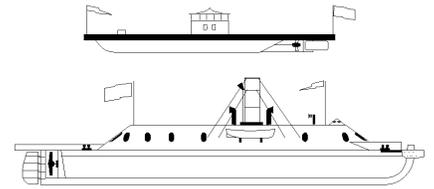


Hampton Roads Ship Model Society

Logbook



No. 285

WWW.HRSMS.ORG

MARCH, 2010

From The Bridge



It looks like that Spring has finally arrived. This has been a hard and cold winter for us Southerner's compared to the winters of the past. I know that many of us eagerly awaited the first snow back in December. When it first arrived, we admired nature's beauty. But after the third or fourth snow, we have grown tired of winter's cold and gray days and long for the warm days of spring. Hopefully everyone was able to get in some quality modeling time over the winter months.

The month of March is a busy month for the Society. We start off with our monthly meeting on Saturday, March 13. We then finish off the month with our annual banquet to be held at the Riverwalk Restaurant in Yorktown on Saturday night, March 27. This is the site of last year's banquet and those who attended gave it rave reviews for food, service and facilities. The cost has been reduced to \$ 40 per person and I hope that everyone can attend.

In this newsletter, you will find a ballot for the 2010 Founders Award. We have three fine individuals nominated, John Cheevers, Tony Clayton and Bill Dangler. Please submit your vote to me no later than March 19th.

In closing, I want to thank Heinz Schiller for his presentation on building miniature ship models. It was a lot to learn, yet it was so simple following his process. When I now go through the grocery store, I look at a cucumber in a different light. I do see the ships lines in the cucumber.

Please bring your current model project to the meeting Saturday to share your progress with the membership. We are all interested in what others are building. See everyone Saturday.

Ryland

NAUTICAL TERM

Irish Pennant Any loose or unsecured line, or a frayed line or cloth. Originally a British term, it originated no doubt from the old and well-known low (and ill-deserved) regard by some Britons for people and things of Ireland.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #284: "Not much to go on in the photograph," is how Bob Comet begins his response. This statement is rather odd because as he continues Bob offers four invaluable clues toward solving this mystery. He begins by saying that the vessel is "a dreadnought type battleship with an extreme ramming bow...[and a] relatively short forecastle." This identifies the vessel's type if you agree with him. Then he mentions that the vessel has "quite a bit of tumble-home." I agree, and this feature can help to identify the vessel. Next he says that "the main deck has not been completed, making the [No's] 1 and 2 barbettes for the forward battery look quite high." OK, here he alludes to a vessel under construction. I suggest that the image captures a vessel during deconstruction. And finally he says that "a heavy dockyard crane gives me no clue as to its location, but pretty obviously big enough to lift the barbettes armor into place." Hey, finding this crane can place the image and maybe aid in the timeline.

Let's begin with the crane.

Looking at the image we can see most of a crane that is the hammerhead type—so named because it resembles a hammer when viewed in profile. (I call on Heinz, our resident crane expert, to confirm this.) The base or tower portion of this crane is fairly unique in that the corner supports form four nearly vertical legs with the usual truss type bracing, and there is an inner more pyramid shaped set of legs and bracing. Likewise the cantilevers supporting the trolley part of the crane seem to consist of a wide and a narrow set of arms, with the narrow cantilever arms extending farther from the tower. More importantly we can see from the image that the tower rotates with the boom and arms. Some of these cranes have a fixed tower and their booms rotate at the connection between the two. What you cannot see is the large electrical motor and gear house and counterbalance apparatus.

