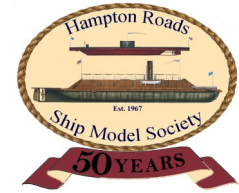


Hampton Roads Ship Model Society

Logbook!

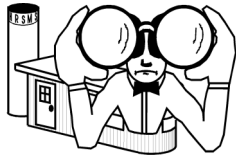


No. 407

WWW.HRSMS.ORG

May, 2020

From The Bridge



Mystery Photo



Shop Model Meetings in the 21st Century

It was a poor substitute for meeting in person, and for seeing show-and-tell items live and in true “retina” resolution. But by all accounts, our first internet meeting was a complete success. Most of all, it was great to involve one of our remote members, Gene Andes, who connected with us from New Orleans. It was also a pleasure to have two guests from the Ship Model Club of New Jersey - Bill Brown and Tom Ruggiero. Our guest Bill brought up several advantages to the online format, some of which had occurred to me, and some that had not. My comments are in italic.

It allows us to see some folks’ workshops

...We had a small glimpse of Dave Chelmow’s basement shop in his new downtown Richmond digs. We also saw messy desks at the homes of John Cheevers and Gene Berger, and a special look at Gene’s “Breaking Bad” set up. I showed piles of wood shavings and saw dust from milling logs into stock for ship models that may or may not ever get built. One more way for Mañana Man to put off building an actual model.

It allows us to see how folks display their models in their homes
Gene’s own personal museum was his backdrop, and Gene Andes told us he’s taking over the lobby of his retirement community. Will residents have to pay an entrance fee to return home?

It allows us to see some models that are difficult to transport
We did get a glimpse of Gene’s United States, but “meh”, we’ve seen it before Bill Fox showed us his very hefty submarine model. No wonder we’ve never seen that one at a meeting! (inside joke, for those that were there)

It allows us to invite a remote guest speaker to provide a topical lecture

This is one I hadn’t considered, and it is an excellent point. If any of you have ideas on who might be an able and willing speaker, please pass it along to myself and Tony.

It allows us to have folks from other clubs join in
It was great to host Tom and Bill, and they are welcome back at any time.

We will continue with this format until the museum reopens,
(Continued on page 2)

Mystery Photo #406: Follow the science, follow the math, and flatten the curve. That’s all I heard in this month of social distancing: excuses to explain the ever changing guidance that was evolving and morphing to fit the mob’s capricious weathervane. All presented in carefully crafted news stories designed to guaranty the sale of advertising, boost ratings, and keep controversy at the forefront. It’s a hoot really, and very interesting entertainment in this season of bad weather and television re-runs—unless, of course, you’re into binging on the Kardashians or the Hallmark channel while it rains. Yes, as you can probably tell, I’m writing this from deep inside the bunker where I must hunker down when I’m not out and about as a designated “essential” employee.

The designation “essential” comes with responsibility. Part of that responsibility is to make sure money continues to get into the economy. But I’m cheap, so that may not be happening as designed. Another part, I feel, is to give back to the community in an altruistic way by providing a worthwhile, engrossing, and factually correct essay worthy of top, scholarly peer review. That may not be happening either. But with bourbon as my talisman, I shall try. Here goes:

They come in threes. This month’s mystery marks the third time that I remember where we presented a vessel with severe bow damage. And fittingly to those remarks we had three, good and lengthy replies—was it the staying at home? A key difference between this Mystery Photo and the others is that this time the vessel is presented in a dry dock. And it presents an interesting dichotomy: If you know anything about ships, world Navies, and dockyard facilities, you can see why this image was chosen for the Mystery Photo. Let’s examine the photograph and then the replies.

