in cooperation with 4,000 troops under Colonel Scott in an amphibious operation.

May 28-29: New York militia repulse an British amphibious assault on Sacket's Harbor, an American naval base on Lake Ontario.

June 1: Chesapeake vs. Shannon. The succession of American frigate victories come to an end when Captain James Lawrence, newly appointed to command the Chesapeake, at Boston, takes his ship out with an untrained and disaffected crew to engage the British Shannon, Captain Philip B. Broke, probably the best-drilled frigate in the Royal Navy. Lawrence is mortally wounded at the start of the action and carried below, calling 'Don't give up the ship'. The Shannon's broadsides quickly clear the Chesapeake's spardeck and Broke leads a boarding party that secures the ship after a short, sharp fight. He is badly wounded by a cutlass blow to the skull. The engagement lasts only 15 minutes from start to finish. Captain Broke is made a knight baronet.

The War of 1812 Continues

Bob Moritz

(Continued from page 1)



As stated, Rob Napier was kind enough to offer this image for the column. When it arrived it carried this disclaimer: "Here is the image of the fleet. I rescanned it at about the size of the page in the MP and at 1200 dpi. Before scanning, I washed the image with some good, anti-static film cleaner. Then, in Photoshop, I removed some large and hundreds of small scrapes, specks, and other annoying imperfections. The original scan topped out at about 90megs, but I have compressed it here to about 5. This means you want to avoid opening and closing the file too often or it will begin to pixellate, a bad habit of .jpg files. To help avoid this, you can resave it with less compression, but it will result in a larger file. Better, save it as a .tif or .png file, both of which are stable." I didn't follow his advice, so you get what you get. I'll let Tim comment on all this technical stuff.

Rob allowed that he "had a lot of fun with this image... [And that he] identified the fleet tug and, possibly, the white ship." He also confirmed my suspicion of the location but

(Continued on page 4)

What's Happening at the Museum

On average, few of us make it to the museum more often than once a month. Now, for the typical Tidewater resident, that's a fairly frequent visitation pattern, most do not visit museums 12 times a year! But for us nautical types, we really don't get into the museum. We attend our monthly meetings but don't visit the galleries in any depth. This year, for the second time, we've reduced summer admission to \$1.00. That's good till Labor Day! So for another month we can all visit on days other than the second Saturday and spend the day among the collections of America's National Maritime Museum! I would also encourage you to join the Museum as a regular member. You'll be privy to updates on conservation, early notification of upcoming events and lectures, activity in our community and much more. For instance, the Coast Guard contacted our library staff for assistance with research on the cutter *Tampa*. Unfortunately, as you know, our library was in solitary confinement! HOWEVER... in mid-June, with a new accessibility to our archives, we found that, while we didn't have plans for the cutter, we do have a rare book with specifications citing details of the *Tampa's* screw propeller! We sent that off to the Coast Guard and, within one day, they were able to positively identify the 1918 wreck site of the cutter in time to fill out a 100-year memorial planned for next month! Your Museum was able to come to the aid of the Coast Guard researchers who had exhausted the information files in the National Archives and the Coast Guard archives before coming to us! Yes, we're that good!



We've also received an honor from Hampton City Schools. This summer we're hosting a number of high school students who will study data analysis using our visitation data. Using their results, they'll develop ideas to explain why the maritime industry and the Mariners' Museum are so important to our youth population. For this cooperative effort we were a recipient of the Extended Learning Partners of Excellence award!

Newport News Public Schools also partnered with us this summer. Twenty-four of the NNPS elementary schools, inspired by our AC72 catamaran, participated in our Stem Cup Challenge, training on the Oracle exercise equipment, studying the basics of racing cat design and building their own versions of a racing cat and racing them in the calm and deep channel of a modified rain

gutter! The competition was fierce and the winner took the cup by mere hundredths of a second!

Now, about that Maersk model.... The Visitor Engagement Manager (Lauren) was very grateful for our member gift of funds for the Lego model. It's all assembled by one of our intrepid Programs staff (Marc Nucup) and on display in the Lego area. Here's a photo. Big thanks to all who gave! A personal gift means a great deal to the Museum! And that tiny coin is under the mast heel!

