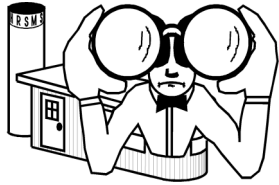


From The Bridge



Mystery Photo



A minor form of despair, disguised as a virtue

That was the clue for a crossword puzzle my sister was working over the Thanksgiving holiday. The answer was "patience". With that as my only inspiration this month, I am going to re-hash a well-worn topic. Nothing original here today.

We've all heard "that must take so much patience" along with a few variations. It's a topic often debated in our society. Some of you likely agree that ship modelling takes patience. Many others have said something along the lines of "not if you enjoy the process". That is my usual response to the oft-repeated question at the taco sta...ah, sorry...model booth, along with explaining that it helps if you think of various stages as intermediate finish lines. Sometimes you can even appreciate certain items as models in and of themselves, such as a mounted carronade, a ship's wheel, a deck winch or windlass, a radar mast, a ridiculously detailed chart table with maps and plotting instruments (you know who you are), a ship's boat, etc. The list goes on.

The flip side of the "patience" coin is the balance between "perfect" and "good enough". Real perfection is impossible to achieve, but to some, calling it "good enough" can be done too soon. One person's good enough might fall short of another's. It's human nature to judge, though fortunately we all seem to have an abundance of tact when talking about another modeler's work. With his permission, I am holding up Ryland Craze's Medway longboat as an example. It is a fairly simple craft, but he took 3 years to complete it. He replaced the keel when he was not happy with it, several planks were redone, as was the windlass. That is just what I know of. In contrast, there are several people I know that will point out first how quickly their model was completed. I'm not here to tell you that Ryland's way is right and the others' is wrong. There is no definitive standard for "good enough" and we each establish it for ourselves.

As for my own "good enough", I am currently struggling with the garboard plank on my Danish eel drifter. I am on the 3rd attempt and am very, very close to calling it good enough. I fortunately had the forethought to use some scrap pine for trials rather than the pear intended for the final product. Though I'm being rather particular about having nice fair lines for each plank, I'm not going to rebuild my keel as Ryland did. I've seen

(Continued on page 2)

Mystery Photo # 425: Naval homecomings are always special; a time of reunion and celebration, a signal to the end of the journey and separation—a means of closure. There have been countless homecomings over the years, we see them a lot here in Tidewater. But some homecomings are special and stand out in our memory: certainly when the Doughboys landed in Newport News and marched up the hill and through the Victory Arch is one. The Magic Carpet Rides bringing back war weary GIs after World War Two would be others. More recently, a lot of you may remember the Nimitz Battle Group returning from the Iranian hostage rescue attempt in 1980—I certainly do.

This month's Mystery Photo captures another significant reunion. Dennis Hobbs nailed it when he identified the ship as HMS Hermes, and Tim Wood supplied the context when he said she was returning from the Falklands War in 1982. You can tell from the rust streaked hull that she is arriving and showing a lot of wear. The photograph couldn't be better staged than this. The United Kingdom had just won a significant war far from home and in the background we see HMS Victory which puts a defining stamp on the occasion.

HMS Hermes was the last British aircraft carrier built to "conventional" aircraft carrier standards, having been commissioned on November 25, 1959 after having been laid down on June 21, 1944. During this protracted period, her design was considerably changed. As built the design included "installation

(Continued on page 2)

MEETING NOTICE
Date: November 13, 2021
Place: Mariners' Museum
Time: 1000 Hours
 The meeting will be broadcast on Zoom.