A Google search looking for the "hammerhead" variety produced a host of very similar cranes and one that physically matched. The match, with accompanying photo, comes

(Continued on page 2)

MEETING NOTICE

Date: Saturday March 13, 2010

Place: Mariners' Museum

Time: 1400 Hours

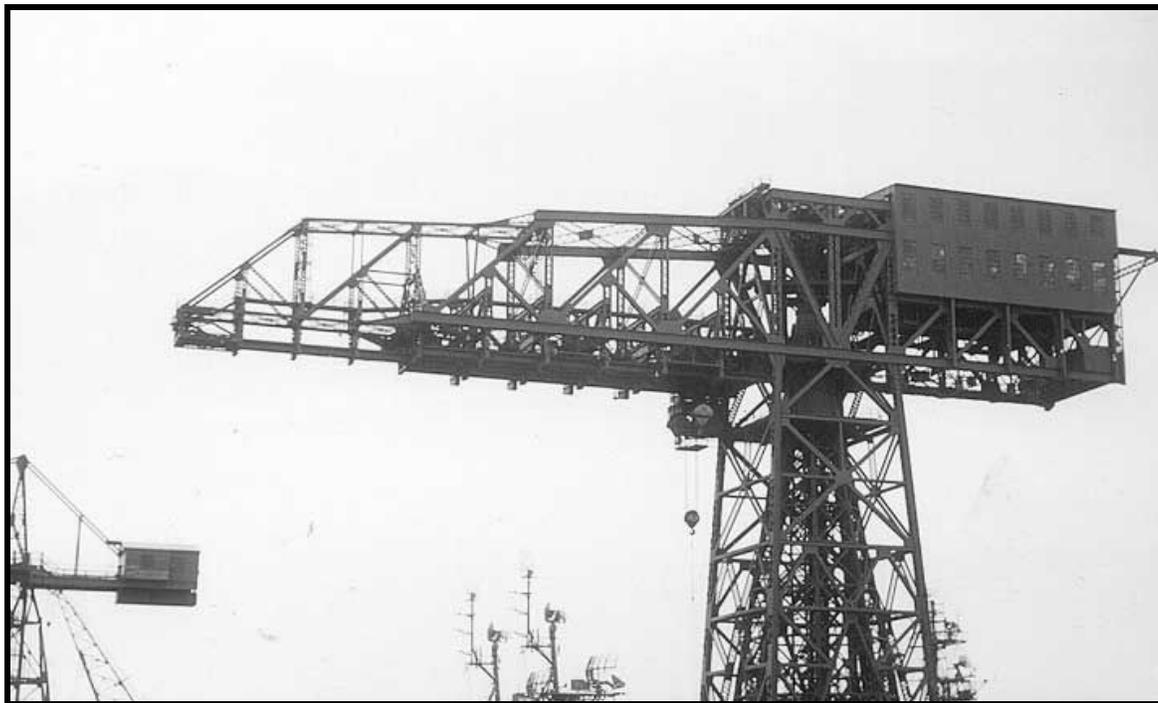
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from an article found in the "December 13, 1996 Philadelphia Business Journal" and identifies it as "the giant hammerhead crane that looms above the Philadelphia Naval Shipyard." This crane, "One of the most visible symbols of Philadelphia's 20th-

side armor below the main deck in progress."

I took a different path. Armed with the identified crane, I looked a little closer to home. The ship in the image, in my opinion, is being scrapped. And that means scrapped at the Philadelphia Navy Yard. And that means it is more than likely a US Navy battleship. We also can see that the forward

