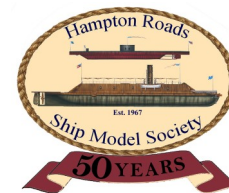


Hampton Roads Ship Model Society

Logbook!

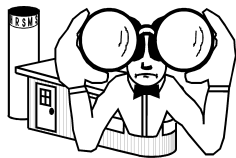


No. 395

WWW.HRSMS.ORG

May, 2019

From The Bridge



The Life and Times...Captain's Log 3.11.19

"You're traveling through another dimension, a dimension not only of sight and sound but of mind. A journey into a wondrous land whose boundaries are that of imagination. That's the signpost up ahead—your next stop," GeneWorld!

And so it begins. My day commences at about 8:30...ish, with the constant complaining of the cat who can no longer be ignored. Being 20 years old she certainly has plenty to grumble about.

Stumbling thru the house, eyes bracing from the morning sun, I raise the shades to this blinding reception, breaching what was until recently a blissful state of slumber. Cats are very persistent and not patient creatures. She guides to her bowls where, unless the water and food are promptly refreshed, I am lambasted by a litany of feline slang best described as direct!

As my tea water boils, I then turn on the news which is my day-break routine. Ok, maybe not quite daybreak. After the second mug of energizing elixir, I'm alert, and ready to take on the business of the day. I commence my arduous commute to the workshop. It's practically on the opposite side of the estate.

Greeting me on the bench are tasks not fulfilled during my previous tour of duty. Picking up where I suspended production, I begin. Clocking in at around 10:00 and not emerging from this microcosm of modeling until threatened with cold dinner, I'm consumed in my universe where there is no concept of time. GeneWorld is an existence of the present and an enchanting haven. I'm immersed. Don't talk to me!

Progress is man's ability to complicate simplicity.
Thor Heyerdahl

MEETING NOTICE

Date: Saturday May 11, 2019

Place: Mariners' Museum

Time: 1000 Hours

Mystery Photo



Mystery Photo #394: Are any of you aware that the idiom "stop a clock" has two meanings? I'm betting that most of you aren't, but the phrase can go either way. It's a fifty, fifty proposition. The Free Dictionary (which we all know is helping to change grammar and English as we know it) says that it could mean "a face that is strikingly or shockingly unattractive" or "a face that is strikingly or shockingly attractive." Sadly, I can't figure out which way The Cougar is leaning in his song.

How about this phrase: "You'll stop traffic." Would you take it both ways as well? Not to be confused with the oft quoted "go play in traffic", "You'll stop traffic" is defined at one on-line reference to mean (grammatical errors and all) "that your ugly and u won't stop traffic and they will run over u in a heartbeat" Wow, look how far we've descended! So by default, the phrase means that beauty will stop traffic. And that's the point really; our Mystery Photo this month offers a vessel that did stop traffic—literally!

Photographic evidence doesn't lie, it is just interpreted incorrectly on occasion. Our Mystery Photo has two large rectangular white painted swaths that remind the viewer of those unrented billboards that proclaim "Your name here!" Could it be that the ship is traveling unregistered looking for a new owner? I doubt it. More likely, the supplier of the image blocked out the vessel's name and steamship line to make the mystery a little harder to solve.

So we have a dark hulled ship that gives off the unmistakable vibe of being a Great Lakes freighter—it has that look. Or, better yet, the look of an ore carrier since there is a total lack of cargo booms or pipe manifolds. The engine aft bridge forward arrangement sells it. The "look" aside, there is also something eerily familiar and strange about the hull form at the same time. This ship seems to have more rake at the bow than you usually see on a Laker, and the bow has a stepped forecastle and is much finer at the entrance. And there seems to be more shear than usual, but that shear line is odd in that it is flat through the center of the run. And the stern is finer than you typically find on a lake boat. The funny lines suggest a hull originally intended for the open ocean but one that has been altered, perhaps lengthened, for lake service. Over all the vessel is pleasing to the eye and probably did stand a good chance of stopping traffic.

