

Hampton Roads Ship Model Society

Logbook!

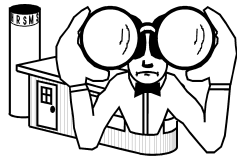


No. 387

WWW.HRSMS.ORG

September, 2018

From The Bridge



Mystery Photo



Captain's Log 9.8.18

I Never Learn:

The straightforward act of a simple sneeze was all the catalyst necessary to initiate a cascading spiral to inactivity putting a serious damper on my modeling. I'm currently in "dry dock" for a week or so until I can crawl back up to a more erect pose. Lying flat on my back in the living room on a pad to soften the hard wood surface and contemplating the clouds thru the skylight, I curse the wisdom of our ancient ancestors who thought it a brilliant idea to stand upright. I'm sure it seemed a good one at the time. Eons have passed, and the consequences of this act now plague me with a physiology struggling to maintain this avant garde stance with impunity.

A cocktail of pharmaceuticals courses thru my veins, and I have ample time to dwell on the hazards of ship modeling. Aside from the power tools, high speed saws, blades and assortment of lethal aerosol pollutants, sitting for hours upon hours in a

(Continued on page 2)

MEETING NOTICE

Date: Saturday September 8, 2018

Place: Newport News Park

Time: 1100 Hours

Mystery Photo #386: It's not very often that I'll scrap my essay and start over at the 11th hour, but that is what I'm doing this fine Sunday night. I have Otis Redding playing in the background and I'm working on my groove. I originally planned an intro to this Mystery Photo centered on a new-wave rock performer from the early 80's whose stage name should put you spot-on to identifying the big boat in the image. But, since so many people replied and were adamant in their identification, I felt the change was necessary. When you're this Adam Ant, you know you're right because there must be something inside.

The image is interesting as it captures a scene featuring a very large service vessel, a nest of six submarines, and a harbor. The surface ship is plain and rather basic in appearance although her topsides are loaded with equipment. There is a raised forecastle that extends past the butt-ugly bridge, two tall tripod masts, minimal radar, two stacks, two superposed dual purpose twin mounts forward with half shields, and all that other stuff. In contrast to its plainness, the six submarines feature complex raised deck casings and torpedo openings. Their hulls feature that old-style hull with saddle type ballast tanks. The whole scene says the 1940's or maybe early 1950's. While the when and where will be revealed later, one verbal response mentioned that the ships must be German in origin. I don't know why he thinks this, perhaps the shape of the submarine conning towers suggest that. With the naked eye you can see the verbalizer is wrong as the surface ship proudly flies the Union Jack at the jack staff. With the help of a spy glass you can see that the two subs in the lower right foreground fly the Union Jack as well.

Moving on...

Three written responses arrived and they are adamant, as noted above, and united in their identification. Dave Baker

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Hampton Roads Ship Model Society Picnic

Saturday September 8, 2018

Newport News Park

Shelter No. 10

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

Modeler of the Month September 2018

Rykand Craze

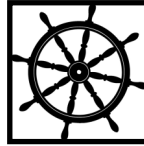


My interest in modeling began at an early age when I would visit a local hobby shop and admire the built models on the shelves and hanging from the ceiling. My first ship model was an Aurora plastic kit of the *Bluenose* that I built at the age of nine. At that time, I was building plastic airplanes and later model cars, many of which I still have. My first experience with wood models was building balsa airplanes. Building these was a lot of fun. Maybe it was because of the smells of the Duco Cement and Aero Gloss Dope used in their construction. In my early teens, my interest shifted to full size cars, my first being a 1929 Chevrolet pickup.

My next foray into modeling came in 1970 after a visit to the Smithsonian Museum where they had a large display of wooden ship models. I was impressed by these models, so it was off to the local hobby shop where I purchased a Sterling Models *USS Constitution*. It was a solid hull model about 15" long. I built this on the kitchen table, but never rigged it due to the small scale. My modeling days came to a halt soon after as family and career commitments left little time for modeling.