(Continued from page 1)



some wonderfully clean-cut rabbets on other models and am dismayed that mine is such a hatchet job. Not only does it look rough, but I cut outside the rabbet line in several places. Clearly my kindergarten training with rounded scissors and paper did not translate well enough to razor knives and hardwood. How do you all make it look so good?? In the end, it is a cost-benefit analysis for me. I hate to admit it, but I am simply not inclined to invest the time. It is more complicated than most - a plank keel, rockered, with a cross section similar to a keystone that varies along its length in depth, width, and proportion (what is above and below the rabbet), tapering into the stem and sternpost. If I do not replicate it exactly it may not be compatible with the runs I established for each plank (now marked on the frames of the jig) which took a great number of hours. Nope, not going there. If it were to be finished as bare wood I think I would live with the imperfections and strive to do better on the next model. But I would not blame someone who, having a more exacting definition of "good enough", would scrap the entire keel/stem/sternpost assembly. As my model is to be painted, well, I'm sure this won't be the first model with a little filler added. Perfect? No. Good enough? Yeah. At least this time.

"This time" - as I wrote that it brought to mind that "good enough" is not fixed. You can choose a rigid standard for all your models, which will take more time to achieve in your early days, as you gain experience, and in your later ones, as eyesight and dexterity fail you. The alternative is to allow your standards to evolve. In that case your initial standard can be as high as you choose, but setting too high a standard early on can cause frustration that leads to abandoning the hobby. Again, this is not a rule, and I've seen some remarkable first efforts brought to conclusion. Again using Ryland as an example - though it is not the first model he has started, it is the first that he has completed and the final result is remarkably well done! Whether rigid or evolving, the level you wish to attain is up to you and that choice may be influenced by many factors: how many models you wish to build, working space, tool budget, temperament, free time, just to name a few. "Know thyself" is the mantra. Between the two options, I believe it helps to allow your skills to develop from each model to the next and be content with lesser results as you progress.

Though I've already admitted to a willingness to cover up or turn a blind eye to some obvious flaws, from my pace you'd think I was shooting for perfection. It has taken me a very long time to shape this one plank. Knowing me as you do, this is much more a function of procrastination than patience. Last night I binged on four episodes of "The Good Place" rather than working on my model. A fun show, but I know in my heart that my time would have been better spent finishing that garboard strake. Also, I know that once I get the garboard fitted the remaining planks will fall in place more easily and real progress will be seen.

Way back in the March 2021 Logbook I wrote about a Danish tradition of eating leavened apple pancakes when the fastening was completed on a new lapstrake hull and how I intend to do the same when my model reaches that stage. I admit I am getting a little hungry (read "impatient") for those pancakes. I'm fighting that impatience in order to achieve my own standard regarding the planking. And I guess that what this rambling tangle of thoughts is all about: encouragement to deter-

(Continued from page 1)



of a massive Type 984 'searchlight' 3D radar, a fully angled deck with a deck-edge lift, and steam catapults."

Hermes characteristics:

Displacement
23,000 t (23,000 long tons) (standard)
28,000 t (28,000 long tons) (full load)
Length
198.12 m (650 ft 0 in) p.p.
225.20 m (738 ft 10 in) f.d. (as built)
226.90 m (744 ft 5 in) o.a. (with ski-jump)
Beam
27.43 m (90 ft 0 in) w.l.
43.90 m (144 ft 0 in) f.d.
Draught 8.50 m (27 ft 11 in)
Installed power
4 Admiralty 3-drum boilers
76,000 shp (57,000 kW)
Propulsion 2 shafts; 2 geared steam turbines
Speed 28 knots (52 km/h; 32 mph)
Range 7,000 nmi (13,000 km; 8,100 mi) at 18 knots (33 km/h; 21 mph)
Complement 2,100

The construction cost of Hermes was £18 million, with a further £1 million for electronic equipment and a further £10 million for aircraft in 1959.

So this Mystery photograph treats us to a very proud moment in the career of a ship that could be said to have had nine lives. And it almost didn't happen. The story begins during World War II where man-power shortages and competing priorities for steel and dockyard space led to contract cancellations throughout the Allied shipbuilding world. According to British naval historian David Hobbs (no relation to Dennis?), Hermes was to be the lead ship of this class of eight and have the class named for her. Ultimately the class of eight became the class of four: Albion, Centaur, Bulwark, and a fourth. Most reference works list them as the Centaur class. Hermes was to be built at the Cammell Laird in Birkenhead, but due to the construction

(Continued on page 3)

mine what's good enough for you and to stick to your goals. If it suits you, you can allow your standards to evolve. In any case, have the fortitude to ignore any critics that set a higher standard than you feel the need to achieve. It's your model, and for most of us this is just a hobby. We need to both have fun doing it and also enjoy the results without brooding over them. I'm going to wrap this up and make one final (please, let it be so) adjustment to that garboard strake. Well, it's almost 10 PM. Maybe tomorrow.

