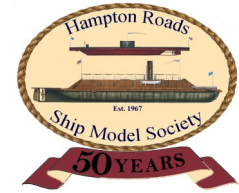


Hampton Roads Ship Model Society Logbook!

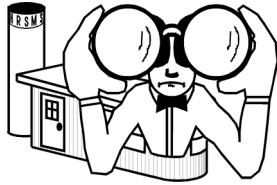


No. 427

WWW.HRSMS.ORG

January 2022

From
The
Bridge



Mystery
Photo



How I Wasted My Christmas Vacation

In mid-December, I received an email from a gentleman in Isle of Wight offering 150 plans from the naval architecture firm Coast Engineering (Norfolk), which closed in the late 70s. He had been maintaining them until the statute of limitations expired. It turned out to be 190 drawings, and I spent the better part of two days cataloging all of them. In addition to those produced by Coast Engineering, there are drawings from other naval architecture firms and shipyards. The majority of those from Coast Engineering are ferries, tow boats, and tugs. Before having seen any of them, the plan was to allow the members to reproduce what was of interest to them and then donate them to the museum, presuming the museum has any interest. Not to diminish the thoughtfulness of the gift, expectation the members or the museum will have much interest did diminish after reviewing the drawings, which explains the title of this article.



MV Delaware, built 1964, still on the Cape May-Lewes run.
Photo by "Captadam" (Wikipedia)

You can find the list of drawings being offered on our website:
<https://www.hrsms.org/Content/plans-from-coast-engineering-archives/>

I do not have the space to store these indefinitely, so please act quickly if you have any interest. If the museum is not interested, we'll have to find another location or dispose of them.

(Continued on page 2)

Mystery Photo # 426: If you guessed British cruiser anchored off of the waterfront at Liverpool, England, you would have been oh, so close! Well, I was oh, so close....and I was wrong! I had the ship's type and navy correct, but I was half a world away on the location. I had to do a little bit of homework to identify the actual vessel and this scene. Who else had this problem? And did anyone get it right? We'll see. Welcome to the New Year edition of Mystery Photo where we try and explain away sampans in the River Mersey!

Heavy cruiser, Destroyer killer, Commerce raider; the classification of this ship's design is somewhat confusing. Some of the confusion stems from writers and historians trying to Pidgeon-hole the design into what have become very familiar reference categories. If you read about the design's gestation in Friedman's British Cruisers Two World Wars and After, you'll be left wondering just what the design was intended for. The classic, some might say nostalgic, view of a cruiser is one of a ship intended to operate independently far from a fixed base; one that is armed well enough to defend itself, or fast enough to evade a stronger adversary. In the world of warship design where one-upmanship prevails, the vessel in this month's Mys-

(Continued on page 2)

NOTICE

From Tuesday, January 18 through Friday, January 21, the Museum will be closed for routine maintenance and staff training.

MEETING NOTICE

Date: January 8, 2022

Place: Mariners' Museum

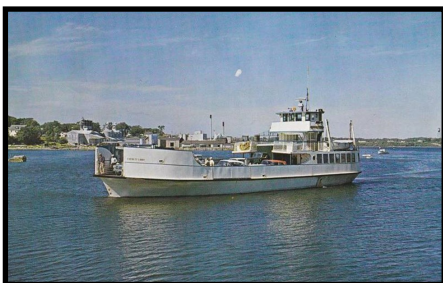
Time: 1000 Hours

The meeting will be broadcast on Zoom.

(Continued from page 1)



I have set aside a few of potential interest, either because of the subject matter or the greater detail offered in the drawings. I will bring them to the next meeting.



Everett Libby, built in 1960, still operating in Maine

Greg

THE ANSWER

Mystery photo 426
HMS Hawkins moored at Shanghai, China, about 1927. U.S. Naval Historical Center Photograph # NH 105067-A.

(Continued from page 1)



tery Photo frames a ship that is just one link in the evolutionary chain of cruiser design.