In November, 1999, I discovered the Model Expo website and I was fascinated by the many ship model kits they carried. I ordered a *USS Enterprise* of 1799 model kit as well as some tools and paint. Then in June of 2000, my wife and I attended OpSail 2000 in Hampton Roads to view the parade of tall ships. While there, we visited the Mariners' Museum to see the Ship Model Competition. This is where I learned about the Hampton Roads Ship Model Society. I at-

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hunched, frozen posture poses the greatest threat to my progress. Ship modeling was an activity our Homo-Erectus relatives had not thoroughly pondered. Perhaps they were more preoccupied with the lunch menu. I, on the other hand, am more concerned with finishing.

This was not my first impedance, though. I should have heeded the advice of George Santayana, who insightfully said, "Those who cannot remember the past are condemned to repeat it," While this is sage advice I, unfortunately, also suffer from selective amnesia at the conclusion of these bouts. Therefore, it is quite evident his lesson fell on deaf ears. I take solace in sharing this legacy with many fellow modelers. What to do? Wear a dust mask! In such a perilous avocation as this...don't sneeze! It's contrary to both health and advancement. Oh, I suppose I could exercise, but ain't nobody got time for that!

This Saturday we will hold our annual picnic at Newport News Park. I hope to see all of you there. Don't forget to bring a side dish or dessert.

As you know, Greg has inaugurated our new HRSMS website, and it looks EXCELLENT. Many thanks to Greg for setting this up and I look forward to seeing new pictures and your presence on the site. Contact Greg on how to get your work posted.

SD

tended my first meeting in October, 2000, along with my partially completed *USS Enterprise*, and have been attending meetings on a regular basis ever since.

I have enjoyed my membership in the HRSMS and served as its Skipper from 2010-2012. I currently hold the position of Purser. I was also a director of the Nautical Research Guild in 2013 to early 2014. I have attended the annual NRG Conference and the Northeast Joint Clubs Conference since 2010 and have attended several Admiralty Models workshops. I am also a member of the Ship Model Society of New Jersey. I have met many of the master craftsman of this hobby, some of which are members of the HRSMS, and have learned from all of them. I also like to help out my fellow modelers by passing on many of the skills and techniques that I have learned over the years.

I would not be as involved with this hobby if it were not for the support of my wife Pam. She has attended the conferences with me, assisted me with club activities and has toured many Maritime Museums. I am very fortunate to have her support.

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leads the group when he says he's "adamant about this month's mystery ship being H.M.S. ADAMANT, the RN's largest purpose-built WW II-era submarine tender (or, "submarine depot ship" as the Brits called their sub tenders.) I haven't the foggiest as to where the photo was taken other than

it was probably in Australia, perhaps Fremantle, where USN subs were based during the war." Tim Wood agrees and adds the "Photo was taken at the Submarine Base, Fremantle, Australia. In 1980, I was three days out of Fremantle Australia. Then Iraq and Iran started shooting at each other, we turned around and headed back to the Indian Ocean." (You have to remember that he was stationed on USS America at the time.) Lastly, Charles Landrum sent his reply in the nick of time: "If it is not too late, it is HMS Adamant A164 and the picture was taken in Fremantle, Australia 1946. How I got there - The guns and the mast hinted at Royal Navy design. So I searched for Royal Navy Submarine tenders until I found the right ship."

But what about the six fingerlings? Dave has that covered. "The submarines alongside are all members of the T-class in their late WW II configuration with external torpedo tubes fore and aft within the casing. The paint scheme is a bit like that applied to RN ships assigned to the Pacific Fleet in 1945, and the T-class were the RN's longest-ranged subs at that point in the war..." And I agree as to the sub class. I searched British submarines in Erminio Bagnasco's book Submarines of World War Two until I came to the T-class on page 116. There I found subs with casings and torpedo apertures that matched those in the Mystery Photo. While it might seem odd for the British to mount external torpedoes this way, it's important to note that the T-class did not have integral/internal stern firing torpedo tubes. The rather ugly hawk's beak and face at the bow came about when two additional torpedo tubes were fitted to the raised casing. This gave a total of 8 forward firing torpedoes and a very sinister look to the boats.

