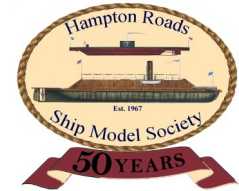


Hampton Roads Ship Model Society Logbook!

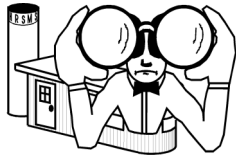


No. 415

WWW.HRSMS.ORG

January 2021

From The Bridge



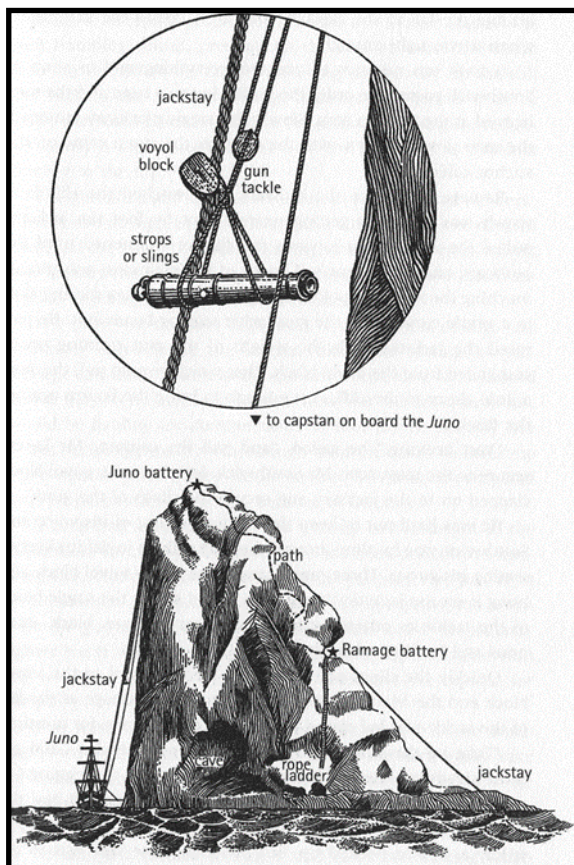
Mystery Photo



Forester, O'Brian, or Pope? Hornblower, Aubrey, or Ramage? Which is best?

We'll have to put aside other possible contenders, as I am not particularly well read. Indeed, though I knew of Forester/Hornblower, I did not read the series until well into my 30s. I had never even heard of O'Brian/Aubrey until Hollywood got involved. And I did not discover Pope/Ramage prior to buying half the series for \$1 at one of our more recent auctions - just to get it moved on to the next item on the block. They sat on a shelf for a few years more until I finally dusted them off and cracked a cover. I've just finished the 9th of the 18 volume series.

(Continued on page 2)



Mystery Photo # 414: How nice is it that we end this plague filled, Mystery Photo year with a tranquil, Nordic, nautical scene. One that invokes the Norway spruce and its holiday fragrance, dreams of Pere Noel dropping down the chimney, eggnog—the spiked kind, good food and fellowship. Had the photo suAbmitter shopped a Christmas bow in place of the blanked out hull identification, it would be perfect. Then,



Helge Marcus Ingstad

studying the ship quietly transiting the smooth waters of a fjord would put you in that peaceful, reflective state of mind as you envision a better, safer, and prosperous New Year. This would do it for me! In reality this Mystery Photo offers a false sense of security; one where a safe transit can happen. One where you can emerge unscathed. Most vessels can and will. This vessel didn't. Let's see who can get to the heart of the mystery the quickest?

No one got there faster than Charles Landrum who says "This challenge would be slightly more difficult if not only the hull number was blanked out but so was the reflection of the hull number in the glassy waters of the Norwegian Fjord (a contributing clue)." And it could have been that easy! It's not often that a reflected number reads the same way. This one does not require a mirror or a special reading technique to decipher. The accompanying consonant is another story. "F313 is the infamous His Norwegian Majesty's Ship

(Continued on page 3)

MEETING NOTICE

The January meeting will take place
online.