OK, we can all agree that we have a warship in a dry dock. The big guns and the camouflage paint being the biggest telltales. But something seems to be missing, and that would be

(Continued on page 2)

MEETING NOTICE
The May Meeting
Has Been Canceled



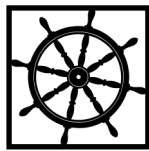
What's Happening at the Museum

Easy answer, given present circumstances, might be “nothin’”, you’d think! Well, you’d be wrong! True, access to the Museum and the park and trail are curtailed for the present. All will reopen when it’s safe for everyone. Meanwhile, maintenance of our valuable collections is ongoing and most of the staff are working from home. While our annual International Wine Classic won’t happen this year, we’re using this hiatus to develop a 2021 event that will be the envy of Tidewater! Our conservators, development staff, educators, library staff, pretty much everyone, are posting on the Museum blogs and you can access those posts, among a selection of over 250 related to all aspects of our relationship with the seas just by punching a few keys and getting on the website at www.marinersmuseum.org and scrolling down to the blog option! You may, by the way, accidentally learn something! Did you know the Museum’s collection of model vessels numbers over 2,000? Did you know our library is the largest maritime library in the western hemisphere? Or that the gondola in our International Small Craft Gallery was donated (via another institution locally) by the daughter of famed painter Thomas Moran and that it was built in Venice around 160 years ago? See? Lots of stuff!

On a more serious note, there is, of course, no revenue coming in during this tumultuous period. We’ll survive the virus then pray that it doesn’t return. In the meantime, wouldn’t this be a great time to show your support by joining the Museum as a member for as little as \$40.00 or, if you are already a member as so many of us are, renew today or provide a gift membership to a friend or family member. Of course, a donation would also help in today’s circumstances. It’s hard to ask for financial support in this environment where many are suddenly unemployed and 401(k)’s are in bear territory and relatives and neighbors and food banks need support. So the Museum, acknowledging this and respecting our community, might not ask. Some things we can do without being asked! Stay well, stay safe. We’ll weather this storm and learn some valuable lessons!

Ron Lewis

(Continued from page 1)



and will strongly consider at least occasional web connections to future meetings held at the museum. The signal there is weak, and bandwidth may be an issue. If that doesn’t work, I propose informal, supplementary meetings, primarily to include members whose attendance at the museum is difficult or impossible. I’m certain this group could talk about ship models more than once a month. Hope you’re all doing well and not suffering from cabin fever too much.

MM

(Continued from page 1)



a large portion of her bow and forward end. You can see the barbette of the first turret ending with what may be the bearing race at the top. Superposed behind it we see the second turret, complete, although the middle rifle seems to be damaged—not sure. Behind and above that is the bridge and bridge wings featuring extensive wind baffles. Other pertinent, and very important, features will be revealed in the responses. Others, like the directors, masts, and other things fade into the distance.

Forward of the first turret the hull, especially the shape and plate staking, gets a bit weird looking, almost foreshortened. And where is the rest of the structure? Where is the freeboard? Where are the anchors and their handling gear? Why is the forward end open to the sea? What is that weird spray coming from the lower bow? And where are we?

The very kind John Wyld with “more time than usual” decided to “[do] the MP for this month.” And to be clear he “never use[s] the Google photo search function - I do it the hard way by finding the matching photo directly.” He began by asking himself, “What is the sailor in the center right of the photo looking at over the edge of the ship, and what is he saying?” He postulates an answer: “he is not looking at the water pouring out of the ship, first off. He is looking in disbelief because there should be more ship there. He is thinking what to say to the QMC - “Honest Chief, when I turned over the watch last night it was still there!””

The second reply came from the far north where Rob Napier “thought, “That ship has had a bad day!” But she survived until she made it to a dry dock. With a jury-rigged bow that reminded me of USS Constitution.” So he asked himself: “What could help me identify this victim?” His answers streamed came by studying the photograph. “First clue was really all I needed. That three-gun turret with barrels that look altogether too small for the gun house. And the middle barrel even punier. Got to be one of those British cruisers built in the 1930s, just before the Second World War broke out.” And he put a responsible plan in motion: “Having lots of time (because of the virus) I packed Whitley’s Cruisers of World War Two out to the workshop in the early morning (rather than going to the cafe to have coffee with my chums) with my home-brewed joe (never as good).”

Finally, we received a reply from Dave Baker who, mixed metaphorically, just dove right in and cut to the chase: “This month’s mystery ship is the “Town”-class light cruiser HMS LIVERPOOL, and the photo was taken at the Mare Island Navy Yard between June and October 1941 (from the state of the damage, I’d guess the photo was taken very shortly after her arrival in the graving dock).”

But the journey sometimes is better than the destination, and certainly better than binging on The Gilmore Girls.