Now, since I'll be absent next month, I'm reminding you of the 4th Annual Gallery Crawl September 22nd. It's a great fund raiser for our Museum and a ton of interesting fun! Go to marinersmuseum.org for further info.



As several of you have expressed interest in volunteering in the Museum I'm enclosing the official Volunteer Background Authorization & Release form. Yep! You do need to register with Volunteer Services to be in the model stand. Other than the regulars and two alternates (Stu and Tim), we're not authorized to go behind the walls just by virtue of our being members of HRSMS. Here's a link to the form. Your boss will be Beth Heaton, Manager of Volunteer Services. <http://www.marinersmuseum.org/volunteer/>

Have a great picnic! See you in October!

Ron Lewis

Nautical Term

Oxter Plate (also Oxter Plank) The shellplate or planking that connects to the sternpost. The origin of the term is debatable, but appears to be an old one. It could be from Old English, *oxta*, armpit, or Old Norse, *ostr*, hollow of the neck – both implying the curves.

Tim Wood

THE ANSWER

The answer to mystery photo 385:
Rob Napier sent the photo, Editor does not have a clue. You'll have to trust John on this one.

(Continued from page 2)



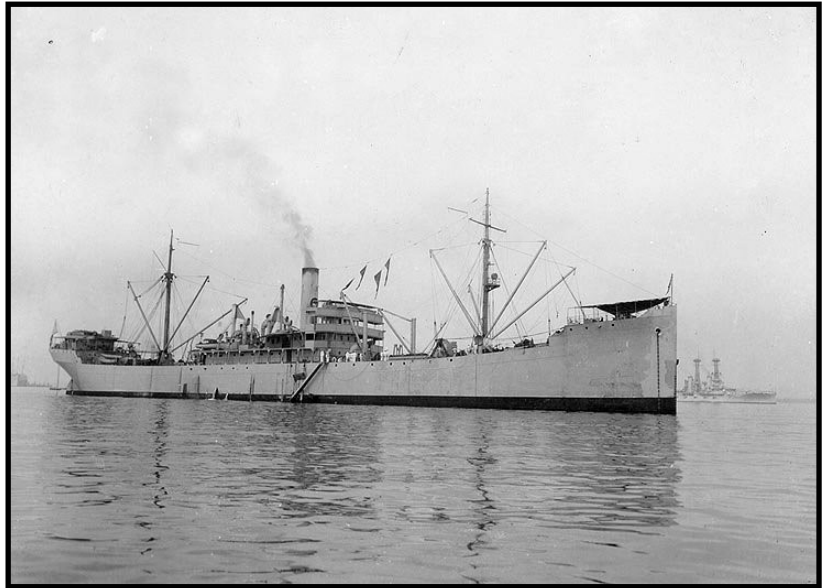
he was not too clear on the date, but guessed the early 1920s. He did “not attempt the BBs.” So we have our work cut out for us. And that work gets a bit easier when you factor in replies from Tim Wood and Sean Maloon.

Tim starts us out with “USN Battle Fleet anchored at San Pedro, CA late 1930’s.” And he finishes by saying that it was his story and was sticking to it. Fair enough. Sean Maloon offered this in an instant message: “Port of Los Angeles, fleet anchorage of San Pedro. The mine- sweeper in the picture is USS Tern. Still working on the date and other vessels in the picture. USS Tern joined the Pacific fleet in 1925 while it was stationed in San Diego. It was there for ~7 years when the fleet moved to San Pedro. I believe the picture was taken while the fleet was still stationed in San Diego because of the cage masts. The Nevada and Pennsylvania class ships would have had tripod masts by the time the fleet moved to San Pedro. Having fun trying to find the details...” I replied with a single word, “Interesting” which put him into a tail spin and was fun as I don’t like to reveal too much before I write the essay!

