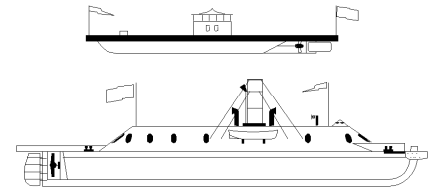


# Hampton Roads Ship Model Society

# Logbook



No. 153

<http://members.xoom.com/HRMS/>

MARCH, 1999

## FROM THE PILOTHOUSE



### Challenges

Not everything is easy in ship modeling, although some well known modelers make it look as though it were. Start with research. Assuming you have decided what to build, you clearly have at least a fair notion of what it should look like. Assuming also that you want it to be *right* and in some detail—some modelers really and honestly don't care but just want the fun and relaxation of building to their own satisfaction, without the work of research, and that's OK, too—where do you find plans and supplementary information and photographs? Assuming a subject from the age of photography, you can never have too many photos. Then you need materials and tools.

In general terms, some of these challenges have fairly easy answers. For research and photos, members of HRSMS are fortunate, mostly living in easy reach of The Mariners' Museum, one of the world's great storehouses of maritime, naval, and shipbuilding knowledge, including more than 75,000 books, over half a million photographs, runs of many periodicals, and lots of plans. For those who may *not* know what they want to build next, it is also a bottomless pit of inspiration; just browse the galleries and the library. You are also just a few hours away from the National Archives, the Smithsonian, and the Rogers Collection at Annapolis.

We have no great local sources of specialized tools and materials that I know of, but other members are a great source for sources, and some of them have great catalogs or can tell you where to get your own. Just ask Jack, Joe, John, Graham, and others at the next meeting, or call them before the meeting and perhaps they can bring the catalogs that list what you need or the addresses to write to. Joe and Jack will again be among the presenters at the Mariners' Museum's Ship Modeling Symposium in April (space is limited; call the Museum for reservations).

There are also national sources that are readily accessible. The Nautical Research Guild is in its 51st year and the 45th volume of its *Journal*; you can buy your own index for the first 40 volumes, and Mariners' Museum has a complete run. The Guild's *Ship Modelers' Shop Notes* book is again in print, by popular demand, and new tips are appearing both in the *Journal* and on its website, [www.Naut-Res-Guild.org](http://www.Naut-Res-Guild.org).

*Seaways' Ships in Scale* is also an improving source regarding construction methods and shop notes, and it offers several online resources. *Model Ship Builder* is also a good source, especially for kit builders wishing to know and correct the flaws that are inherent and too common in kits.

The real fun and satisfactions of modelmaking, though, come with the challenges that you have to meet with your own hands and mind. I think of several from my own experience. Among them, (1) How to lay out the pattern for a sheet brass tugboat deckhouse, elliptical in plan and banana-shaped in profile, with straight lines only in the nominally vertical direction and with ends at two different rakes (and it has to fit a deck having pronounced sheer and camber)? (2) How to draw reasonably accurate plans from photographs of a steamboat whose nearly every line, like those of that deckhouse, is curved (vanishing-point perspective doesn't work on curved lines)? I hope to publish the answers sometime, and I urge all of you to do the same with your own solutions to challenges.

—Alan Frazer

## TO BUILD A SHIP MODEL



This series of talks is due to start up again in March. To date we have covered the building of a model from its inception to the completion of construction. Our talks will resume with presentation by Jack Bobbitt and his subject will be, Painting and Finishing.

In addition to a number of topics that are scheduled please let me know of others that would further enhance the series.

It should be noted that in the past most of our earlier speakers were called upon more than once to offer their services. In attempt to remedy this I am requesting and seeking new speakers to address such things as workshop techniques etc. There is a wealth of knowledge within our ranks so please step forward and share. Grab me at the meetings or call me at (704) 749-4719.

Graham Home

## FROM THE FIRST MATE



Congratulations to Harvey Williams for choosing the Old Coast Guard Station and Museum in Virginia Beach as the site of our last meeting. It was a really great venue on an appropriately rainy and blustery night. A lot of our recent members had never been to visit this museum, including myself, so it was a very worthwhile experience. It was interesting to see the large number of models that had been constructed for the museum by past and present members of the Hampton Roads Ship Model Society.