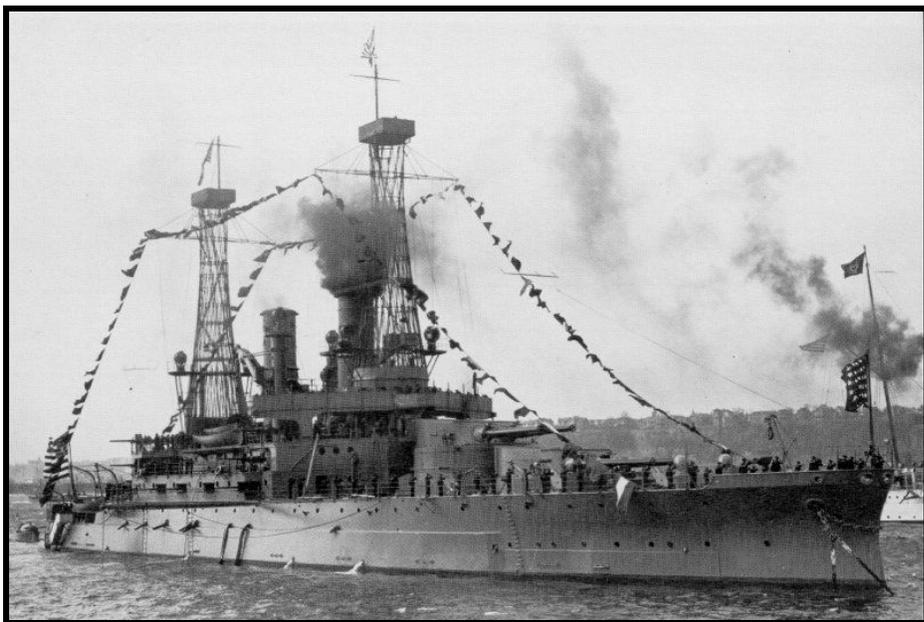


Hammerhead Crane, The Philadelphia Naval Shipyard

two turrets are superposed (a clue Bob alluded to) which eliminates all pre-dreadnought battleships from consideration. His "tumblehome" clue eliminates all battleships from USS *New York* (BB-34) to the end of the line. That leaves 8 candidates ranging from USS *South Carolina* (BB-26) to USS *Arkansas* (BB-33). History will remove *Arkansas* and *Utah* from consideration, reducing the list 6. Of these 6, the available sources: ship lists, on-line ship histories, reference

century industrial might" was "completed in 1917, the crane has not been used since the late 1970s." With an ironic twist to our Mystery Photo, the article has it "scheduled to be demolished." "With the help of...other cranes, the components, which include the multistory machinery house, the counterweights and a smaller bridge crane attached to the back, will be placed on a barge and towed to a scrapyard." This article provides not only a location for our Mystery Photo but a time frame—albeit a rather large one.

Can we narrow the established time line and produce a ship set of vessels for the Mystery Photo? Using Bob's "dreadnought" clue, I think so. Bob, convinced that the vessel is under construction, used his trusty Jane's to narrow his list to two, the "Austrian *Viribus Unitis* class and the British *Iron Duke* class." Ultimately he chose "the *HMS Iron Duke* being built at Portsmouth from 1912 to 1914 showing the barbettes for the two forward twin turrets of 13.5" caliber just installed, and the



USS Florida BB-30

books, etc. all agree that only three of these vessels were

(Continued on page 3)

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Mystery Photo

scrapped at the Philadelphia Navy Yard. They are *USS Michigan* and *USS Delaware* which were both scrapped there in 1924 in accordance with the terms set forth by the Washington Naval Treaty of 1922. The other, *USS Florida*, was scrapped there in 1931 in accordance with the terms of the London Naval Treaty of 1930.

Michigan was the smaller of the three vessels and

while *Florida* has both funnels between the masts. That distinction does not help with our Mystery Photo as the vessel has been drastically cut down. Also, all of three ships feature the “extreme ramming bow” that Bob describes. So how do we choose the right vessel?

I think we are back to the “tumblehome” clue.

Michigan and *Delaware* as built carried a very limited tumblehome—just enough to slightly slant the side armor; you can see hints of it in the available photography. The

Washington Naval treaty, which forced these two ships to the scrapper early in their careers also provided for the reconstruction of the remaining battleships. One feature planned for the surviving US Navy battleships was augmented torpedo protection in the form of a hull blister. In most of the reconstructed battleships, this blister was characterized by a vertical side and distinctive step along its upper edge where it joined with the side of the ship. The blister fitted to *Florida* was different. It sloped inward in a very distinctive, somewhat exaggerated tumblehome. I think we see this tumblehome in the Mystery Photo.

So we had Bob’s guess and now you have my guess. I believe we see *USS Florida* in the middle stages of scrapping. And I see that the editor placed two white boxes on the image to blot out what would no doubt be features or markings that positively identify the ship. My guess is that the box at the bow hides the ship’s hull number while the box near the stern hides turret #4.