That’s it for replies, a little thin but we’ll build on what we have. First let me describe the image in my terms: we have a print, almost a sepia, of ships anchored in a protected area with clouds on the horizon. Threading its way around the vessels is a rock jetty. At the end of that jetty is the best clue we have to cement the location. While Rob, Tim, and Sean all say it’s the fleet anchorage at San Pedro, California, only Rob and Sean identify the lighthouse fixtured out at the end of the breakwater. You can see it just right of center on the horizon just above the bow of the third battleship from the right. There is a powerful website that captures the history of the San Pedro / Long Beach area and its waterfront. The site is called Water and Power Associates.org. And there we learn that the lighthouse is called the Angels Gate Lighthouse and that it was completed in 1913. Additional sources say that six years later the battleships of the US Pacific Fleet arrived at San Pedro.

So the navy has arrived and we see fourteen examples of their hardware. This time from the front left and excluding

the BBs for now: we see a wooden scow (barge), behind it we have a vessel that has been previously described as a tug and a minesweeper. She carries the number 31 prominently on her bow. Being the only numbered vessel, we can search NavSource to see which identification is correct. I didn’t have to check “tugs” as USS Tern, AM-31 carried that number. Her DANFS history says that “Tern was designated AM-31 on 17 July 1920 when the Navy first assigned hull numbers to its ships. Sean places her in San Pedro no earlier than 1925 when she joined the Pacific fleet. I’m reading the date of her joining the Pacific fleet as 1919.



USS Arctic at anchor, March 1922

Moving right we see a white, two-stack vessel whose bow is partially obscured by some floating device. The device is not counted in the total number of floating objects since it no more than a raft, but maybe it should be counted. Nevertheless it is an old style gunnery target. At the beginning of target practice they usually looked like what you see here with fairly dense lattice. At the end of practice they usually looked more like a flat raft.

The white vessel’s livery should give its duty away. Once the navy adopted Haze Gray as their standard hull color, white hulls came to signify hospital ships and do so to this day. This ship can be identified by her unusual two-stack arrangement. She is USS Mercy, AH-4. She was purchased by the U.S. Navy in 1917 and converted to a hospital ship. Her early livery featured a prominent green stripe with a Red Cross dead center along her hull. The livery was intended to identify her as a non-combatant. The ship as we see her in the Mystery Photo does not carry the hospital markings. It’s not real clear when the stripes disappeared but NavSource hints that it may have been as early as 1925.

Directly behind USS Mercy (behind, not astern) we see the only one of the three “freighter” types that I can identify. She is USS Arctic, AF-7, you have to accept my word. She was commissioned as such in November 1921 and assigned to the Pacific fleet in 1922.

That leaves the ten Battleships for us to try and identify and help provide a bracketed date for the Mystery Photo. I have to tell you I can do no better than anyone else on



Lighthouse, San Pedro , California

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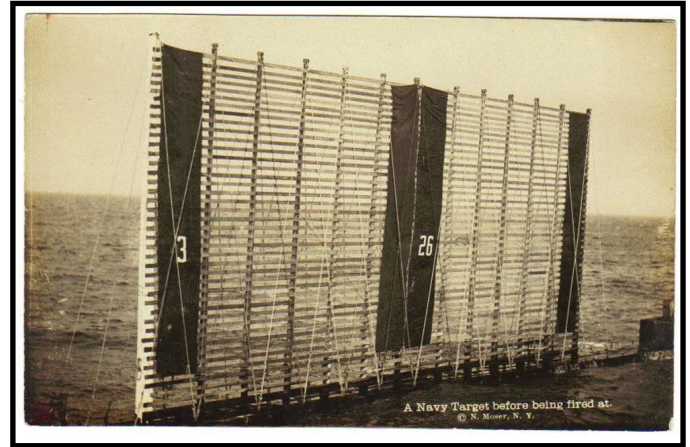
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generating their exact identifications, but I can do class for most of them. Since we have Sean's comment as a guide when he mentions "cage-masts" we can assume they are all in attendance prior to any modernization. That is an important observation as none of the older battleships have been rebuilt at the time of this image.

