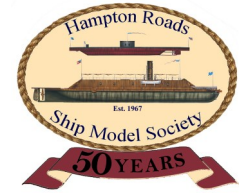


Hampton Roads Ship Model Society

Logbook!

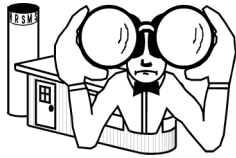


No. 420

WWW.HRSMS.ORG

June 2021

From The Bridge



Mystery Photo



I am very excited to announce the return of live meetings (for those of you who cannot remember, that's the opposite of "virtual") for the Hampton Roads Ship Model Society. I am nearly as excited to have an excuse to return to Smoke (or County Grill, or Rick and Libby's, or....). The June meeting will be held in an upstairs classroom, as in the past. On top of that, Ryland has secured a shelter at Newport News Park for our picnic in September. Things are looking up, and barring any setbacks, we're on course to see much more of each other in 2021.

Online Show and Tell has been great, and it allows those with models too large or fragile to transport to show their work. But nothing beats seeing a great model, or a fellow modeller, in person. Consider bringing something along on Saturday.

One consideration is how this will affect those who can only join an online meeting. We've discussed this in several past online meetings, but for those that have not attended or watched the recordings, I'll reiterate that we intend to stream the meetings held at the museum. We want those of you that are still not comfortable gathering en masse to be able to participate. Virus aside, it will allow us to keep engaged any members that cannot attend due to health, distance, or any other circumstance - temporary or permanent. However, the online aspect may not happen for the month of June. I'll confirm that via email later this week after we do some trial runs. If there are technical roadblocks, I'll hold unofficial online meetings roughly half-way between the regular meetings until the roadblocks are resolved. This way you can ask questions, participate in show-and-tell, etc.

Quite a few members never did join online, either because they do not care for the format or for technical reasons. If you're one of these people, and you are also not willing or able to attend live meetings, do you have any suggestions on how we can help you re-engage with the group? If the size of the group matters, then perhaps you'd be willing to participate in smaller workshop-like events. If you have better or different ideas, please let me know. I want to include as many members as possible, but my idea-bank is running a little low of funds lately. I am looking forward to seeing you all again. Until then, don't let your guard down too much - stay cautious, vigilant, and healthy.

- Greg

Mystery Photo # 419: It's been a busy month, there's a lot going on at the moment. But, let's take time to pause and reflect on the Mystery Photo. "Two carriers in a row..." I believe is how the sole reply begins. And two in a row might be the unofficial and underlying theme of this month's essay. I would have preferred to call this a "one hit wonder" had there not been the second ship of the class to contend with. But "two for one" or perhaps we could stretch it a bit and call it a "BOGO" if you like, would also work. It doesn't matter, the result is the same. Confused? I am...

"Looks like a fine day out there on the boundless briny blue. Ship traveling at speed, apparently." I would say the responder has a good eye. But I would also say that the photographer has a good eye. This well framed, or well cropped, image captures a warship at speed. It's obvious from her appearance that we have an aircraft carrier. And it's equally obvious that we have one of post-World War Two vintage. The closed in, finely faired bow, the jet aircraft, the angled flight deck, the deck edge elevator, the sponsons, the forest of antennae, the bridal arrestor, and the encapsulated life rafts gives this away. But what ship is it, and whose ship is it? There are several more clues, as yet unnamed, that will provide the answer—should they be necessary.

The reply this month comes from one none other than ex-carrier man Rob Napier whose stream of conscious begins this way: "This one clearly not American, but at least it doesn't have one of those silly ski jump ramp thingies. Initially, I think "English." Look through the hard-copy paper book (remember them?). Not English. So I see those slender, sexy jets on the foredeck. Reconsider to "French." Book quickly reveals I am

(Continued on page 2)

MEETING NOTICE

Date: June 12, 2021

Place: Mariners' Museum

Time: 1000 Hours

The meeting will be broadcast on Zoom.

(Continued from page 1)

looking at one of the Clemenceau-class carriers, Clemenceau or Foch. Well that was easy.” The “C” and the “F” would be the “two for one” that I speak of. Rob’s “two in a row” refers back to last month’s Mystery.



To solve this month’s Mystery, Rob begins by bench marking the time line. “Then I look at jets more closely. Decide they are Dassault Etendards, or their descendant kin, the Super Etendards. Lack of a bulge/fin/canard? Under the nose, a somewhat blunter nose, engine cowl under cockpit instead of abaft it, and winglet thingies high on the tail tell me we have Super Etendards. Looks like some other aircraft types abaft the island, but I can’t make them out.” My eagle eye can pick out a pair of Breguet 1050 Alize anti-submarine patrol planes nested between additional Etendards abaft the island.