Florida and her sister *Utah* were the smallest and oldest battleships retained by the United States as part of the Washington Naval Treaty. The following passage was gleaned from a trusted on-line source and it highlights the last years of *Florida*’s career: “...*Florida* was laid up June 1924. She was modernized at the Boston Navy Yard from 1 April 1925 to 1 November 1926. The reconstruction included: Heavier deck armor and anti-torpedo blisters along her sides

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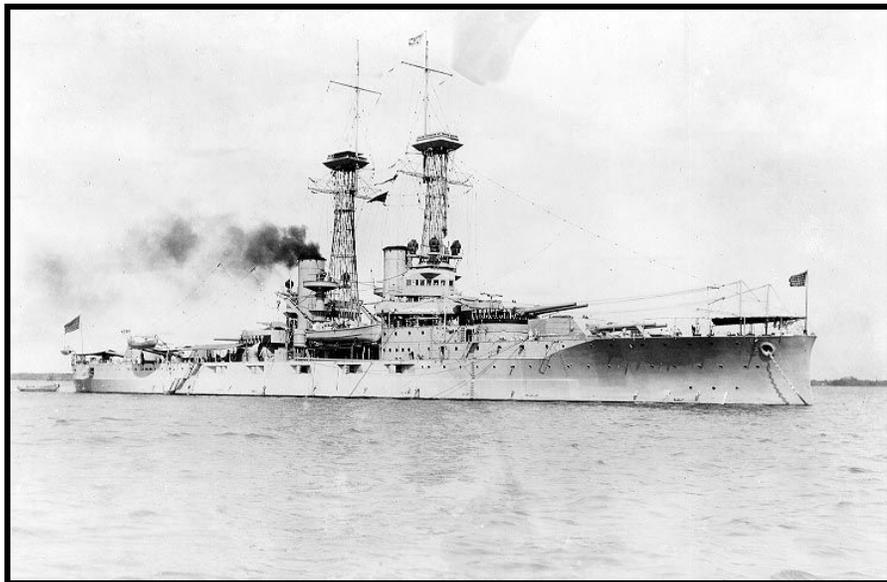
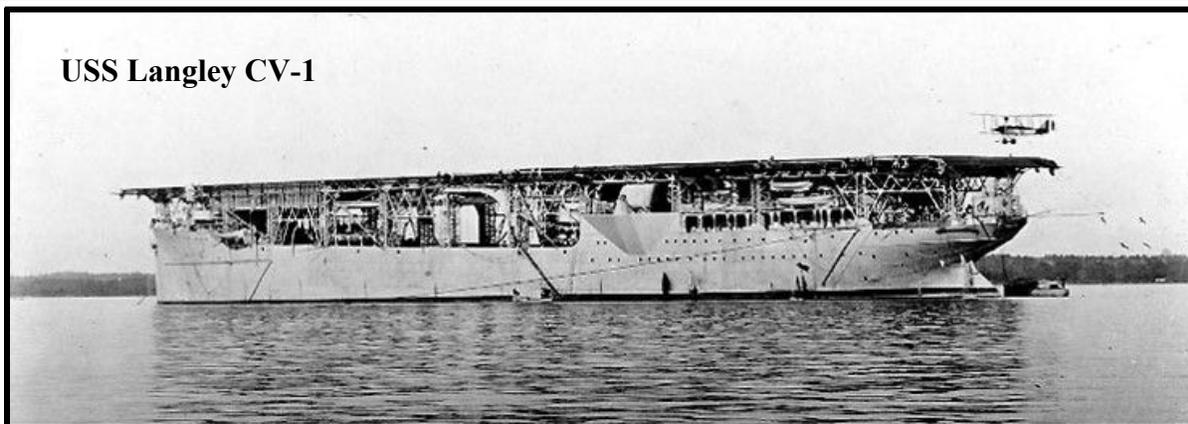


Photo #NH61253 *USS Delaware* in Guantanamo Bay, Cuba, January 1920

carried her large caliber rifles in only 4 turrets. *Delaware* and *Florida*, while classified as two distinct classes, were near sisters with *Florida* being only about 8-feet longer in length. They both carried their major caliber rifles in 5 turrets arranged in the same manner—two forward and three aft with No’s 4 and 5 sited flush on the after deck. Ship enthusiasts will differentiate the two vessels by their funnel and mast arrangement: *Delaware*’s being mast, funnel, mast, funnel