Wyld’s journey is interesting and indicative of the mental process you have to go through to identify a vessel that doesn’t come readily to mind. In his case the “journey” was really the “hunt”, and if it’s a hunt, it comes with its own built-in excitement and purpose. He writes: “I figured I would go right to the correct ship quickly since only a few ships have lost one end or the other and made it to safe port. Focusing in on the three gun main turret, I could clearly see a three gun 6” / 47 used on USN Light cruisers. I could see the edge of a splinter camouflage paint scheme on the lower forward port edge of the turret, reinforcing that this was a USN CL. But which one? Especially with that big hot tub in front of the turret, that should be

(Continued on page 3)

(Continued from page 2)



easy since not many ships had those. Also, the temporary end cap had the plating strakes arranged nearly identical to those on the ESSEX class CVs and similar to YORKTOWNs. I said "end cap" because I could not be 100% certain whether I was looking at the bow or stern in the photo. Two USN Cruisers that lost their bows had very different temporary bows attached, though."



Bow breaking off the Liverpool

"I finally went with "bow" because of the apparent bridge structure and the height differences and shape differences of the masts. IHCWC+9W Pirlangimpi, Northern Territory, Australia



Liverpool's bow section sinking

also noticed a low row of airports / portholes just above the boottop - a characteristic normally seen in warships constructed in the 1930s but usually not in the 1940s where they were either not inserted or were plated over." I would have thought the absence of struts and shafting would have been apparent.

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AMERICAN NAVAL HISTORY

1832

January 1: The sloop Lexington lands a party of sailors and marines to obtain redress for the seizure of two American whalers in the Falklands Islands then under Argentine rule.

February 6: The frigate Potomac has been sent to chastise Kuala, a town on the western coast of Sumatra, whose people had plundered the American trader Friendship and killed 3 crew members. Disguised as a Danish merchantman, the Potomac anchors off Kuala Batu at dawn and lands a detachment of 286 sailors and marines divided into 4 parties. Four forts defending the town are taken after 2 hours of hard fighting. 150 Sumatrans are killed, including their leader Rajah Po Mahomet. American casualties are two dead and 11 wounded.

1833

March 20: A treaty of commerce between the United States and Siam is concluded by Captain David Geisinger of the sloop Peacock.

June 17: The navy's first dry dock opens to receive the ship-of-the-line Delaware at Charleston Navy Yard at Boston, Massachusetts.

October 31: A detachment of 43 seamen and marines land from the sloop Lexington to protect foreign interests at Buenos Aires, Argentina.

1833 Ends with no further actions.

Bob Moritz

THE ANSWER

The answer to Mystery Photo 406

The Royal Navy light cruiser HMS *Liverpool* (C11) in dry dock at the Mare Island Naval Shipyard, California (USA), on 26 June 1941, for repair of damage received in the Mediterranean Sea the pervious October. The false bow had been fitted at Alexandria, Egypt, shortly after the cruiser was torpedoed.

Nautical Term

Amidships In the center of a vessel, or on her centerline. The word came from both German and Dutch – it is not known which came first. The latter was midscheeps, of this meaning.

Tim Wood

(Continued from page 3)



He continues toward his serendipitous moment. “When I couldn’t find a match immediately in USN CLs, I began to see other discrepancies. There is a visible knuckle on the side of the hull between the porthole rows. The bridge has square, not round, windows and the (what I assume are) wind deflectors on the forward edge of the bridge walkway splinter shield as well as the same type shield on the bridge roof do not resemble US practice. Finally, much of the side of the deckhouse aft the bridge structure appears flush to the side of



The Liverpool in Alexandria Egypt

the hull. The only similar feature I can recall on USN cruisers are the midship seaplane hangars on so-called "Treaty Cruisers" from the 1930s. Those ships had main turrets very different in shape, though. It just didn't add up. At least not to a USN CL. So I gave "Brit Cruisers who lost their bow" for \$200 a try and found the MP almost immediately.”

“So the answer is "What is Light Cruiser HMS LIVERPOOL (C11)"? The splinter camo matches, the knuckle matches, the masts match, the square bridge windows match, the wind deflectors match. And also, there was the picture of her in drydock which matches. Boom!” Don Pardo, tell him what he’s won!