Dave offers this on Adamant's particulars: "ADAMANT was 658-ft. overall (620 ft. between perpendiculars) x 170-ft. 6-in. beam and drew 21-ft. 3-in. at her full load displacement of 16,500 tons. The ship was built at Harland and Wolff at Belfast, Northern Ireland. Laid down on 18 May 1938,



Submarine Depot Ship

she was launched 30 November 1940 and completed on 28 February 1942. Propulsion was provided by four Admiralty-pattern 3-drum boilers that provided steam to two sets of steam turbines that produced 8,000 total shaft horsepower for a maximum speed of 17 knots. She carried 2,510 tons of oil fuel for her boilers and 1,200 tons of diesel fuel for transfer to subma-

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U.S. submarines with mother ship, Fremantle Harbour, 1946

Nautical Term

Burgee Now a term for the flag or pennant of a yacht or boat club, its earlier meaning, still sometimes applying in Britain, I am told, was the owner's, or house flag. In its present meaning the term dates from sometime in the XVIII century. (The oldest yacht club is the Royal Cork, dating from 1720, and is probable that theirs is the oldest club burgee.) The term probably comes from the French bourgeois, which had an earlier meaning of master, or owner.

Tim Wood

THE ANSWER

The answer to mystery photo 386:
HMS Adamant and British submarines in Fremantle Harbour in Western Australia, 1946.

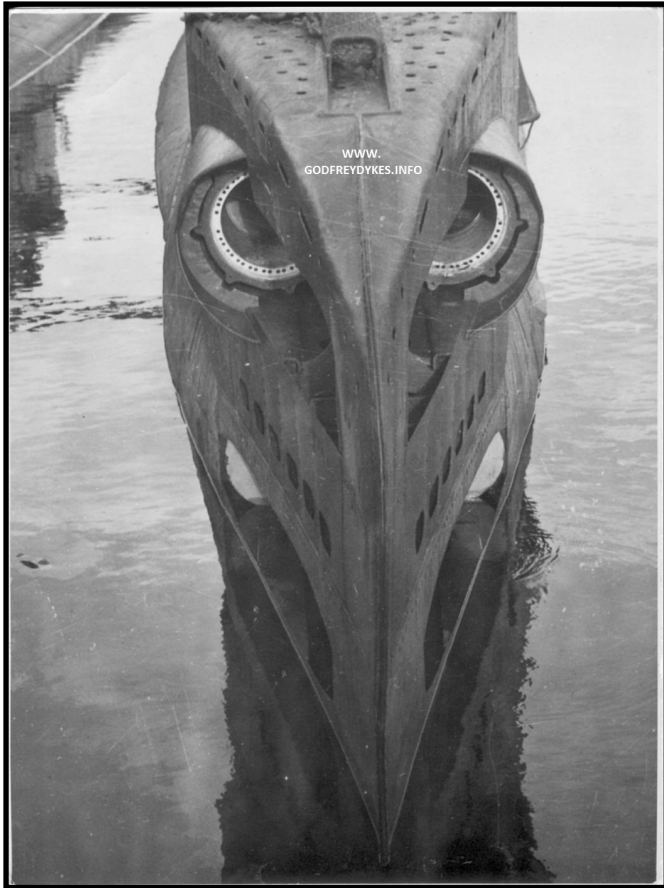
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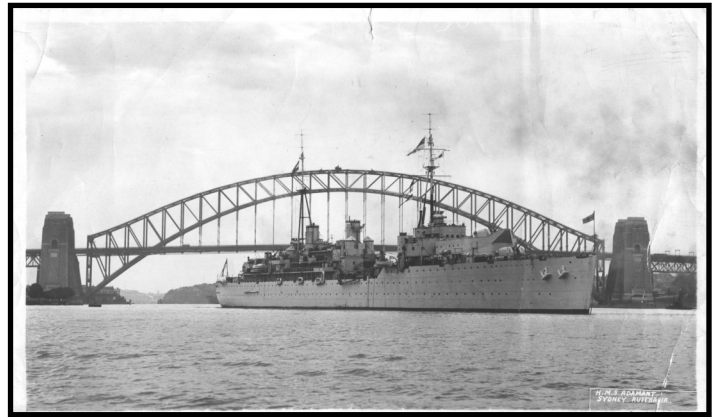
rines (and also carried 117 21-in. reload torpedoes for submarines). Range was 7,950 nautical miles at 14.5 knots, while at 9 knots, she was good for 13,400 nautical miles. Total accommodations were provided for 1,273 personnel, which included berths for spare submarine crew members. The ship had a 2-in. armor to her “middle deck,” while 1.75-in. armor was applied to some longitudinal bulkheads, and torpedo protection was provided by internal bulges. ADAMANT’s ar-

mament consisted of four twin 4.5-in dual-purpose gun mounts, four quadruple 2-pounder AA gun mounts, eight single 20-mm Oerlikon AA, and two quadruple 50-cal. machine guns.”

