

To Build A Ship Model



Mystery Photo



THE NATIONAL AND REGIONAL ARCHIVES

At last month's HRSMS meeting, we had a lengthy discussion on research sources including significant information on the National Archives and the Regional Archives. Most people think that all the records of the federal government and its agencies are stored at the National Archives in Washington, DC. This is not true. Basically when the national archives system was founded in the late 1930's, government departments and agencies located in or near Washington, DC were instructed to send their records to the national archives facility in Washington which is located on Pennsylvania Avenue. Not all of this "headquarters" material was stored at the Pennsylvania Avenue site; there were several outstations and warehouses in the DC area which were used for storage. For instance, ship plans were stored for years in a warehouse on Pickett Street in Alexandria. In the 1990's a new facility was opened at College Park, Maryland (near exit 28 off the Capital Beltway) and all of the records, including ship plans and photographs, which had been stored in various places around DC were moved there. Originally this site was named Archives II, but it has since been renamed The National Archives at College Park. Ship plans and photographs are stored at College Park but most other records of interest to ship model builders (correspondence, building instructions, technical records, etc.) are found at the "headquarters" building. So almost any research project requires a visit to both sites.

On your first visit to one of these repositories, you will be required to fill out an electronic registration form and you will be issued an archivist's ID card. For security reasons, items that you can bring into these facilities are restricted to such things as a lap top computer, a few pieces of paper with research notes (which will be stamped to show that you brought them in). You will be given pencils and paper, if you need them. You can purchase credit cards to use in-house Xerox machines (not everything can be copied due to its

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Welcome to Mystery Photo, *Logbook* No. 189. This month, Bill offers a twist, something new and different—at least something not seen on this page before! And for the record, before I sample the responses, Bill says there is extra credit to any individual or group that correctly identifies or alludes to a specific matter regarding this Mystery Photo. (No need to worry, The matter is so bizarre, it could only come from the swamp soaked mind of a Poquosonite.) I'll identify the matter in due course.

Last month, at the end of the column, I asked who could elaborate on a mystery of sorts presented by Dave Baker. At that time he made this statement, "The white lettering appears to read "11-28-14," which would mean it's a photo of the ship as the Venezuelan *Mariscal Sucre* rather than as the *Isla De Cuba*." I made references to the fact that the image was of *Mariscal Sucre* in the paragraph prior to this, but I wasn't very clear in how I said it and why. Dave sent this explanation along to help: "The photo, regardless of its official identification, CANNOT be both the *U.S.S. Isla De Cuba* and have been taken on 11-28-14—because by that date the ship had been the Venezuelan Navy's *Mariscal Sucre* for over 2 1/2 years. I am inclined toward the date being correct and the ship being the *Mariscal Sucre*, both due to the scrubby foliage in the background and the decorative bow "Shield of Colombia" being painted the same shade as the rest of the ship. Also, no self-respecting USN ship would have appeared without the proper ensign and/or jackstaff being raised." My point exactly, Dave, but much better stated. She may have been *Isla De Cuba* once but not at the time when this image was made—and that's an important distinction to make.

We have a near record number of responses this month. Along with answers from Bob Krumpen, John Wyld, Dave Baker, and Bob Comet, we have a tongue-in-cheek bit from Graham Horne that proves to be unique, different, and ultimately very entertaining. Graham's piece will come later, after we sort out the mystery. Let's get to it!

Bob Krumpen says, "the subject painting appears to

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2002 HRSMS ANNUAL DUES ARE NOW PAYABLE



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be one of the six members of the first South Dakota (BB 49) class laid down in 1920-1921.” John Wyld jokingly claims, “The picture is an artist's rendition of USS NEVERSAIL!” Then adds, “Actually, it is a picture of a ship that was never built (depending on the definition). This is the BB-49 *South Dakota* class that was started but never completed due to the 1922 Washington Treaty limits on new construction battleships.” Dave Baker begins his response with: “The Mystery “Photo” in LOGBOOK 189 is an artist's rendering of a battleship of the never-completed *South Dakota* class.” Finally, with a last minute response, Bob Comet completely nails the identification with this: “The ship looked American, but not like any BB that I had seen. The painting clued me that this probably was an artist's concept, as well as the funny looking stack (Japanese -American?) and the sort of muddled look where the secondary battery should be. Looked in Max R. Newhart's *American Battleships*, and there was the identical painting photograph, Titled *Indiana*, artist's 1922 conception of BB-49 through BB-54, which were never completed. Artist was Rose Stokes.” I would add that this painting also appears on page 58 of Paul Silverstone's *U.S. Warships of World War I*, but is titled *USS Iowa*.