Mañana Man

(footnote: just like my model, this article was rewritten and rearranged a nauseating number of times before I found it "good enough". If it wasn't good enough for you, build your own model...I mean, write your own article)

What's Happening at The Museum

You know. I'm ready for the holidays this year! Well, as ready as I can be. My gift list is fairly short and my wife, Chris, and I have pledged a four-gift maximum (clever, huh?). Our house has been under restoration for the past couple of weeks and right now the power washers are giving it a bath preparatory to painting. Meanwhile, I've brought down from our very accessible attic the nine huge storage containers (which seem heavier every year!) with lights, ornaments, window sprays, candles and wreath forms that comprise our décor. Bought the tree and greenery, even started cards to friends and neighbors. So, painters finish How about our um? Mrs. Cin-the President's fessional decorator!) a few made our course a Winter If you haven't must! It's to-sional and ab-ful! Your kids and grandkids will love it. Speaking of whom, if the young ones missed Breakfast with Santa last year here's a suggestion: Open the Museum website (marinersmuseum.org) and look at the Santa appearances. There's bound to be at least one you can enjoy with the kids this year! And take Museum Drive down to the Lion's Bridge to see the huge wreaths draped around the four Guardians of the Bridge! If you don't have kids, or feel a little philanthropic, there's a "Toys for Tots" collection box in the Eagle Lobby. And remember your discount when you visit the Museum Shop! Well, I still thrill to the prospect of a celebratory Christmas and a New Year filled with promise, a promise that is believable. That's a full lid for 2020. May your holidays bring all the joy you can contain! A Very Merry Christmas to all and a happy and prosperous 2022!



Ron Lewis

(Continued from page 2)



deferment no work was done. The contract was cancelled on October 15, 1945. Hermes almost never came to be. In 1944 "the [fourth ship] was laid down by Vickers-Armstrong at Barrow-in-Furness during World War II as HMS Elephant." Those of you who know or study British naval history will recognize that name as Elephant was Nelson's flagship at the Battle of Copenhagen. Hobbs writes: "After the cancellation of the lead ship of the class, however, she was renamed Hermes on 5 November, 1945 to perpetuate that famous name." And from the on-line source we learn that "construction was suspended in 1945 but work was resumed in 1952 to clear the slipway and the hull was launched on 16 February 1953. The vessel remained unfinished until 1957, when she entered service on 18 November 1959 as HMS Hermes after extensive modifications."

So as you can see, Hermes used at least two of her

AMERICAN NAVAL HISTORY THE CIVIL WAR

1862

January 9: Flag Officer David F. Farragut is assigned to command the West Gulf Blackading Squadron.

February 4-6: Capture of Fort Henry. The attack is led by the ironclads Carondelet, Cincinnati, Essex and St. Louis, supported by the gunboats Conestoga, Lexington and Tyler. Their fire is so effective that all but four of the fort's guns are destroyed and its commander, Brigadier General Lloyd Tilghman, CSA, surrenders the fort.

February 7-8: Capture of Roanoke Island.

February 10: Battle of Elizabeth City. Five cottonclad gunboats under Flag Officer William F. Lynch, withdrew up the Pasquotank River to Elizabeth City, North Carolina and there it is destroyed by a superior Union force.

February 14: Attack on Fort Donelson. In an action, the flagship USS St. Louis and the Louisville are disabled and Foote receives a wound from lingering effects of which he will die in June 1863. The continued presence of the gunboats on the river greatly restricts the Confederates freedom of action, however, and the forts surrenders to Grant's army on February 16. The loss of Forts Henry and Donelson opens western Tennessee to invasion and compels Confederate General Albert Sidney Johnson to withdraw from Kentucky.