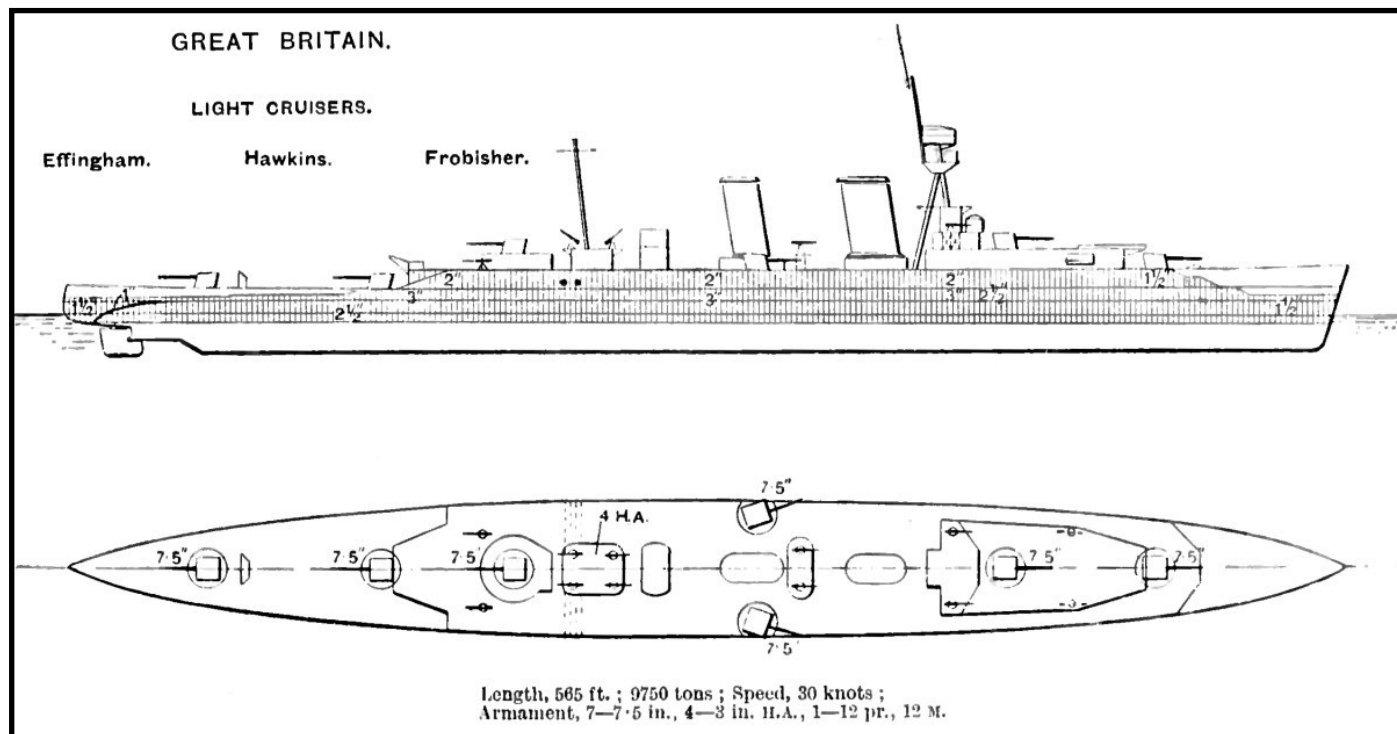
Three responses this month and they are pretty much on target. Without saying so, they seems to agree that the cruiser is one of the five units of the

Hawkins class. Ulrich Guenther replied first and he “think[s] there is a party on deck of the British Cruiser EFFINGHAM.” Rob Napier replied last and after consulting M.J. Whitley’s book Cruisers of World War Two, also thinks the vessel is Effingham. He also tentatively places the vessel in Shanghai as he points out that Effingham “served as flagship of the Far Eastern Squadron in the East Indies between 1925 and 1932.” The second response came from Tim Wood who nails it when he writes: “The ship in question is the Heavy Cruiser *HMS Hawkins* D86 moored at Shanghai, China, about 1927. U.S. Naval Historical Center Photograph # NH 105067-A.”