The never completed *South Dakota* class represented the ultimate in United States Navy battleship design thinking in the years prior to the Washington Naval Treaty of 1922. The class represented what could be considered state of the art for battleship design and construction in the immediate post World War One years. In some respects it could be said that they were victims of their own success or excess depending on your point of view. A careful inspection of the painting shows that the class should be considered more evolutionary than revolutionary. There seems to be a ‘more is bigger and better’ theme going on with this design. As Krumpfen puts it: “They would have had a main battery of 12 16"/50 cal guns and a speed of only 23 knots.” Wyld adds this about the main armament: “...the ship was the first designed to use the 16"/50-caliber gun and a number of these guns were actually produced. I think it was only the second class to be designed for the 16" gun. These guns--left-over guns--were considered for use on the *Iowa* class, but an all new, lighter weight 16"/50-caliber gun was designed and installed on the *Iowas*. My research uncovered an indication that for the *South Dakotas*, BuORD [Bureau of Ordnance] apparently proposed a sextuple (honest!) 16" gun turret before the final design was frozen at four three gun turrets.” Baker finishes the proposed armament by adding: “...a secondary battery of 15 6-in. 53-cal. low-angle guns, and an antiaircraft battery of eight 3-in. 50-cal. guns; two 21-in. submerged torpedo tubes were also to have been carried.” Overall hull length increases over the preceding class by about sixty feet to 684-feet but beam was limited to 106-feet—dictated by the size of the locks in the Panama Canal.

The remaining statistics, provided by Baker who cites Norman Friedman's *U.S. Battleships—An Illustrated History*, are as follows: The engineering plant consisted of 12 285-psi. boilers providing steam to four sets of geared steam

turbines, producing a maximum shaft horsepower of 60,000. Designed maximum speed was 23.0 kts, and range at 10 kts was to be 8,000 nautical miles. There were to have been eight 500 kw d.c. ship's service turbogenerators. Armor was to have included a belt with a maximum thickness of 13.5-in, tapering to 8-in at the ends, which were enclosed by bulkheads of similar thickness. The conning tower had a maximum thickness of 16 in. and a minimum of 8 in., while the Armor Deck consisted of 70-lb. STS over 70-lb. NS over the belt area, 5-in. STS forward of the belt (overlaid with 40-lb. NS), and 5-in. STS with 40-lb. NS overlay, sloped at 45-deg. over the steering engine room. The splinter deck had 50-lb. STS; the uptakes had 9 in. to 13-in. armor; and barbettes had 13.5-in on the sides and front, tapering to 4-in on their backs. The 16-in gunhouses had 18-in armor on the faces, and 9 in on the roofs. There was no armor for the secondary battery.

Construction began on all six vessels of this class, however none reached the point of completion. Various reports give their progress when construction was suspended on 8 February, 1922 of between 11 and 38 percent. All six ships in this class and an accompanying six battlecruisers were scrapped in 1923.

In the spirit of Bill's use of a painting instead of a photograph this month, Graham Horne treats the reader to this fanciful tome about our Mystery Vessel. He begins: “Before getting to the heart of the March Mystery Photo it should be noted that the illustration is not in fact a photograph but a painting.

The historical background to the ship is interesting primarily because she was involved in a little known theatre of operations during World War One.

The hull was constructed in 1913 at the Austrian naval dockyard at Pola on the Adriatic and destined for the Bulgarian Navy. At that time political tensions were mounting in the region and Bulgaria was concerned that Austria might impound or commandeer the ship should hostilities break out. She was therefore purchased in an incomplete state and towed across the Mediterranean Sea then up through the Bosphorus and finally to Costanza on the Black Sea coast. Now it should be remembered that early in the 20th Century Bulgaria could hardly claim to be an industrialized nation so she had to scramble in order to get the ship fitted out. Frantic contacts were made with western and Far Eastern shipyards; purchasing armament and superstructure as and where available. The net result was the first and only hybrid battle cruiser ever built and therefore easily identified as the I.B. *Sophia*.

Starting with the main armament, eight 14-inch guns were purchased from Skoda Co. in Czechoslovakia. Moving aft the main bridge was obtained from the yards at Barrow-in-Furness in northwest England. The latticed masts and tops are easily recognized as coming from the United States and are most likely from the yards at Philadelphia. Nagasaki was the source for the funnel or stack and the derricks were manufactured locally. Finally it should be noted that Bulgaria was the first nation to introduce a clipper bow to a modern warship.