USS Langley CV-1



**HAMPTON ROADS SHIP MODEL SOCIETY
ANNUAL BANQUET**

**Saturday March 27, 2010
Riverwalk Restaurant
323 Water Street
Yorktown, VA**

**Cash Bar 6:30 pm Dinner 7:30 pm
Price \$40.00 per person, includes tax and gratuity**

Dinner Menu

Lobster Bisque

**House Salad
Warm Bread**

~

**Sliced Beef Tenderloin
Red Wine Sauce**

or

**Seared Maine Salmon Fillet
Dill Butter Sauce**

~

**New York Style Cheesecake
Fresh Berries**

**HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET
Riverwalk Restaurant, Saturday March 27, 2010**

NAME _____

Number in your party _____

**Return this form and funds to Eric Harfst
not later than March 19, 2010.
Eric Harfst**

X \$40.00

Total \$ _____

(Continued from page 3)



Mystery Photo

and a rearranged secondary gun battery. The four boilers were converted from coal fired to White-Forster oil fired. Her two smokestacks were trunked into one. The aft caged mast was replaced with a lower stick mast and relocated aft between Turrets 3 & 4. Four of the sixteen 5 inch (127 mm) 45 caliber secondary battery mounted in sponsons in the hull were removed. The two 21 inch (533 mm) underwater mounted torpedo tubes were also removed. The ship served but a few years in this new guise, as she had to be removed from the National Armament under the 1930 London Naval Treaty.

Therefore, she was decommissioned 16 February 1931 at the Philadelphia Naval Yard, stricken from the list 6 April 1932 and scrapped at the Philadelphia Naval Yard under the terms of the London Naval Treaty of 1930. Scrapping was completed on 30 September 1932.”

Thinking about how these ships were built, can anyone tell me why the ship’s bow is cut down while the stem seems to be intact all the way to the forecastle? The answer may surprise you.

John Cheevers



Jeweler's hand vise

Lee Valley Tools

No 60F08.01

MINUTES



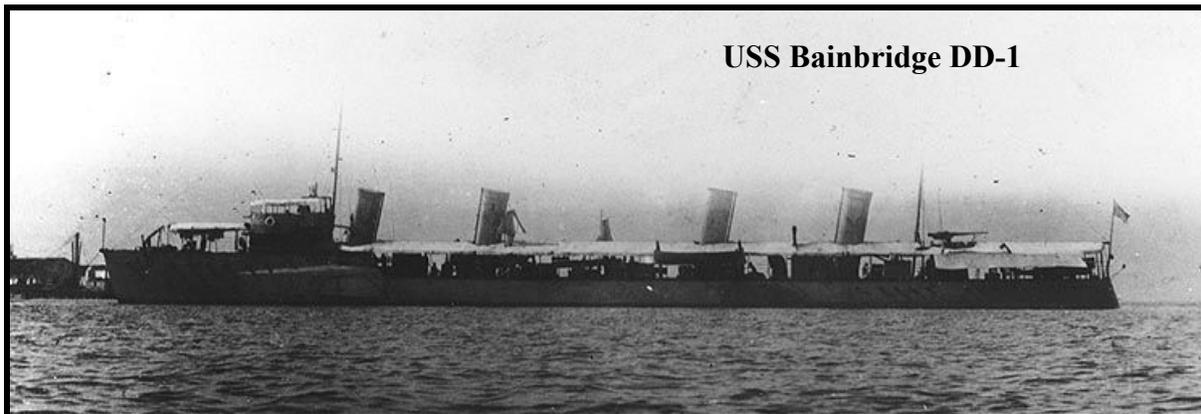
Hampton Roads Ship Model Society Monthly Meeting

February 13, 2010
Mariners' Museum

The meeting was called to order by the Skipper, John Cheevers, at 1414 hours. There were no corrections to the minutes as published. Eric Harfst gave the Purser's report and noted that the annual dues were due. Greg Harrington gave the Webmasters report and said that he was reworking the website code to make it more maintainable.