We'll start on the left, the most obscure side. The left most battleship will forever remain in obscurity. The one just in front might be the Wyoming or the Arkansas—my trick knee is telling me I see six turrets and not five. The next battleship presents a nice broadside that reveals a single stack and a clipper bow. That makes her one of the New Mexico class. To her right we have a bow on view of an impossible battleship to identify. Behind Arctic we have either a Nevada or a Pennsylvania class ship. The single stack and straight stem is the giveaway. Next we have the second of the three New Mexico's. Then one of the big five of either the Tennessee or Colorado classes. Then we see the last of the three New Mexico's whose bow appears to support the lighthouse. To her right we have the only non-Dreadnought battleship. More on her later. And finally we have the nice profile of another of the big five.

In order to help establish the lower limit of our time bracket I'm going to study the commissioning dates of the big five—the last to arrive. They were all completed between 1921 and 1923.



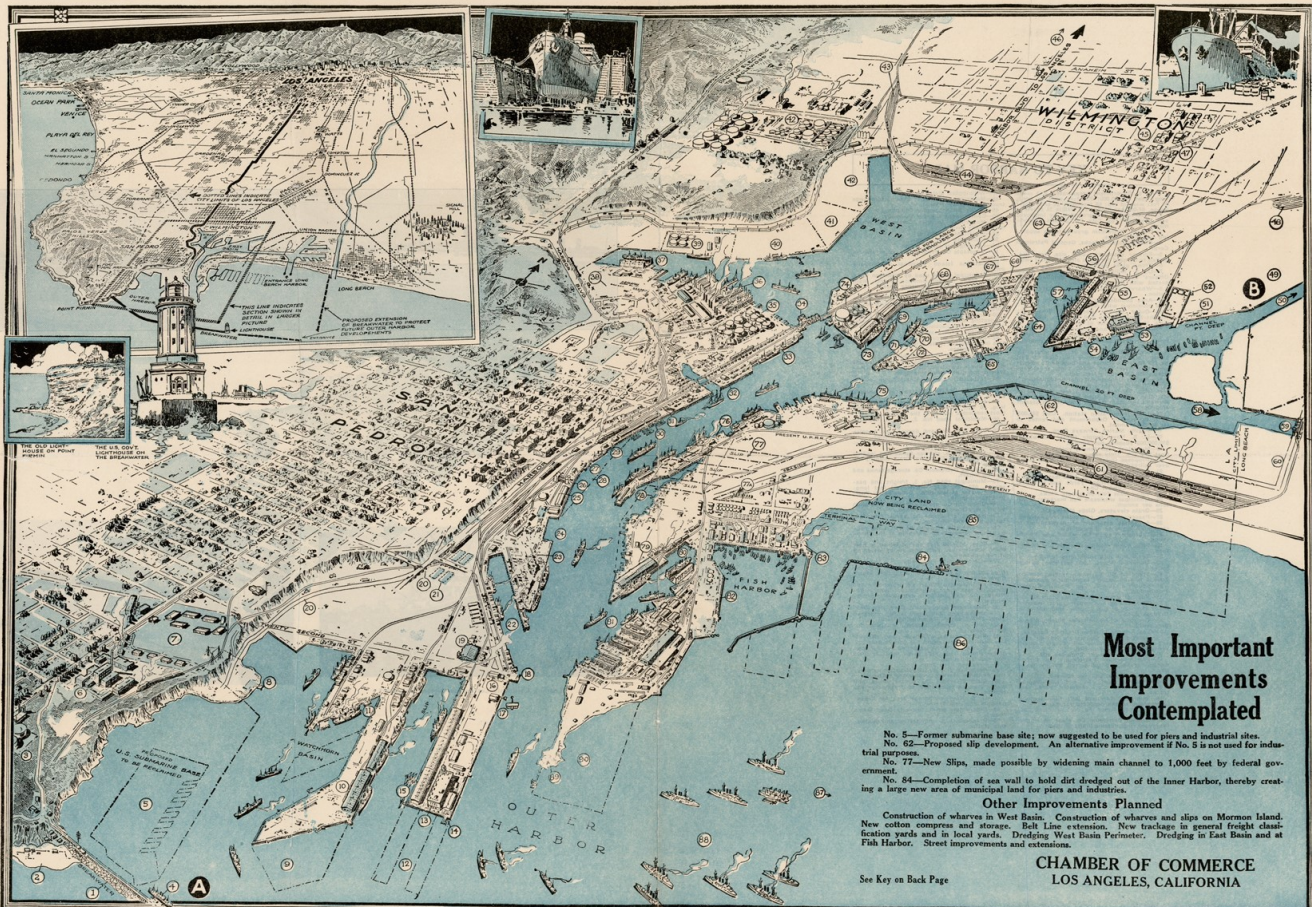
A Navy Target before being fired at.
© N. Moser, N. Y.

