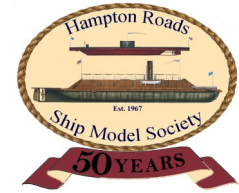


# Hampton Roads Ship Model Society Logbook!

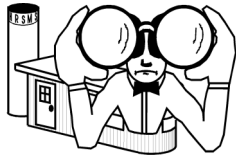


No. 402

WWW.HRSMS.ORG

December, 2019

## From The Bridge



Captain's Log 12.14.19



Happy Holidays...and may the Santa Dude be with you.

What does the "Dude" have in his bag for you this year, maybe a new kit or tool? I hope he brings new tools for you. One cannot have an over abundance of them and I have my share, although I may not readily know their purpose. A good

tool is worth its weight in satisfaction. 'Tis better to have a tool in the drawer unused, than to need one and not have it. I purchase tools seeking their application. You never know when occasion strikes. I have tools on the bench that, to this day, I have no idea as to their service. Tools in my shop come in all sizes, from the minuscule to the mammoth, but by far the largest tool in my shop is...me, and still searching for my higher artistic purpose.

As we celebrate the holidays with family we are reminded of the fragility and transient nature of life with the passing of our friend and fellow modeler Henry Clapp. He died November 21, and will be fondly remembered... "One lives in the hope of becoming a memory." Antonio Porchia.

This Holiday Season marks the last one of my term. I've enjoyed my time as skipper and look forward to helping transition the new skipper in his role. (Whoever he may be)

Happy Modeling, Merry Christmas and Seasons Greetings to you all.

Gene

## Mystery Photo



Mystery Photo #401: In the theatre, just before the final curtain, actors usually come to center stage to take a bow. The act symbolically acknowledges an audiences appreciation, or praise, for a fine performance. A fine performance is the apex of the actor's art. When an actor's performance is seamless and we believe that the character is real and not "staged" then the actor has imitated life and he deserves any bows he may receive.

And just as art imitates life, we could switch the words "life" and "art" and almost say the same about many naturally occurring phenomena; the Northern Lights come to mind, as do hurricanes and earthquakes. In the case of this month's Mystery Photo, we could say that the words were indeed reversed when natural phenomena in 1945 became art. Near the end of the Second World War, the US Navy faced this natural phenomena, and the phenomena acknowledged its most impressive performance by taking a bow—literally! Let's see who understood this:

Do you remember last month when we talked a bit about classification and how we humans like to pigeon-hole everything into neat, organized categories? This month, because of our unique Mystery Photo we'll going to look at the classification of storms, particularly storms in the Pacific Ocean called typhoons. "A typhoon is a mature tropical cyclone that develops between 180° and 100°E in the Northern Hemisphere. This region is referred to as the Northwestern Pacific Basin, and is the most active tropical cyclone basin on Earth, accounting for almost one-third of the world's annual tropical cyclones." In more layman terms they are storms that form "north of the equator and west of the international date line. Storms that form east of the date line and north of the equator are called hurricanes." A cyclone is "a system of winds rotating inward to an area of low atmospheric pressure, with a counterclockwise (northern hemisphere) or clockwise (southern hemisphere) cir-

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday December 14, 2019

**Place:** Mariners' Museum

**Time:** 1000 Hours

## In Memoriam

Hampton Roads Ship Model Society member, Henry Clapp died on November 21, 2019. His Memorial service was held on December 5, 2019 at Emmanuel Episcopal Church, 400 N. High St., Franklin, VA.

# Modeler of the Month December 2019

**John Proudley**



I was born and raised in central Ohio, a somewhat landlocked environment, if you don't count Lake Erie. As a youngster, I spent many hours building plastic kits of cars, hot rods, planes, tanks, and an occasional ship. During my busy teen years, modeling went by the wayside, my time spent more on rock groups, sports, and dating my future wife (now 50 years).

It was not until I entered the Navy in 1968 that I began to develop a real love of ships and the sea. I spent most of my four-year hitch at sea on a Gearing class destroyer, and saw much of the world, from WestPac to the Med and Caribbean. I found that I enjoyed being at sea, homesickness aside, much more than I appreciated the Navy at the time. I developed much more of an appreciation for the Navy later in life. During those navy years, I made a couple of attempts at building a square rigger model kit, but it went unfinished due to sea time.