Napier’s hunt was more of a curl up with a good book moment. “Tucked myself in the corner with the heater and opened to the Edinburgh class. Looked about right, but not exactly right. Eliminated the Dido class because their main batteries were wrong. Kept going 'til I got to the Fiji class. They looked pretty good --- and I can never pass up the chance to enjoy that 1-1/2-page image of Nigeria sweeping (I imagine) out to sea with a staunch tug alongside. I love that photo!” Heater...in April?

“I started reading the service history for each vessel of the Fiji class, looking for vessels that have been badly damaged. Find one or two. Then, on my phone, I start Googling the names of individual ships with "dry dock" in the search line. Pretty soon, in Google Images, I find the Mystery Photo and discover that I'd opened Whitley's book to one class later than I needed.”

“Turns out we are looking at a unit of the Southampton class. Their names aren't as romantic as the ships of the Fiji class, but never mind.”

“So we have HMS Liverpool. Before the Beatles! This ship saw some action, for sure. She was bombed several times.

Then, in the Med, she was torpedoed by Italian planes in the bow area, and then her bow blew off, and the ship became a general mess. But she was towed backwards to a port that put on that temporary bow and then made her own way to Mare Island in California for repairs that took a long time. The Mystery Photo shows Liverpool at Mare Island on 26 June 1941. (The US wasn't in the war, yet, so our yards could tend to British vessels.)”

They all arrived—safely—with the proper conclusion. And they were all able to place the vessel in the dry dock at Mare Island in 1941. Excellent, and done the way that I absolutely enjoy! And to be fair, all three spent time describing the circumstance that led to Liverpool’s discrepant condition in this dry dock. Napier’s has been presented. Here are Wyld’s and Baker’s versions:

Wyld writes: “She was attacked in the Med on 14 October 1940 by Italian torpedo bombers and sustained a single torpedo hit which caused "considerable damage". The torpedo hit indirectly led to the forward AVGAS tank rupturing and exploding causing considerable internal damage, causing the forward-most turret to explode, and weakened the bow structure.”

“In consideration of the weakened bow structure, she was taken in tow from the stern at a reported speed of nine knots. Within a day the bow gradually wagged and tore loose taking the forward turret with it. But the good news was that LIVERPOOL became much easier to tow.”

“The LIVERPOOL was given a temporary bow in a floating drydock in Alexandria, and when she was deemed safe enough to travel a long distance under her own power, she set out for the shipyard which would repair her. From Alexandria, her route took her down the Ditch to Aden, then to Ceylon, Singapore, Pearl, and finally to the Bay Area where she was taken into a drydock at Mare Island Naval Shipyard on 16 June 1941.”



Liverpool underway in 1942

And Baker writes: “On 14 October 1940, while the cruiser was escorting a convoy in the Eastern Mediterranean, the LIVERPOOL was struck by a 455-mm torpedo launched by an Italian SM 79 3-engined bomber that hit on the starboard side about 45 feet abaft the bow. About an hour later, damage to

(Continued on page 5)

(Continued from page 4)



the ship's electrical system caused a large explosion that detonated the ship's aviation gas tank, which was located forward below the waterline. The explosion blew the top off the forward most triple 6-in gun mount off, and the bow of the ship separated the following day while the LIVERPOOL was being to Alexandria, Egypt, for repairs.

The Alexandria Dockyard was able to construct a temporary bow during repairs that took about six months. The LIVERPOOL was then towed through the Suez Canal, down the Red Sea, across the Indian Ocean and then across the Pacific to the U.S. Navy's Mare Island Naval Shipyard in California, arriving on 16 June 1941."

Although differing slightly in account, or on account, it is important to note that the ship arrived in time to be dry docked and made ready for the photographer to capture the moment. All three replies go on to document Liverpool's remaining career and so forth. Wyld even postulates the question of what might have been had the timing been different: "One could only imagine what would have happened if she had departed Alexandria in perhaps seven months later and arrived in Southeast Asia 1941 December-ish instead of 1941 June-ish." Baker allows that his reply "is a condensed version of the ship's amazing survival that appears in Conrad Waters' superb account *British Town Class Cruisers: Design, Development & Performance*, Southampton and Belfast Classes, Barnsley, UK, Seaforth Publishing, 2019." Napier leads us into my last item this way: "I really like photos of vessels that show the innards. They are like an anatomy course. Whole ships show exteriors designed to interface with the ocean and to provide for the ship's mission. Shots like the Mystery Photo of Liverpool reveal the very organic interiors. It's like a dissection, sometimes unpleasant, to be sure, but always interesting. On my computer is a folder of such images. Filename: Guts."