Navy Target

Now let's look at that pre-dreadnought—straight stem, flush deck, twin cage masts, triple stacks, and single turrets fore and aft with secondary turrets abreast the cage masts. All hallmarks of a Connecticut class battleship. The class was six ships strong and they all were built between 1904 and 1906. By 1921, five of the six were decommissioned. Only two of the six ended

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BIRD'S-EYE VIEW OF LOS ANGELES HARBOR SHOWING PRESENT DEVELOPMENT AND PROPOSED IMPROVEMENTS



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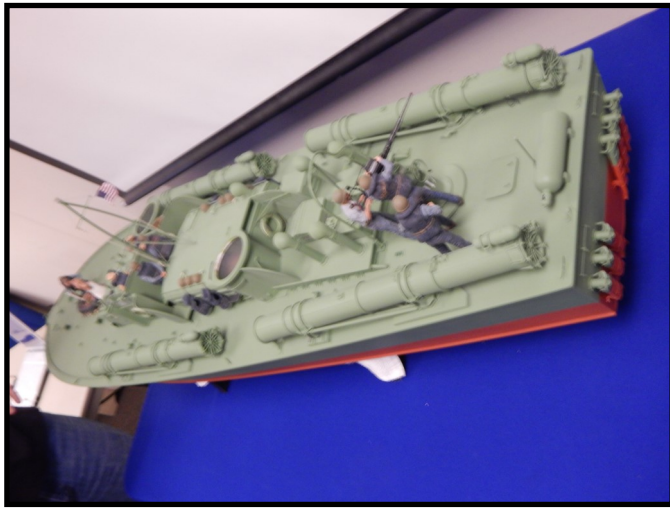
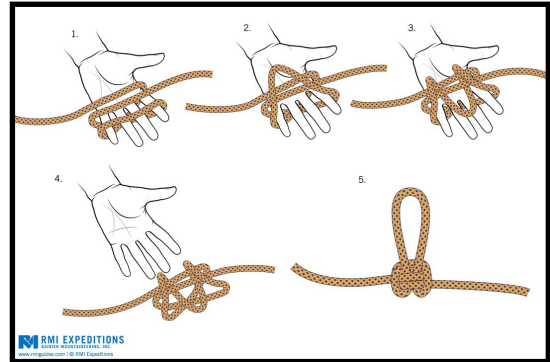


their days on the West Coast, Vermont and Connecticut. However, Vermont was out of service by 1920 so she certainly wouldn't be in this photograph. That leaves Connecticut as our only real choice. DANFS has this about her career: "She arrived at San Pedro, Calif., 28 October, and during the following year cruised along the west coast, taking part in exercises and commemorations. Entering Puget Sound Navy Yard 16 December 1922, Connecticut was decommissioned there 1 March 1923, and sold for scrapping 1 November 1923, in accordance with the Washington Treaty for the limitation of naval armaments." That certainly works with the dates of the big five and gives us an upper bracket for the photo timeline.

If you accept this data, we've identified four of the ships in the image and narrowed down the time line to between 1921 and 1923. The image is priceless, in my opinion, as it captures an area that is largely gone. A Google map image that I

made last week shows just how much of the anchorage has been given over to the container port facility. The US Navy doesn't really anchor its fleet that way anymore preferring to tie up to piers cushioned by large rubber camels. So I suppose it's just as well that the San Pedro gets filled in.

