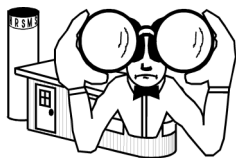




From The Bridge



Mystery Photo



Captain's Log 8.10.19

“All’s well that ends well”...

I’m happy to relay that Ryland is stronger and resting comfortably at home recuperating from quadruple bypass surgery. He underwent the procedure last week and is in good spirits, eager to get back to his regular routine. He will not attend this month’s meeting; however, Ryland is looking forward to the September picnic. I know all of us at HRSMS wish him a speedy recovery.

Dear Leader

THE ANSWER

The answer to mystery photo 397
U.S. Personnel inspect the Japanese aircraft carrier Kasagi in Sasebo harbor on 10 October 1945.

U.S. Army Photograph SC218455

MEETING NOTICE

Date: Saturday August 10, 2019

Place: Mariners’ Museum

Time: 1000 Hours

Nautical Term

Barkentine A vessel similar to a bark, except that only the foremast is square-rigged. The term has the same basic origin as Bark.

Tim Wood

(Continued on page 2)

Hampton Roads Ship Model Society Picnic

Saturday September 14, 2019

Newport News Park

Shelter No. 10

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

Modeler of the Month July 2019

Lee Martin



I grew up in Boston where I had many trips to museums that displayed models of square riggers. I made my share of these models using the kits that were available at the time, primarily solid balsa hulls. My favorite was an Ideal kit of Drake's "Golden Hind", which I made in several versions.

Once adulthood took over, I put modeling aside for the next 50 years in favor of raising a family and handling my career as a computer programmer. That career eventually brought me to Hampton Roads.

With retirement, I was able to resume this time-consuming hobby. I bought my first kit from Model-Expo, the American Revolutionary privateer "Rattlesnake" (Mamoli), followed by the 17th century Swedish ship "Vasa" (Corel). With so much effort invested in each model, I decided to use better materials than the kits supplied, purchasing mahogany for the second planking. After almost losing a finger mishandling a Dremel, I decided I was better suited to manual tools rather than power tools, a policy I still continue.

The purchase at a local hobby shop of "Ships in Scale" magazine introduced me to the Nautical Research Guild, and their web site brought me to the HRSMS. I am grateful to the members for pointing me to additional suppliers of high quality materials, as well as better construction techniques than I had been using.

A notice in the club newsletter indicated that the Hampton Roads Naval museum (inside Nauticus) was interested in a model maker. I have been involved with them now for about 10 years, and several years ago was joined by Pat Roll, whom I met at the club. We are currently building a model of the USS Constitu-

(Continued from page 1)



to the same navy as the star of the show, the mambo with the limp stacks. But then again, the degree of rigidity is a matter of opinion. While the stacks don't stand tall and proud, they appear to be stiff enough to stay in place and strong enough to support the fellow sporting the officer's combination hat. It looks like someone, at least, applied the proper technical rigor.

That's all the engineering we need for this essay, let's see who replied.

We'll begin, again, with the Ancient Mariner with one more of his thoughts: Out of his steam of consciousness came the idea that our Mystery vessel was the Japanese aircraft carrier *Katsuragi*. He said it survived the war, and did a few other things. Meanwhile, A written reply from Dave Baker's states "The photo [shows] the Imperial Japanese Navy's incomplete aircraft carrier KASAGI." OK! These two carriers are part of a six ship group known as the Unryu class. Of the six, three were completed, two of them were sunk, one was incomplete at the time of surrender, and two were cancelled before keel laying. We can see where the lines are falling.

If I have to make the call between the two replies, I'm going to side with Dave on this one as his data matched what I found. Dave continues: "It was taken at Sasebo, where the ship had been moored since fitting out was terminated on 1 April 1945 with the ship about 85% complete, and the date is probably sometime in September 1945. Note the two U.S. Navy personnel visible in the photos. I thought at first it might be the even less complete IBUKI, but that ship didn't have the temporary navigation bridge built over the width of the flight deck, forward of the island." Also, *Ibuki* didn't have two stacks.