February 17: The Ironclad ram CSS Virginia is commissioned.

February 25: The USS Monitor is commissioned.

End of part 1 of 1862 of the Civil War.

Bob Moritz

lives just to become a commissioned warship. And she almost used a third in 1963 when it was found that the now 4-year old carrier was too small to operate the US Navy F-4B Phantom. "Although the Admiralty initially indicated that Hermes would be modernized to operate the Phantom, the plan proved unworkable owing to the ship's small size."

In 1966 another live was sacrificed when a "review indicated that Hermes was surplus to operational requirements and she was offered to the Royal Australian Navy (RAN) as a

(Continued on page 4)

Nautical Term

Clew Lower or leeward corner of a sail. The word is derived from Old English and Old Norse, the latter word being kle, of this same meaning.

Tim Wood

(Continued from page 3)



replacement for HMAS Melbourne.” Some of the impetus behind this move might have been the decision around this time to phase out fixed wing carrier operations. In 1968, Hermes took part in a combined exercise with the RAN, during which the carrier was visited by senior RAN officers and Australian government officials, while RAN Douglas A-4G Skyhawks and Grumman S-2 Trackers practiced landings on the larger carrier. The offer was turned down due to operating and manpower costs.”



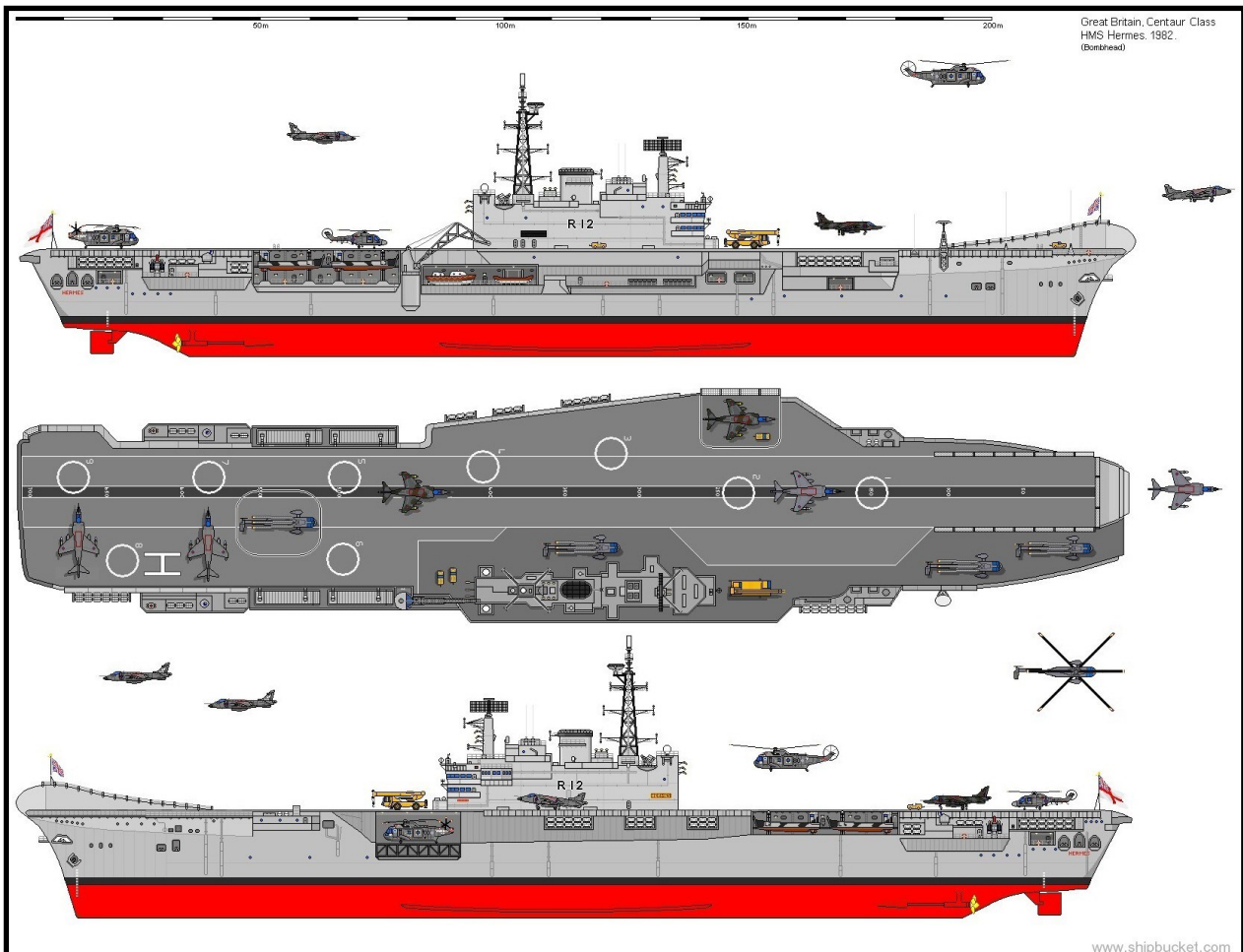
Memorial Day ceremony at Victory Arch in Newport News. (1963) (Daily Press archive photo)

