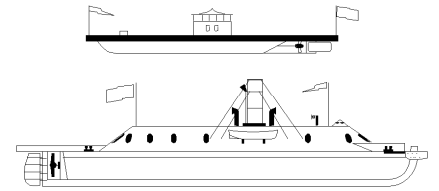


Hampton Roads Ship Model Society

Logbook



No. 180

<http://members.nbc.com/HRSMS/>

JUNE, 2001

Mystery Photo



Editorial Note: An announcement was made in the March, 2001 Logbook that the Mystery Photo challenge would shift from a monthly appearance to an every-other month periodicity. It was thought that this time spacing would give participants more time to research the challenges and encourage wider participation. But with the median age of our members being what it is, we find that no one can remember ANYTHING for more than a month. All the answers to the current mystery photo were received within a month.

It was also felt that since Bill Clarke had promised all of us that he was going to get back into model building and also start working in the Taco Stand at The Mariners' Museum, that he would not have enough time to come up with challenging photos every month. Alas, we obviously misunderstood what Bill actually said. He evidently did not want to get back into modelling, he just wanted to get into a model. Good luck Bill!

So the Mystery Photo feature will return to its old once-a-month appearance. Members are still encouraged to submit "guest" photo challenges if they come across an unusual photograph. Contact John Cheevers if you want to submit a mystery photo.

ANSWERS TO MYSTERY PHOTO NO. 178 (April, 2001)

To recap, members were asked to provide answers to the following questions:

1. Name the ship.
2. Name the other ships in the class.
3. Identify the device attached to the bow.
4. Identify the person who designed this class of ships.
5. Describe what was unusual about the gunnery and turret systems of three of the ships in the class.
6. Recount what particularly valuable service was rendered by two of the ships in the class.
7. Identify the ship that lasted the longest and what unusual end did she meet.

There were three respondents: Bob Krumpfen, Bob Baycar and John Cheevers. With his usual display of self-effacing modesty, Cheevers admitted that he solved the whole problem in only 15 minutes (we will see how well he did).

1. The mystery ship is USS KICKAPOO, a double turreted monitor built to serve on the Mississippi River (NHC photo #NH66507). Each turret contained two XI inch Dahlgren guns. The ships were powered by four high-pressure steam engines driving four propellers and could make up to nine knots. (Only Cheevers made the correct identification.)
2. There were four ships in this class, including MILWAUKEE (lead ship), CHICASAW and WINNEBAGO. (All three got this right.)
3. The strange device at the bow is a torpedo rake. During the Civil War, mines that were used on land as well as at sea were called torpedoes. Only late in the 19th century with the advent of the Whitehead locomotive torpedo, would the terminology straighten itself out to be what we know it to be today. Early in the war, mines (torpedoes) were triggered by electricity from galvanic batteries located on shore and activated by an observer. USS CAIRO, now on exhibition at Vicksburg, MI, was sunk by such a mine in the Yazoo River in December 1862. Later in the war, relatively reliable mines that were triggered by contact mechanisms were produced. They were very potent in shallow waters where most of the naval war was fought. USS TECUMSEH was sunk during the Battle of Mobile Bay by such a mine in April, 1864. To protect against these weapons, some ships (mostly monitors, which were used to lead attacks) were equipped with torpedo rakes or rafts, which took many forms, but principally were some sort of timber raf fastened to the ship's bow. The object was to have the mine strike the raft or rake and explode against this sacrificial device rather than the ship's hull. If the raft was damaged, it could easily be repaired. Rafts and rakes were frequently equipped with hooks and chains to insure that the mines were snagged. (All three got this one right.)
4. These ships were designed by the well known civil engineer James B. Eads, who had become rich before the war building bridges as well as doing marine salvage work. He designed and built snag boats to remove "snags" (logs embedded in the river bottom which stuck up and could impale ships) from the western rivers. He helped to design the seven ironclad ships of the CAIRO class and then built all of them. They were in fact the first ironclad ships to be operated by the U.S. Navy. He converted two snag boats into successful ironclads named BENTON and ESSEX. He also designed the single turreted river monitors OSAGE and NEOSHO before he designed the MILWAUKEE class. He was the constructor of MILWAUKEE and WINNEBAGO. (All three got this one right.)
5. Eads recognized that the Ericsson turret had two major drawbacks. First, the turret had to be trained centerline periodically to have several rounds of ready-service