Dave's reply actually helps to mitigate the disparity between both responses as he gives a bit of class history, echoing the Ancient Mariner: "The KATSURAGAI, a sister to the KASAGI also survived sinking incomplete but was further along in fitting out and was actually completed post-war for use as a transport to return Japanese military personnel home from overseas locations. KASAGI had been launched by Mitsubishi at Nagasaki on 19 October 1944 as a unit of the 6-unit UNRYU-class of 20,450-ton light carriers, which in turn were a simplified version of the SORYU class, both of which had been sunk at the Midway battle on 6 June 1942. Only UNRYU entered service during the war, and she was sunk in the China Sea by

(Continued on page 3)

tion. One of the museum docents had some wood that was removed from the actual USS Constitution during restoration for the bi-centennial. We are using some of this for the deck furniture. The accompanying picture is from an article that "At Ease" magazine published about the museum this past May. Our model of the USS Constitution is in the foreground.

At home, I work on ships built between 1600 and 1800, using kits from the Italian companies. I have completed George III's yacht "Royal Caroline" (Panart), the 74-gun British ship "Bellona" (Corel), the Dutch ship "Prince William" (Corel), and the French ships "La Couronne" (Corel) and "Royal Louis" (Mamoli). I am currently rigging the British escort ship "Pegasus" (Victory/Amati).

What's Happening at the Museum

August. Did you know Mr. Crabtree? Did you know he was named for his birth month? Did you know his father, Fletcher, was a railroad man and his mother, Molly, was a census taker? His Great-Grandfather built ships on the river Clyde in the U.K. August's wife, Winnifred *nee* Clark, died in August 2005 two weeks before what would have been August's 100th birthday. August died at the age of 89 in 1994. I met him in 1961. I was 17 and he was 56. I didn't immediately take to him. He was terse, seemed unfriendly, displayed a touch of ego and wouldn't give my questions the importance that I knew they deserved. I was, after all, 17. I grew, over time, to cultivate a deep respect for his artistic talent that pushed my resistance to liking him completely out of relevance. Now, I never did get to know him. Hadn't the time nor the inclination. Fortunately I met a fellow who knew him well. Merchant Marine Captain David Engen. Dave met Crabtree in his gallery when he visited The Museum for the first time. They talked casually and learned that they had something in common; David was also from Portland. Dave provided a great deal of accurate information on August and his family. I reflect on Mr. Crabtree and his legacy frequently but always in August. If I compare his artistry to the highly accurate work of McCaffery, Ronnburg, McNarry, Davis *et al*, I might find fault. But give those giants of the art the tools, resources, time frame of Crabtree, take away their computers, lasers, photo-etchers, adhesives, wood sources and ask of them what Crabtree asked of himself, achieve excellence with what talent and drive you have, then compare the potential output. I believe that August Crabtree would come out on top by anyone's measure. His work is appropriately enshrined in America's National Maritime Museum!

Now, what's happening? One of the most successful elements in our ongoing schedule of community events will happen on Saturday, September 21 at 6:30 PM. And it's called the Gallery Crawl! The museum invites you to take a trip around the world without leaving Hampton Roads! The fifth annual Mariners' Gallery Crawl provides exclusive access to rare artifacts and makes the perfect date night or a fun evening out with friends. Hear intriguing stories from Museum staff about the objects from ports all over the world, enjoy lively music and spirited drinks, and nosh on delicious bites while you mingle throughout the Museum. This worldly event is a Museum experience like no other! As usual, members get a 25% discount on your ticket. For non-members it's \$40 and worth every penny!!

Maritime Mondays continues through the month with lectures, costumed interpreters, food features and amazing artifacts! A special feature in August involves a new partner to the museum. And it's a great deal for members!

During the entire month of August, The Mariners' Museum and Park Members will receive FREE admission and Member discounts at the American Civil War Museum (ACWM)! Mariners' Museum Members who visit the ACWM will enjoy free admission for up to six people each day, discounts in the gift shop, and free parking. To enjoy this benefit, simply show your Mariners' Membership card and photo ID at the time of entry. The American Civil War Museum has three locations that TMMP Members can visit. The two in Richmond include Tredegar Iron Works, who rolled the iron for CSS *Virginia's* casemate, and the third is in Appomattox.

That's it for this month. Please visit the Museum's website and stay up-to-date with special events and interesting posts from our collections and conservation folks. Check it out at marinersmuseum.org.

Ron Lewis

AMERICAN NAVAL HISTORY

1818

August 19: The Oregon Territory is claimed for the United States. Captain James Biddle, of the sloop Ontario, lands at Cape Disappointment on the Columbia River. According to the terms of the Anglo-American Convention of 1818, the territory will be jointly occupied by the United States and Great Britain.