According to the references, “*HMS Hawkins* was the lead ship of her class of five heavy cruisers built for the Royal Navy during the First World War, although the ship was not completed until 1919.” The impetus behind the design varies. Some say that the “cruisers were designed to be able to hunt down commerce raiders in the open ocean, for which they needed a heavy armament, high speed and long range.” Other authors claim the design was intended to counter German destroyers when the type began operating with the High Seas fleet. And some might say that the design represents an anachronistic view of the type. But truth is she we designed and built at a time that I think marks the end of the first generation of iron and steel warships.

This era tended to produce heavy, underpowered, and slow warships that still carried old-fashioned gear, and arrange-

(Continued on page 3)



What's Happening at The Museum January 2022

Well, Happy New Year again! Every January brings with it fresh starts and new beginnings. But is it a New Year or just a rerun of 2021? That's certainly not meant as a criticism but a challenge! We all had our gripes about 2021 (and 2020 and 2019 and....) but, I believe, we lived through those years and probably changed some of our habits and activities that we were accustomed to or replaced them with new norms to meet or at least survive the new challenges. And now we have to address some of those same challenges heading into 2022. All is not lost! Whether we repeat 2021 or begin a truly New Year depends on how we plan and execute. "Did I interact share enough time with my family and friends? Did I plan my days and commit time to my modeling and support for the HRSMS? Did I help someone else with a task or help to feed a hungry family? Am I a better person for my efforts in 2021?" All of these goals are in our wheelhouse and we have to choose among them, add other objectives, prioritize the order of addressing them. You're not alone, mates! The Mariners' Museum also faces these challenges! How shall our institution face the landscape of a New Year? The simple slogan "We are all Mariners" gives us a starting point but unless we act on that and become a beacon for our entire community, then it's just words.

Well, go ahead, then. Make your list of New Year's Resolutions. But season it with hope and enthusiasmHH.. Look toward the unseen opportunities that await! That's what your Museum is doing. Next month I'll give you an idea of how Mariners' will plan to meet 2022 and beyond! What is yet to come? How do we accomplish objectives that other museums have not already had a shot at? If we're not different then why are we here? Here's to making the most of 2022, and wishing you and your family health and happiness! Please visit www.marinersmuseum.org for the latest news and programs.

Ron Lewis

(Continued from page 2)



ments, and we see that reflected in this vessel. With a length of 605 feet, a beam of 65 feet, and displacing just under 10,000tons the ship could not reach it's contracted speed of 30 knots on the (theoretical) 60,000 shaft horsepower of her power plant. In fact, it's recorded that "During her sea trials at deep displacement, the ship reached 28.7 knots (53.2 km/h; 33.0 mph) from 61,000 shp (45,000 kW), 0.3 knots (0.56 km/h; 0.35 mph) below her designed speed at full load." Hull armor followed standard British practice of the time, and if you study the image carefully you see the wiring for a massive di-pole wireless antenna.

It's a shame that the design did not reach its contract speed as the low slung hull looks fast. Her power plant was a mixed bag of oil-fired and coal-fired boilers. This arrangement
(Continued on page 4)

AMERICAN NAVAL HISTORY THE CIVIL WAR

1862 Part 2

March 8: Battle of Hampton Roads. The Confederate ironclad Virginia attacks the Union blockading squadron at Hampton Roads, Virginia. Ramming and sinking the sloop Cumberland, she attacks the frigate Congress, which runs aground and is destroyed by the Virginia's incendiary shells. The Virginia, which left part of it's ram in the Cumberland, returns to Norfolk for repairs. It appears for a few hours that the South may be in possession of the means to break the blockade, but the Monitor reaches Hampton Roads that evening.

March 9: First Battle between Ironclads. Returning to Hampton Roads to complete her work of destruction, the CSS Virginia is confronted by the Monitor. The action, fought at close ranges over a period of four hours, ends in a draw. The Monitor has preserved the blockade, but the Virginia prevents McClellan's army from using the James River in its upcoming Peninsula Campaign.