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MINUTES



HRSMS Monthly Meeting
Date: March 8, 2002
Host: Bob Baycar

Acting in the Skippers absence, the Clerk called the meeting to order at 2000 hours. A Purser's report was given. The February minutes were approved as published.

Old Business: Joe McCleary gave details of the annual banquet. Bill Clarke reiterated his request for support of the membership for the banquet and of the good time that was had by all at the previous banquets. Joe is starting to work scheduling the 2005 NRG Conference. To this date he can not get a commitment from the Radisson Hotel due to other events that will occur in the same timeframe. All options will be explored so the conference schedule can be set in the near future. Joe announced the June meeting would be held at the Mariners' Museum Library. (See the article on page 5) Joe said that he would contact Graham Horne about the "To Build a Ship Model" series of presentations. Dave Baker said that he would give a presentation on 1-1200 scale. The Founders Award Committee, Joe McCleary, Jack Bobbitt and John Cheevers announced this years nominees, Alan Frazer and Tom Saunders. A ballot was provided for inclusion in the April issue of the Logbook. Members are asked to return the ballots to the Skipper at the April meeting or mail them to him.

New Business: It was noted that the link to the HRSMS website is dead. The Clerk said that he would contact the current webmaster and look for an alternate site to post the webpage.

Show & Tell: Jack Bobbitt described how red oxide primer spray paint is an excellent color match for copper bottom paint. He said that he uses dull lacquer as a finish coat to protect the copper. Dave Baker showed a book containing plans from the Wolf Shipyard. Mark Halinday showed a book, Sailing Ships of the U.S. Navy. Ryland Craze talked about ship model museums in Russia and suggested the web site "www.shipmodel.ru".

The meeting was adjourned to a presentation by Bill Clarke and Joe McCleary on sources of research material and photographs.

NOTE TO MEMBERS

If there was not a ballot for the 2002 Founders Award included in this issue of the Logbook, please contact the Clerk.

Return the ballots to the Skipper.



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As to her career in World War One she partnered the German battle cruiser Goeben and the cruiser Breslau. Between them this trio had successes in the Black Sea even though the Russian Navy was the dominant power in this theater. To begin with the Sophia's hull was blistered against torpedo attack but when pumped dry; increased her buoyancy allowing close inshore bombardment which had ramifications beyond the scope of this reply, but briefly it should be noted that she played a dominant role in the small craft warfare at the Eastern end of the Danube. From the Black Sea this river is navigable to ocean going ships as far inland as Galatz and was thus an important waterway for the Central Powers. So much so that the belligerents employed monitors and gunboats. This riverine warfare was also important to the land forces because the monitors firepower exceeded that of field artillery and also far more mobile due to difficult terrain. The cover provided by Sophia was quite daring considering how close she was to the major Russian naval base at Sebastopol.

Her presence in the Black Sea also had a political dimension for in conjunction with the German ships she influenced Turkey to enter the war on the side of Germany and Austria.

Her wartime career ended in May 1918 when she attempted a raid in the Mediterranean. Sophia was damaged when she struck a mine off the Dodecanese then sold to the Poquosonese in the early nineteen twenties.

How this sale passed the scrutiny of the League of Nations remains a mystery to this day."

And now you have the rest of the story...

Sorry, Bill, looks like no one scores the extra credit this month. What Bill was fishing for was for someone to suggest that the image was of a ship steaming either out of or through a fog bank. Bill, I guess it just looked too much like a painting to fool anyone. I would like to note, however, that of the six ships in this class, *Iowa*—the subject of the painting-- was the only one that was awarded to Newport News Shipbuilding and Dry Dock Company.

John Cheevers



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fragility), so bring lots of crisp dollar bills for the card issuing machines. Ship plans can be copied by the staff on large roll Xerox machines. The price for this service is modest, but if you want copies of a large number of plans, the order has to be sent out to a contractor, which can take up to two weeks and the copies will be mailed to you. You can bring your own camera into the photographic section and mount it on an archives-provided copy stand to make copies of archived photographs. Do not expect that you can do quick and easy computer searches. You cannot. This is the world of Mr. Macawber. Searches must be done laboriously by going through paper indexes and rolls of micro-film. This takes time, so plan accordingly. Almost no research project can be done in one day. You can request that the staff do research for you, but this takes time (the staff is small) and frequently there is a charge.