FS Foch 1992

Rob continues to narrow the time line. “Clemenceau was in service 1961-1997. Foch was in service 1963-2000. Super Etendards came on line in about 1977. So the Mystery Photo is 1977-2000.” And I can add that the on-line history of the Alize says that the last of the type were retired when Foch was withdrawn from service.

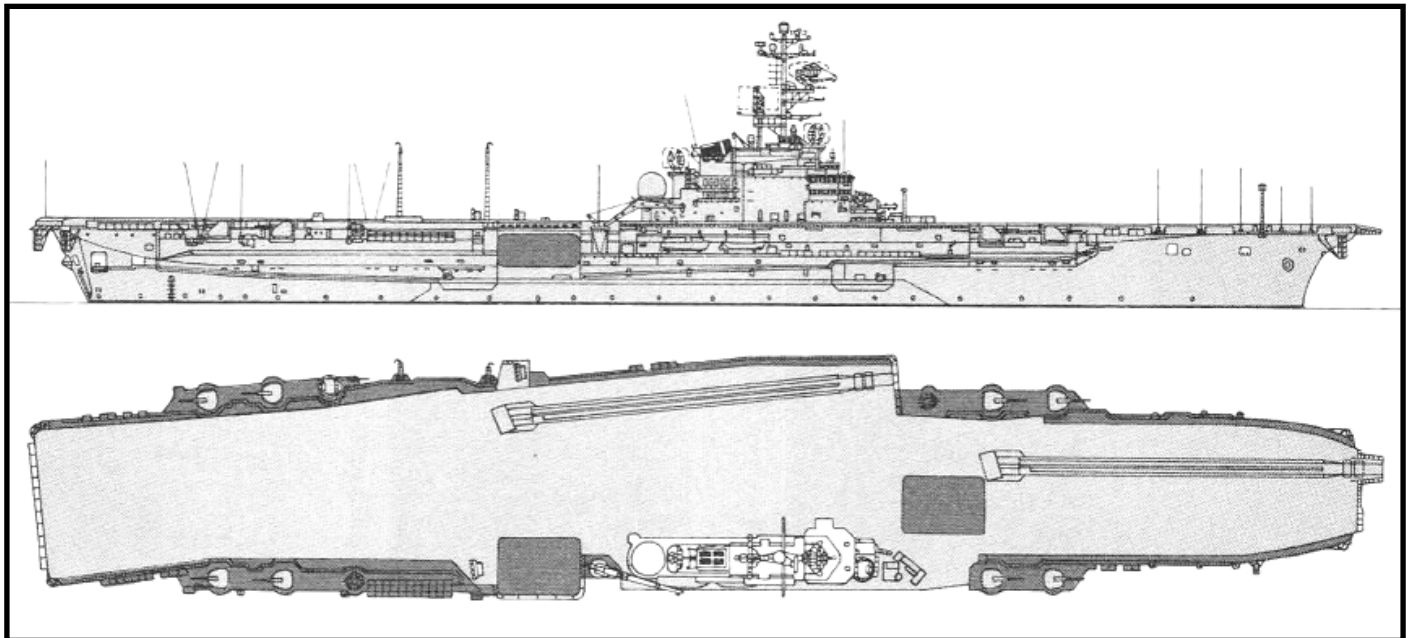
For those who may be wondering about a way to definitively identify this ship as “French”, I direct your eyes to the forward end of the angled flight deck. There you see an arrow shaped chevron painted on the deck itself. This is to help pilots line up correctly when they are landing. You only see this on French aircraft carriers.

Rob’s “Only remaining question was: which carrier? Hoping to not use the image search engine in Google, I finally noticed “R99” on the island structure. Foch.” And now that he identified the ship, he offered a bit more about what the photograph might be capturing. “The day shapes ball-diamond-ball in a vertical line --- on the starboard yard indicate the vessel is



Super Étendard launching from Foch

(Continued on page 3)



What's Happening at the Museum?

Go to the Museum site for up-to-date events.

(Continued from page 2)



operating with restricted ability to maneuver --- so maybe she's at flight ops. I suspect those sailors off duty are having a typically luscious French lunch. Perhaps avec un verre de vin rouge!" We can only hope!