1000 Hours
January 9, 2021

What's Happening at the Museum

An Open Message from The Museum Staff and Marketing

Every January brings with it fresh starts and new beginnings, and we are thankful that you – our volunteers, friends and our community – are walking along beside us! As we emerge from a challenging and unforgettable year, we also look ahead with extraordinary hope and enthusiasm for the many adventures that await!

From seeking new adventures within 550 acres of our Park and Noland Trail to bridging oceans and borders with our virtual Maritime Mondays story time program, we are excited to bring more fascinating stories to you! Stay connected with us as we dive deeper into our Collection, and introduce a set of new series that show how we are all connected to one another with Hidden Histories and the intriguing worlds of African waterways and kingdoms.

Here's to making the most of 2021, and wishing you and your family health and happiness!

Please visit www.marinersmuseum.org for the latest news and updates.

Ron Lewis

(Continued from page 1)

John has declared his preference for Pope. Though I'm only half way through that series, I'm going to side with O'Brian. But it was a near run thing - I had to think about it long and hard before making a declaration.



The tide has come in and receded at least 10,000 times since I finished the Hornblower series, so it is difficult to recall those details. One aspect I do recall is becoming annoyed with Hornblower's self-doubt. It seems repetitious and overdone. I was also slightly frustrated by my wife's infatuation with Ioan Gruffudd, but I can't blame Forester for that.

All three have engaging characters and excellent character development, particularly O'Brian and Pope. I'll give O'Brian the nod here, for the interaction between Aubrey and Maturin (a second primary character) and for the depth of Aubrey's social, financial, and marital entanglements.

All of them contain thoroughly descriptive and engaging action sequences. I read O'Brian more recently than Forester, but those books are also over the horizon, so to speak. However, thinking back, I recall feeling more tense and immersed reading O'Brian. The chase by the *Waakzaamheid* in *Desolation Island* was particularly harrowing, and I can still feel it years later. Again the nod to O'Brian, but just slightly.

For comic relief, O'Brian gets the nod once again. I love a good pun, and "Cur-Tailed"[†] is a classic! Maturin's complete failure to adjust to life at sea and learn its lingo is another form of amusement. But you don't read nautical historic fiction primarily for comic relief, so that would be a tie-breaker at best.

The authors all have written interesting story lines, but here is where I give Pope a win. I find his plots somewhat more creative. Though all the authors borrowed from real events to one extent or another, I find those chosen for the Ramage series to be the most intriguing, because they are the most unique and unexpected. I'll try to tease at this without spoiling anything of importance. Book #5 involves treasonous corruption within the Royal Mail. The nature of it I'll leave to the reader, but I found it rather base and heinous. Book #7 describes an ingenious feat of engineering and seamanship, hoisting several cannon to the top of a rocky, precipitous island - a single peak jutting out of the sea. I believe I'm giving nothing away here. Like me, I think you'd see it coming as soon as the island is mentioned. Book #9 involves a strange turn of events regarding the island of Curaçao, but I cannot say more without ruining the surprise. All of these are small sidenotes in the history of the Napoleonic Wars, and do not get the same attention as big fleet actions. But they are utterly fascinating in their own right and make fantastic baselines for a story of nautical fiction.

I highly recommend all three series, with a slight preference for O'Brian over Pope, and Forester a not-so-distant third. If you have another favorite, please let me know – I don't think the remainder of the Ramage series will outlast the pandemic. I only wish, like Pope, I was sitting on my yacht in the BVIs as I wrote this...

MM

My home office

Newport News, VA – USA

(a nod to how Pope signs his 'Author's Notes')

† Dogs,' said the chaplain, who was not one to leave his corner of the table silent long. 'That reminds me of a question I had meant to put to you gentlemen. This short watch that is about to come, or rather these two short watches - why are they called dog watches? Where, heu, heu, is the canine connection?'

'Why,' said Stephen, 'it is because they are curtailed, of course.'

A total blank. Stephen gave a faint inward sigh; but he was used to this. 'Mr Butler, the bottle stands by you,' said Jack. 'Mr Lydgate, allow me to help you to a little of the undercut.' It was the midshipman who first reacted. He whispered to his neighbour Dashwood, 'He said, cur-tailed: the dog-watch is cur-tailed. Do you twig?'