1819

January 1: Sixth Secretary of the Navy is occupied by Smith Thompson.

February 26: War against pirates. The Caribbean swarms with pirates, many outfitted with false letters of marque issued by governments of Spain and her South American colonies. Merchantmen in the hundreds are plundered annually. Congress passes an act signed by President James Monroe on March 3rd to protect the commerce of the United States and to punish the crime of 'piracy'. United States Naval vessels are authorized to convey American merchantmen and to recapture those unlawfully seized at sea.

March 3: Slave Patrol. Congress passes an act authorizing the president to use the United States Navy to suppress American participation in the West African slave trade. An African Squadron is established in 1820 to carry out the prerequisite patrols and also to support the colonization of Liberia by American blacks. Deactivated 3 years later, it is reestablished following the conclusion of the Webster-Ashburton Treaty with Britain in 1842.

March 3: Major Anthony Gale becomes the fourth commandant of the marine corps.

August 13: Commodore Oliver Hazard Perry, 34 years old, dies of yellow fever aboard the schooner Nonsuch at Trinidad after a diplomatic mission to Venezuela.

1819 Ends with no further actions.

Bob Moritz

(Continued from page 2)



the U.S.S. REDFISH (SS 395) on 19 December 1944. KASAGI was scrapped in 1947."

And he gets a lot more specific when discussing his choice. "Had she been completed, the KASAGI would have displaced 20,200 tons and was 746-ft. 1-in. long overall (731-ft. 8-in. waterline). No armament had been fitted when work stopped, but it was to have included six twin 127-mm (5-in.) dual purpose mounts, 22 triple 25-mm AA mounts, 23 single 25-mm AA, and six 120-mm multiple unguided anti-aircraft rocket launchers (28 rounds per launcher). The ship would have been able to carry 15 fighter aircraft (plus 3 more in disassembled reserve), 18 torpedo bombers (2 more in reserve), and 29 reconnaissance aircraft (2 more in reserve). Her 4-shaft steam turbine propulsion plant had eight destroyer-type boilers and produced 104,000 shaft

(Continued on page 4)

(Continued from page 3)



horsepower intended to produce a maximum speed of 32 knots (the others of the class, other than the incomplete ASO, had 152,000 total shp. and could reach 34 knots.) Endurance was to have been 10,000 nautical miles at 18 knots, while the more powerful plants in the others (less ASO) were intended to produce 8,000 nautical mile ranges at the same speed.”