Those who identified the ship in this Mystery Photo get a well-used "Victory" as their reward. And I mean a real reward, not the modern day participation trophy. Your reward is the satisfaction of solving the puzzle as well as getting to see your name in print, right here in this essay! Those who did not

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Modeler of the Month May 2019

Charles Landrum



Charles Landrum is a defense consultant supporting the US Navy from which he retired after a 20 year career. A 1983 graduate of the US Naval Academy he spent the bulk of his naval career at sea serving on six ships of the Atlantic Fleet. He also served on two staffs – NATO’s Standing Naval Force Atlantic and the Middle East Force the progenitor of Fifth Fleet. He also accumulated time and experience on ships of Canada, Great Britain, Italy and the Netherlands. Since retirement his work has embarked him on three CVNs, an LHA, and an LHD.

An avid military history buff, he concentrates his modeling efforts on the ships and aircraft of the US Navy and former Soviet Union. He also enjoys modeling ships of the American Civil War which served on the James River. He is active in the US branch of the International Plastic Modeling Society (IPMS), in the IPMS Tidewater Chapter, and was the Chairman of the 2008 US National Convention and assisted with two others. He joined the Hampton Roads Ship Model Society around 2000. He and his wife reside in Norfolk, VA; his two sons being grown and pursuing their own careers.

THE ANSWER

The answer to mystery photo 394:
Lake Freighter, Cliffs Victory

Thanks to Greg Harrington for the submission.

Nautical Term

Rope Yarn Sunday A half-holiday from regular work aboard ship, usually on Wednesdays-but never on Sunday-for the crew to work on their own gear and light odd jobs; an old naval tradition.

Tim Wood

(Continued from page 1)



solve for the answer will only receive half of a well-used “Victory” as their reward. Who is satisfied this month?

One reply. And it was received from someone who’s been there—on the Great Lakes, I mean. And his correct response came in just slightly after I emailed our good editor the answer, so identification could be easy. I, however, had the advantage of knowing the identity of the vessel as she was somewhat featured in a much earlier MP where that vessel and this vessel both accomplished the same feat! They both stopped traffic, and they both have similar stories to tell.

Tim Wood, the much laid up Tim Wood, correctly identified this month’s Mystery vessel—a big well-used “Victory” for him! He correctly identified the vessel as Cliffs Victory. Unfortunately, his reply has been lost to cyber space so I can only paraphrase his remarks which went something like this: “Really???” A lake freighter!” Looking back on the previous Mystery Photo, I see that Tim replied there as well and had just about as much to say. But whereas he got this one right, we see that he was completely stumped last time.

So, what is a Cliffs Victory, and why is there no apostrophe? Logic would say that if the grammar is correct then we are looking for information about Cliffs as a plain plural noun rather than Cliff’s as a singular possessive noun. And that would be correct, there is no apostrophe. If you uncover the two white bands or boxes on the Mystery Photo you will see that the one at the bow obscures the vessel name and the one further aft obscures the shipping line. The aft one reads “Cleveland – Cliffs”. Wikipedia says that “Cleveland-Cliffs, Inc., formerly Cliffs Natural Resources, is a Cleveland, Ohio, business firm that specializes in the mining, beneficiation, and pelletizing of iron ore.” The origin of the word “Cliffs” in the business name comes from the initial group of New York investors who in 1865 opened their first iron mine in Marquette County, Michigan and named it after the iron cliffs found there. “The Cliffs Shaft mine complex was listed on the National Register of Historic Places in 1992.”

When researching the history of Cliffs Victory we uncover some interesting facts, like where the word “Victory” comes from. The ship in our Mystery photo began life as one of the 531 nearly identical Victory class of cargo ships produced during World War Two. They were larger, faster, and more pleasing in design than the stodgy Liberty ships they replaced. The first of class was christened “S.S. United Victory” setting a trend where American built units frequently incorporated the word “Victory” into their name.