And Charles offers this on her career: “She had a long history, being retrofitted like US Submarine tenders to handle more modern submarines. HMS ADAMANT was capable of servicing up to nine submarines at a time while accommodating their crews. Her on-board facilities included a foundry, light and heavy machine shops, electrical and torpedo repair shops, and equipment to support fitters, patternmakers, coppersmiths and



HM S/M Tapir, Launceston, Tasmania, 1945



HMS Adamant in Sydney Harbour

shipwrights. HMS ADAMANT was ordered on March 1st 1939 from Harland & Wolff, Belfast, as a purpose built submarine depot ship. Her keel was laid down on May 18th 1939 and she was launched on November 20th 1941. She was commissioned on February 28th 1942. The ship was allocated for service with the Eastern Fleet and preparations for her departure from the UK were made over the next three weeks; for the first leg to Freetown, Sierra Leone, she sailed as part of Convoy WS 17 which had assembled at sea, off Oversay Island, on Monday, March 23rd. She arrived at Freetown on Monday, April 6th. The second leg was in convoy WS 17B which departed from Freetown on Saturday, April 11th and arrived at Capetown on Thursday, April 23rd. From Capetown she sailed with WS 19 on Monday April 27th arriving off Durban on May 1st, on May 7th the convoy split into two off Mombasa, WS 19A for Aden and W 19B for Bombay; ADAMANT detached and sailed independently for Mombasa, arriving at Kilindini on May 9th 1942.

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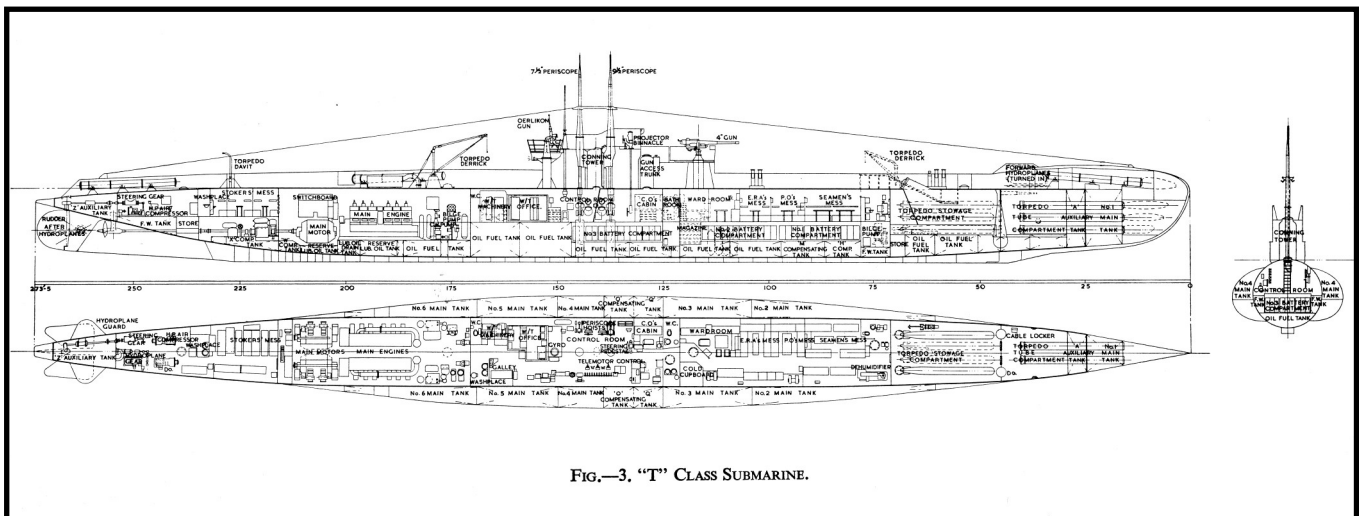


FIG.—3. “T” CLASS SUBMARINE.