It was the sort of wretched clench perfectly suited to the company. The spreading merriment, the relish, the thunderous mirth, reached the forecabin, causing amazement and conjecture: Jack leaned back in his chair, wiping the tears from his scarlet face, and cried, 'Oh, it is the best thing - the best thing. Bless you, Stephen - a glass of wine with you. Mr. Simmons, if we dine with the admiral, you must ask me, and I will say, "Why, it is because they have been docked, of course." No, no. I am out. Cur-tailed - cur-tailed. But I doubt I should ever be able to get it out gravely enough.'

Greg

(Continued from page 1)

(HNoMS) Helge Ingstad (F313), a Fridtjof Nansen-class frigate built in Spain and commissioned in 2009. Based on the Spanish Bazan Class it is the smallest ship to carry the Aegis system, in this case a lightweight SPY-1F radar. So it is pretty recognizable.”



Apparently, she is recognizable as Dave Baker and Tim Wood also provided the correct identification—Dave also reflected on the reflection. Even with her hull number conveniently mirrored as a clue (something I completely missed), this does not rank as one of our harder mysteries to identify. But that’s not really the story here. The story is one of careless waste driven by assumption.

If you think the frigate Helge Ingstad looks small and delicate, you would be making another bad assumption. She is almost identical in size and arrangement to the former Oliver Hazard Perry class of USN frigates. Other than the RADAR that Charles mentions. The primary difference between the two is in the location of the gun and the shape of the superstructure and antenna tower, and the location of the stack. Both ships have sleek, fast looking hulls, but Helge Ingstad is better looking. The Perry’s always looked like they had a boxcar, or a TEU, sitting atop the main deck. But I digress...

Baker tells us that Helge Ingstad “was one of a class of five that were built in Spain by Navantia at El Ferrol and was laid down on 28 April 2006, launched on 23 November 2007, and commissioned on 20 September 2009. The ship displaced 4,600 tons normal and 5,290 tons full load and was 437-ft. overall by 55-ft. beam (52.16 ft waterline by 16.9 ft max. draft. The propulsion plant consisted of one G.E. LM-2500 gas turbine rated at 26,110 shp max. and two Izar-Bravo 12V diesels of 6,120 bhp each in a CODAG arrangement and had two controllable-pitch screws. Top speed was 26 knots. Range was 4,000 nautical miles at 18 knots or 4,500 at 16 knots. Her electrical plant provided 3,600 kw. The crew totaled 122 and additional berthing was provided for 26 passengers.”

“The armament included vertical launch cells for 32 U.S. RIM-162A Extended-Range Sea Sparrow SAMS; eight NSM anti-ship missiles (now being built in the USA for the USN); one 76-mm dual purpose gun, four single 12.7-mm machineguns, and one “Sea Protector” remotely-operated 12.7-mm machine-gun. ASW armament was two triple tubes for Sting Ray torpedoes, and the ship could hangar one NH-90 helicopter. The radars included a U.S. AN/SPY-1F search radar. Two U.S. SPG-60 fire control radars, and 2 Litton navigational radars.”



November 8, 2018

That’s the ship. This is the man: “Helge Marcus Ingstad (30 December 1899 – 29 March 2001) was a Norwegian explorer. After mapping some Norse settlements, Ingstad and archaeologist Anne Stine Ingstad (his wife) in 1960 found remnants of a Viking settlement in L’Anse aux Meadows in the province of Newfoundland in Canada. They were thus the first to prove conclusively that the Icelandic/ Greenlandic Norsemen such as Leif Erickson had found a way across the

(Continued on page 4)



F 313 HNoMS Helge Ingstad, undated photo

(Continued from page 3)



Atlantic Ocean to North America, roughly 500 years before Christopher Columbus and John Cabot. He also thought that the mysterious disappearance of the Greenland Norse Settlements in the 14th and 15th centuries could be explained by their emigration to North America. [He] died at Diakonhjemmet Hospital in Oslo at the age of 101.”

