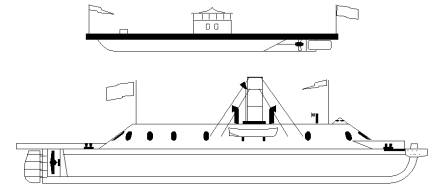


Hampton Roads Ship Model Society Logbook!

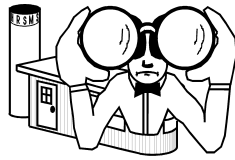


No. 363

WWW.HRSMS.ORG

September, 2016

From The Bridge



Mystery Photo



Hope everyone is in good spirits and ready for our picnic next meeting. We will have a short business meeting and then eat. There should be plenty of food for everyone and hopefully good weather. Lets bring the ladies and have a good time as they give us the time to model. Thank you ladies. Everyone enjoy.

In August, five members went to the IPMS Nationals. Two brought home trophies. Charles Landrum took Third place with his CSS Atlanta. Gene Berger took home First place in the scratch built category and BEST SHIP in show with his Sub Chaser. Bob Moritz was asked by the Fine Scale Modeler magazine if they may photograph his model of the Sumner Class DD USS Walke, which they did. (We will see where that goes). Hopefully we will see these models in an upcoming issue of the Fine Scale Modeler magazine. Congratulations to the winners.

Please keep bringing in the models you are working on. The more the better.. See everyone at the meeting.

Enjoy the LogBook.

Bob Moritz
El Capitan

MEETING NOTICE

Date: Saturday September 10, 2016

Place: Newport News Park

Time: 1100 Hours

Sequels. Hollywood makes millions off of sequels—and even more if they're done right. This summer we were introduced to a sequel that reports to be done right. In the Mystery Photo we rarely see sequels. We see repeats on occasion, like last month, but rarely sequels. The Hollywood sequel I'm referring to is the movie Independence Day-Resurgence. You know, the one dealing with the second alien invasion of earth where the aliens have technology that is far ahead of what we have here on the big round ball even though we stole all of their technology in the first film. Our Mystery Photo is kind of like that! We see a ship heavily damaged from a new far more powerful technology than was used to fight the war the ship was designed and built to fight in. That crossroads was the technological equivalent of bringing a knife to a gun fight. What we see is the bloody aftermath—figuratively speaking, of course.

We have in the image an aircraft carrier. One that Tony Clayton says "...has probably seen better days. The deck has a few bumps and loose bits." And I image that others see her the same way. This old straight deck carrier shows heavy compressive damage to her after port quarter, overpressure heaving in the flight deck, loss of her mast and antennae, twisted gun tubs, and general disarray. Ordinarily it would take a lot of ordinance to do that kind of damage but, in this case, it was all caused by 2 bombs—2 very powerful bombs! The fact that we don't see more damage might be a testament to the strength initially built into the warship.

Aside from the very visible damage described previously, we can, with a practiced eye, pick out features germane to this unique class of ship. Let's start at the lower right of the image and climb our way to the top left. Picking our way through the debris might be a better way to define the path, but here goes: At the transom we see a large, empty gun tub sponsored off the stern, its shell plating crushed. The shape of the

(Continued on page 2)