From then on she appeared to be on borrowed time as each time the Admiralty reviewed fleet requirements the subject of her demise surfaced. Nevertheless, “Hermes served as one of four Royal Navy strike carriers mainly in the Indian Ocean and finally in the Mediterranean Sea until decommissioned in 1970.” This decommissioning was not the end of the line, however, as another life was offered up when she “was slated to become a “Commando Carrier” for Royal Marine operations (similar in concept to a US Navy LHA). Therefore, Hermes was docked down in number 10 Dock in Devonport Dockyard between 1971 and 1973, undergoing a conversion in which her arresting cables, steam catapults, and 3-D radar were removed. Landing craft and berthing for 800 troops were added and her airwing became approximately 20 Westland Sea King helicopters.”

In 1976 two more lives were used when “a further mild conversion was performed for Hermes to become an anti-submarine warfare carrier to patrol the North Atlantic” in response to the Soviet submarine threat. “Hermes underwent one more conversion and new capabilities were added when she was refitted at Portsmouth from 1980 to June 1981, during which a 12° ski-jump and facilities for operating BAe Sea Harriers were incorporated.” This is the configuration we see in the Mystery photo.

And I guess that last conversion was fortuitous as “Hermes was due to be decommissioned in 1982 after the 1981 Defense Review (that would have made the Royal Navy considerably smaller) by the British government, but when the Falk-

(Continued on page 5)



(Continued from page 4)



lands War broke out, she was made the flagship of the British forces, setting sail for the South Atlantic just three days after the Argentine invasion of the Falkland Islands.” And now in an ironic twist “As she was the RN's largest carrier, she was considered too valuable to risk close into the Falklands, due to the possibility of Argentine air force attacks. Her Harriers therefore operated at the limit of their endurance radius but were very successful in keeping the enemy aircraft at bay.”

After her return from the Falklands War, which was so faithfully captured in this month's Mystery photo, she spent



HMS Hermes R12

some time in overhaul and then participated in routine exercises through the Fall of 1983. That same year, Hermes was again offered for sale to the Royal Australian Navy. “However the new Hawke Government decided against purchasing a replacement for HMAS Melbourne.” Finally, it was time for her to go. “Hermes served with the Royal Navy until 12 April 1984. On this day she entered Portsmouth with a reduced crew, under her own steam, flying the White Ensign for the final time as a sea-going ship.”

She uses another life. “In April 1986 Hermes was towed from Portsmouth Dockyard to Devonport Dockyard to be refitted, reactivated and sold to India, recommissioning and



INS Viraat R-22 during Exercise MALABAR 2005

sailing as INS Viraat in 1987. She serves in the Indian Navy until her final decommissioning in 2017 which, by my count, is another 30 years over the 25 years that the Royal Navy used her. Definitely a long lived vessel.