Also congratulations to John Cheevers for reminding the membership that we needed to consider whether or not we should make a presentation of the Founders Award to one of our members this year, and if so, to whom. We look forward to the recommendation(s) that will be made by the appointed committee of past recipients on this matter. It is important that we not neglect to continue to support the worthwhile traditions of our society. Hopefully, if anyone else sees something slipping through the cracks they will speak up also.

To this same end the membership decided that we would continue with the series of lectures loosely titled, "To Build A Model". Graham Horne agreed to continue to oversee this project (Graham, I hope the rope burns on your neck heal quickly). Members are encouraged to submit subjects that they are willing to speak on or subjects about which they are ignorant but that they would like to see addressed. We may even revisit some subjects that have already been covered if there is sufficient desire for a repeat. Anyone who has any suggestions, please contact Graham. I think it is very important that we have some sort of a useful program at most, if not all, meetings. Although it is fun and good for the soul to get together with old friends once a month just to laugh and scratch, it is also important that our society accomplish something of value. Otherwise we will have a great deal of trouble attracting new members.

Brother Horne also made the interesting suggestion that the society consider holding an auction once a year to raise money for the treasury. This sort of auction has been held by the Washington Ship Model Society for many years with notable success. The auctioned items are donated by members who clean out their shops and shelves of surplus books, fittings, tools and other "valuable" objects. Remember, one man's junk is another man's treasure. Make a survey of your nooks and crannies and we will discuss this subject again at the next meeting. Perhaps we will turn up something really rare, like a model built by Bill Clarke.

I am sure that all our members join me in wishing Bob Sanderson a speedy recovery from recent heart surgery. We were all pleased to learn that he really had one.

Well I must end now so I can try to kick the Skipper out of his kip; he has the first dog watch. Now I know how it got that title.

Joe McCleary

## Mystery Photo



With Mystery Photo, *Logbook* No. 152, Bill treats us to a photograph showing one of those anomalous vessels that litter the historical record of the United States Navy. This vessel became the hapless centerpiece in one of the more controversial chapters woven into the rich historical tapestry that is our naval heritage. Remembered more for being the center piece in naval experiments than for prowess or victory in battle, this ship is forever linked to the strength and power that represents modern United States military might--aviation. The image presented here, though somewhat resembling a silhouette, reveals enough of its distinctiveness to make a positive identification possible, but remains just murky enough to confuse the casual observer.

With that said, I am happy to report an increase in the number of replies, and many of them note the vessel's key features in their identifications. Very encouraging news for me! But let's take a moment, review the photograph, and identify these important visual clues. We see a rather large flush-decked vessel with no discernible sheer and limited freeboard, minimal superstructure, three large funnels, two tall pole masts, four of six large main-battery turrets, and markedly even symmetry in design and lay-out. In fact, the direction of the smoke could easily confuse the observer as to the direction of the bow--it's to the left, if you are unsure. This vessel is making very little headway in a rather calm sea with a light breeze blowing from right to left. A flag flies from a yard that runs aft from the top of the main mast. Some of you may be able to identify its nationality, I cannot in my copy. At the bow, if you look real hard, is the letter "H" just forward and above the hawser hole. There are a lot of sailors either loosely manning the rail or casually milling about the main deck.

From this small amount of information, were any of our readers able to piece together the identity of the mystery vessel and the circumstances surrounding the photograph?

Yes! This month Joe McCleary, Bob Comet, and Bob Krumpfen responded with a positive identification. Each concluded, in his own clever way, that our mystery vessel was the former German Imperial Navy battleship *Ostfriesland*, one of four units of the *Helgoland* Class. McCleary, responding via telephone, was the first to identify our mystery ship. At that time, Joe didn't reveal his source. The next day, Bob Comet left an amusing and cleverly written note on my computer, wondering "Who this patrician beauty [was]

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(Continued from page 2)

masquerading under false colors?" I'm not sure as to his intentions concerning the cigar. Finally, Bob Krumpen's letter identified our mystery vessel as *Ostfriesland*. He was the only respondent with eyes sharp enough to spot the "H" at the bow --more on that later.