March 14: Capture of New Bern. Thirteen Union warships provide gunfire support for a force of 12,000 men in the seizure of New Bern, on the Neuse River in North Carolina.

March 16-April 7: Struggle for Island No.10: On the stormy night of April 5th, the ironclad Carondelet runs the gauntlet past the island. The ironclad Pittsburgh duplicates this feat on April 7th. That same day they cover a Union army that crosses the river to the east to operate against Inland No.10. Confederate Brigadier General William W. Mackall thereupon surrenders the position and its defenders - more then 5,000 men and 20 pieces of heavy artillery.

March 22: The Confederacy's first British-built cruiser, the CSS Florida, sails for the Bahamas, where she will receive her guns. Her cover name is the Oreto.

March 28: The America. After an expedition up the St. John's River, the famous racing yacht America is raised. (CSS Memphis) She is taken into the U.S. Navy under her original name.

End of part 2 of 1862 of the Civil War.

Bob Moritz

Schooner:

1. Traditional elegant sail vessel.
2. Traditional elegant ale vessel.

Nautical Term

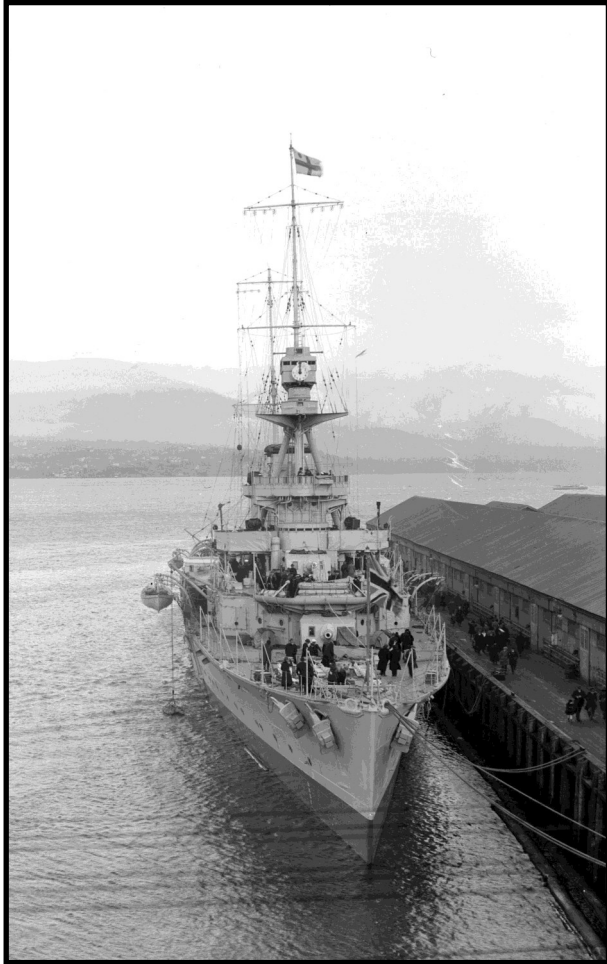
Aloft Up the mast. This word is one of surprisingly few that seems to have originated in English.

Tim Wood

(Continued from page 3)



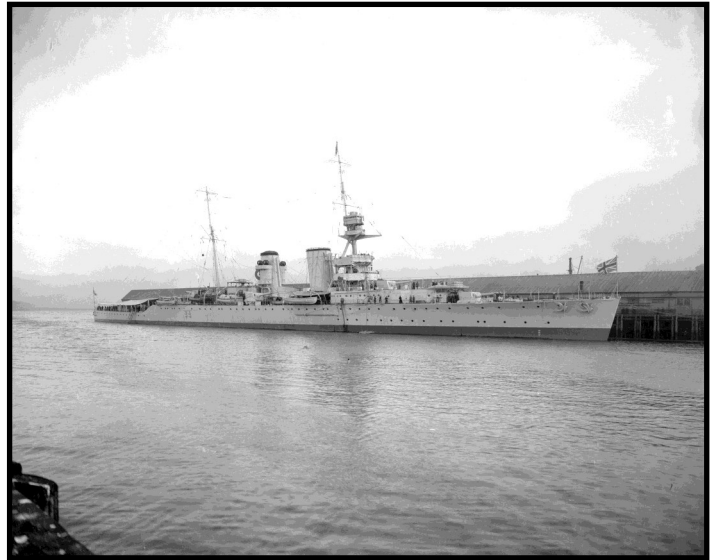
was chosen to ensure that the ships could obtain fuel anywhere around the globe. The weight and lower power density of the coal side of the plant was a penalty the design office accepted but at the expense of ensuring theoretical speed.