Our example was “Built in 1945 by Oregon Shipbuilding Co., Portland, OR as hull # 1229. Keel laid Jan. 26, 1945 and launched March. 9, 1945 as the “Victory” ship NOTRE DAME VICTORY for the U.S. Maritime Commission. Dimensions: 455’ loa x 62’ beam x 38’ depth, 10,750 DWT. Powered by a 9,350 s.h.p. double reduction geared, cross compound steam turbine engine with 2 oil-fired water tube boilers.”

But the ship in the Mystery Photo only has a passing resemblance to your standard “Victory”. Here’s why: “Purchased by Cleveland-Cliffs Steamship Co. in Dec. of 1950. The hull was lengthened to 619’ loa, capacity increased to 14,500 DWT at Baltimore, MD. Renamed CLIFFS VICTORY on Mar. 21, 1951. Towed up the Mississippi River to S. Chicago, arriving there May 9, 1951, to complete the lake boat conversion at American Ship Building’s yard. Entered service on June 4, 1951. She was known for her distinctive profile and high

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What's Happening at the Museum



The month of May is one of my favorites...and one of the most important in our maritime history. Others of importance are October (of course), January and July (obviously), March, April (sadly), February, December..... well, you get the drift! We are inextricably connected to the sea and every day, week, month holds a wealth of evidence of that connection through the annals of our maritime experience. Don't forget that Museum admission is one (1) dollar (\$) "for all time!" We don't want this to be a secret so if you have visitors from afar this summer, friends who aren't "enlightened", kids who want to go somewhere, put The Museum at the top of your list. And by the way, the five-mile Noland Trail is in full bloom and it's a wonderful (as in full of wonders) experience for young and not so young mariners! Here's a hint at what awaits at the Museum this month.

On May 11th (our meeting day) John Quarstein, Director Emeritus, USS *Monitor* Center, will present a lecture entitled "The Last Days of the CSS *Virginia*". Many of us know the ironic ("ironic" Ha! You see what I did there?) fate of the two prototype vessels that fought the very first battle of ironclad ships just a few miles from here. But there's much more to the story. When President Abraham Lincoln orchestrated the capture of Norfolk and Portsmouth, Virginia, the CSS *Virginia* lost its base. This left the huge Confederate ironclad with few options. The warship's commander, Flag Officer Josiah Tattnall, decided to lighten the vessel to move the deep-drafted ship to Richmond. When it became clear that the ship could not pass several shoals in the James River, the *Virginia* was destroyed by its own crew during the early morning hours of May 11, 1862. And there's an even more interesting final chapter! The lecture is free to members, begins at 2:30 and requires reservations.

On June 1 our Curator of Photography, Sarah Scruggs, will present an informative talk entitled "Capturing the Action in Maritime Photography". Expanding on The Mariners' Museum's current exhibition *Seizing the Moment: The Evolution of Action Photography*, Sarah will provide a brief history of the technical advancements that led image-makers to be able to stop action. We'll view exciting action images from The Horace Havemeyer III Collection, which showcases featured photographers Edwin Levick and Morris Rosenfeld, as well as work by other contemporary photographers who depicted the evolution of marine photography from a documentary approach to more of an artistic perspective. The lecture will be presented at 10:30 and again at 2:30.

On June 6th, in remembrance of the 75th anniversary of D-Day, The Mariners' Museum and Park will host family-friendly programming to commemorate the largest seaborne invasion in history. This is a Museum-wide event and includes costumed interpreters, demonstrations and first-hand accounts by those whose boots were on the ground on that tragic and historic day.

And Now.. The May Museum Challenge

What's with you guys! Two challenges and no answers! Well, there's still time but I'll answer both at the meeting. For

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AMERICAN NAVAL HISTORY War of 1812

1814 Part 5

September 24: Gunboat 23 captures a pirate craft off Southwest Pass, Mississippi.