Old Business: The Skipper directed the Clerk, Tom Saunders, to cast a single vote for the unopposed slate of officers. The new bridge consists of Skipper Ryland Craze, Mate Tim Wood, Purser Eric Harfst and Clerk Tom Saunders. Tom Saunders reported on his discussion with the banquet coordinator at the Riverwalk Restaurant. The final price meal had not been set as the menu had not been selected. He informed the group that there would be a \$100.00 charge for the room if there were less than 35 in attendance. There was also a matter of funding the hors d'oeuvre tray either through an addition to the cost of the meal or through a society subsidy. After discussion, the menu from last year was selected. A motion was made and passed to set the meal price at \$40.00 per person with The HRSMS funding the balance. The form will be included in the next issue of the Logbook and is to given to the Purser no later than March 19. The names for the nominees for the Founders' Award were announced. They are John Cheevers, Tony Clayton and Bill Dangler. The nomination form and ballot will be included in the March issue of the Logbook. The Skipper talked briefly about new stationary for the HRSMS. He said that he would present some selections at the next meeting.

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USS Bainbridge DD-1

Hampton Roads Ship Model Society 2010 Founders' Award Nominations and Ballot

The Founders' Award is voted by the membership to the person who has most furthered the goal of the Hampton Roads Ship Model Society.

The nominating committee submits the members whose names appear below as nominees for the Founders' Award to be presented at the annual banquet this year.

Bob Comet, Nominating Committee Chairman

John Cheevers

John has exhibited energy and enthusiasm in his role as HRSMS skipper over the past three years. His skipper's column and mystery photo column contributions routinely go far beyond any minimum expectations. He has done a very capable and conscientious job of taking care of club business, and has shown initiative in putting forth ideas for the improvement, opportunities to expand, and gaining recognition for the Society.

John is an active expert model maker and has made numerous interesting and informative presentations at the monthly meetings of the society. He has been a contributor to the NRG Journal.

Tony Clayton

Tony initiated and carried out a program to design and manufacture several hundred (to date) simple wooden ship model kits for use by the HRSMS volunteers at the Mariners' Museum's Ship Modeling Demonstration Booth. The models, complete with all necessary materials and instructions, are given to young children as a means of getting them interested in making ship models. Tony has performed all the work on the project and has paid for all the related materials, and he continues to make new model kits as the supply is used up.

In addition, Tony is a regular attendee and participant at HRSMS meetings.