Hampton Roads Ship Model Society Picnic

Saturday September 10, 2016

Newport News Park

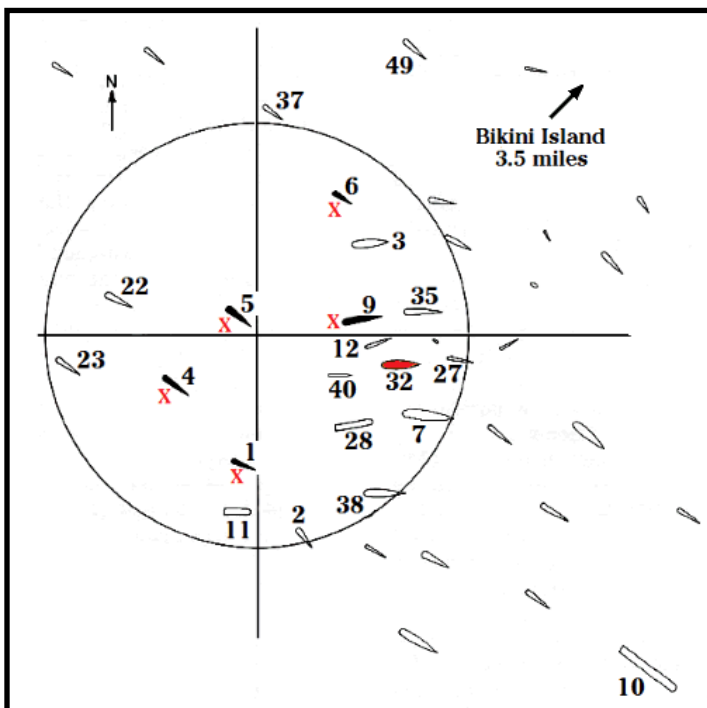
See Page 5

(Continued from page 1)

transom itself is noteworthy in that it is almost square at the waterline but, if you look carefully, you can see it was once rounded in shape at the main deck. Along the hull at main deck level we can see the top of the hull blister which was added to the design to correct stability issues caused by the conversion of an existing design into an aircraft carrier. The top of the blister follows the top of the main deck. The sort of raised bulwark which you see at the inboard edge of the blister is actually the transition plating which extends from the hanger deck back down to the “real” main deck—all to provide a flat and level hanger deck atop the original deck designed with sheer and camber. At the



Mystery Photo



The array of target ships in Bikini lagoon

stern we see enclosed structure which supports the after end of the flight deck. Up forward, the structure above main deck is much the same. The ends were enclosed to provide space for shops and crew while the space between the two elevator openings was essentially open to help ventilate the hanger.

If you look at the flight deck you see the two elevator openings—the large openings fore and aft. The evidence of the broken deck suggests additional openings in between which are not part of the original design. These were probably cut to help the engineers and scientists study the effects to the two large bombs mentioned earlier. The flight deck would have been constructed of a light gauge steel (OK – 10.2# plate is not gauge steel, but it’s at the low end of the spectrum that I work with) with regularly spaced tie-down channels fitted athwart ship. I think you can still see them. Between these channels a pine deck was fitted to serve as the flight deck. The wood seems to be largely gone, either blown away or burned by the blasts. There are some places where the residue suggests the charred timber remains.

Gun tubs line both sides of the flight deck and tell the story of air defense World War Two style. The remnants of the island are on the starboard side adjacent to the forward elevator.

(Continued on page 3)

AMERICAN NAVAL HISTORY

1801

February 3: End of the Quasi-War with France. During the conflict, only one American ship was lost, the Retaliation., but 85 French ships, including two frigates was taken.

March 3: The strength of the navy was reduced from 33 to 13 ships because Congress passed the Peace Establishment Act.

March 4: Thomas Jefferson assumes the presidency. His attitude towards the navy has not changed. He wants the creation of a gunboat navy of small vessels of one or two guns to complement the army's coastal fortifications in defending the country.

May 14: Declaring that the amount of tribute being paid to the Pasha of Tripoli, Yusuf Karamanli declares war on the United States.

May 20: The first American squadron is sent to the Mediterranean. The squadron consist of the frigates President, Philadelphia, Essex and the schooner Enterprise.

July 5: Admiral David Glasgow Farragut is born in Knoxville, Tennessee.

July 27: Robert Smith is appointed second secretary of the navy.

August 1: First action of the War with Tripoli with Enterprise capturing the Tripolitan polacre Tripoli off Malta after a three hour fight during which the enemy feigns surrender twice.

1801 Ends with no further actions.

Bob Moritz

Nautical Term

Ringtail A trysail carried abaft or above the spanker on clippers and some later square-riggers. The origin of the term is not known; it may be that some of the early ones were made with an extra large clew cringle.

Tim Wood

THE ANSWER

Aerial view of ex-USS Independence at anchor in San Francisco Bay, California, January 1951. There is visible damage from the atomic bomb tests at Bikini Atoll.

Credit: San Francisco Maritime National Historical Park, P82-019a.3090pl_SAFR 19106

(Continued from page 2)

All of the masting is gone. Also on the starboard side you can see at least one, possibly two, of the original four exhaust stacks blown over to starboard. Up forward you can see the track of the a hydraulic catapult extending from the elevator opening to the forward edge of the flight deck on the port side. There may be a second catapult to starboard. There is some evidence at the forward end of the flight deck of an identification number. I know what it looks like to me but I will withhold that thought. A row of calibration flags has been fitted to the flight deck. Tony made note of this. "There are lots of mysterious striped poles topped with black and white flags, seven with white above black, and six with black above white for a total of thirteen (a good Fibonacci number)."