So what is the big mystery behind this very capable frigate? Why is the author saying the image provides a false sense of security? Charles says it’s because “F313 is infamous it was lost in senseless inshore collision in at 4:00am November 13, 2018 near Bergen Norway when the frigate collided with a tanker in the vicinity of an oiler terminal.” Dave adds that “she sank all the way up to the air search radar antennas after colliding with [the] tanker.” The on-line account of the incident shows how confusing nagravating can be and how assumptions can ruin your day:



November 9, 2018



Tanker Sola TS

“On 8 November 2018, while returning from a NATO exercise, she was navigating inshore waters north of Bergen at speeds of up to 17.4 knots (32.2 km/h; 20.0 mph). Starting from around 03:40 there was a watch handover on board Helge Ingstad, during which three oncoming vessels were noted. After radio communication was established, and upon being asked to alter course to starboard, to avoid the 250-metre (820 ft), 112,939 t, Maltese-flagged oil tanker Sola TS,

escorted by VSP Tenax, which had just left its berth, Helge Ingstad believed the vessel calling them to be one of the oncoming vessels they were tracking on radar. Assuming the tanker, slow moving and with its bright deck lights obscuring its navigation lights, to be part of the shore installation, the frigate intended passing it before altering course moving near her starboard channel margin. By the time they realised their error they were within 400 metres (440 yd) of Sola TS and it



Helge Ingstad sunk deeper in the Fjord

was too late to avoid a collision. Preben Ottesen, the ship’s commanding officer, stated that he was asleep in his cabin when the collision happened, and was in fact woken by the collision.” As Dave say, she “got rammed for her trouble.”

If this is starting to sound familiar, then you no doubt are recalling the USS Fitzgerald or the USS John S. McCain incidents. Assumptions based on misreading the tea leaves killed the cat. Charles says that “the crew beached the severely damaged ship with the help of a tug to prevent her sinking.” Dave adds that “progressive flooding caused by water entering



KNM Helge Ingstad being salvaged

(Continued on page 5)

(Continued from page 4)



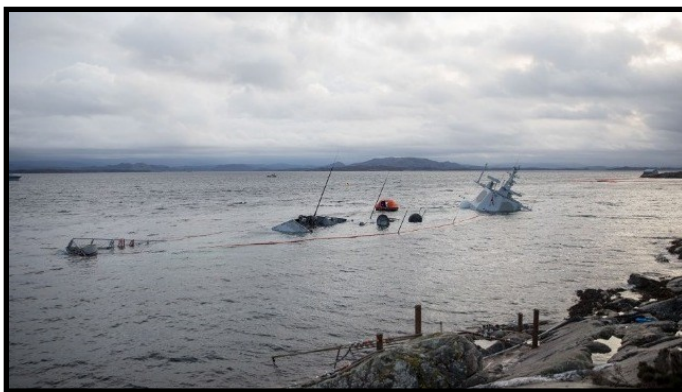
through the propeller shaft” forced the decision to beach her “on a steeply sloping rocky bottom.” Charles says “the gambit failed and F313 slowly rolled off the rocks days later and sank into the fjord.” To which Dave concludes: “... until only the mast and the Aegis radar antenna space was above water.” And in a bit of irony, Charles adds: “This class of ship was built to replace the Oslo Class Frigates from the 1960s. Oddly enough, the Norwegian Navy lost the Frigate Oslo after it ran aground and sank 25 years earlier in the waters of Norway.”

Helge Ingstad was raised with the intention of salvage and repair. But after inspection, Dave tells us that “the RNoN desired (wisely) that she was beyond repair and will be scrapped.” He also mentions an issue or to that may have driven the decision: “The Norwegian Navy had complained about corrosion problems with the ships and prior to the loss of the INGSTAD and had laid up one of them four or five years ago for lack of funds to operate the entire class.” Charles drives the point home with a bit of economic reality: “[She] was salvaged and raised with the intent to repair her, but the repair cost was going to be 3 times her construction cost, so the decision was made to scrap the ship.” The US Navy came to the same painful conclusion following the survey of the burned out hulk of USS Bon Homme Richard.