Bill Dangler

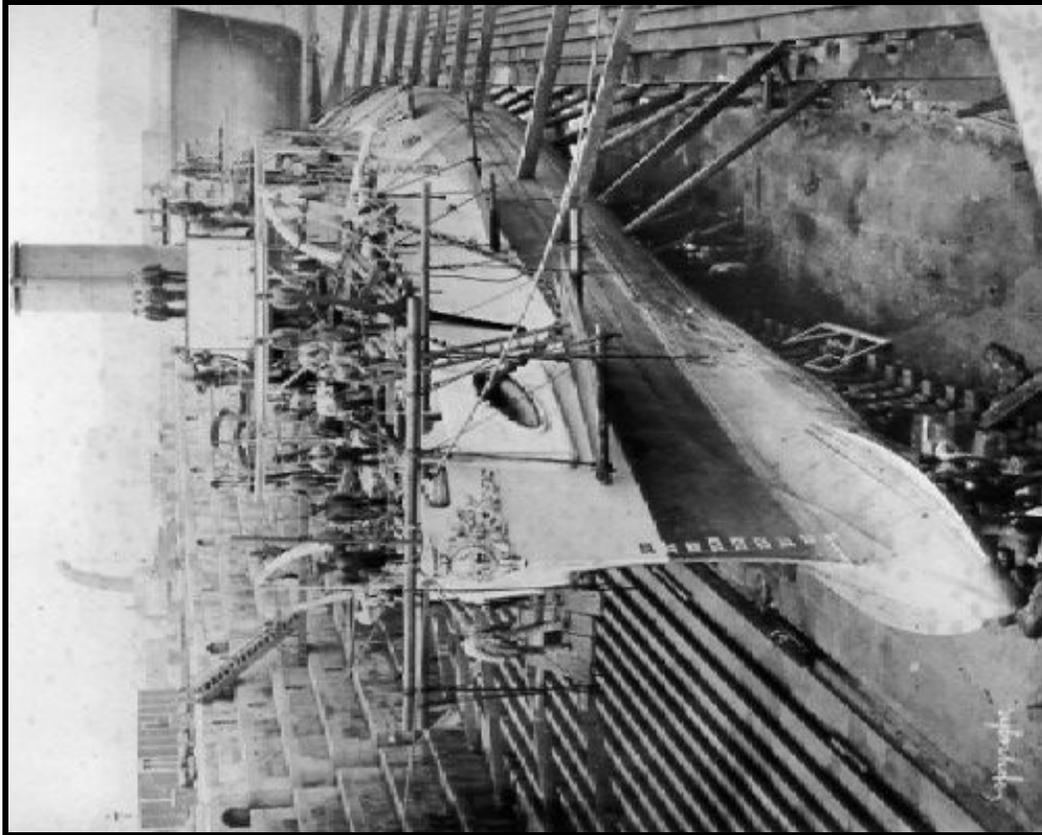
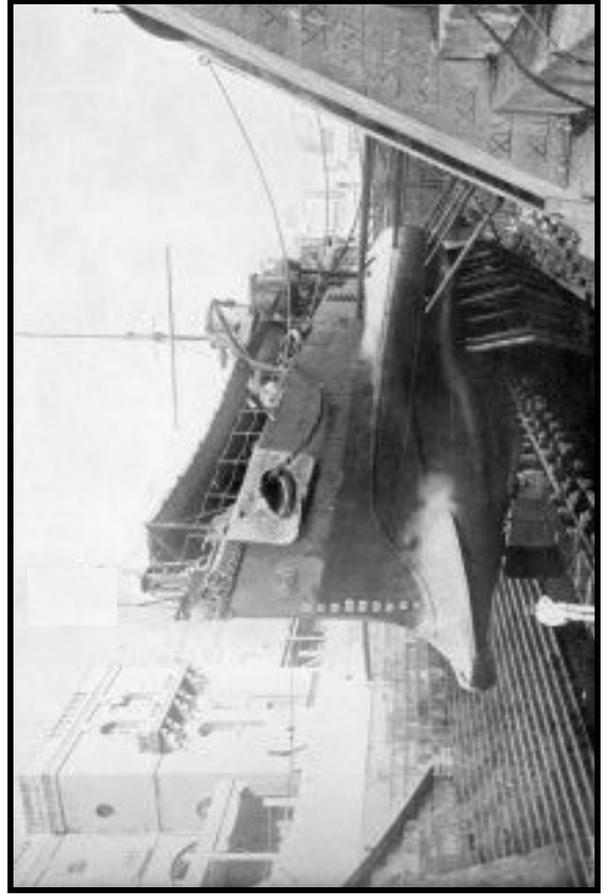
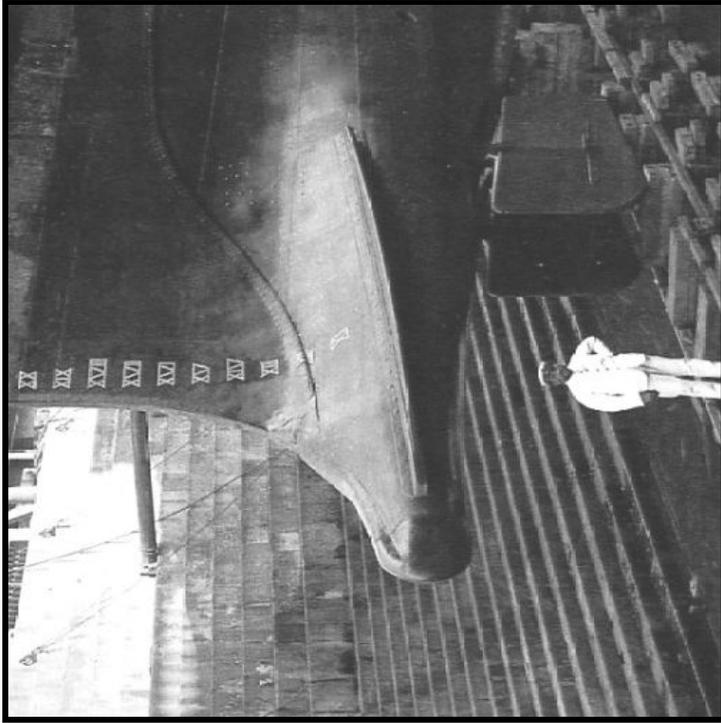
Bill is nominated for the Founders Award primarily because of the work he does in support of our annual Picnic. Bill contacts the city reserving a suitable site, at the time desired by the Society. On the day of the picnic, Bill is there early to start the fire in the grill and to ensure that the site is clean and ready to go. Bill is usually the last member to leave, doing what is necessary to leave the picnic site as good or better than when we arrived.