After the Navy, life really got busy with university, a family, and a manufacturing/research career that required significant travel and a couple of transfers from the midwest to the east coast. It was not until near the end of my 35+ year career that my wife reminded me that I needed a number of hobbies to avoid driving her crazy when I retired. I got lucky, in that I started building ship model kits from Blue Jacket, which sells very high quality kits and has great customer support.

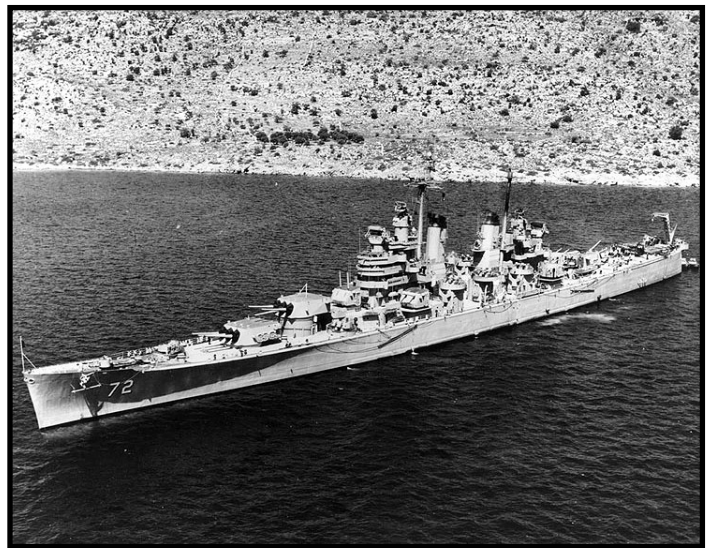
Upon retiring, my wife and I moved to the Williamsburg, VA area in early 2013. At some point, we decided to visit the Mariners' Museum. Not only was I really impressed with the museum, I also learned about the HRSMS, and decided to attend a meeting. I was overwhelmed with the level of skill and knowledge of the club members, as well their diverse backgrounds and experience. The members have always been extremely helpful in answering questions about modeling and maritime history. Being a member of HRSMS has been a privilege, and I look forward to being a member for a very long time.

*(Continued from page 1)*



culation." That information and a bum knee is all you need to know about the weather for this essay. Now if you turn your clock back to the end of World War Two, you can read about several typhoons that the US Navy endured in their quest to defeat the Imperial Japanese Navy in the Pacific.

In 1944, a giant storm blew up in the Pacific, since named Cobra, in December of that year. Sometimes referred to as Halsey's typhoon, because he "unwittingly" sailed the Third Fleet directly into it, due to inaccurate weather information. The beast of a storm wreaked havoc on the fleet. "Because of 100 mph (87 kn; 45 m/s; 160 km/h) winds, high seas, and torrential rain, three destroyers capsized and sank with 790 lives lost. Nine other warships were damaged, and over 100 aircraft were wrecked or washed overboard." The now famous USS Cowpens extreme list image comes from that storm.



USS Pittsburgh anchored in Souda Bay, Crete,  
8 May 1952.

Fast forward about 6 months to the middle of 1945. "A small, yet powerful typhoon, Connie, was first spotted on June 1 by the Weather Central Guam, moving northeast. Winds were reported to have been as high as 140 mph. But by June 7, it began to weaken... The U.S. Navy's Third Fleet was hit by Connie. The same fleet had previously been hit, with great loss of life, by Typhoon Cobra, in 1944. Connie being lesser, only one of-

*(Continued on page 3)*

## THE ANSWER

The answer to Mystery Photo 401

**Photo #: 80-G-325746**  
**USS Pittsburgh (CA-72)**

En route to Guam for temporary repairs, shortly after she lost her bow in a typhoon on 5 June 1945.

## What's Happening at the Museum

I won't repeat the obvious; it's actually not even winter yet! But I'm ready for and excited about this holiday season! If you generally enter the Museum for our meetings through the Bronze Doors (the preferred access for meetings), please take a moment and check out the décor in the Grand Concourse. The Christmas Scene is absolutely Top-notch! It was designed and built by our First Lady, Mrs. Cinda Hoege. And while you're there, notice our "Toys for Tots" collection box. We're partnering this year to provide toys for those who might not have much of a Christmas otherwise. It's a "feel good" thing. My suggestion would be pop into our gift shop, do your Christmas shopping, then pick out a nice toy and drop it in the box! Be sure to identify yourself as a Museum Member or HRSMS member to receive your discount! Now, down Museum Drive, visit the Lions' Bridge and take a picture of the beautiful wreaths, provided and sponsored by The Bronze Door Society, around the necks of our unique lion sculptures. That photo would make a great Christmas card!