And in a bit of after action reporting, Charles concludes his remarks this way: “The collision was determined to be a failure by an inexperienced crew to recognize that the brightly lit oiler was underway, making way and on a collision course. The bridge team also failed to follow the nautical rules of the road. Compounding the situation was the fact that the ship’s captain was asleep in his cabin during the transit. Reportedly an American exchange officer was on the bridge at the time of the collision.”

So we go from the beautiful, reflective, holiday inspiring Mystery Photo to the scene of a national disaster. In a large way this story pays homage to the year that just ended. Let’s hope that we do not have a repeat in 2021. Since this is being reported over the holidays, I will let the image inspire me. I will sit back, relax and reflect, smell the Nordic spruce, and have my favorite adult beverage—whiskey on the rocks. And that’s no assumption...Cheers!

John



The Helge Ingstad, November 13

AMERICAN NAVAL HISTORY

1842

February 11: Final operations in the Everglades.

May 10: End of the Seminole War.

June 29: Pathfinder of the Seas - Lieutenant Mathew Fontaine Maury.

August 9: Webster-Ashburton Treaty.

August 31: Bureau System is created.

October 21-23: Occupation of Monterey in the Mexican province of Upper California.

December 1: Somers Mutiny. This is the only mutiny in the history of the U.S. Navy.

1843

December 5: Steamer Michigan, navy's first iron-hulled vessel.

1844

February 28: Peacemaker disaster.

1845

March 1: Origin of the Mexican War - annexation of the Republic of Texas.

March 11: Genesis of the Naval Academy - George Bancroft.

October 30: Gillespie mission - First Lieutenant Archibald H. Gillespie.

1845 Ends with no further actions.

THE ANSWER

The Answer to Mystery Photo 414

Norwegian frigate "Helge Ingstad" (F313) in the Sør fjord
(June 7, 2018)

Nautical Term

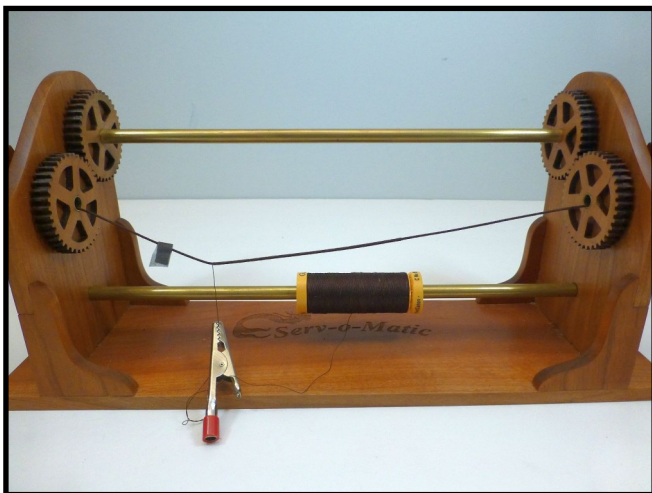
Gooseneck: A Device for securing a boom to its mast- a type of hinge. The term may have got its start as a nickname, referring to the flexibility of a goose’s neck.

Tim Wood

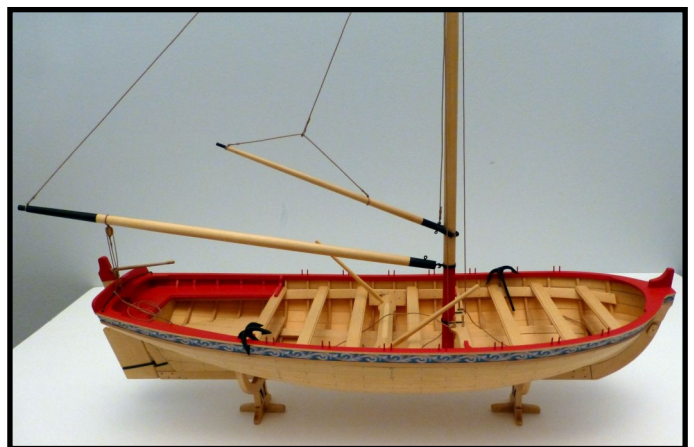
Damage to the Helge Ingstad on November 8, 2018