But does Hermes/Viraat have one life left in her? “Following her decommissioning from the Indian Navy in 2017, a crowdfunding campaign was launched to preserve Hermes as a museum piece. The campaign aimed to raise £100,000, but was only able to raise £9,303 before being declared unsuccessful.

On 1 November 2018 the Maharashtra cabinet approved the conversion of Viraat into India's first moored maritime museum and marine adventure centre. It would be located near Nivati, Sindhudurg district. On 1 July 2019 the Indian Minister of State for Defence informed the Indian Parliament that a decision to scrap Viraat had been taken due to the non-receipt of any financially self-sustaining proposal.

The ship is currently being scrapped in a ship breakers yard in Alang, India. As of December 2020, about five per cent of the ship was already gone. The distinctive take-off ramp used by the Harrier jump jets had been removed. On 10 February 2021, the Supreme Court of India ordered the dismantling be placed on hold, following a petition by a private firm to turn the ship into a museum.”

Will there be one last homecoming for this historic vessel? Time will tell.....

John Cheevers

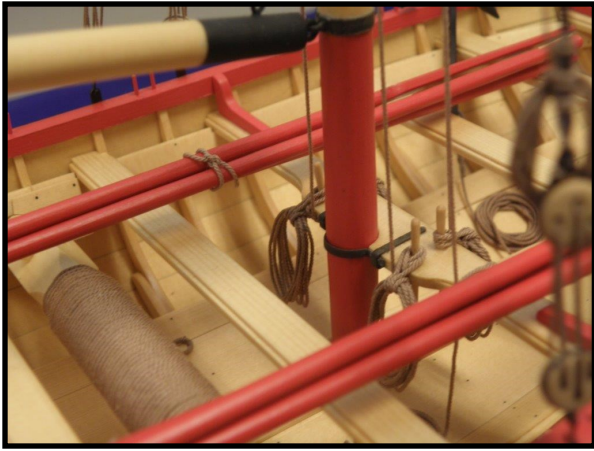


Shipbreaker at Alang has begun dismantling INS Viraat (ex-HMS Hermes) despite desperate last minute legal challenges and efforts to save her.

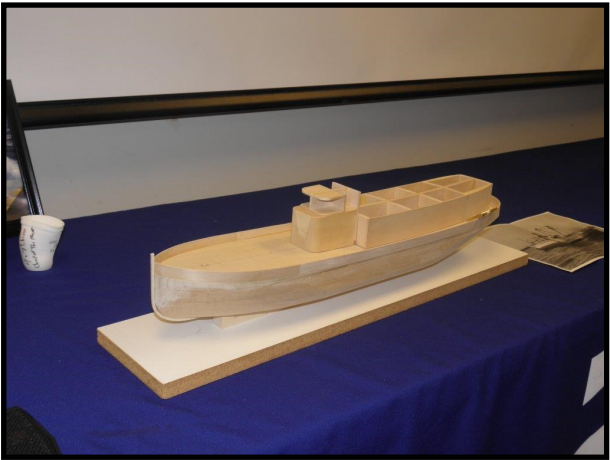
THE ANSWER

Mystery photo 425:

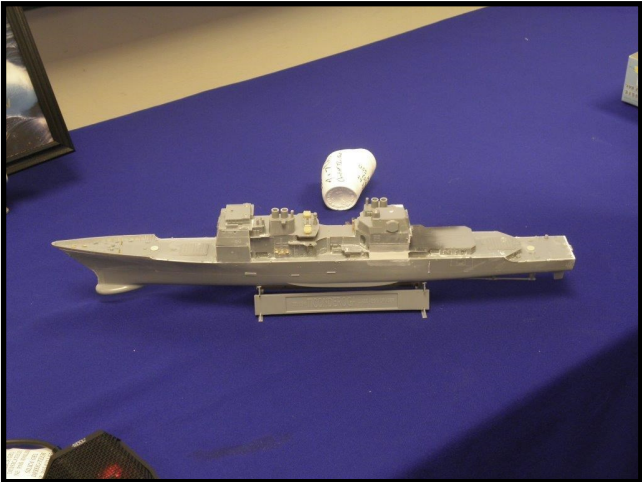
The HMS Hermes enters the port of Portsmouth on her return from the Falkland Islands. 21 July 1982.