HMS Raleigh at Vancouver.
December 1921

Her armament is interesting in that she “carried seven 7.5 inch guns in single, open, pivot mounts protected by 1-inch shields.” Five were sited on the centerline but only one is visible in the Mystery Photo. The others are hidden under the canvas awnings rigged to protect the partiers from the brutal heat of

the Shanghai summer. The last two are mounted on the wings abreast the second funnel, the port mount is visible. Rate of fire had to be slow considering the weight of the shell and what must have been a manual loading system. Reports from the captain of HMS Hawkins indicate that “the two guns aft on the



HMS Raleigh at Pier D, Vancouver..
December 1921

quarterdeck were very wet with any sea running, or with the ships steaming at high speed...” The captain of HMS Raleigh “pointed out that the guns in all light cruisers were wet” and that “the after gun suffered from extreme vibration at high speed.” Additionally, the crew was put into danger whenever they had to clear the rails for action.

For a ship whose design began at or very near the start of the Great War it should be clear that the initial design reflected pre-war ideas. “The ship was ordered in December 1915, laid down by HM Dockyard, Chatham on 3 June 1916, launched on 1 October 1917 and completed on 23 July 1919.” It’s also clear from these dates that she was completed too late to help in that

(Continued on page 5)

Panoramic photograph of Shanghai, China, circa 1928- river & city view showing various ships, including USS Pittsburgh (CA-4) & HMS Hawkins

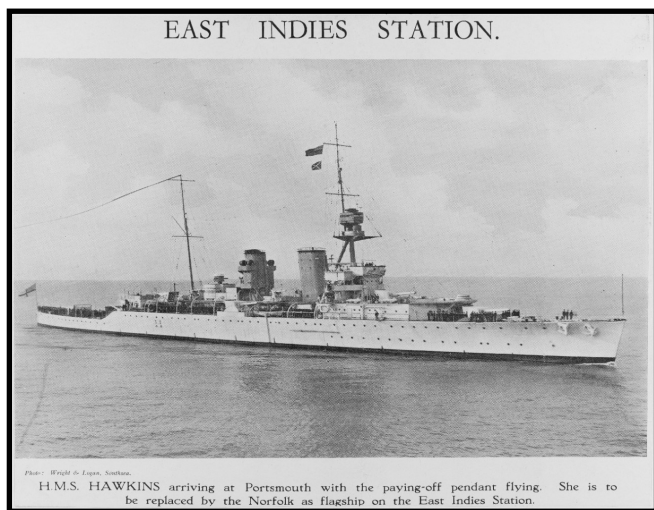


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conflict. But seeing how the British Empire was still a global concern, “*Hawkins* was the flagship of the 5th Light Cruiser Squadron on the China Station by September 1920 and continued in that role for the next eight years. She returned to Chatham on 12 November 1928 to undergo a refit...*Hawkins* recommissioned on 31 December 1929 and became the flagship of the 2nd Cruiser Squadron of the Atlantic Fleet until she reduced to the reserve on 5 May 1930. The ship was recommissioned again in September 1932 to become the flagship of the 4th Cruiser Squadron on the East Indies Station, but was again reduced to reserve in April 1935.”