What else is happening? Our Civil War lectures are continuing, as well as "Maritime Mondays". The new exhibit, "Toys Ahoy" has been very well received by kids and adults alike. Among the artifacts the exhibit comprises are several early 20th century pond yachts. And there are games and puzzles for our visitors. One is the familiar "Battleship" but on a very large scale!

As most of you know, the McMullen gallery is no more. It has become a classroom as the Monitor Classrooms are undergoing a reconfiguration to adapt to the repurposed lab and visitor access area. This month we'll meet in the usual location, the Monitor classroom, but by January we'll likely be in the Museum's newest classroom.

Keep up with the latest events by connecting to The Museum's web site at [marinersmuseum.org](http://marinersmuseum.org). That's all for 2019. We wish you all a very happy and prosperous New Year!

Ron Lewis

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ficier and five USN men were lost or killed because of Connie, and around 150 airplanes on its carriers were either lost or damaged." I found this quote by Googling "1945 typhoon." What the data point fails to mention is the damage caused to the vessel in our Mystery Photo.

The mystery vessel shows the complete structural failure of the hull girder. The ship looks for all the world like a heavy cruiser belonging to the US Navy. In fact, a close look will reveal the "standard" primary and secondary gun arrangement of the latter classes of US Navy cruisers, both heavy and light. That should be a good enough clue to go find the vessel.

If you review this type of vessel in the US Navy's heavy cruiser inventory, you will see a history of this sort of structural failure. This is not unlike what the Reich Marine experienced with their stern structures at that same time. Whether due to weather or combat, at least three US Navy heavy cruisers lost their bows during the Second World War. Two of them

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## AMERICAN NAVAL HISTORY 1823

February 14: For inshore operations in the shallow waters of Cuban and Puerto Rican coasts, Commodore Porter, ordered the construction of five 20-oared barges, the Gallinipper, Gnat, Midge, Mosquito and Sandfly and purchased eight schooners (Chesapeake bay boats) each with three guns, the Beagle, Ferret, Fox, Greyhound, Jackall, Terrier, Weasel and Wildcat, the schooner Decoy and the former Hudson River ferryboat Sea Gull. First paddle-wheeler to enter combat.

March 6: Lt. Cooke, commanding the Fox, is mortally wounded when his ship is fired on while entering San Juan, Puerto Rico. The Governor apologizes for the error.

April 8: Supported by the sloop Peacock the barges Gallinipper and Mosquito capture the pirate schooner Pilot near Havana, Cuba.

April 16: The Peacock captures two pirate ships off Colorados, Cuba.

May 22: Two pirate vessels are captured by the schooner Grampus off Campeche, Mexico.

July: The pirate schooner Catalina and a launch under the pirate leader Diaboleto, are captured near Sigaumpa Bay, Cuba by the barges Gallinipper and Mosquito. Approximately 75 pirates are killed or captured. Diaboleto is amount the former.

July 9: The brig Enterprise is wrecked without loss of life on Little Curacao Island in the West Indies.

July 22: The schooners Beagle and Greyhound shell the pirate stronghold at Cape Cruz from the sea while a landing party of sailor and marines circles around to attacked from the rear. Eight armed boats are captured with the village.

August 3: The Spanish schooner Gallago Segunda fires on and then surrenders to the schooner Weasel off Colorados, Cuba.

September 16: Samuel Southard enters office as seventh Secretary of the Navy.

December 2: Monroe Doctrine.

1823 Ends with no further actions.

Bob Moritz

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### Nautical Term

Preventer      A line, length of wire, or a tackle temporarily rigged to add strength, to relieve, or to prevent damage to running to standing rigging or other gear. The word came from Latin, praeveir, one meaning of which to guard against. When it became a sea term is not known.