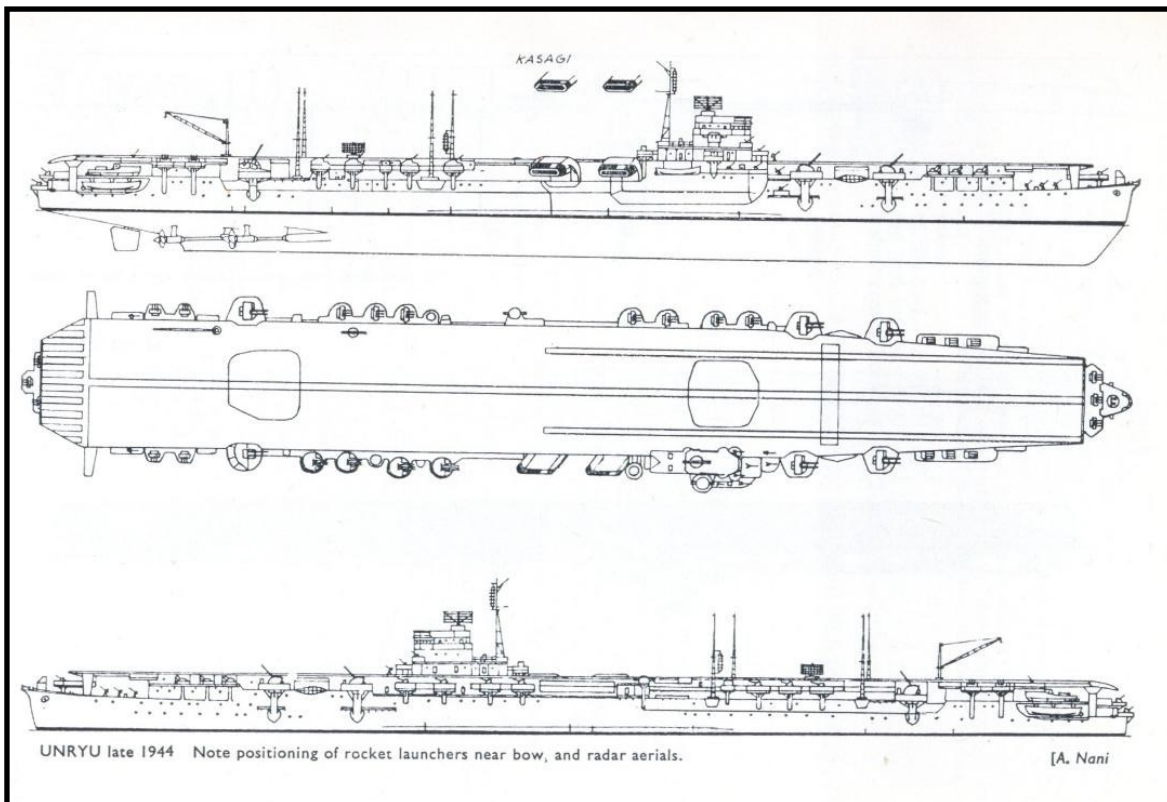
As proof of his research, Dave introduces us to a new reference source with his identification: “LCDR Shizuo Fukui’s *Japanese Naval Vessels at the End of World War II.*” He also, through jocularly, schooled us a bit on Japanese culture. “... alas, I probably picked the wrong UNRYU-class carrier (Pickled Unryus are, of course, not a Japanese delicacy). Humm. Well this idea I had to Google. I wanted to see where it lead, and I can tell you that Googling foreign words, terms, and mores is dangerous indeed! Searching on the word “Unryu” produced a lot of data on the carrier class. Googling the term “pickled Unryu” allowed me to visually sample a lot of different pickled Japanese delicacies. And by adding a second “u” to the end of Unryu (as was suggested by some of the Google results) almost got me in trouble with the Admiral. Holy Shitake, Batman! That search led to results featuring some kind of Japanese anime soft porn. I guess I just don’t understand. But it makes you wonder though; if the Japanese had added another “U” to the class name, would the stacks have stood taller?

As carriers go, this one is appealing in design as it carries all of the classic IJN styling cues, like the curve of the stem and the arc of the stacks. She also carried the IJN “minimalist” island. But it was those limp, lazy stacks that really mark her heritage and give her away.

And those limp stacks carry their own Mystery within this Mystery. Dave points out (and I can confirm) that Shizuo



(Continued on page 5)



(Continued from page 4)



Fukui includes a sketch in his book that KASAGI had hexagonal-sectioned funnels. I cannot corroborate this finding with any of my other reference sources. It's a curious entry and one not backed up by the photographic evidence. Fukui's book, published in 1947, contains entries of every extant ship in the IJN at the end of the war. Each entry contains a pencil profile sketch of the vessel and hand printed text and statistics. In the introduction Fukui mentions that "owing to the lack of the



official data which have been burned out at the end of the war the present explanations have been made entirely through private records and others of the officials of the ex-Japanese Navy and to some extent presumptively through their memories. The compiler, therefore, is responsible for any errors thus occurred." Me thinks someone told him about the funnels, and was wrong. On that matter, Dave sent a second reply: "Interesting, too, that Shizuo Fukui, who for

Japanese carriers *Kasagi* and *Ibuki* photographed at Sasebo in 1948 while being broken up for scrap.

decades was regarded as *the* expert on Japanese ships of the WW I through WW II period, got the stack shape wrong in his first book, which was written in somewhat fractured English for the U.S. Occupation Force government but later published. He was a Lt. Cdr. at the Japanese equivalent of NAVSEA and, when the word was passed to destroy all ship plans and data right at the end of WW II, he instead took as much as he could gather home and hid it. He started publishing around 1960 and did a dozen or more books on the IJN's ships, including photo