And, perhaps as an afterthought, he offers this: "In the MP, that looks like what I used to know as a TACAN antenna at



Sao Paulo carrier

the very top of the mast. In a photo of Foch on line, that feature has been replaced; the photo was taken in 1992. And it also appears to be missing in a photo from 1990. So that narrows date to 1977-1990 --- a 13-year window. I can't stand it and start looking at pictures of Foch. There are several all taken that same day, some with the ship in a hard turn to port. Same men around forward elevator. Then, there it is: the MP. 1983. About halfway through that window." So, you too can search on-line



Breguet 1050 Alize French aircraft

for this image. When you find it (or one like it), see what the photo caption offers.

Now, let's look into that "one hit wonder" comment I opened with. Rob winds up his response by stating, not unequivocally, "Good looking ship, I think." In terms of appearance, this is a finely configured vessel. In the early days of steel warship construction the French sense of aesthetics seemed to be lacking, and in my opinion their first carrier, the Bearn, lacked suitable aesthetics. With the retirement of Clemenceau and Foch, the French Navy designed and built the much maligned and technically plagued Charles De Gaulle. And I think most of its problems stem from the fact that she's just a tad bit too small to operate modern combat aircraft efficiently.

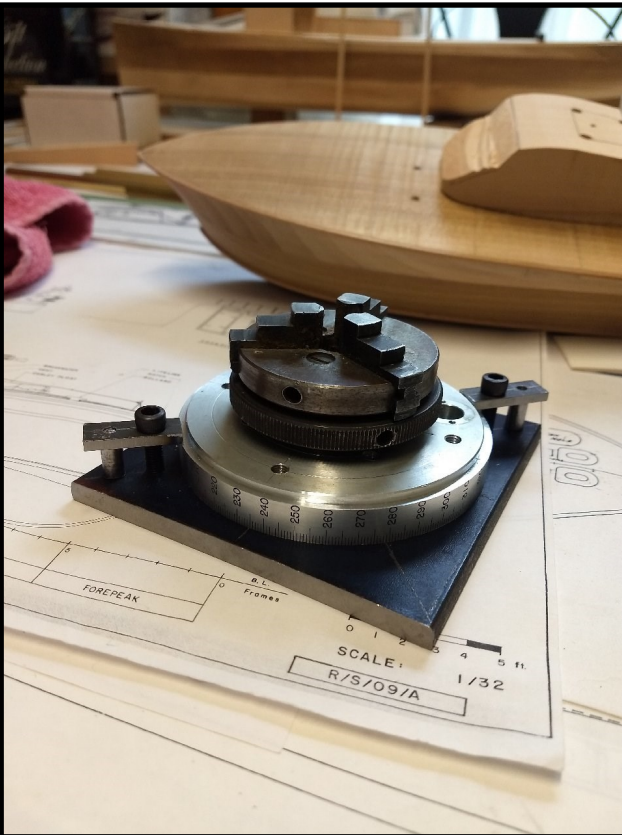
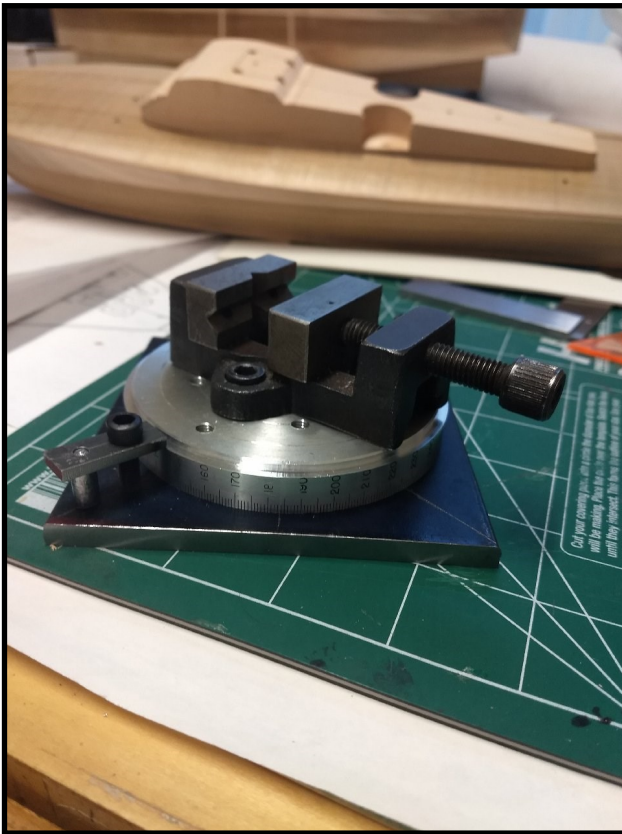
I don't intend to malign her capabilities, just her appearance. Her huge island seems to be too far forward (just as the island in the Ford class seems to be too far aft) and her forward catapult begins in the canted runway. This gives her a blunted appearance. A little more length would have been ideal, so you have to wonder if the lack of a suitable drydock defined her length causing the scrunch. Artists conceptions of De Gaulle's replacement suggest a larger vessel with the pickelhaube topped island tucked away in the aft starboard corner a-la Ford. The extra 100 feet of length certainly clears up the catapult issue. We have to wait until 1935 or so to see what comes of the design.