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The ship was allocated for service with the Eastern Fleet and arrived at Capetown on Thursday, April 23rd. From Capetown she sailed with Convoy WS 19. HMS ADAMANT detached and sailed independently for Mombasa, arriving at Kilindini, Kenya on May 9th 1942. She operated between Kenya and Colombo, Ceylon, before staking station in Trincomalee, Ceylon. HMS ADAMANT and her 4th Submarine flotilla remained in Trincomalee until April 1945 when she was transferred to Fremantle, Western Australia, she arrived there on April 11th, 1945; her submarines joined her there on completion of their current patrols. ADAMANT continued to support the 'T' class boats of the 4th Flotilla in East Indies Fleet operations against the Japanese until the war's end.

On October 14th 1945 ADAMANT and her flotilla sailed from Gage Roads for Hong Kong, calling at Christmas Island, and then preceded via the Sunda Straits to arrive at Hong Kong on October 29th. Here her submarines were engaged on anti-piracy patrols off the China Coast. She stayed in the Pacific until 1950 when she returned to England, where she served as flagship of the Senior Officer, Reserve Fleet, Portsmouth. In 1953 she took part in the Fleet Review to celebrate the Coronation of Queen Elizabeth II. In October 1954, she was re-commissioned as depot ship to the 3rd Submarine Squadron at Rothesay Bay, where she was based until October 1957. She

moved further up the Clyde in 1959 to Faslane on Gare Loch, ending the permanent RN presence at Rothesay. In early 1964, she moved to the 2nd Submarine Squadron at Devonport. In March 1966 she was listed for disposal. She arrived at Inverkeithing in September 1970, to be broken up."

Apparently, Fremantle was the place to be if you were a submariner in the Pacific during and immediately after World War Two. While searching for this image, I found it a Shorpy.com along with another image there that shows USN subs and support ships. Both images are dated 1946. I wonder; if the photographer looks left he spies the USN submarines and if he looks right he spies the Brits? We got it and subtle innuendo followed. What do you do?