5 November 1945: canceled ship Kasagi at Sascho



28 September 1945: canceled ship Kasagi at Sascho albums."

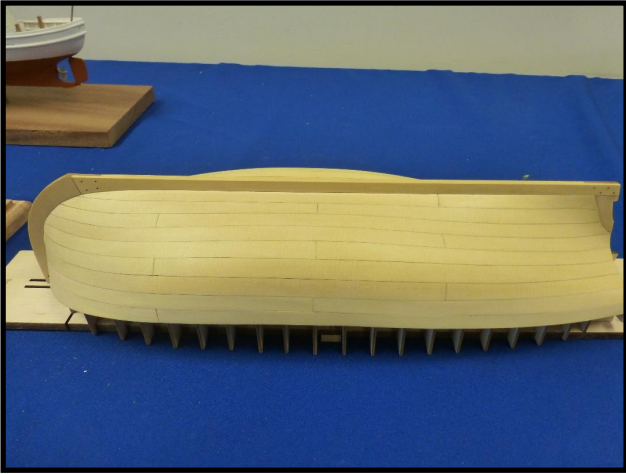
Stop the presses! It appears Dave, a man of honor, wants to disqualify himself from playing the Mystery Photo this month. It appears that the editor, who found and supplied the photograph, wrote Dave and reminded him that he used the image as "an illustration in an article [he'd] originally written as a term paper in 1963 and then revised for publication in *Warship International* No. 1, 1987." (If you look real hard, you can find the article on-line.) I'm not sure, but I think the statute of