September 26-27: The American privateer General Armstrong is attacked in the neutral port of Fayal, in the Azores by boat parties from the ship-of-the-line Plantagenet, frigate Rota and brig Carnation. The boats are beaten off with heavy loss of life to the invaders.

American casualties are light. At dawn the Carnation stands in to engage, but the Americans set fire to their ships and head ashore.

October 9: The sloop Wasp, vanishes at sea, being last sighted on this date.

October 29: The world's 1st steam-powered warship is launched in New York. Designed by Robert Fulton for harbor defense, it is propelled by a paddle wheel and carries 32 cannon.

December 8: Beginning of the campaign for New Orleans.

December 13: The British pass thru Lake Borgne is barred by a tiny American squadron of 5 gunboats and 2 tenders. On this date, one of the tenders, the schooner Seahorse, is burned to prevent her capture, after repelling an attack by 7 British launches.

December 14: The other tender, the sloop Alligator, is captured.

December 14: Battle of Lake Borgne. Five gunboats, anchored in the line of battle, are overwhelmed by 42 British barges. After an action lasting an hour and 40 minutes, American casualties are 6 killed and 35 wounded, British have 17 killed and 77 wounded.

December 23: The schooner Carolina, drops down the Mississippi from New Orleans and shells the British forces encamped at Villere's plantation.

December 24: At Ghent, Belgium, where peace negotiations began in August, American and British commissioners agree on a simple return to prewar status quo. The treaty does not reach the United States until February 15, 1815 and hostilities continue for some months.

December 27: On the Mississippi River below New Orleans, the schooner Carolina, is destroyed by red-hot shot from British land batteries.

December 29-31: Commodore Patterson, lands guns from his remaining vessel, the sloop Louisiana, to establish a naval battery on the west bank of the Mississippi, where its fire can cover the front of the fortifications General Andrew Jackson has built on the opposite bank.

The War of 1812 Continues

Bob Moritz

(Continued from page 2)



speed runs, given the informal title “Speed Queen of the Lakes”. Lengthened in 1957 to 716’ 03” loa at S. Chicago with a new capacity of 17,600 DWT. Bow thruster added in early 1964. Laid up at the end of the 1981 season at South Chicago.”

Even though she earned the unofficial title “Speed Queen of the Lakes”, I think it’s her voyage to the lakes in May, 1951 that is most remarkable. Back in MP-271 we chronicled the history of the “laker” Marine Angel. That Mystery Photo



was unique in that it showed the vessel making a tight turn as she wound her way through downtown Chicago on the Chicago River heading to Lake Michigan, and a new career. Well it seems that this month’s Mystery vessel made the same journey. When we wrote about Marine Angel we included an image of Cliffs Victory in the same canal.



Her journey is documented here: “May 9, 1951 – The 620-foot Cliffs Victory, missing its rudder and guided by two tug boats, front and back, makes its way slowly through the Chicago River and out into Lake Michigan. It is the longest ship

ever to move through the inland waterway from the Atlantic to the Great Lakes, and it takes two hours for the great ship to move from Harrison Street to the lake. The closest squeeze comes at the Van Buren Street Bridge where the bridge’s abutments narrow the channel to just a few inches wider than the ship’s 70-foot beam. The tugs Louisiana and Utah inch the converted liberty ship through with “some of the black paint scraped from her plates.” [Chicago Tribune, May 10, 1951] Onlookers along the main stem of the river gape as in several places the big ship passes with her stern just clearing an upraised bridge as her bow is abreast of the next one over a block away. Since the lock at the mouth of the river is 20 feet shorter than the Cliffs Victory, special arrangements have to be made. She is run up until she nearly touches the east gate of the lock, and ropes are run from the ship’s winches to mooring posts along the lock. The gate is opened, and water from the lake, nearly 18 inches higher than the river pours in, pushing the ship back. “Then with two tugs straining furiously,” reports the Tribune, “and the winches pulling in the mooring lines, the ship began to move against the current. Fifteen minutes later the stern cleared the west gate and it was closed, stemming the flood into the river.” From Chicago the ship is moved to South Chicago where she will be re-fitted for ore duty on the Great Lakes.” Arguably, much better than Mr. Toad’s wild ride.