The following is largely paraphrased from the article "S.M.S. *Ostfriesland*" in *Warship International*:

*Ostfriesland* (East Friesland) designates a coastal province of Germany lying between Holland and the Jade Bay. This area includes the Wilhelmshaven Navy Yard, where the ship was built. Her keel was laid October 19, 1908, launched September 30, 1909, and placed into service August 1, 1911. Her designers adopted a somewhat unique hull form, similar to the previous *Nassau* class, that suited German operational requirements. The hull had a characteristic wide beam and shallow draft that suited expected operating conditions on the Baltic and North Seas and satisfied depth limitations imposed by sand bars between German bases and the open sea. It is estimated that the limited freeboard would have hampered operations were she to fight in the North Atlantic. The extra width was used to increase watertight subdivision in the hull, making the ship more resistant to torpedo attack. The four Helgolands were the last German capital ships fitted with reciprocating engines. They had coal fired boilers with a provision to spray the fuel with oil for short bursts of increased speed. Armament consisted of six twin turrets with 12-inch rifles arranged in a hexagonal pattern. In theory no fewer than six rifles could be brought to bear on any bearing and eight rifles through and arc of 40-degrees off the bow and stern.

At the conclusion of World War One, *Ostfriesland* was interred with the rest of the Imperial Fleet in a British anchorage and decommissioned. Under terms of the Armistice the United States took possession of several former German warships including *Ostfriesland*, the cruiser *Frankfurt*, and several destroyers and submarines. They were to be brought to the United States for study and eventual disposal. Accordingly, *Ostfriesland*, was commissioned into the United States Navy at Rosyth, Scotland on April 7, 1920, designated *Battleship "H,"* sailed to New York, and decommissioned on September 20, 1920. Her new naval designation is the reason for the letter "H" painted on the bow. Technically, I suppose, we should refer to our mystery ship as *Battleship "H"* instead of *Ostfriesland*. How about it, all you *Merrimac* fans?

A rather inglorious fate awaited *Battleship "H."* In 1920 the Navy performed experiments on the old *Battleship Indiana* to determine the effects of bombs on ship's structures. The tests were somewhat inconclusive and another series of tests were planned. A young, opportunistic Lieutenant General, William (Billy) Mitchell, of the United States Army Air Service witnessed these tests. Realizing that the Army Air Service faced severe cut-backs after the war, he saw in these tests an

opportunity to further the interests of the Army Air Service at the expense of the Navy. He reasoned that if it was shown that Naval Capital Ships were vulnerable to attacks by aircraft, then Congress would be more willing to finance his dream of an independent and all-powerful Air Service. (History was to repeat itself in 1948 with an incident called "The Revolt of the Admirals!")

The new series of tests took place off Hampton Roads in July, 1921. History tells us that the test *Battleship "H"* participated in, though well thought out, quickly turned into a propaganda show for Billy Mitchell. For the test, specific rules were carefully laid out so that the ship could be inspected and the damage recorded. He knowingly deviated from the proscribed rules in order to force his agenda. It was important to Mitchell, not to see *if* aerial bombing could sink the battleship, but to *sink* the battleship. He got his wish and swayed public opinion to his side. *Battleship "H"* was sunk on July 21, 1921.

*Battleship "H"* was in active U. S. Naval service for only five short months. Our photograph was, almost certainly, made at this time. Naval records indicate that *Battleship "H"* arrived in New York Harbor with her crew lining the rails. We see crewmen that seem to be lining the rails in our mystery photograph.

At the last HRSMS meeting, Joe McCleary took great pleasure in showing Bill Clarke the very same photograph published on page 20 of *The Battleship in the United States Navy*. Almost certainly a Naval Historical Photograph, it is credited to NYL (M)18005 in that publication. I suspect that NYL stand for Navy Yard Library.

Kudos, Joe, Bob, and Bob.

There are several ironic footnotes to the story: The first, is that careful analysis of the documentation and inspection reports of the bombing tests on *Battleship "H"* show that damage from the bombing was not severe enough to sink the ship. Second, that the tests were a precursor of the events at Pearl Harbor, Hawaii on December 7, 1941. And, third, the observation ship at these tests, the mine layer *Shawmut*, later renamed *Oglala*, was sunk at Pearl Harbor on December 7, 1941.