(Continued on page 2)

(Continued from page 1)

ammunition passed up from below. The turret could not be operated while this was being done. It also meant that several 30 pound charges of black powder had to be stored in the turret, which was potentially dangerous. Second, the turrets were very crowded, and loading was slowed due to the lack of space to handle the long ram rods used to load the guns. The ram rods had to be either telescoping or collapsible or the butt end had to be shoved out through a hole in the gunport shutter before being put into the muzzle of the gun. After loading, the port shutter had to be opened and the gun run out, all by hand. On three of this class (all but CHICASAW), Eads installed one turret of his own design (the other turrets were of Ericsson design). In the Eads turret, the guns were mounted on a platform that rotated with the turret but which could be lowered like an elevator or grease rack into the ship's hold by a steam piston where they could be safely and quickly loaded by a crew that had plenty of room to work. All reserve ammunition was kept below the waterline. After loading, the guns were raised back into the turret by steam pressure and then run out by another steam piston which also raised the port shutters automatically. When the guns were fired, they recoiled against a steam buffer. The turret crew consisted of only six men. The turret was rotated by a steam engine and was supported around its periphery by ball bearings, just as with modern turrets. Unfortunately, as installed, the turret rotating engine was too small and therefore under powered. As a result, the Eads turrets frequently jammed. (Baycar and Cheevers got this one right.)

6. Two of the class, WINNEBAGO and CHICASAW took part in Admiral Farragut's victory at the Battle of Mobile Bay in April, 1864. CHICASAW positioned herself right under the stern of the powerful Confederate ironclad TENNESSEE, and hung on like a bulldog firing into her repeatedly. The Confederate ship's steering chains were shot away and her aft casemate severely damaged which forced her to surrender. It should be noted that CHICASAW was the one ship in the class equipped with two Ericsson turrets, which were not as

innovative as the Eads turret, but were more reliable. (Baycar and Cheevers got this one too.)

7. Finally, MILWAUKEE was sunk by a mine during the Mobile campaign in March, 1865. She was salvaged in 1868 and reportedly part of her iron was used by Eads to build a bridge. The other three ships were decommissioned at the end of the war and finally sold off in 1874. CHICASAW was converted into a railroad freight car ferry in 1881 and renamed GOULDSBORO. Her original machinery was removed and she was equipped with two side wheels. She operated out of New Orleans until she was sold and scrapped in 1944 at the ripe old age of 80. The accompanying photo of GOULDSBORO/CHICASAW is from the NHC (#NH51d485). (All three got this one right.)

So Cheevers got all seven right. Baycar scored a double hat trick with six, and Krumpfen came a close third. Cheevers will be awarded the modesty prize at the next HRSMS meeting.

Joe McCleary

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MINUTES



Hampton Roads Ship model Society
May 11, 2001
Host Bill Clarke

Eric Harfst 3rd meeting

Eric was asked if he wanted to join the HRSMS. After an affirmative reply, he was asked to leave the room while the ritual was performed. He was asked to return and was welcomed as a new member.

There was no Purser's report.

The Minutes were approved as published.

Old Business: None

New Business: Alan Frazer said he would host the July meeting. Bob Comet volunteered to host the meeting in January of 02. The issue of new tee shirts was resurrected. Len Wine was tasked to do the reconnaissance and report to the membership at the June meeting.