Mystery Photo

The vessel is at anchor.

Aside from the previously mentioned Tony Clayton, we also had a reply from ex-carrier man Rob Napier. Rob likes to play whenever a carrier crosses the Mystery Photo. We know this when he announces: "Can't let a carrier pass me by." He and Tony were not taken in by the vessel's good looks as they both comment on her heavily damaged state. Intrigued by the striped poles, Tony was wondering whether "The man who set these in position is probably still aboard, hanging on to a rope at the front end of the vessel (bow to you naval folks). I think he has been inspecting it for the Navy in case it can be repaired, though the Island looks a bit the worse for wear." While Rob's keen eye picks up on the "unreadable name on [the] stern." There actually might be enough there to make an identification by process of elimination. He too comments on the strange poles thinking that they were "Fitted...evidently to mark damage."

In its present state Tony supposes "it could have been used for bombing or gunnery practice, but I would have thought



Bikini Atoll July 25, 1946

they could have caused more damage than we see." He also is looking "forward to learning a bit more about this future fishing reef, assuming it's in deep water and not in the James River fleet." I think Tony knows something he didn't commit to paper. Rob liked the look of the hull and likens it to the "small Second World War US carrier, but not tall enough or top heavy looking enough to be one of the escort carriers."

My first thought was that the Mystery Photo might show one of the Japanese *Umyu*-class aircraft carriers that were captured in heavily damaged condition at their naval base at Kure, Japan at the end of World War Two. Specifically I thought this might be the *Katsuragi* as I remembered images of her showing the same flight deck heave we see in our Mystery Photo. But our MP is not *Katsuragi*, there are too many differences in our MP ship and the Japanese carrier.

Rob solves the problem nicely. He says, "I Google "damaged light American aircraft carrier," and click on Images. Start scrolling. Finally find our image. It's *USS Independence*



USS Independence after use as a gunnery target of San Francisco.

(Continued from page 3)

(CVL-22). Sure enough, converted to carrier from a cruiser hull. She was very useful during the war.” That easy! And he finishes Tony’s thought when he notes that “the damage we see in the MP is from atomic bomb tests held after the war at Bikini Atoll. The MP was taken of the vessel anchored in San Francisco Bay later (January 1951), before being sunk in 2600 feet of water as a target ship off the Farallon Islands.” Indeed, the caption that accompanies the image on most web sites reads “Aerial view of ex-USS *Independence* at anchor in San Francisco Bay, California, January 1951. There is visible damage from the atomic bomb tests at Bikini Atoll.” Which brings us to the crossroads I mentioned earlier.

Operation Crossroads consisted of two of three planned nuclear weapon tests in 1946. They were the fourth and fifth nuclear fission devices to be exploded in history. From Wikipedia we learn that their purpose “was to investigate the effect of nuclear weapons on warships.” These tests were the first of many nuclear tests held in the Marshall Islands, “and the first to be publicly announced beforehand and observed by an invited audience, including a large press corps. A fleet of 95 target ships was assembled in Bikini Lagoon and hit with two detonations of Fat Man plutonium implosion-type nuclear weapons of the kind dropped on Nagasaki, each with a yield of 23 kilotons of TNT”.

“The first test was *Able*. The bomb, named *Gilda* after Rita Hayworth's character in the 1946 eponymous film, was dropped from the B-29 Superfortress *Dave's Dream* of the 509th Bombardment Group on July 1, 1946, and detonated 520 feet (158 m) above the target fleet. It caused less than the expected amount of ship damage because it missed its aim point by 2,130 feet (649 m). The second test was *Baker*. The bomb, known as *Helen of Bikini*, was detonated 90 feet (27 m) underwater on July 25, 1946. Radioactive sea spray caused extensive contamination. A third deep water test, *Charlie*, planned for 1947, was



Atomic Testing Fleet

anceled primarily because of the United States Navy's inability to decontaminate the target ships after the *Baker* test. Ultimately, only nine target ships were able to be scrapped rather than scuttled. *Charlie* was rescheduled as Operation Wigwam, a deep water shot conducted in 1955 off the California coast.