If you have the guts for it, I will continue with what we see captured in the photograph and maybe clear up what Wyld notes about "the sailor in the center right of the photo [is] looking at over the edge of the ship..." For years The Clarkee wondered why I always liked the stern shots of ships, or more correctly, shots taken from the aft quarters looking forward. It is because you can see details and features and equipment—much

more useful for model making. Like Napier hints, shots from the front may make nice portraits but they don't show "the innards."

The real feature shown in this photograph is the temporary bow that is fitted to the damaged warship. You can see back about 20 feet or so down the port side from the temporary bow's stem bar to where the connection is made between old and new. Eventually that connection will be severed and the temporary bow will be removed allowing a newly-built-to-design replacement bow to be fitted. Before that can happen the temporary bow needs to be removed—indeed, in this image, the top half of the temporary bow has already been removed. This is a riveted hull and I'm sure the connection between old and temporary is riveted—the temporary bow certainly is riveted, the photographic evidence shows it. But you don't just unbolt it and let it fall to the bottom of the dock. You need to cut holes in the temporary bow to fit lifting slings to steady the bow as it's unbolted and lift it clear at the right time. I'm sure the bow was cut into sections due to the lifting capacity of the cranes that service the dock.

About that sailor: he is not looking over the edge at all. He is looking into the void of the bow watching the burner cut the square hole for the lifting sling. He might be the acting fire watch. A similar hole on the starboard side looks to have been almost completed. Of course you can't let those parts fall, so they are probably being padded for a shackle to lift them clear. That spray you see is really sparks and slag produced as the burner's torch cuts the steel.

There is an excellent series of photographs taken after the battle and at the Alexandria facility that documents the ship's damage and temporary repairs. Look for them on-line at the U. S. Naval Historical Center website. This Mystery Photo (NH 60379) can be found there as part of the series. I wonder if additional images made of the work done at Mare Island?

So we followed the numbers and we followed the science, and we followed the arrows we shot looking for the flat curve to discovering the identity of the ship in this Mystery Photo. It took three essential replies to do so, but I'm sure there are more out there, but they just aren't masked and ready and will not be considered essential. That's all; you will now be returned to your virus related, social distancing isolation. As for bingeing, I think the series *Combat* has come up in the rotation—gotta go!

John Cheevers

Pictures from the virtual meeting,



John Cheevers' Coast Guard Cutter



Dennis Hoibbs' Sardine Carrier

Pictures from the virtual meeting.