Tim Wood

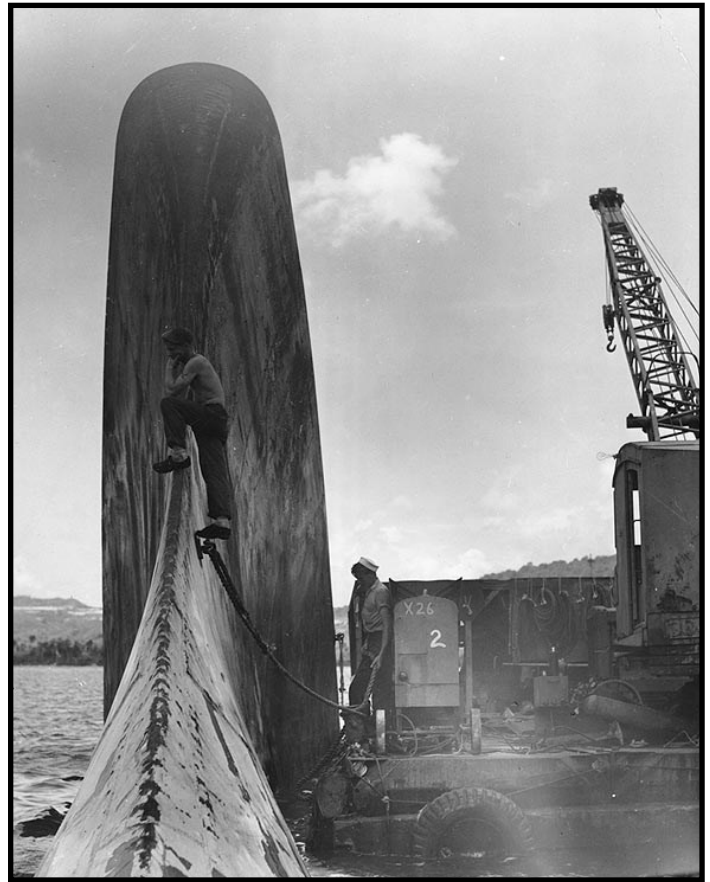
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belonged to the Astoria class, a group of vessel whose hulls are acknowledged to have been structurally deficient due to weight cutting measures designed to have the class meet treaty allowances—a hull that was just fine in peacetime but not robust enough to slug it out in battle. Our mystery ship is not an “Astoria” but it is a heavy cruiser, and now you should have the idea that the ship lost her bow in a storm.



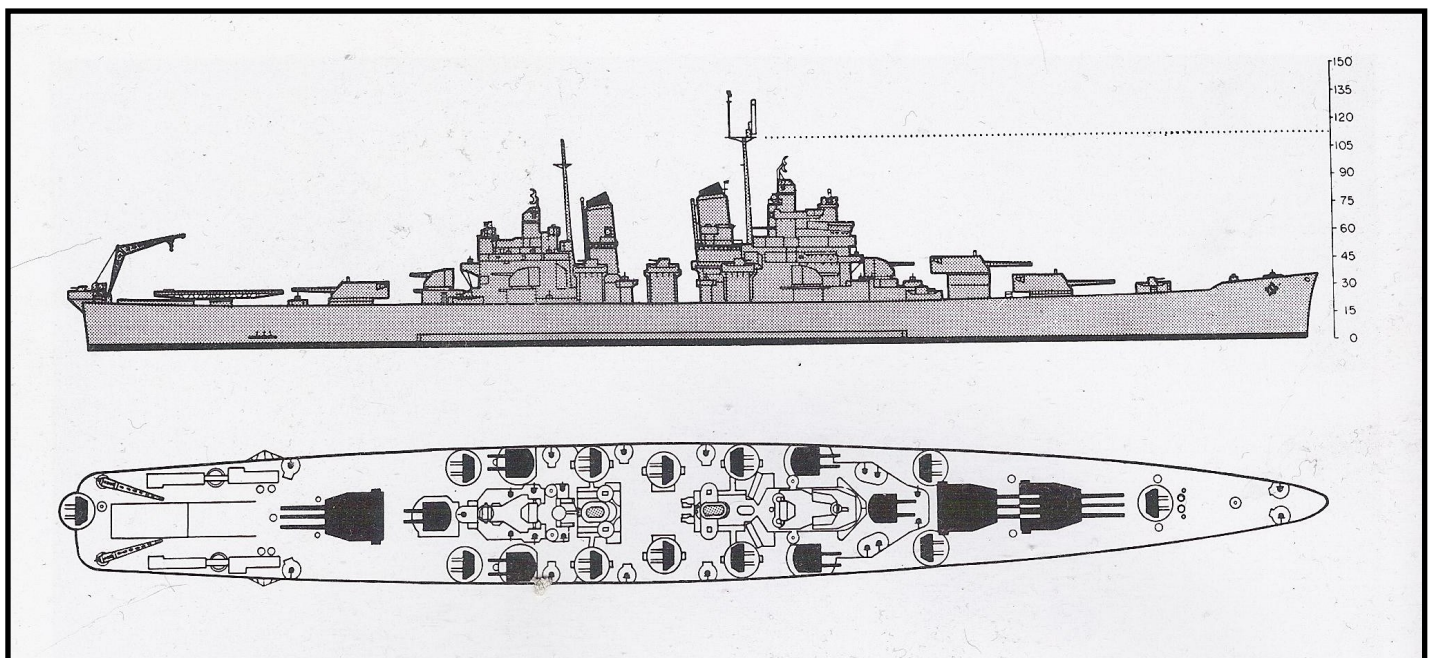
The flight deck of USS Cowpens during Typhoon Cobra, 18 December 1944