Interesting, don't you think?

John Cheevers

Sources:

*The Battleship in the United States Navy*. Washington, D. C.: Naval History Division, Navy Department, 1970.

Breyer, Siegfried. *Battleships of the World, 1905 - 1970*. New York: Mayflower Books Inc., 1979.

Breyer, Siegfried. *Battleships and Battle Cruisers, 1905 - 1970*. Garden City: Doubleday and Company, 1973.

Hough, Richard. *Dreadnought, a History of the Modern Battleship*. New York: Macmillan Publishing Company,

(Continued on page 5)



**MYSTERY PHOTO**  
Contact John Cheevers by mail or telephone if you know what it is

1975.

Egan, Robert S. and Anderson, Richard M. "S.M.S. Ostfriesland," *Warship International*. Toledo, Ohio: Naval Records Club Inc., Vol. 12, No. 2, 1975.

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## The Answer to Mystery Photo 152

S.M.S. Ostfriesland - 1920  
Photograph No. NH63518

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## OOPS

### The Correct Answer to Mystery Photo 151

U.S.S. *Raliegh*, C&R #11682, 19N-6819

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## MINUTES



February 12, 1999

Old Coast Guard Station, Virginia Beach, Virginia.

Crew: 11

Guests: 1, Dave Winiker

The meeting was called to order at 2015 hours.

We were welcomed to the old Coast Guard Station by Fielding Tyler and Ms. Ann Dearman.

Corrections to the Minutes: In the January issue it was reported that "Bob Comet showed his scratch built *Benjamin Latham*". It should have read "Bob Comet showed his scratch built seine boat for the *Benjamin Latham*". A comment was made that the map to the meeting did not show enough detail (so noted, Ed.).

Old Business: The election of officers was held. The Skipper as per the bylaws, directed the Clerk to cast one ballot for the unopposed slate of officers. For 1999

Skipper	Alan Frazer
First Mate	Joe McCleary
Purser	Bob Comet
Clerk	Tom Saunders

The members did not have an opportunity to remove the editorial staff as that is not an elected position.

New Business: There was an announcement that Bob Sanderson had a quadruple bypass. The membership extended it's wishes for a speedy recovery. Joe McCleary raised a question

about the HRSMS Founders Award. He said it had been a while since we had presented one and that was one of the traditions that seem to slipping from our attention. After discussion, a motion was made by Tom Saunders to empanel a Founders Award committee populated of Jack Bobbitt, Bill Clarke, and John Cheevers. The motion was second by Bill Hinrichs and carried by a show of hands. Joe McCleary broached the subject of the annual banquet and asked for suggestions as to venue. Bill Clarke suggested the Radisson Hotel. After discussion of several other locations (with members citing their experience and displeasure) a motion was made to empower Bill Clarke and Joe McCleary to contact the Radisson, make arrangements and set the date for the HRSMS annual banquet. Graham Horne asked if there was interest in have an auction. There was some discussion of the issue and it was tabled until the March meeting. Joe McCleary asked if we were going to continue the series of "To build a Ship Model" programs at the meetings. Graham Horne said that there had be a lack of response to his inquires for presenters. He said he would continue to coordinate the series if presenters would contact him. Bill Clarke initiated discussion about items to be included with the NRG 2000 registration package.

Show & Tell: Gene Burger is in the process of moving and sent his collection of magazines for the membership to gourmandize. Joe McCleary, then John Cheevers, then Alan Frazer displayed and explained the tools they used for carving wooden hulls. Bob Comet showed his model of a Dory for his *Benjamin Latham*.

The meeting was adjourned at 2147 hours.

Clerk

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## HRSMS ANNUAL BANQUET

The annual Hampton Roads Ship Model Society banquet will be held at the Radisson Hotel on Saturday May 1, 1999. The menu and prices will be announced at the March meeting.