So what happened to all the other "stuff"? Field activities, such as shipyards or prize courts (specially designated U.S. District Courts) sent their records to local (regional) archives. They continue to do so today. So a thorough job of research on a particular project may also involve a visit to one or more of these repositories either in person or by mail or by electronic means.

The Washington area repositories are:

The National Archives Building
8th and Pennsylvania Avenue, NW
Washington, DC 20408
Tel: 202-501-5400 (General)
202-501-5390 (Naval and Military Section, Room 11W)
www.nara.gov

The National Archives at College park
8601 Adelphi Road
College Park, MD 20740
Tel: 301-713-6800 Fax: 301-713-6920
301-713-7040 (Ship Plans Section)
301-713-6625 x234 (Ship Photos Section)
E-mail: inquire@nara.gov

Regional Archives and areas covered:

National Archives - New England Region
380 Trapelo Road
Waltham, MA 02154
Tel: 617-647-8100 Fax: 617-647-8460
Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island
and Vermont
(Usually cited as "Boston")

National Archives - Northeast Region
201 Varick Street
New York, NY 10014
Tel: 212-337-1300 Fax: 212-337-1306
New Jersey, New York, Puerto Rico and the Virgin Islands

National Archives - Southeast Region
1557 St. Joseph Avenue
East Point, GA 30344
Tel: 404-763-7477 Fax: 404-763-7033
Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina,
South Carolina and Tennessee
(Usually cited as "Atlanta")

National Archives - Great Lakes Region
7358 South Pulaski Road
Chicago, IL 60629
Tel: 312-353-0162 Fax: 312-353-1294
Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin

National Archives - Central Plains Region
2312 East Bannister Road
Kansas City, MO 64133
Tel: 816-926-6272 Fax: 816-926-6982
Iowa, Kansas, Missouri, and Nebraska

National Archives - Southwest Region
501 West Felix Street, P.O. Box 6216
Fort Worth, TX 76115
Tel: 817-334-5525 Fax: 817-334-5621
Arkansas, Louisiana, New Mexico, Oklahoma and Texas

National Archives - Rocky Mountain Region
Building 48, Denver Federal Center
P.O. Box 25307
Denver, CO 80225
Tel: 303-236-0817 Fax: 303-236-9354
Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming

National Archives - Pacific Southwest region
24000 Avila Road
P.O. Box 6719
Laguna Niguel, CA 92607
Tel: 714-643-4241 Fax: 714-643-4832
Arizona, and Southern California including the counties of Imperial, Inyo, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, Ventura,
and Clark County Nevada (Usually cited as "Los Angeles")

National Archives - Pacific Sierra Region
1000 Commodore Drive
San Bruno, CA 94066
Tel: 415-876-9009 Fax: 415-876-9233
Northern California, Hawaii, Nevada (except for Clark County),
American Samoa, and the Pacific trust Territories
(Usually cited as "San Francisco")

National Archives - Pacific Northwest Region

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6125 Sand Point Way, NE
Seattle, WA 98115
Tel: 206-526-6507 Fax: 206-526-4344
Idaho, Oregon, and Washington

National Archives - Alaska Region
654 West 3rd Avenue, Room 12
Anchorage, AK 99501
Tel: 907-271-2441 Fax: 907-271-2442
Alaska

Joe McCleary
Joe McCleary

special night for the HRSMS on Friday 14 June 2002, from 8:00PM to 10:00PM. The library will open at 7:30PM for those who arrive early. Joe McCleary will be the HRSMS sponsor for this meeting.

HRSMS members should enter through the library main door on that evening located at the far right hand end of the building as viewed from the parking lot (about 20 yards to the right of the "Business Entrance"). We will have a short business meeting, followed by presentations from archivists Gregg Cina and Josh Graml. Plans to date indicate that the library will pull out for our inspection and enjoyment some of their unique treasures. Including plans, books, photographs and artifacts. Many people do not realize that the Mariners' Library holds the records and plans from the Chris Craft Corporation. There will also be an opportunity for HRSMS members to take a tour of the stacks, an area not open to the public, to get a better idea of the range and depth of the library's vast holdings. There will be plenty of time for questions and answers.

Due to the difficulty of bringing food and drink into the museum, and the impossibility of having such items in a library, we will dispense with having refreshments at the end of our regular meeting on this evening. However, there are plenty of watering holes in the area, such as Joe and Mima's, to which we can adjourn after the meeting for those who are so inclined.