USS Pittsburgh (CA 72) - Sailors working on the cruiser's detached and capsized bow, during salvage operations at Guam, circa June 1945

We have an interesting collage of replies this month. In order of battle: Dave Baker replied first and he thinks “The mystery ship with the missing bow (courtesy of the Imperial

*(Continued on page 5)*



(Continued from page 4)



Japanese Navy, during the Guadalcanal campaign) is the U.S. Navy heavy cruiser SAN FRANCISCO (CA 38). I'll provide more detail on the date of her damage, characteristics, etc., tomorrow. I'd not seen this photo before, although I did do several drawings of the ship for a book about her around 40 years ago." Well tomorrow never came. And I wonder if it's due



U.S.S. PITTSBURGH CA-72  
Floating drydock outside of Agat Harbor in Guam. Bow was lost in typhoon June 1945.

sized cyclopedia that I found at a yard sale on School Street in Chatham, on Columbus Day, 1980, for 25 cents. After reviewing the BBs, I cruised through other sections, most notably the carriers, until I cruised into the cruisers. And I happened to notice the image of USS Pittsburgh (CA-72), taken on 10 June 1945, after she lost 104 feet of her bow in a typhoon." A fortuitous purchase and timely response, indeed!

If you go to google images and search "lost bow", among other top results concerning bows and knights and hunters and dogs and stuff, you will see this month's mystery photo. The search is that easy. But the thing that's really revealing in the search is finding how many US navy ships lost their bow during The Second World War. Apparently, typhoons accounted for most off the damage, including a carrier that had a piece of her flight deck collapse in the same 1945 storm.

The storm was a beast. Apparently, the storm could not be avoided because of wartime commitments. In the end the storm severely damaged USS Pittsburgh and took its bow.

John Cheevers



USS Pittsburgh (CA 72) shown missing bow in Guam, next to USS Duluth (CL 87). Damaged during the 5 June 1945 typhoon

to the fact that I asked him to take another look.

Next, the good professor Wyld presented a bunch of printed images of our damaged Mystery ship and zeroed us into 1945 and the infamous storm. He correctly identified the ship as USS Pittsburgh. One of his prints was an image of the lost bow floating upside down after the storm just prior to recovery of the debris, it almost looks like a submarine sail in a "diving" attitude.

Tim Wood was very economical this month. He provided the correct vessel's name and encouragement to go to an on-line web site to discover more about the lost bow in the storm. Thanks, Tim.

Finally, we received very late word from Rob Napier. He allows, in a roundabout way, how he was "encouraged...to review US battleship development --- the various pre-war classes and the Washington Treaty --- in general, and the history of Massachusetts (the ship, not the Commonwealth) in particular. And I wanted to have rough sizes and other data sort of handy. That took me to one of my all-time favorite books, Silverstone's "U.S. Warships of World War II," that handy, nearly pocket-



Lifting the starboard anchor from the cruiser's detached and capsized bow, during salvage operations at Guam, circa June 1945