So, our Mystery vessel did stop traffic. Following her long service on the fresh water lakes and lay-up in 1981, she was “sold for scrap in 1985. Renamed SAVIC (Panama 17015-NY). She sailed from the lakes late in 1985 and spent the winter anchored below Montreal. She departed the anchorage September 9, 1986 and arrived at Masan, Korea where she was scrapped in 1987.”

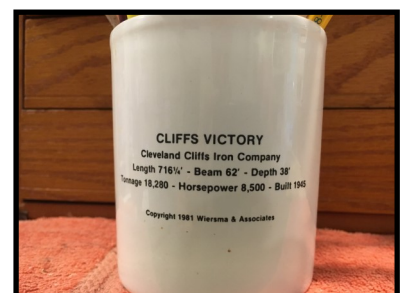
If you have the time, google Life Images Cliffs Victory and select any B&W image credited to images.google.com. Your browser will take you to a huge photo documentary of the ship transiting the Upper Mississippi and the Chicago River.

Peace out, everyone!

John Cheevers

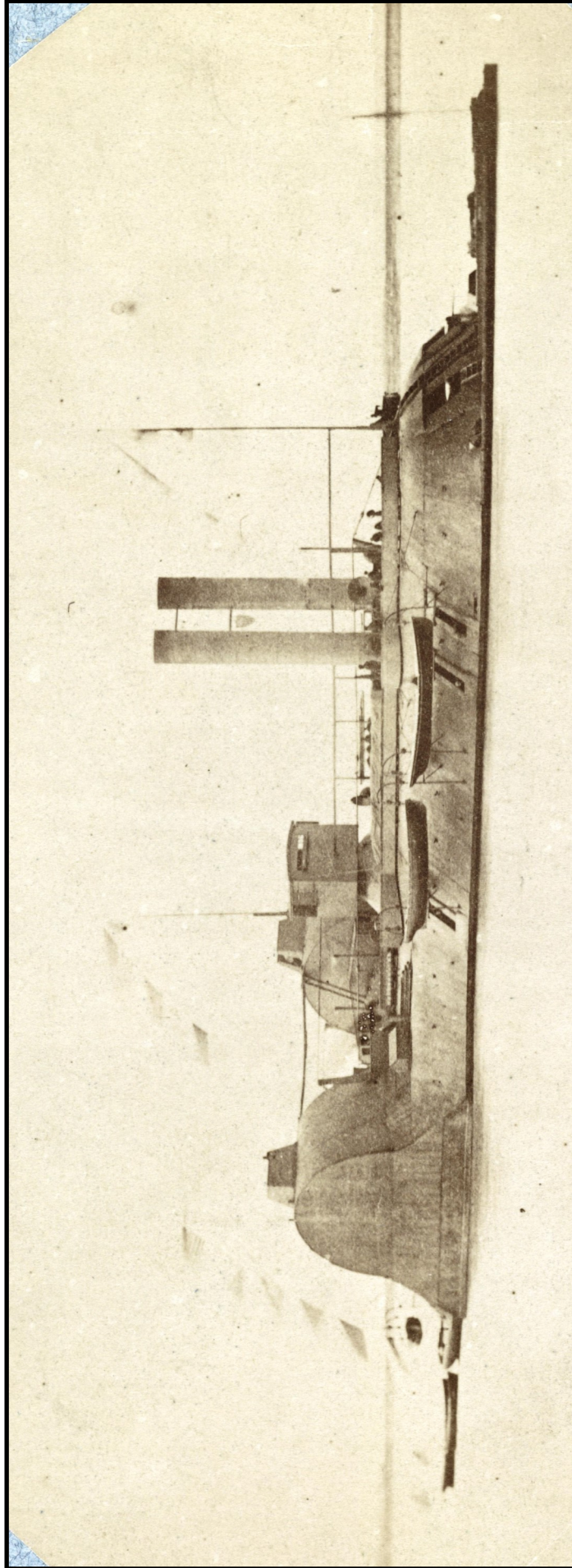
A Note From Greg Harrington

“In my write-up for the “Modeler of the Month”, I gave a clue for the mystery ship. I wrote about watching ships pass under the Blue Water Bridge as a boy of 5, and “Cleveland Cliffs” being a sentimental favorite. Later on, in the early 80’s, our family got some coffee mugs and other items with prints of various Great Lakes vessels, Cliffs Victory being one of them. I still have two of the mugs, handles missing, which I use to hold pencils and odds and ends in my workshop. I thought that the conversion of a Victory Ship to a lake freighter made for an interesting subject, forgetting that there had been a similar submission a while back. I hope you enjoyed it anyway.”



Mystery Photo

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



NOTABLE EVENTS

MAY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Air Brushing, Charles Landrum

JUNE

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Round Table, Bruce Brown, Dave Chelmow,
A.N. Other

JULY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Stewart Winn, Intrepid

AUGUST

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tim Wood, TBA

SEPTEMBER

- 14 **HRSMS** Monthly Meeting
19 Talk Like a Pirate Day

OCTOBER

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

NOVEMBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Karol Budniak ---Making paper models look
like wood

DECEMBER

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

JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 14 **HRSMS** Monthly Meeting:

APRIL

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

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
April 13, 2019
Mariners' Museum

Guests: Eric Terry 2nd meeting