Show & Tell: Brad Grey showed wooden deadeyes made of African Blackwood and explained the benefits of this wood vs. Ebony. Joe McCleary showed parts for his slave ship and told how he simulated baskets of rice and yams. Alan Frazer showed the progress on his whaleboat and a jig used for cupping the planks. John Cheevers a catalog from Precision Scale Model Engineering, <http://www.psmescale.com>.

The meeting was adjourned to a presentation on Photography by the renowned model-maker, Bill Clarke.

Strawberries Strawberries Strawberries

MYSTERY PHOTO

Contact John Cheevers by mail, e-mail or telephone if you know what it is.
jfcheevers@juno.com



NOTABLE EVENTS

JUNE

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Brad Grey
John Cheevers - Something

JULY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer
Bob Sanderson - Steamships

AUGUST

- 10 **H.R.S.M.S.** Monthly Meeting:
Graham Home - Incompetence & Treachery

SEPTEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Ford's Colony Group

OCTOBER

- 4-7 **NRG Conference**, Rockville Maryland
12 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne

NOVEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: host, Heinz Schiller

DECEMBER

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

JANUARY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet

FEBRUARY

- 8 **H.R.S.M.S.** Monthly Meeting:

MARCH

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch

APRIL

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

MAY

- 10 **H.R.S.M.S.** Monthly Meeting:

Thanks

The members would like to thank Bill Clarke for hosting the May meeting.

WATCH, QUARTER AND STATION BILL



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Purser:	John Cheevers	(757) 591-8955
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	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

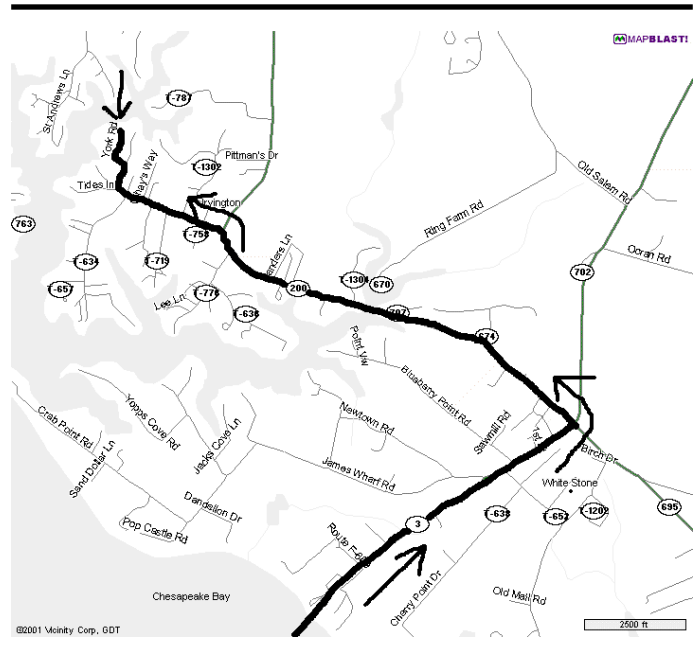
Next Meeting

The next meeting will be held on June 8, 2001, at 2000 Hours. The meeting hosted by Dr. Brad Grey at his home, 187 York Road, Irvington Va.

From Hampton Roads, take Route 17 north to Saluda.

From Williamsburg / Richmond, take I64 to the West Point exit. Proceed through West Point to Route 17. Turn left and proceed to Saluda.

At the stoplight in Saluda, take Route 33 East. Go 6.9 miles and turn left onto Route 3 West. Go 7.2 miles and turn left at the stoplight in Whitestone onto Route 200 north. Go 1.9 miles on Route 200 and turn left onto Route 634 (King Carter Drive). Go .4 mile on King Carter Drive. The street goes 90 degrees to the left. Stay straight onto the narrow Lane (Lancaster Drive). Proceed past 2 houses on the right and then turn right onto Virginia Road. Go 4 houses on the left and turn Left onto York Road. Proceed down the lane through the open gate at the end of the cul-de-sac, #187. Pull into the circle drive or park along side of the road.



New Members:

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