Skylights for Gene Berger's Olympia



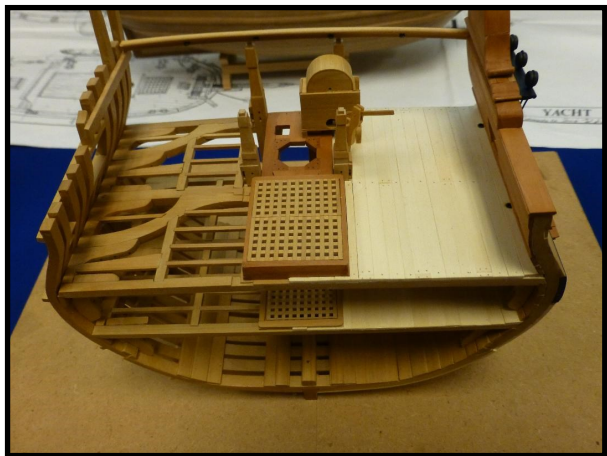
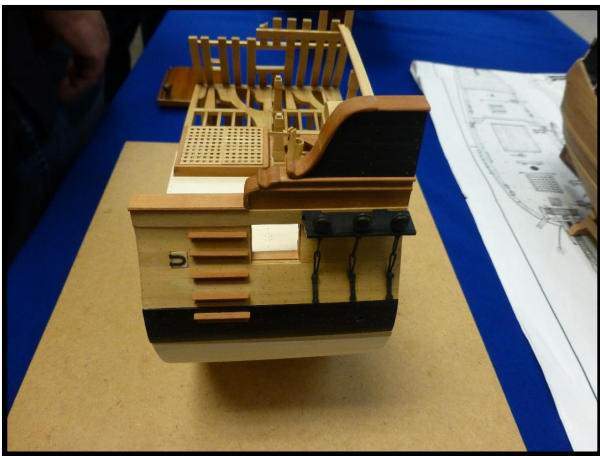
Charles Landrum's LST 368