Two views of Sean Maloon's Siren



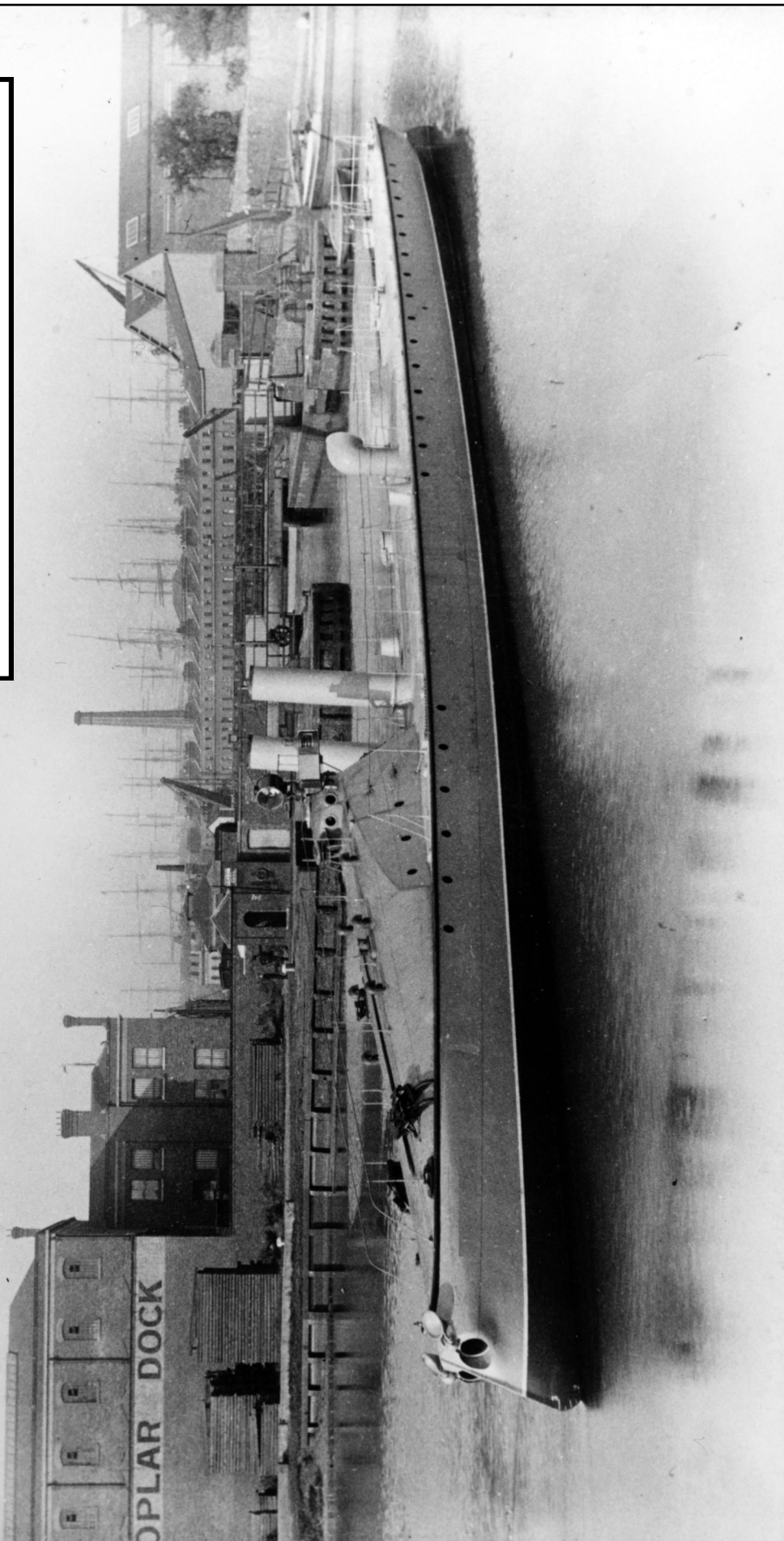
Ryland Craze's Serv-o-Matic



Ryland Craze's Longboat

Mystery Photo

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



NOTABLE EVENTS

MINUTES



JANUARY

- 9 **HRSMS** Monthly Meeting: Online Zoom
Nomination of officers
Presentation: 2 years working for the Imperial
Iranian Navy, by Bill Fox