Stewart Winn's Yacht Mary



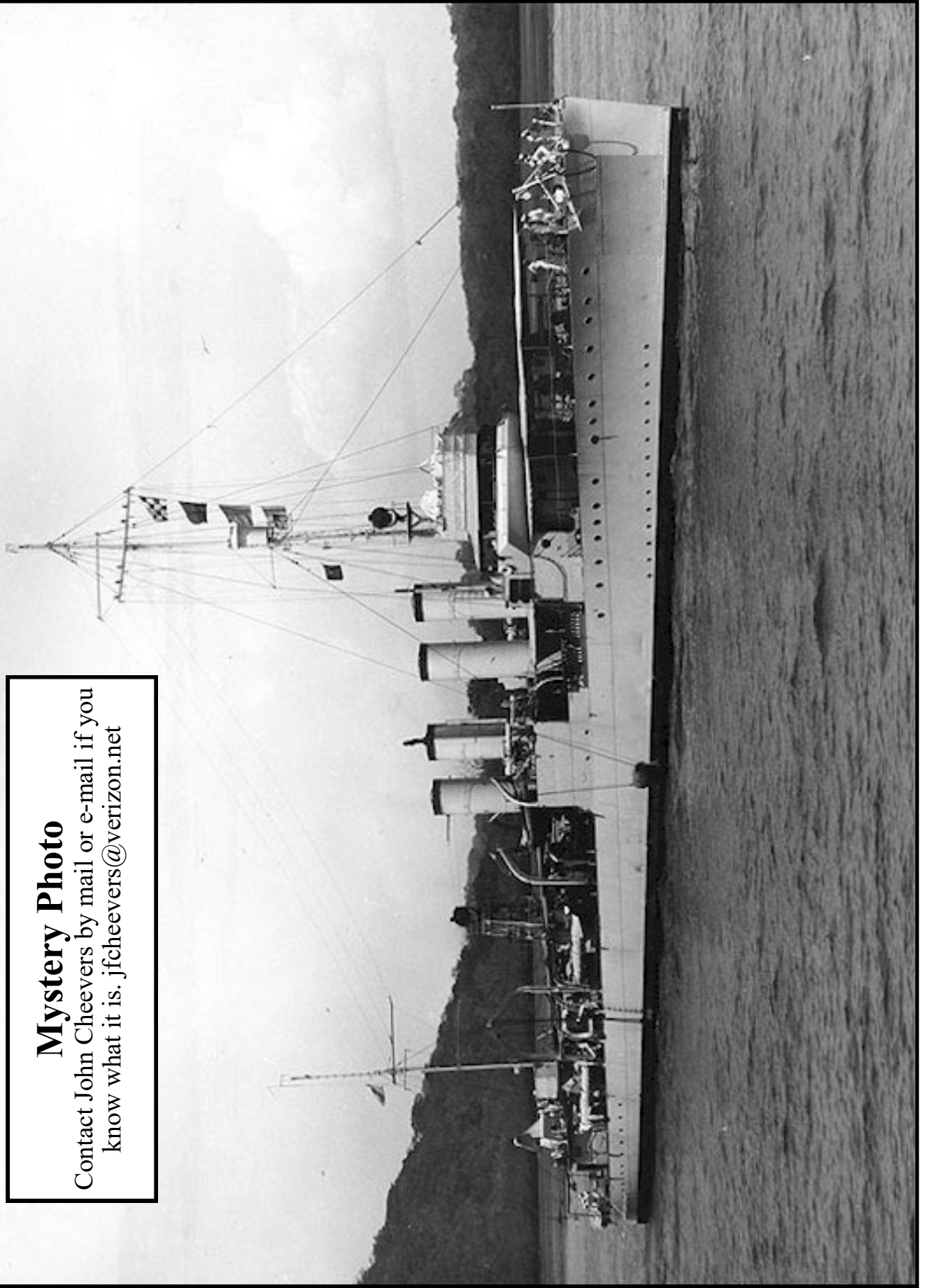
Tom Ruggiero's HMS Liverpool.

Participants in the Zoom virtual meeting held on April 11th



Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is. jfcheevers@verizon.net



NOTABLE EVENTS

MAY

- 9 HRSMS Monthly Meeting: Canceled

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
Picnic, Newport News Park

- 19 Talk Like a Pirate Day

OCTOBER

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

NOVEMBER

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

DECEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: TBA

JANUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 13 HRSMS Monthly Meeting:

APRIL

- 10 HRSMS Monthly Meeting:

Presenters Needed

If you are willing to give a presentation
at a meeting, contact Tony Clayton.

**Send photos of your current project
to the Logbook editor for inclusion
in the June Logbook.**

tesaunders@verizon.net

MINUTES



The April HRSMS meeting was cancelled.

Greg Harrington facilitated a virtual meeting and here are his notes.

Minutes:

As this was an informal meeting, old and new business were skipped.

Ryland did give a Purser's report and Greg gave a partial update on changes to the website.

Show and Tell: Our guest Tom Ruggiero of the Ship Model Society of New Jersey presented his *HMS Liverpool* and a description of his jig and method for shaping sails. Greg Harrington showed the lack of progress on his Danish eel drifter. Gene Berger gave an update on his cruiser *Olympia*. John Cheevers presented his 100' Coast Guard cutter. Hank Ghittino shown the planking on his *HMS Beagle*. Dennis Hobbs displayed his sardine carrier *Pauline*, a Blue Jacket kit that appears to be very near completion. Steward Winn presented his work on the yacht *Mary*. Ryland Craze showed his longboat, with emphasis on how the rudder gudgeon and pintle are formed from boxwood. Partial shop tours were given by Greg, Gene, and John.

Greg

Common sense is something that everyone
needs, few have, and none think they lack.

Benjamin Franklin

WATCH, QUARTER AND STATION BILL



Skipper: Greg Harrington (757) 218-5368
Mate: John Cheevers
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
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Photographer: Marty Gromovsky