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## 1999 HRSMS DUES ARE DUE

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The *Benjamin W. Latham* is an outstanding example of a turn-of-the-century Grand Banks fisherman. Built in the Tarr & James yard at Essex, MA in 1902 she sailed out of Noank, CT as a mackerel seiner. From 1906 to the end of her career, she operated as a dory trawler out of New York's Fulton Fish Market. She was lost off the coast of San Juan in 1943. (Model Shipways)

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## NOTABLE EVENTS

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### MARCH

12 **H.R.S.M.S.** Monthly Meeting: Grewg Harrington

### APRIL

9 **H.R.S.M.S.** Monthly Meeting:  
23-25 Nautical Research Guild and Mariners' Museum  
Model Building Symposium

### MAY

14 **H.R.S.M.S.** Monthly Meeting: host Bill Clarke  
14-15 CBMM- 7th Annual Mid-Atlantic Maritime Arts  
Festival

### JUNE

11 **H.R.S.M.S.** Monthly Meeting: David Tagg  
25-27 CBMM- 8th Annual WoodenBoat Show

### JULY

9 **H.R.S.M.S.** Monthly Meeting:

### AUGUST

13 **H.R.S.M.S.** Monthly Meeting: host Williamsburg  
AARP (Hinrichs, McCleary, Sanderson)

### SEPTEMBER

10 **H.R.S.M.S.** Monthly Meeting: host Dean Sword

### OCTOBER

9 **H.R.S.M.S.** Monthly Meeting: Ulrich Guenther

### NOVEMBER

12 **H.R.S.M.S.** Monthly Meeting:

### DECEMBER

10 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt

### JANUARY

14 **H.R.S.M.S.** Monthly Meeting:

### FEBRUARY

11 **H.R.S.M.S.** Monthly Meeting:

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## Thanks

The members would like to thank Harvey Williams for hosting the February meeting. A special thanks to The Old Coast Guard Station, for the use of their facilities.

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## WATCH, QUARTER AND STATION BILL



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Skipper:	Alan Frazer	(757) 865-7300
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Jim McCurdy	(757) 482-5426
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

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## Next Meeting

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**Date:** Friday March 12, 2000 hours

**Location:** 107 Steffi Place, Newport News

**Host:** Greg Harrington (757) 930-4615

### Directions:

Take I 64 to J CLYDE MORRIS BLVD (US 17)

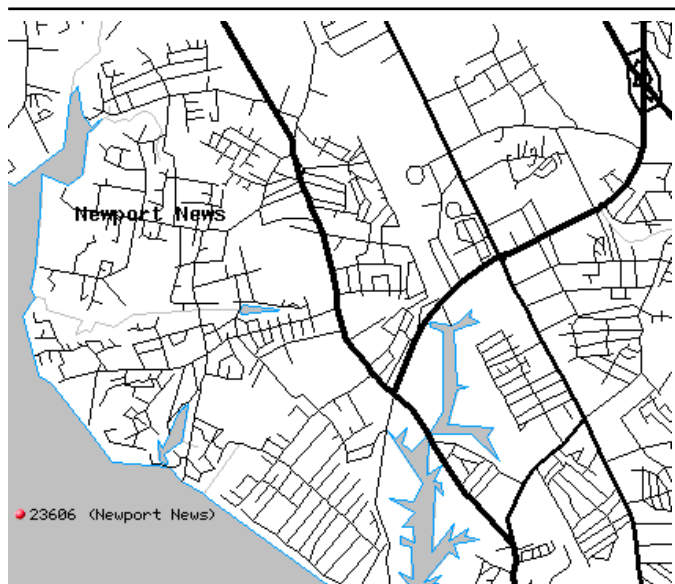
J CLYDE MORRIS BLVD (US 17) heading southwest for 2.7 miles

Turn right on WARWICK BLVD (US 60) heading northwest for 1.4 miles.

Turn left on DEEP CREEK RD heading west for 1.1 miles.

Turn left on BARCLAY RD heading southwest for 0.4 miles

Turn right on Steffi Place.



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## EDITORS NOTE

The editors encourage participation in the Logbook by the membership. Articles, tips, sources, plans, photos and news are welcome. Submissions should be received 15 days prior to the next meeting. Items may submitted by mail to:

Thomas E. Saunders

11 Eldorado Ct.

Hampton, Va. 23669

E-mail: t.e.saunders@worldnet.att.net

FAX (prior arrangements required)