So this month we enjoy a fine photograph of an excellent warship serving in the prime of its career. Following her decommissioning by the French Navy, the Brazilian Navy took her for a spin for several years. There she was named Sal Paulo and carried the pennant number A12. At this moment she awaits a trip to a museum or a shipbreaker.

John Cheevers



John Cheevers' tilting vise project



Two pictures of John Cheevers' rotary table project

AMERICAN NAVAL HISTORY

1860

February 6: Antislavery operations. U.S. navaan vessels capture 13 slave ships.

November 6: Abraham Lincoln is elected president. Many Southerners regard his election as a sign that the time has come for their states to leave the Union.

1861

February 8: The Confederacy is formed. The seceded states adopt a constitution for the Confederate States of America.

April 12: First shots of the Civil War. The Confederate batteries around Charleston Harbor open fire on Fort Sumter.

April 19: The Blockade. President Lincoln proclaims a blockade of the Confederate coast from Texas to South Carolina.

April 20: Seizure of the Norfolk Navy Yard. Due in part to the lack of energy of its elderly commander, Captain Charles S. McCauley, Virginia forces seize this important ship yard almost intact. An expedition sent from Washington under the command of Captain Hiram Paulding on April 18 manages to burn 9 of the ships in the yard, tow away the sloop Cumberland, and set fire to the biuldings, but Southern troops were able to extinguish the flames. The dry dock and workshops are major gains to the Confederacy, as are hundreds of captured cannons that will soon be mounted in fortifications up and down the Atlantic coast. The Confederates also are successful in raising the screw frigate Merrimack, which had been burned to the waterline and sunk.

April 24: The Naval Academy leaves Annapolis. Fearing that Maryland secessionists plan to attack the academy, Captain George S. Blake embarks the faculty and midshipmen on the frigate Constitution and sails to New York. On May 9, the academy relocates to Newport, Rhode Island. The academy yard is transformed into an army hospital.