FEBRUARY

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

MARCH

- 13 **HRSMS** Monthly Meeting: ,

APRIL

- 10 **HRSMS** Monthly Meeting:

MAY

- 8 **HRSMS** Monthly Meeting:

JUNE

- 12 **HRSMS** Monthly Meeting:

JULY

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

AUGUST

- 14 **HRSMS** Monthly Meeting:
Presentation, TBA

SEPTEMBER

- 12 **HRSMS** Monthly Meeting, Presentation: TBA
19 Talk Like a Pirate Day

OCTOBER

- 9 **HRSMS** Monthly Meeting:
Presentation, TBA

NOVEMBER

- 13 **HRSMS** Monthly Meeting: Zoom
Presentation, TBA

DECEMBER

- 8 **HRSMS** Monthly Meeting:
Presentation: TBA

Hampton Roads Ship Model Society
Monthly Meeting
Zoom Video Meeting
December 12, 2020

Guests: Floyd Kershner, 2nd meeting
Joshua Fichmann

The meeting was called to order by Skipper, Greg Harrington. The minutes were accepted as published with no correction. The Purser's report was given by Ryland Craze. Ryland detailed beginning balance, expenditures and ending balance. Ryland noted a substantial contribution to the HRSMS by the Ford and Tragle families in Bill Clarke's memory. Floyd Kershner asked about the details of becoming a NRG Chartered Chapter. Tom Ruggiero explained the process of becoming a Chartered Chapter and the benefits. Greg Harrington had nothing to offer for the Webmaster's report.

Old Business:

New Business: Ron Lewis said that the museum is planning to open in May of 2021. Ryland reported that IPMS Richmond has canceled all activities. There was then general discussion about the virus and vaccine availability. Ryland Craze asked about the September picnic. After discussion, Ryland said that he would reserve a shelter at Newport News Park. Greg realized that he failed to recognize Joshua Fichmann as a guest and said that he was welcome to join the HRSMS as a full or associate member, or continue to attend the meetings as a guest. Ron Lewis said that the museum is working on the paperwork to transfer the "Orphan Models" enumerated in his email of November 6.

Show & Tell: John Cheevers showed work on 3 hulls one of which was the U. S. Revenue cutter, Tuscarora. John then showed a set of MT 1 collets and drawbar and finally he showed a photo- etched pilot house for his tug Susan Moran. Sean Maloon showed the joints in the wale planking on his Siren. Gene Berger showed pieces, parts and whaleboat for his destroyer escort Campbell. Tim Wood showed his half-hull of the Panduit. Dean Sword asked about the Blue Jacket kit of a PT Boat. Tim Wood showed his finished PT Boat model and gave the kit a good review. Tom Ruggiero showed the progress on his Medway Longboat. Floyd Kershner showed photos of his longboat project. Bill Brown showed a photo of a 26 foot Chris Craft run about from the late 20s that was used for rides at Seaside Heights. He looking to build a model for a new museum in Seaside Heights. Floyd was informed that the Mariners' Museum is the repository for all of Chris Craft's records. Ryland Craze showed photos of details on his longboat and a serving machine. Dave Chelmow showed photos of his sharpie and talked about bending the cockpit coaming with a heat gun. Lee Martin showed his work on a 1:70 kit of the 1692 French ship Soleil Royal. Hank Ghittino showed photos of 4 small boats for his Beagle. Don Good showed progress on his oyster skiff made from plans from the Chesapeake Bay Maritime Museum.

The meeting was adjourned.

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Greg Harrington (757) 218-5368
Mate: John Cheevers (757) 591-8955
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
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