“The terms of the London Naval Treaty meant that *Hawkins* had to be demilitarized in 1937–1938 and she had all her 7.5-inch guns and the above-water torpedo tubes removed. In September of the latter year *Hawkins* became a cadet training ship.” And then she was reactivated for service during the Second World War. And for that service, “*Hawkins* had her



H.M.S. HAWKINS arriving at Portsmouth with the paying - off pendant flying. She is to be replaced by the Norfolk as flagship on the East

guns and torpedo tubes reinstalled and her anti-aircraft armament was reinforced by the addition of four single two-pounder AA guns.” Her most notable activity in the conflict was her participation in the Normandy landings. “Initially assigned to the 1st Cruiser Squadron of the Home Fleet, she was detached to the Western Task Force Gunfire Support Bombardment Force U to support American troops landing at Utah Beach.” In the following month she was pulled from service for conversion into a training ship. That work was cancelled due to the end of hostilities. In 1947 she was relegated for use as a target “to test the effectiveness of 500-pound (230 kg) and 1,000-pound (450 kg) bombs, and was bombed by Royal Air Force Avro Lincoln bombers from an altitude of 18,000 feet (5,500 m) off Spithead in May. A total of 616 bombs were dropped over 27 days, but only 29 struck the cruiser, of which 13 failed to detonate.” High altitude bombing left a lot to be desired.

“*Hawkins* was transferred to the British Iron & Steel Corporation on 26 August 1947 and broken up in December that year at the Arnott Young scrapyards at Dalmeir, Scotland.”

One last thought: The image NH 105067-A is available for your viewing by going to the Naval History and Heritage Command web site—go to photographs and search HMS *Hawkins*. The image, dated circa 1927, is cropped from the original Photo #NH 105067 donated in 1993 by Mrs. Charles E. Winslow. Another image, UA 571.47, is a panoramic view that captures the same scene and more. It was taken slightly to the right of our Mystery image, But all of the sampans in the foreground are in their same positions and we see more of the city. More importantly, we also see other warships including USS *Pittsburgh* (CA-4). Check it out.

John Cheevers



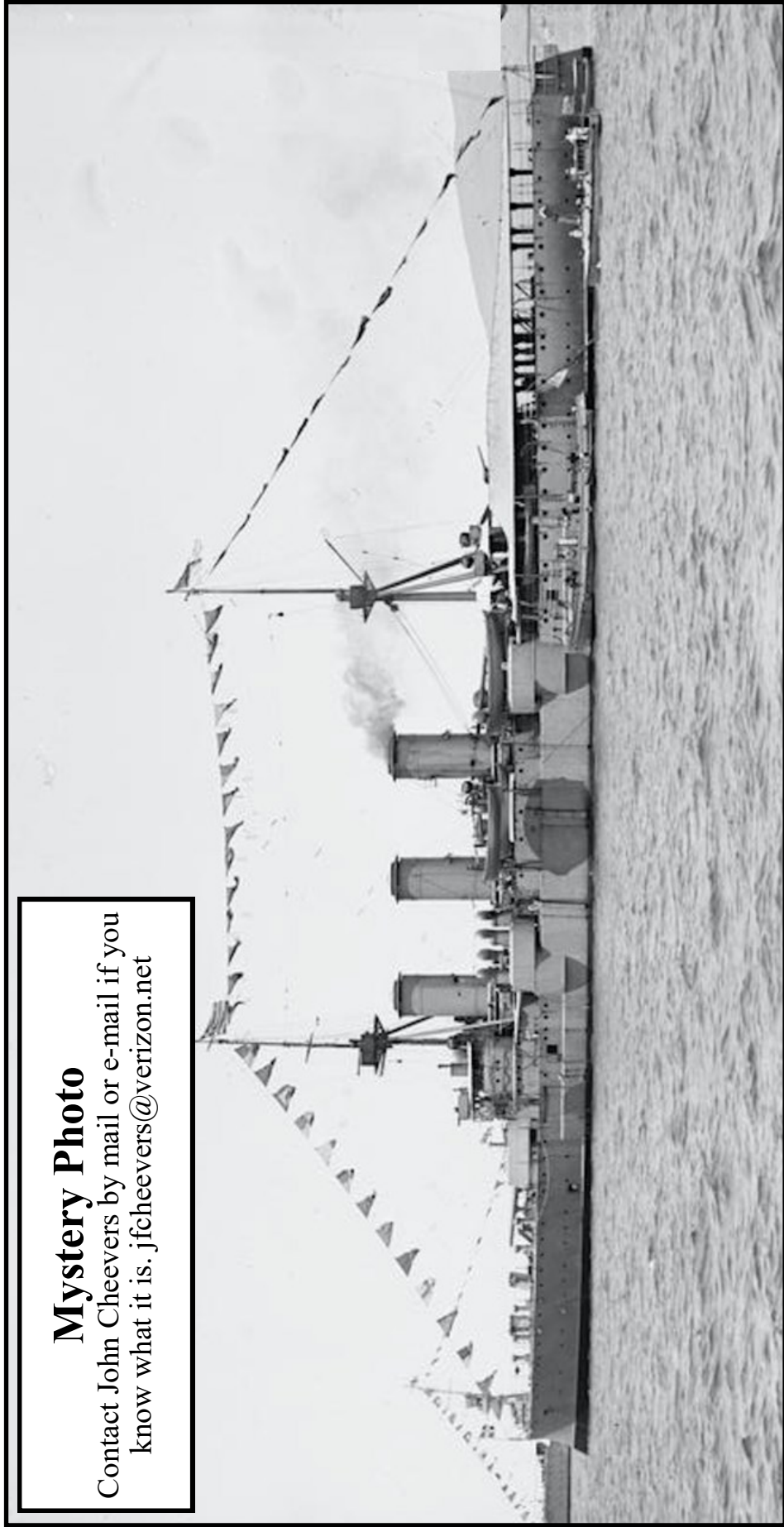
Detail of Dave Chelmow’s 16 foot NewHaven Sharpie