1861 End of part 1 of the Civil War.

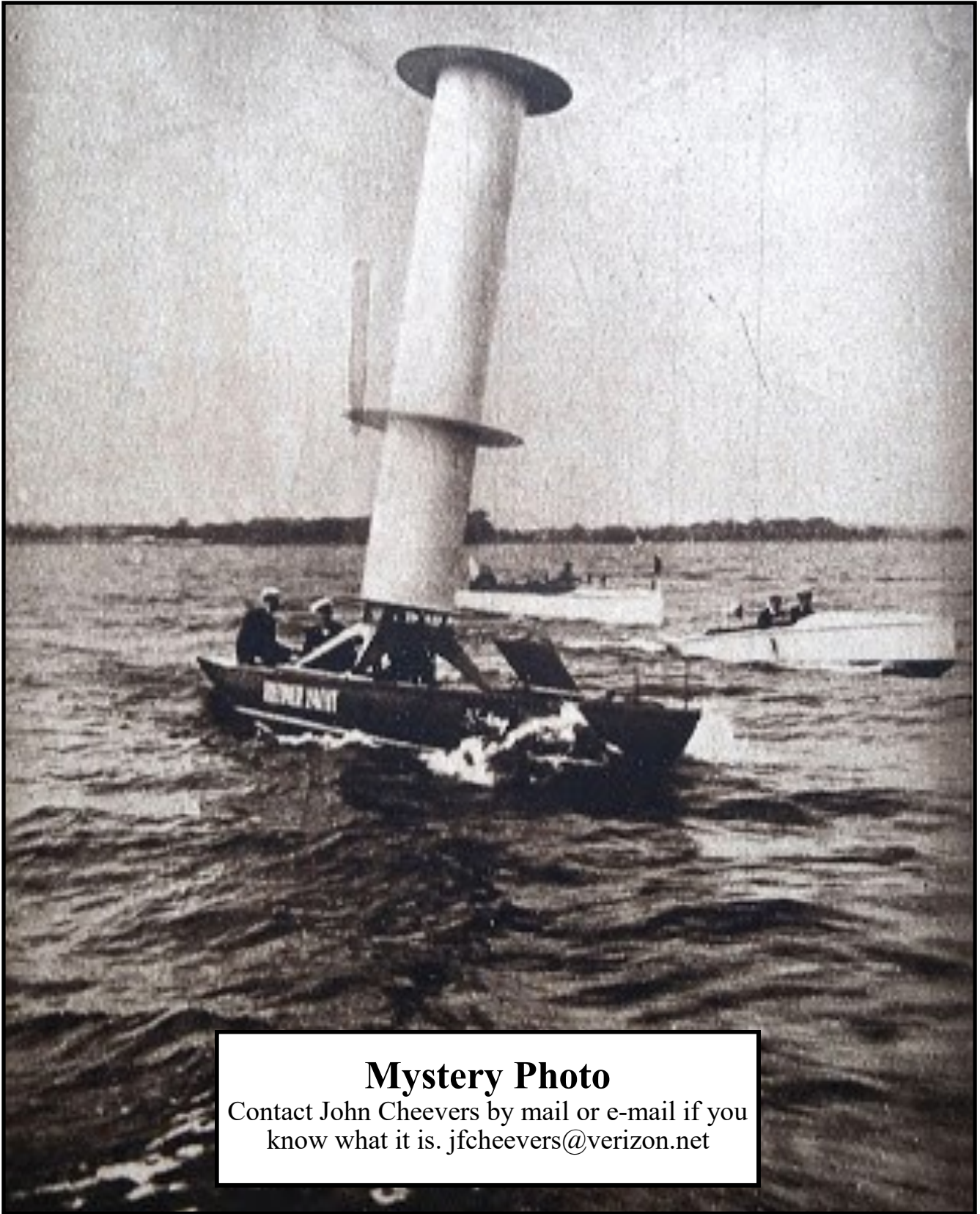
Nautical Term

Very Pistol: A pistol from which cartridges containing colored flares can be fired. It was named for its inventor, Samuel W. Very, a naval officer.

Tim Wood

THE ANSWER

The French aircraft carrier Foch in an undated photo.



Mystery Photo

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

NOTABLE EVENTS

MINUTES



JUNE

- 12 HRSMS Monthly Meeting: Mariners' Museum

JULY

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

AUGUST

- 14 HRSMS Monthly Meeting:
Presentation, TBA

SEPTEMBER

- 11 HRSMS Monthly Meeting, Picnic Newport News Park
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

JANUARY

- 8 HRSMS Monthly Meeting: Online Zoom
Nomination of officers

FEBRUARY

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

MARCH

- 12 HRSMS Monthly Meeting: ,

APRIL

- 9 HRSMS Monthly Meeting: Zoom
;

MAY

- 14 HRSMS Monthly Meeting:

Hampton Roads Ship Model Society
Monthly Meeting
Zoom Video Meeting
May 8, 2021

Guests: Jane & Mike Benefield, 1st meeting
Mort Stoll, 1st meeting
Joe Lorenzo, 2nd meeting

The meeting was called to order at 1003 hours by Skipper, Greg Harrington. The Guests were recognized and welcomed to the meeting. There was no correction to the minutes as published. Ryland Craze gave the Purser's report from Hawaii. Ryland gave our account balance and said that several members were delinquent in their dues. Greg Harrington gave Webmaster's report, noting several updates to the web site.

Old Business: Ron Lewis talked about the reopening activities of the museum staff and the need to schedule visits for the next few months. Joshua Fichmann talked about the Philadelphia Ship Model Society's Model Con to be held on August 2, 2021.

New Business: None

Show & Tell: Sean Maloon showed revisions to his model of the Syren, replacing some of the basswood planking with maple planks. Don Good showed some details of his deadrise workboat the will be raffled off to benefit Riverside Hospital in Gloucester. Gene Berger showed several photoetched assemblies for his destroyer escort. Mort Stoll talked about his building of the Caldercraft Victory. Ron Lewis showed some of his restoration work on a model of the Constitution for a museum patron. Joe Lorenzo the progress of his Syren Ship Model kit of the Cheerful. Bill Brown showed several parts for his Chris Craft runabout and the progress on the hull.

The meeting dissolved into a general discussion of modeling techniques. There was no formal presentation and the meeting was ended.

WATCH, QUARTER AND STATION BILL



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Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
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