Bill is a regular attendee at the HRSMS meetings, participating frequently in the show and tell portion, and updating the membership with items of interest. He further supports us by attending events which spotlight the Society to the public, such as the NRG Conference, the Plastic Modeler's show at Virginia Beach Conference Center, and our annual banquet.

2010 Founders' Award Ballot

Vote for one: **John Cheevers** _____ **Tony Clayton** _____ **Bill Dangler** _____

Give the completed ballot to the Skipper at the March meeting, or mail this ballot to the skipper not later than March 19th. (Ryland Craze, 5708 Oak Knoll Lane Midlothian, VA 23112), or vote by e-mail at: ckart55@aol.com. Only Members in good standing may vote



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

NOTABLE EVENTS

MARCH

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Bob Comet "building the Niagara - Part 2"

APRIL

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Graham Horne

MAY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Greg Harrington

JUNE

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: George Livingston

JULY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: "The Nemi Ships", Ron Lewis

AUGUST

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

SEPTEMBER

- 11 **HRSMS** Monthly Meeting, Picnic, NN Park
19 Talk Like a Pirate Day

OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ryland Craze
16-17 IPMS Region 2 Model Contest, Fredericksburg, Va.

NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Tony Clayton

DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Cheevers

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 934-1450
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Len Wine (757) 566-8597
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

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New Business: Bill Clarke asked if we wanted to renew our subscription to the Nautical Research Journal. The Skipper stated that we had not had a subscription in several years. No further action was taken on this matter.

Show & Tell: John Cheevers distributed business cards from the Director of the Mariners' Museum Library. Bob Comet showed a jeweler's hand vise from Lee Valley tools. David Tagg showed his first model and talked about cleaning and restoring it. Hugh Van Brimer his model of the *Victory* and a tool from Model Expo called the Perfect End, used trim the end of nylon line. Greg Harrington showed his building board for his Portuguese cargo vessel. Ron Lewis asked a question about drill runout in a small Dremel-like tool. There were several suggestions to correct the runout.

The meeting was adjourned to the presentation "Method for Crafting Miniature Models" by Heinz Schiller.

**PLEASE REMIT
YOUR 2010 DUES
TO THE PURSER**

THE ANSWER

The answer to Mystery Photo 284:

The photo shows the former battleship FLORIDA (BB-30) after her retirement on 16 February 1931: the ship had been given a major modernization during the late 1920s, money totally wasted after the London Naval Treaty of 1930 required her retirement and either disposal or modification to another purpose (her sister UTAH, BB 31), was disarmed and used first as a target ship and then as an AA training ship, in which guise she was lost at Pearl Harbor in 1941); the photo of poor FLORIDA was taken at Philadelphia Navy Yard during April 1932 and shows the scrapping process already well along.

Thanks to Dave Baker for supplying the photo and answer.

Ed.

Your Articles Are Wanted

Have you read a book, found a new tool, found a source for supplies, or built a kit? Send a note to the Editor.