Chris Berg 1st meeting

The meeting was called to order by Skipper, Gene Berger at 1000 hours. The guest, Chris Berg introduced himself saying that he had several kit that he wanted to build. There were no corrections to the minutes as published. Ryland Craze gave the Purser's report for the months of February and March, giving the details of the auction proceeds and banquet expenditures.

Old Business: Tony Clayton asked about a donation to Norge Hall. The Skipper said that issue would be addressed in new business.

New Business: Motions were made and approved to donate \$200.00 to Norge Hall and \$1000.00 to the Mariners' Museum. The Skipper said that it was time to rotate the models on display at the Model Builders' Stand (MBS). He asked that members get with him after the meeting to coordinate the placement of the models at the May meeting.

Show & Tell: John Cheevers said that there was now a drill press in the MBS. John then stated that Karen Comet wants to dispose of Bob's Smithy lathe/mill combination for \$1000.00. John noted that there is a partially completed, donated kit of the Victory in the MBS that was taking up a lot of room. He asked for and received permission to remove it. The progress on John's tugboat Dorothy and sardine carrier was shown to the group. Pat Derby showed a Chesapeake Bay log canoe from a 1984 kit and showed plans for his current project, Rattlesnake. Bill Clarke showed a book on British cruisers from the Naval Institute Press. Yves Prichard showed information on Windjammer Cruises. Ryland Craze showed the progress on his 1/24 scale longboat from Syren Ship Models. Bruce Brown showed the progress on his 1922-23 era ferryboat and his Fletcher Class Destroyer from a Blue Jacket kit. Gene Berger showed the progress on his Olympia and showed several slides showing his addition of interior components.

The meeting was adjourned to a presentation "Doolittle Raid", by John Wyld.

(Continued from page 3)



May, however, here's a new puzzle! In the main lobby stands a very old artifact. It's the lens from a first-order light house. What do you know about this very rare piece of Chesapeake history? 1. Where and when was it made? 2. Why is it a "first-order light"? 3. What is its signature and how does it achieve this array of light-and-dark? And here's a bonus question! Instead of a conventional bearing its axis is supported by what? First correct answer to rlewisclu@aol.com wins the prize!

Ron Lewis