Detail of Ryland Craze's
Medway Longboat



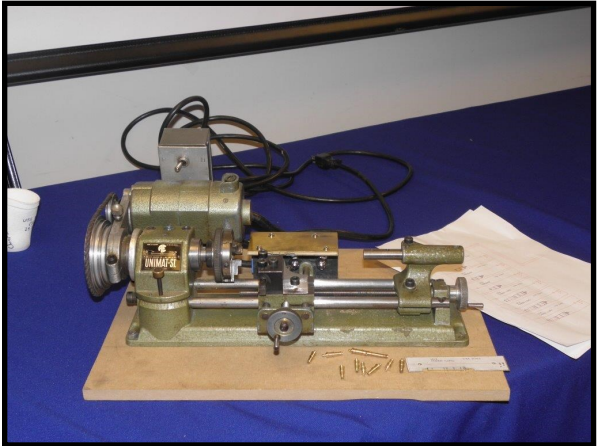
John Cheevers' Lighthouse Tender



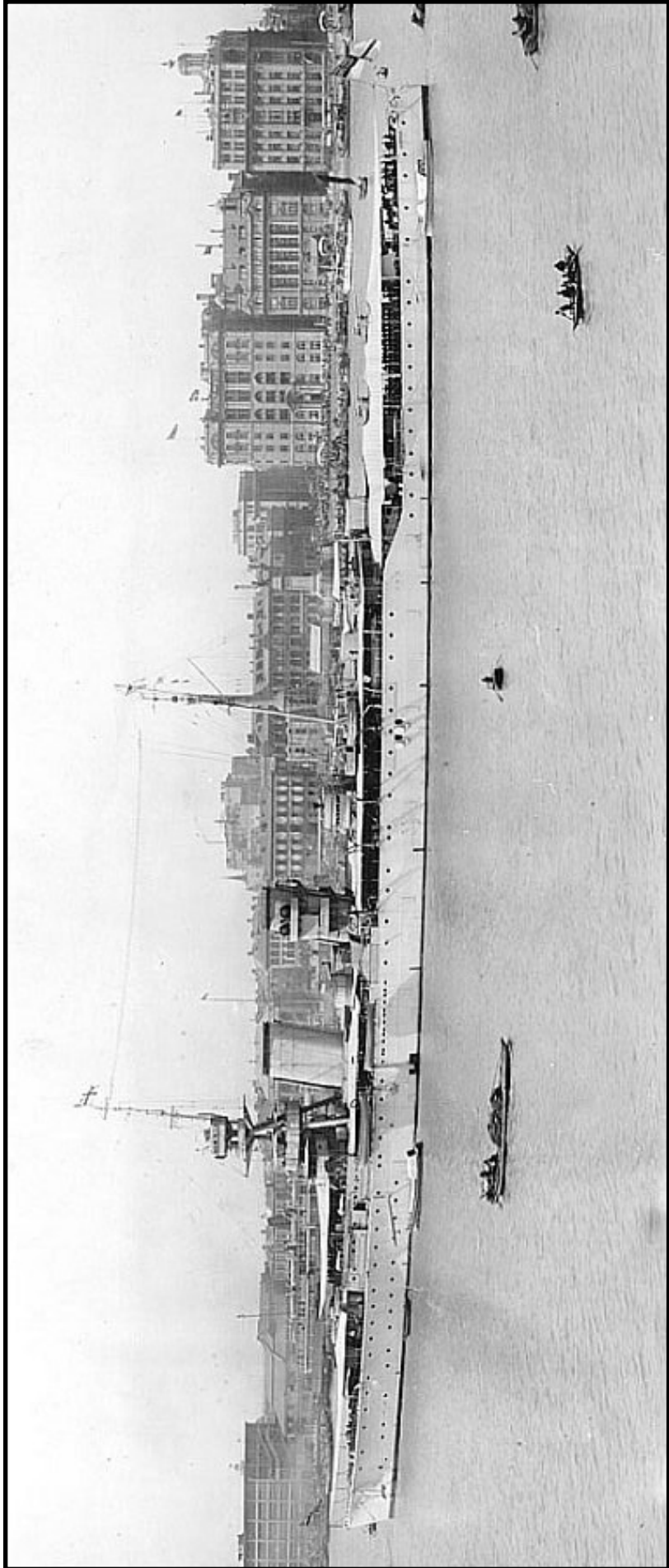
Robert Heinke's USS Normandy



Joseph Ficklen's Wasa



Two photos of Sean Maloon's Unimat duplicator with cannons



Mystery Photo

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

NOTABLE EVENTS

MINUTES



DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: A Compelling Impression, John Cheevers
- 11 Howard Hoege's "State of the Museum" address

JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: Making Lines from Offset John Cheevers,

FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers
Presentation: The Great Tea Clippers and their Legacy"
Ron Lewis

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

- 13 **HRSMS** Monthly Meeting:

SEPTEMBER

- 10 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day
Presentation: TBA

OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: TBA
- 13 US Navy birthday

NOVEMBER

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

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Greg Harrington (757) 218-5368
Mate: Gene Berger (757) 850-4407
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Tim Wood (757) 481-6018
Editors: John Cheevers (757) 591-8955
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 218-5368
Photographer: Marty Gromovsky

Hampton Roads Ship Model Society
Monthly Meeting
November 13, 2021
Mariners' Museum

Guests: Warren Garcia, 2nd meeting
Ralph Heinke, 2nd meeting
Al Sutton, 2nd meeting

The meeting was called to order by Skipper, Greg Harrington. Joe Lorenzo indicated that he would like to become an associate member and he was welcomed to the society. Ryland Craze gave the Purser's report detailing receipts and expenditures. Ryland noted that he got a phone call thanking him for our contribution to be battleship New Jersey. Greg Harrington gave the Webmaster's report. Greg noted additions to meeting photos on the web-site.