John Cheevers' Sardine Carrier



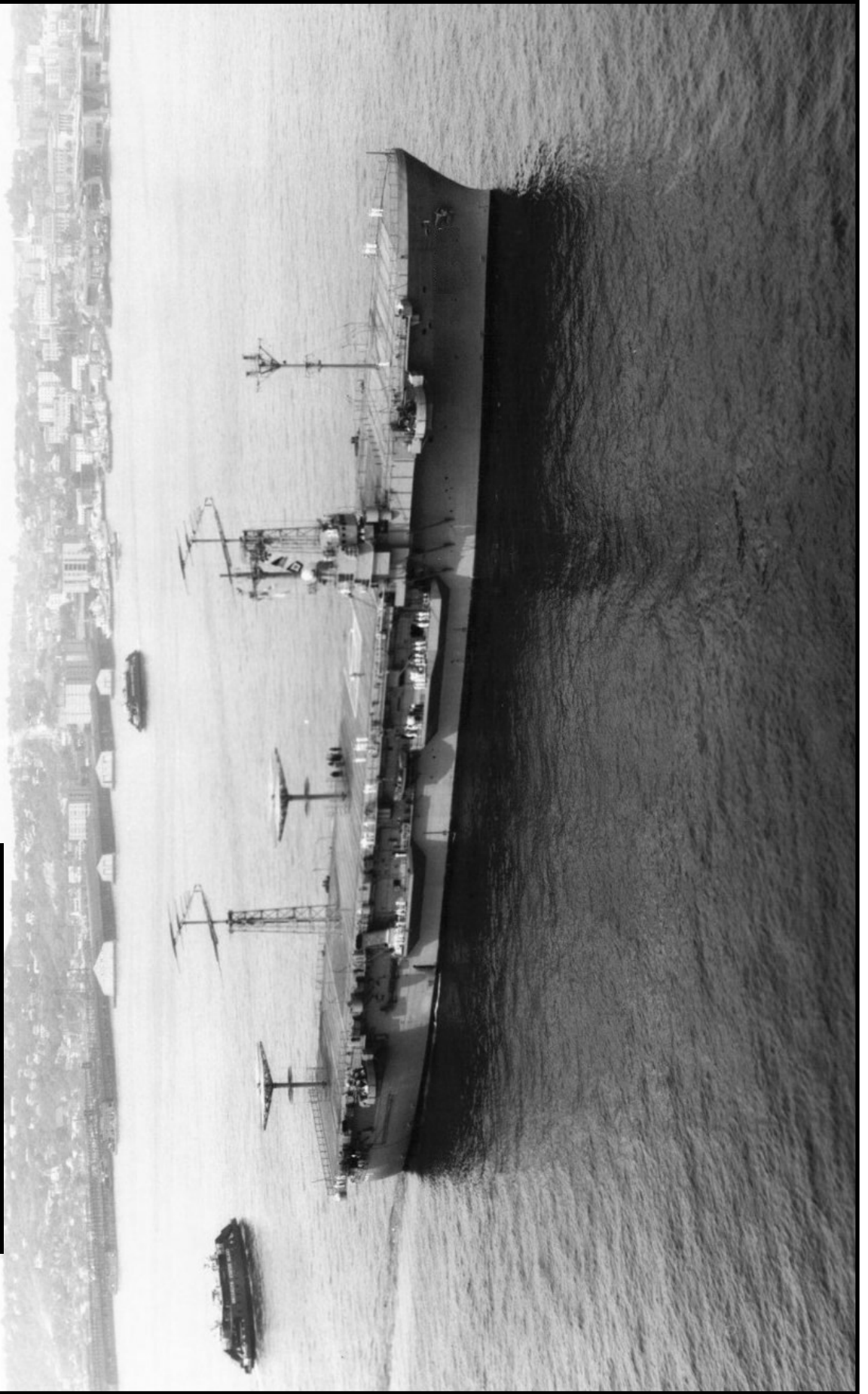
Stewart Winn's Yacht Mary



Views of Dave Chelmow's Echo cross section

## **Mystery Photo**

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



## NOTABLE EVENTS

### DECEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Making Paper Models Look Like Wood,  
Karol Budniakd

### JANUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers  
17-19 Cabin Fever Expo, Lebanon, Pa.

### FEBRUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
28 IPMS Richmond Old Dominion Open, Richmond Raceway

### MARCH

- 14 **HRSMS** Monthly Meeting:

### APRIL

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

### MAY

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

### JUNE

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

### JULY

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

### AUGUST

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

### SEPTEMBER

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

### OCTOBER

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

### NOVEMBER

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

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
November 9, 2019  
Mariners' Museum

Guests: Christina Tsai, 2nd meeting

The meeting was called to order by Skipper, Gene Berger at 1014 hours. Gene announced that there would be a talk at the Air and Space on December 3rd on the subject of aircraft carrier development. There was no correction to the minutes. Ryland Craze gave the pursers report detailing our account balance, expenditures and upcoming obligations. Ryland then talked about our participation in the Old Dominion Open and that Gene would be the head judge for the maritime category of models. Ryland concluded by giving a report on the 2019 NRG Conference. The late arriving guest, Christina Tsai was recognized and she reintroduced herself. Greg Harrington gave the Webmaster's report. Greg said the he has been working on transitioning information from the old web site to our new web site. He said that he was developing a help page that is not yet visible. Greg the talked about several items that were offered to the club books, wood and a Byrnes sander. Greg made the purchase of the sander and put it on our web site auction page. There was discussion of other donated items to be placed in the next auction. The horse died from blunt force trauma.

Old Business: The Skipper started to compile a list of areas of expertise of the members. He circulated the list so members could add their names and skills that they were willing to share with others. Ron Lewis inquired about Henry Clapp's illness. Ron said that Monday and Tuesday are open days in the Model Builders Stand and asked for volunteers to staff the stand on those days. Also November 14-15 and December 12-13 are open days.

New business: Gene asked Ron and Greg about the banquet. Ron said that he was waiting to hear from the Williamsburg Lodge. Greg said that he would inquire at the Warwick Yacht Club. John Cheevers and Ryland Craze were appointed to the Founders' Award committee. Ron Lewis made note that the meeting day was Indigenous American Day at the museum and that the Wreathing of the Lions would take place on December 7th.

Show & tell: John Cheevers showed turnbuckles made by inserting a tube pattern in the lathe tailstock and putting a brass rod in the headstock then filling the desired profile. John then showed a pistol grip for a Dremel tool made by Qwork. Lastly John showed his completed sardine carrier. Stewart Winn showed the progress on his yacht Mary from a Mamoli kit. Charles Landrum showed his finished model of LST 368. Dave Chelmow showed the progress on his Echo cross section. Yves Pochard showed his model of the French ship Etoile. Gene Berger showed skylights for his Olympia.

### 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  
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Webmaster: Greg Harrington (757) 218-5368  
Photographer: Marty Gromovsky