John Cheevers



Gene Berger's PT Boat

Yves Pochard's kit of the Brigantine Phoenix

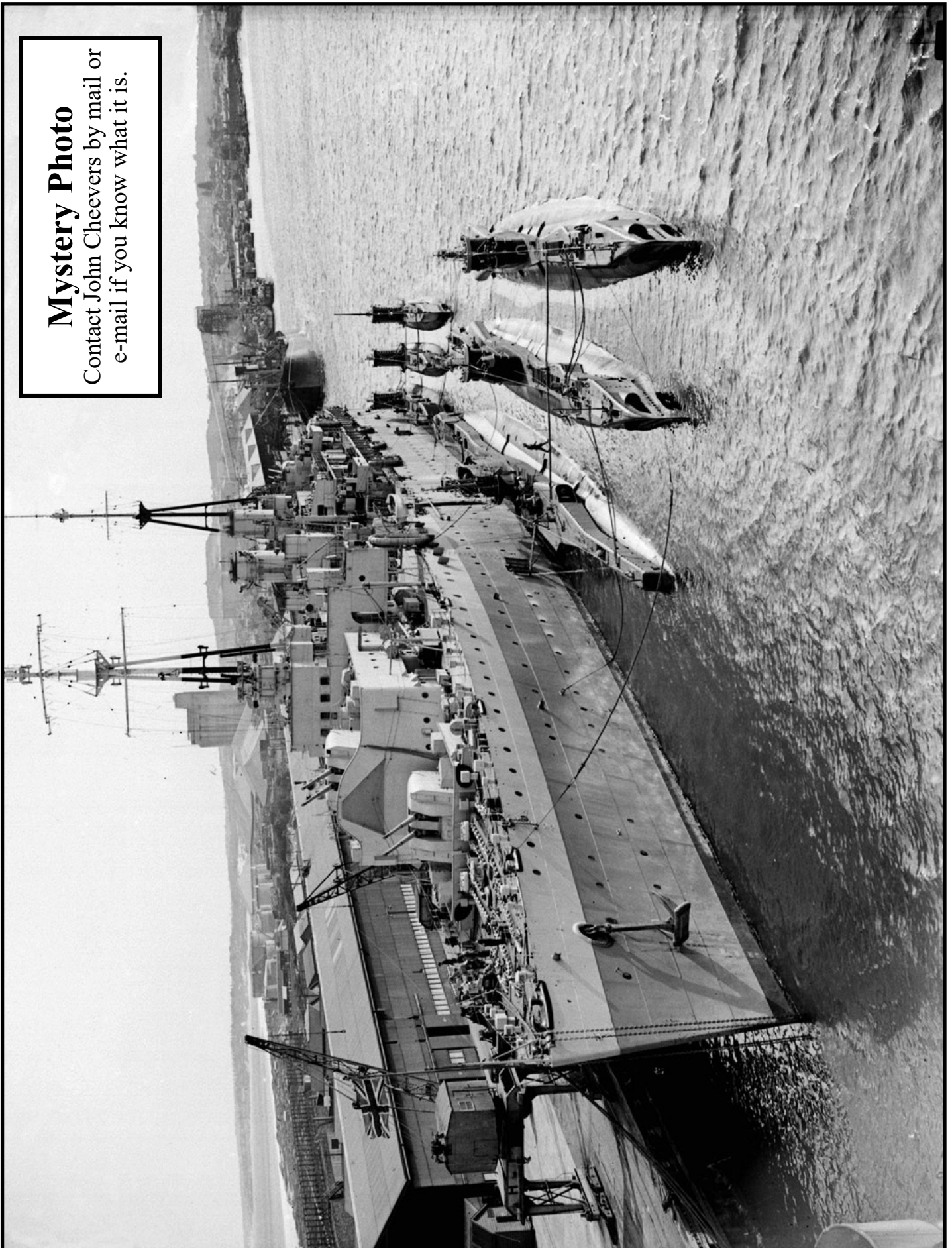


The last time we'll see the Clara E Randall

Stewart Winn's brig Eagle

Mystery Photo

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



NOTABLE EVENTS

AUGUST

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Tom Matthews, Silver, Tea & Opium