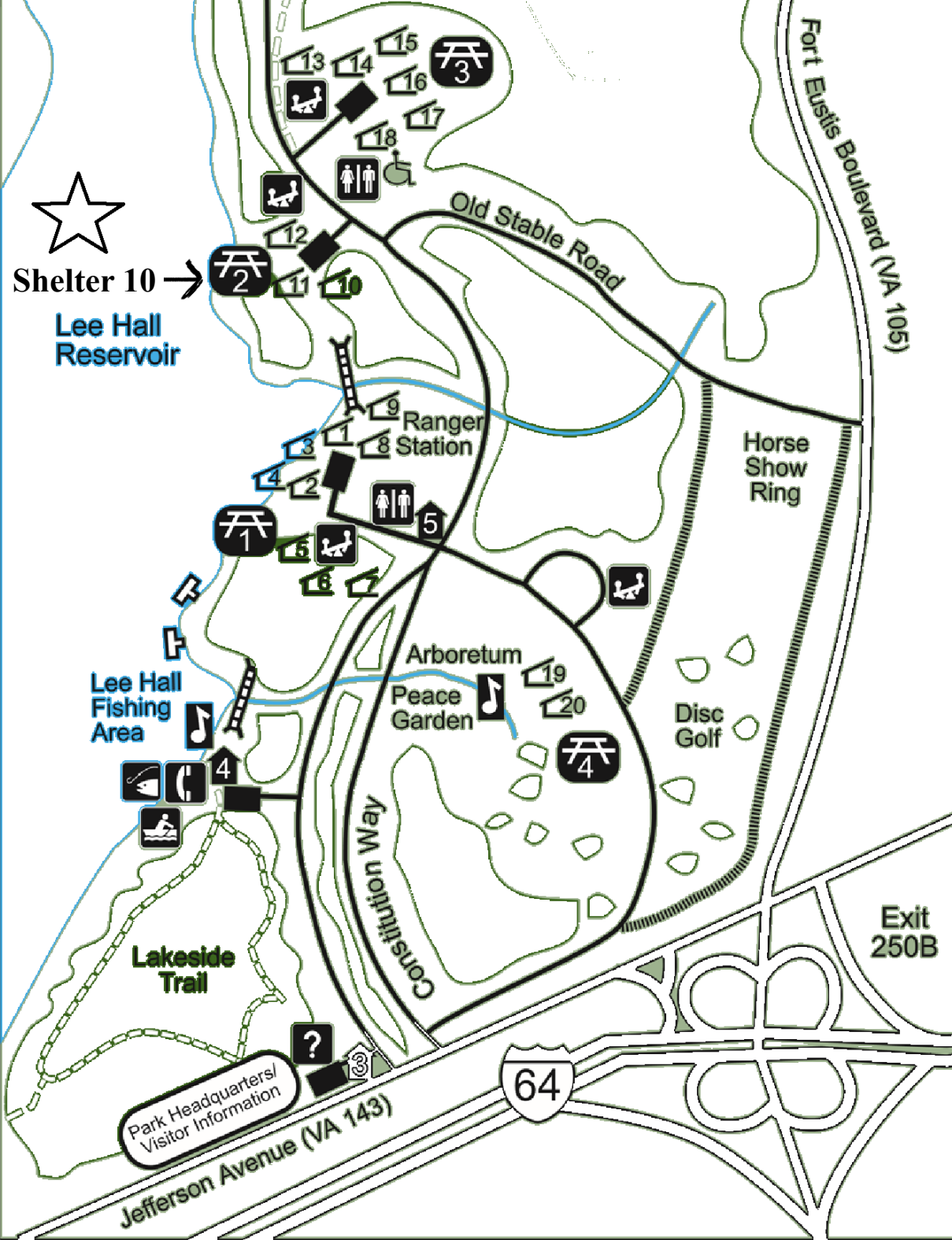
So, if you don't drink, don't smoke. Michael Mathers tells you:

You better lose yourself in the music, the moment
You own it, you better never let it go
You only get one shot, do not miss your chance to blow
This opportunity comes once in a lifetime
You better lose yourself in the music, the moment
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You only get one shot, do not miss your chance to blow
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John Cheevers