IJN aircraft carrier Kasagi, 1945



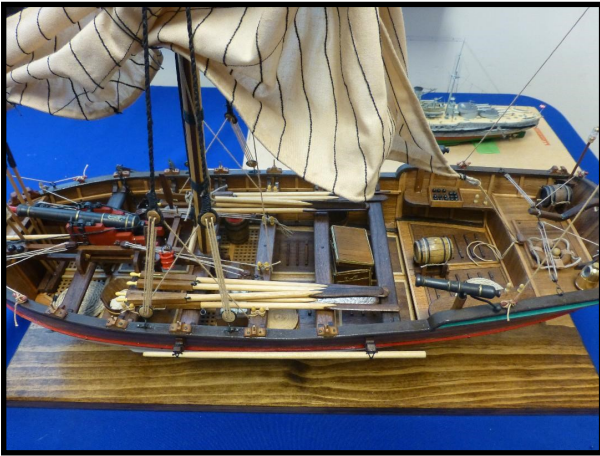
IJN Kasagi in 1945 showing oval stacks



Ryland Craze's Longboat



The last time we will see John's Dorothy



Yves Pouchard's Armored Launch



Ryan Nopper's 1/350 SMS Viribus-Unitis



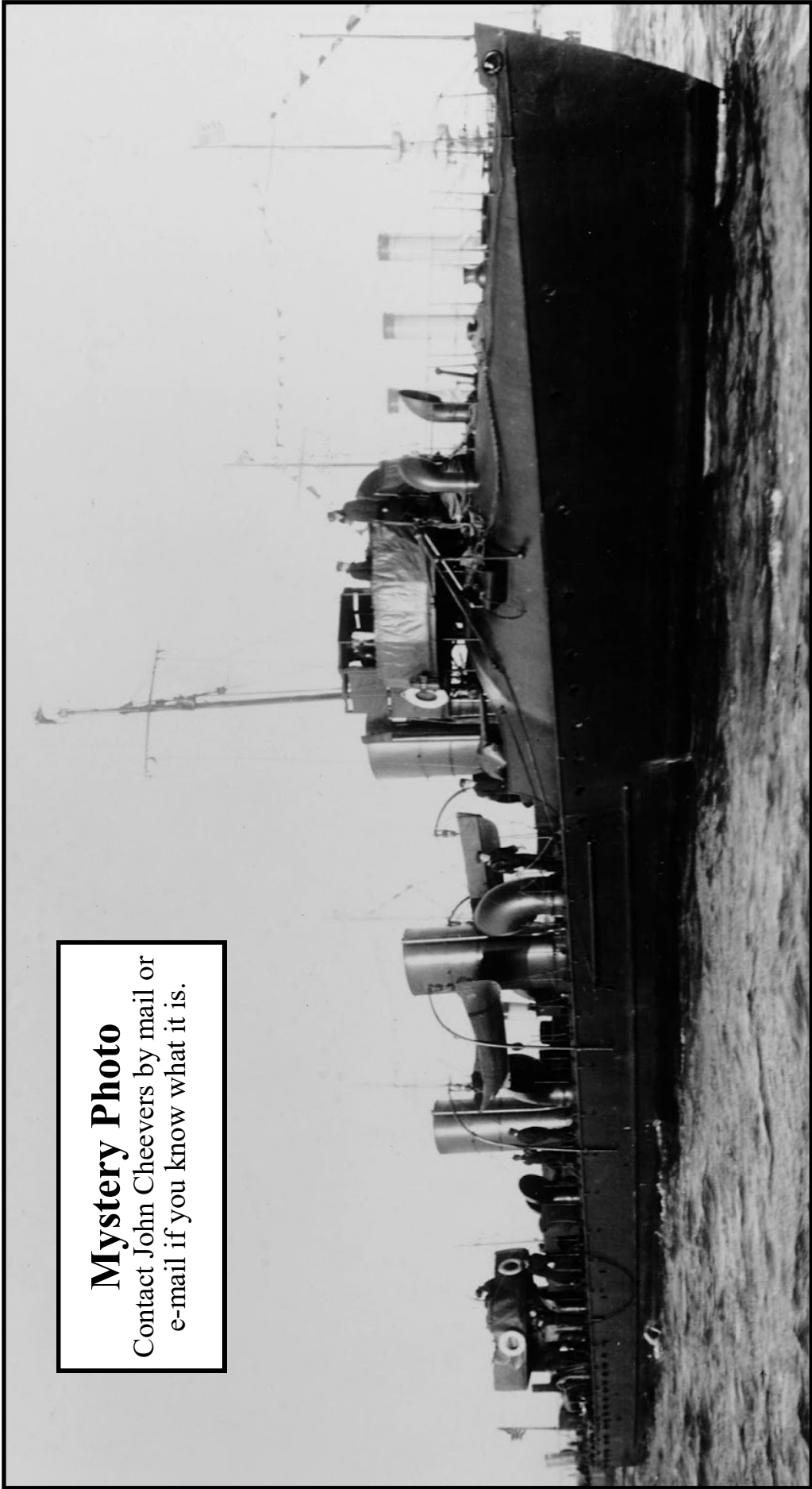
John Cheevers' Sardine Carrier



Stewart Winn's Mortar Vessel

Mystery Photo

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



NOTABLE EVENTS

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

- 11 **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

MAY

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

JUNE

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

JULY

- 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
July 15, 2019
Mariners' Museum

Guests: Butch Watkins, 3rd meeting
Ryan Noppen, 1st meeting
Jimi Heeley, 1st meeting

The meeting was called to order at 1010 hours by Mate, John Cheevers. The guests were recognized and asked to give some information about themselves. As it was Butch Watkins third meeting he was asked if he wanted to join the society. With an affirmative reply, Butch and the other guests were asked to leave the room while the ritual vote was conducted. The guests returned and Butch was welcomed as a new member. There was no correction to the minutes as published. Ryland Craze gave the Purser's report detailing receipts and expenditures. Ryland the circulated a letter from the Mariners' Museum thanking us for our memorial donation in the name of Betty Tragle Blanchard.

Old Business: Ryland Craze said the=a he would have the sign-up sheets for the September picnic at the August meeting. He said that we would be at the same shelter as last year, shelter 10, John said the guests were welcome to attend the picnic. Greg Harrington offered to provide smoked pork for the picnic. This detail will be worked out

New Business: Yves Pochard raised the issue of having one mandatory meeting per year. After some discussion the issue was tabled till August. Ron Lewis said that Art Smith came by the Model Builders Stand to see John Cheevers about starting a model club in Florida.

Show & Tell: Ryland Craze showed the progress of his Siren Longboat using yellow cedar. Dennis Hobb showed his Model Shipways solid hull *Pauline*. Ryan Noppen showed his 1/350 Austro-Hungarian battleship from a kit by Combrig Models. Tony Clayton showed a contract ticket for the SS Great Britain and talked about climbing the ratlines. Ron Lewis talked about an excellent web site for detailing a model of the *Cutty Sark*. Yves Pouchard showed his armored launch. John Cheevers showed his tugboat *Dorothy* and his sardine carrier.

The meeting was adjourned to a presentation "Intrepid", by Stewart Winn.

(Continued from page 5)



limitations might have run out on this one. If not, Dave says he'd "completely forgotten the article. Old age . . . sigh." I think we need to run this article past the Ancient Mariner to see what punishment is appropriate. Dave, have you met the gunner's daughter?

John Cheevers