SEPTEMBER

- 8 HRSMS Monthly Meeting
Picnic, Newport News Park, Shelter 11
19 Talk Like a Pirate Day

OCTOBER

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Gene Berger, TBA
26-27 NRG Conference Las Vegas, Nevada

NOVEMBER

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

DECEMBER

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

JANUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers,

FEBRUARY

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

MARCH

- 9 HRSMS Monthly Meeting:

APRIL

- 13 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation,

JUNE

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation,

JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum
Presentation, TBA

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407
Mate: John Cheevers
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
July 14, 2018

Guest: Cory Houseworth, 1st meeting The guest was

The meeting was called to order by Skipper Gene Berger at 1004 hours. The guest was recognized and he introduced himself to the group. Jimmy Colangelo was congratulated as the "Modeler of the Month". There were no correction to the minutes as published. Ryland Craze gave the Purser's report detailing receipts, expenditures and account balance. Webmaster, Greg Harrington had nothing to report.

Old Business: Gene said that some members were hesitant to participate in the modeler of the month. He said that it is not about modeling ability, but as a way for the members to get to know each other.

New Business: Ron Lewis said that a lecture on the Arkansas will take place at 1430 hours at the museum. Bill Clarke asked about the status of the Maersk container ship model. Ron Lewis said that it had been procured and that it was being assembled by the museum. Greg Harrington said that he received an email from someone in Tennessee that wants to donate several kits to the HRSMS. Greg will get back to her and let her know that we will pay the shipping.

Show & Tell: John Cheevers showed stretchable model rope named EZ Line from Dave Baker. John said that he finally found the shade of bottom paint that he had been looking for. It is Ace Premium Red Oxide. Yves Pochard showed Master Korabel kit of the Brigantine *Phoenix*. Greg gave a list of the models that were being offered to us as a donation. Ryland Craze announced that Seaways Ships in Scale has ceased publication and that the Nautical Research Guild has procured the intellectual property rights of the publication and that NRG Journal will expand to cover void left by Ships in Scale. Cory Houseworth asked several questions about the rigging of his model. Marty Gromovsky showed his completed *Clara E Randall* as said that he would be taking it to South Carolina to his client the following week. Marty noted that the sails were made from three layers of silkspan. Stewart Winn showed his model of the brig *Eagle* in 1/50 scale. Hank Ghittino showed his Mamoli kit of the 1851 *America*. Bob Moritz showed the photo-etch set for his 1:200 *USS Wisconsin*. Gene Berger showed his 1/16 scale PT Boat.

The meeting was adjourned to a presentation on "Propulsion", by John Cheevers.

EZ Line

- **Fine** .010 (0.25mm) diameter
- **Heavy** .020 (0.5mm) in diameter

VOLUNTEER BACKGROUND AUTHORIZATION & RELEASE

The Undersigned hereby authorizes The Mariners' Museum and Background Investigation Bureau (BIB) to obtain any and all information that pertains to my eligibility for volunteering. This information will include, but is not limited to, criminal records, credit history, employment verification, and social security number verification. I also understand that the information below regarding sex, race, and date of birth is requested for the sole purpose of gathering the above information correctly, and will not be used to discriminate against me in violation of any law.

*PLEASE PRINT THE FOLLOWING INFORMATION CLEARLY

Last: _____ First: _____ Middle: _____

*Please list all other names used:

Last: _____ First: _____ Middle: _____

Last: _____ First: _____ Middle: _____

Social Security Number: -- ____ - ____ - _____ Date of Birth: ____ / ____ / ____

Phone _____ email _____

Sex: ____ Race: _____

Driver License Number: _____ State Issued: ____ Expires: ____ / ____ / ____

Current Street Address: _____

City: _____ State: ____ Zip Code: _____

Previous Street Address _____

City: _____ State: ____ Zip Code: _____ Years at Residence: _____

***List other cities and states lived in within the last 7 years:

I state that the information above is accurate to the best of my knowledge. I also understand that information about my background may contain negative information about my character and style of living. This releases any liability against the company or its acting agents. This authorization may be used in copy form.

Signed: _____ Date: ____ / ____ / ____