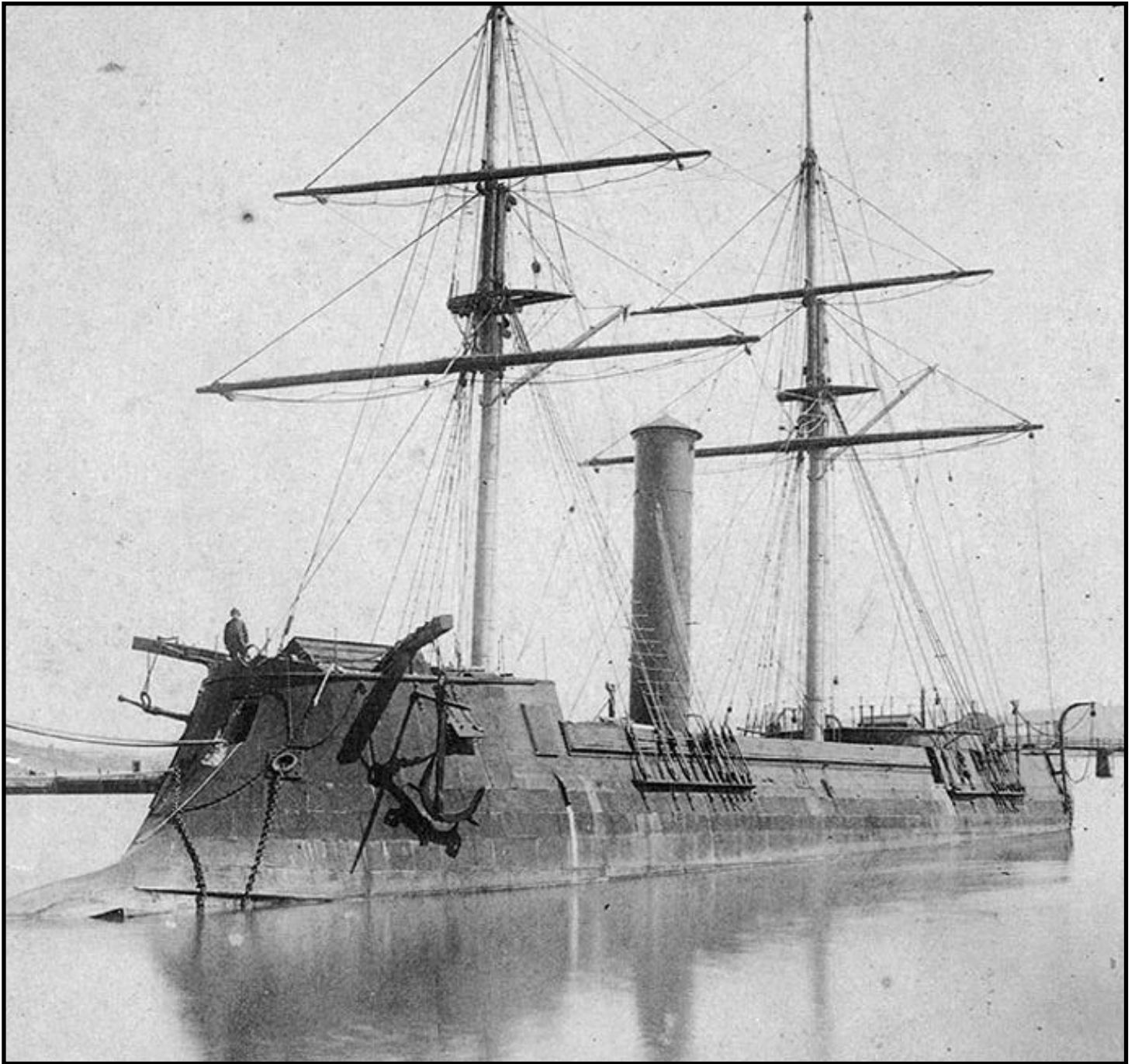


Newport News Park Picnic Areas Map



Mystery Photo

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



NOTABLE EVENTS

SEPTEMBER

- 8 HRSMS Monthly Meeting
Picnic, Newport News Park, Shelter 10
- 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

AUGUST

- 10 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
August 11, 2018
Mariners' Museum

Guest: Cory Houseworth, 2nd meeting

The meeting was called to order by Skipper, Gene Berger at 1010 hours. Gene recognized the modeler of the month, John Cork. Gene read a thank-you card from Lauren Furey thanking the HRSMS for its contribution for the Lego Maersk Container Ship. There was no correction to the minutes. However, eagle-eyed Tony Clayton noted that the moth was wrong on the heading of the newsletter. Ryland Craze gave the Purser's report. Greg Harrington talked about ship models that were being donated from a person in Tennessee. A motion was made and passed to authorize \$250.00 for shipping. Greg said that he would be in contact with this individual.

Old Business: Ryland Craze stated that the picnic will be held in shelter 10 not shelter 11 as reported in the Logbook. Ryland the circulated signup sheets to indicate those wanting to attend and what they were going to bring. Ron Lewis talked about getting a volunteer badge to be able to access the model builder's stand.

New Business: A question was asked about the possibility of having First-Aid kit in the model builders' stand. Ron Lewis said that he would have one put in the room. It was noted that the HRSMS brochures and business cards were in short supply. Tim Wood said that he would order more business cards. Tom Saunders said that he would procure a resupply of brochures. Ron asked that the members consider joining the Mariners' Museum. Ryland Craze said that he has two HRSMS shirts to sell. He gave the description and prices. Both shirts were spoken for.

Show & Tell: Tim Wood showed his half hull of the Panduit. Tony Clayton showed a copy of Marine Modeling International magazine and a printout on the Dover to Calais ferry. Cory Houseworth showed the progress on his model and asked about mounting the main topsail. Marty Gromovsky showed his coal lighter and said that he would be adding loading booms to the model. Yves Pochard showed his kit of the Corel Le Tonnant. Gene Berger showed parts for his PT Boat.

The meeting was adjourned to the presentation "Silver, Tea & Opium", by Tom Mathews.

Timber Hitch