Old Business: Greg Harrington said that there had been a suggestion that the model builders stand be mentioned on the museum's web page and that a placard be placed in the museum's lobby detailing the day's activities in the model builders stand. These items are still under consideration. Greg said there was no progress toward holding a joint conference with other ship modeling organizations. Ryland Craze talked about the IPMS show in Richmond. He said that it would be scaled back from previous years to one room at the raceway. He did not have information on tables for the clubs to have demonstrations. Stewart Winn talked about the lack of quality tools in Model Builders' Stand. John Cheevers said that he will put up a list for people to indicate their needs. Gene Berger said that the modeler-of-the-month list has been exhausted and asked newer members to throw their hat in the ring to be recognized. Tim Wood said that he would bring the forms to order shirts and hats to the January meeting. Don Good talked about the newly formed Deltaville Ship Modelers' Guild. Gene Berger talked about a trip to Portsmouth Naval Shipyard Museum and that it was a little underwhelming.

Show & Tell: Joseph Ficklen showed the progress on his Artesania Latina *Vasa*. Tom Ruggiero and friends joined the meeting from the National Lighthouse Museum in Staten Island, NY. The Ship Model Society of New Jersey was holding a display and demonstration at the museum. Rob Heinke showed the work on his *USS Normandy* created from a 1/350 *Mobile Bay* kit by Dragon Ship Models. AL Sutton showed the progress on an unnamed, small plank-on-frame model and fiberglass hull he procured from Dean's Marine while he was in England. John Cheevers showed the progress on his lighthouse tender *Beech*. Sean Maloon showed a duplicator for his Unimat lathe, along with several turned cannon. Ryland Craze showed his finished Medway Longboat. Gene Berger showed the progress on his Butler class destroyer thru a photo presentation.

The meeting was adjourned to a video presentation, "Tiger Cruise on submarine USS Maine", by Gene Berger

Thanks to Ron Lewis for
providing the meeting photos.