Bikini's native residents agreed to evacuate the island, with most moving to the Rongerik Atoll. Later, in the 1950s, a series of large thermonuclear tests rendered Bikini unfit for subsistence farming and fishing. Because of radioactive contamination, Bikini remains uninhabited as of 2015, though it is occasionally visited by sport divers. Although planners attempted to protect participants in the Operation Crossroads tests against radiation sickness, one study showed that the life expectancy of participants was reduced by an average of three months. The *Baker* test's radioactive contamination of all the target ships was the first case of immediate, concentrated radioactive fallout from a nuclear explosion. Chemist Glenn T. Seaborg, the longest-serving chairman of the Atomic Energy Commission, called *Baker* "the world's first nuclear disaster."

USS Independence was selected as one of the test ships. She is number 28 on the target array map for the first test. It's not clear from the map which way the ship was anchored, like you can discern for some of the other vessels, but if we assume that the bow is facing the right then the blast damage we see in the MP fits. What we learned from this test influenced later naval design regarding the hardening of structures to better withstand the blast effects from a nuclear explosion. We know that *Independence* survived the test as she was later towed to the San Francisco Naval Shipyard and prepared as a target for naval gunfire tests. The tall striped poles and flags were fitted to guide the 1951 gunfire training. *Independence* definitely met her crossroads at the corner of Bikini Atoll and a hard place.



A-bomb blast damage to the USS Independence, Bikini, July 1946

John Cheevers



HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

Saturday, September 10, 2016

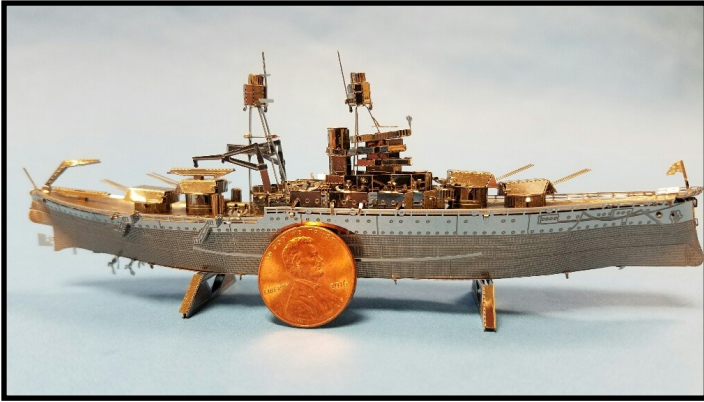
11:00 am, until. The event will be held rain or shine.

WHERE: Newport News City Park, Shelter #18. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area with rest rooms nearby, tables, benches and barbecue grills.

The HRSMS will provide soft drinks, hotdogs, and hamburgers with all the condiments. Other items needed are salads, side dishes and deserts.

Contact: Event Coordinator: Bill Dangler (757) 245-4142 or

Tom Saunders, E-mail, tesaunders@verizon.net



Tim Wood's Arizona from Metal Earth



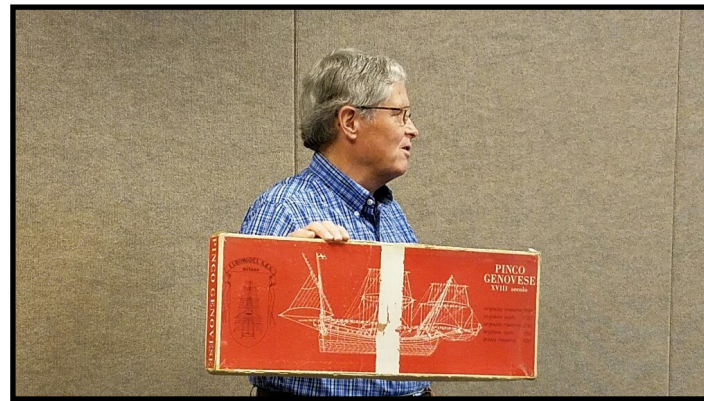
Charles Landrum's CSS Alabama at the IMPS