If anyone has special interests that they would like addressed, or items that they think would be interesting to have displayed, please contact Joe McCleary (757-253-1802 or e-mail: olddolphin@juno.com). As at our other meetings, guests will of course be welcome.

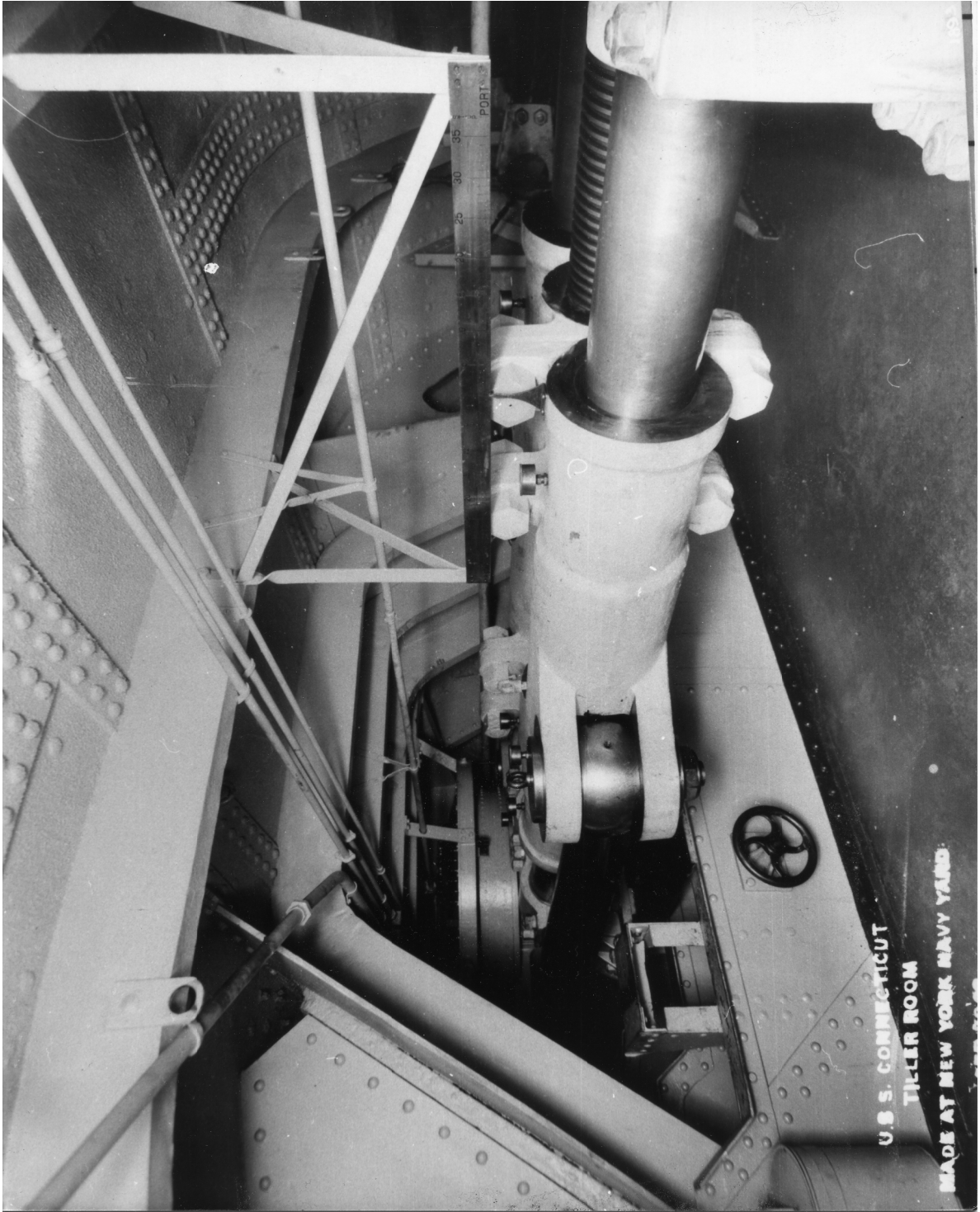
Joe McCleary

JUNE MEETING

The Mariners' Museum Library has started a new outreach program titled the Library Discovery Series. Due to the close relationship between The Mariners' Museum and the Hampton Roads Ship Model Society (HRSMS), the Mariners' Library has offered to host a special night at the library to showcase the many assets that are available in this unique facility. At our March meeting, the HRSMS membership agreed that this was a great opportunity and selected the regular June meeting as the next available practical date. Therefore, The Mariners' Museum Library will sponsor a