The usual suspects during a break in the action

Mystery Photo

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



NOTABLE EVENTS

MINUTES



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

DECEMBER

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

Presentation:

Hampton Roads Ship Model Society

Monthly Meeting

December 11, 2021

Mariners' Museum

Guests: Warren Garcia, 3rd meeting

Robert Heinke, 3rd meeting

The meeting is called to order by Skipper, Greg Harrington at 1015 hours. Robert and Warren Joined the society. There was no correction to the minutes as published. The guests Robert and Warren Were welcomed as new members of the HRSMS. There were no corrections to the minutes as published. Ryland Craze Gave the Purser's report indicating no expenditures for the month.

Old Business: The idea of putting a board in the museum's lobby showing the activity in the model builders stand was dismissed. Greg Harrington said that he contacted the Norfolk airport about displaying ship models with no favor able response. Gene Berger is looking to revive the "Modeler of the Month. He said that he would be contacting several of the members about providing their modeling history. Ryland Craze said that he would have more information on the Richmond IPMS' Old Dominion at the January meeting.

New Business: It was decided not to have a banquet in 2022. It was noted that our laptop is out of date and that we need a new microphone was need for the Zoom meetings. A motion was made and passed to spend up to \$2000.00 on the new equipment. Dave Chelmow broached the subject of a donation to the museum. A motion was made and passed to donate \$1000.00 to the Matiners' Museum.

Show & Tell: Dave Chelmow showed his 16-foot New Haven Sharpie. Gene Berger showed a photo etch test strip showing how fine a detail could be reproduced. Rob Heinke showed a Trumpeter model kit and accessory pats kit for the USS Enterprise. Boll Fox showed a photo of the original Jamestown ferry, Capt. John Smith and a drawing of a 3-inch-long model of the ferry. Mort Stoll showed tAhe progress on his Caldercraft kit of the Victory.

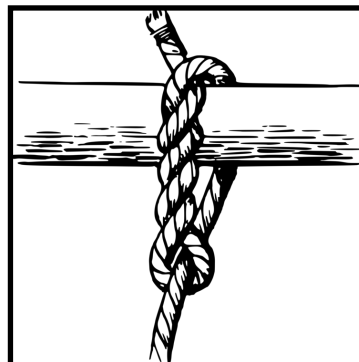
The meeting was adjourned. There was no presentation as the speaker was ill.

**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

Timber Hitch



Thanks to Ron
Lewis for
providing the
meeting photos.