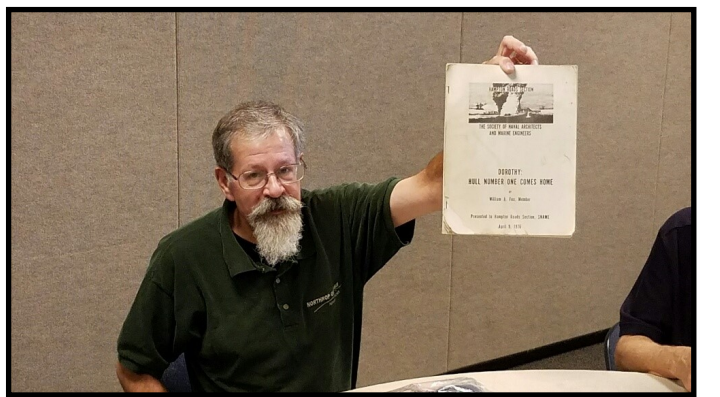
Greg Harrington's Portuguese river boat



Gene Burgers sub chaser at the IPMS



Bill Fox talks about a kit of the Pinco Genovese



Kevin Ritton shows information on the tug Dorothy

Mystery Photo

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



NOTABLE EVENTS

SEPTEMBER

- 10 HRSMS Monthly Meeting Picnic, Newport News Park
- 19 Talk Like a Pirate Day

OCTOBER

- 8 HRSMS Monthly Meeting: Mariners' Museum Presentation, Marty Gromovsky, Figure Painting

NOVEMBER

- 12 HRSMS Monthly Meeting: Mariners' Museum Presentation, Ryland Craze, TBA

DECEMBER

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

JANUARY

- 14 HRSMS Monthly Meeting: Mariners' Museum Presentation, Tony Clayton, TBA
Nomination of officers,

FEBRUARY

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

MARCH

- 11 HRSMS Monthly Meeting: Mariners' Museum

APRIL

- 8 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 13 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 10 HRSMS Monthly Meeting: Mariners' Museum Presentation:

JULY

- 8 HRSMS Monthly Meeting: Mariners' Museum

AUGUST

- 12 HRSMS Monthly Meeting: Mariners' Museum

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Bob Moritz (804) 779-3365
Mate: Gene Berger
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Chaplain: Alan Frazer (757) 867-7666
Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
August 13, 2016
Mariners Museum

Guests: None

The meeting was called by Mate, Gene Burger at 1010 hours. Gene announced that the Skipper was a little under the weather. There were no guests present. Gene circulated a paper to construct a roster of those who attended the tour at the July meeting. Gene then circulated signup sheets for the September picnic. Bill Dangler announced that the picnic will be moved to shelter number 18 due to construction at our previous site. There was no correction to the minutes. Ryland Craze gave the Purser's report. Greg Harrington gave the Webmaster's report indicating he had made several changes to the menu on the web site.

Old Business: Ryland Craze said that mid Atlantic group meeting was still being worked by the Washington Ship Model Society. The goal is to have the event in the June timeframe and that he will keep us apprised as details unfold. Tim Wood was asked if instructions for the picture frame in the model builder's (taco) stand had been created. Tim stated that they had not been completed. Ron Lewis said there is no HRSMS brochures in the model builder's stand. Tim Wood said that he would send an updated copy to Tom Saunders for reproduction. Ron further noted that HRSMS 50th anniversary exhibit was being worked into the museum's schedule for the 2017-18 timeframe. The configuration of a relocated model builder's is in the preliminary stages of planning. Other changes to the museum changes are being considered and not for publication at this time.

New Business: Tim Wood said that was informed that we needed more HRSMS business cards. It was noted that there is still a minimum of one box of cards in the taco stand and new cards are not required at the present time. Gene Berger talked about attending the IPMS National Convention. Several members were in attendance, with Gene winning best ship for his sub chaser and Charles Landrum winning a 3rd place in his category for his CSS Atlanta.

Show & Tell: Greg Harrington showed the progress on his Portuguese river boat. Bill Fox showed an old kit of the Pinco Genovese, an early 19th century naval vessel. Tim Wood showed a photo-etch model of the USS Arizona by Metal Earth. Kevin Ritton showed information on the tugboat Dorothy.

The meeting was adjourned to a presentation on the USS Olympia by Tim Wood.

When I lost my rifle, the Army charged me 85 dollars. That is why in the Navy the Captain goes down with the ship.

Dick Gregory