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NOTABLE EVENTS

APRIL

- 5-7 Western Ship Model Conference, Long Beach, Ca.
12 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

MAY

- 4 **H.R.S.M.S. Annual Banquet**, Hampton Radisson
10 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

- 7 **H.R.S.M.S.** Monthly Meeting: Mariners' Museum
Presentation: Library Tour

JULY

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

AUGUST

- 3 2002 Model Ship Regatta, Philadelphia, Pa.
9 **H.R.S.M.S.** Monthly Meeting:

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

JANUARY

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

FEBRUARY

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

MARCH

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

Thanks

The members would like to thank Bob Baycar and his wife, Pat for hosting the March meeting.

WATCH, QUARTER AND STATION BILL



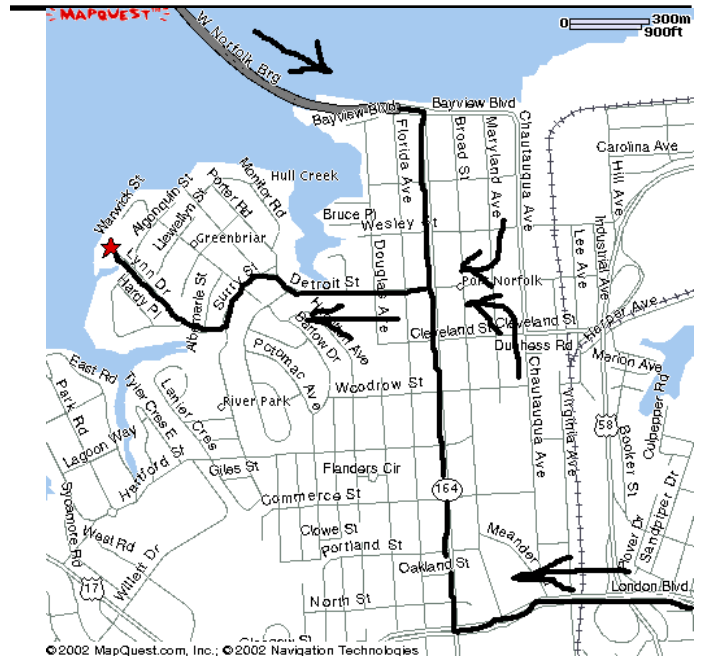
Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

Date: April 12, 2002
Place: 2 Lynn Drive, Portsmouth, Va.
Time: 2000 Hours
Host: Dean Sword

From the Peninsula West: 1: Take I-64 East 2: Take the I-664 S exit- exit number 264- towards DOWNTOWN/NEWPORT NEWS /SUFFOLK /CHESAPEAKE. 0.53 miles 3: Merge onto I-664 S. 12.62 miles 4: Take the VA-164 E/US-17 N exit - exit number 9- towards PORTSMOUTH/JAMES RIVER BR. 0.24 miles 5: Keep LEFT at the fork in the ramp. 0.64 miles 6: Merge onto VA-164 E. 5.89 miles 7: Turn RIGHT onto DETROIT ST. 0.38 miles 8: Turn SLIGHT LEFT onto WILLIAMSON RD. 0.04 miles 9: Stay straight to go onto SURRY ST. 0.16 miles 10: Turn RIGHT onto LYNN DR. 0.35 miles

From Virginia Beach: 1: Take the I-264 W towards I-64/ NORFOLK/I-264 W/RICHMOND. 0.32 miles 2: Merge onto I-264 W. 9.75 miles 3: Take the exit- exit number 7- towards DOWNTOWN PORTSMOUTH/NAVAL HOSPITAL/ NAVAL SHIPYARD. 0.04 miles 4: Keep LEFT at the fork in the ramp. 0.09 miles 5: Merge onto BART ST. 0.11 miles 6: Turn RIGHT onto EFFINGHAM ST/VA-141. 0.37 miles 7: Turn LEFT onto LONDON BLVD/VA-141 N. 1.24 miles 8: LONDON BLVD/VA-141 N becomes LONDON BLVD/US-58 W. 0.37 miles 9: Turn RIGHT onto VA-164/MT VERNON AVE. 0.80 miles 10: Turn LEFT onto DETROIT ST. and proceed as above



The Answer

The answer to Mystery Photo Number 189:
USS South Dakota, Artist's Conception, Photo No. NH63502