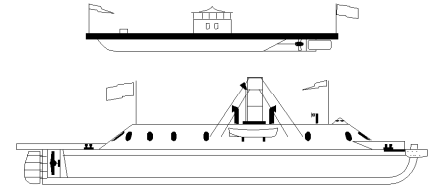


# Hampton Roads Ship Model Society

# Logbook



No. 206

WWW.HRSMS.ORG

AUGUST, 2003

## MINUTES



Hampton Roads Ship Model Society Monthly Meeting  
July 11, 2003  
Host: Len Wine

The Meeting was called to order by the Skipper at 2000 Hours.

Guest: Pat McCarthy, 2<sup>nd</sup> meeting

The minutes were approved as published.

A Purser's report was not given due to his absence.

Old Business: Greg Harrington reported the financial requirements to support a HRSMS web site. A motion was made and passed for Greg to proceed with the web site development. There was general discussion of the 2005 NRG Conference. The HRSMS brochure was presented in it's finished form and is to be printed.

New Business: There were general discussions about the candidates for director of the NRG. Joe McCleary announced that Joe Miller is the new Captain of the Washington Ship Model Society and that Steven King is the new Executive Director of the Watermen's Museum. Bob Comet received a request from the Barnwell Museum to have a model built. He will get the details and report back to the membership.

Show & Tell: Pat McCarthy reported on a trip to the San Francisco Maritime Museum. Alan Frazer showed the

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## NOTICE

There has been a change on the masthead of the Logbook. The web address for the HRSMS web site has been added. Greg Harrington has gotten the HRSMS site up and running, "WWW.HRSMS.ORG". The members would like to thank Greg for his effort.

## Mystery Photo



### Mystery Photo Return of the minensuchboot?

Answer to Mystery Photo No. 205: Not every mystery photo is easy to identify. There are some that we quickly identify and there are some we never identify. Some mysteries lay dormant for months until a crucial piece of information comes to light providing the vessel's identity or cementing the ship in a place and time. I have many photographs of ships and nautical scenes awaiting just that crucial, identifying nugget. In order to maintain interest in solving our monthly Mystery Photo, it is sometimes prudent to hazard a guess based on circumstantial evidence and be wrong, rather than ignore the image altogether. And this column is livelier for the effort.

If anyone thought last month's Mystery was difficult, you won't be surprised by this entry. Although not as hard to identify in the larger sense, this identification will be tedious and tenuous nonetheless. My first thought was that we had another German minensuchboot. After a slightly longer look at the image, I would have to say that this vessel looks European in origin--more German than Russian, but most likely English. The camouflage pattern resembles the U.S. Navy 22, but the U.S. Navy didn't build or operate warships of this pattern. Is that a Canadian maple leaf on the stack or simply the attachment point for two stack guys? The sailors on the foredeck seem to be wearing giant, bloused Russian tunics. Do the signal flags and burgees reveal anything? What about the square openings in the hull, what is their purpose? I would add that the vessel reminds me somewhat of a coastal steamer modified for escort duty; but my gut says it's a minesweeper. Let's see if we can make these clues reveal the vessel in question.

Just as I was about to set fire to Dave Baker's ears for choosing this difficult-to-identify image, I began to hear voices. Actually, it was one voice, Bill Clarke's, and he let slip the closely guarded secret that this image was not Dave's but Tom Saunders'. This fact was later driven home when Dave emailed and asked if I (we) solved this mystery. He allowed that he was going to play until Tom gave him a "too good" clue. This forced Dave to do the honorable thing and recuse himself from playing this month. Fortunately, this was not to be another solo effort, either! Bob Comet provided this month's only "at large" response. Did he furnish the nugget

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that moved this investigation off of dead center? We'll see. His reply makes interesting reading in that he describes his struggles and his dealings with the same pitfalls that plagued me.

With my initial guess in hand, or more correctly, neatly typed above in black and white, I narrowed my search window by concentrating on design aspects of the vessel; the two-tone paint scheme, the shape of the stack, the cylindrical, canvas-covered director atop the bridge, the numerous portholes (including the square openings), the pennant arrangement, and the sailor's uniforms (they really do look Russian!) Using a 1931 and 1946 edition of Jane's Fighting Ships and Conway's All the Worlds Fighting Ships, 1922-1946 as my references, I concentrated on the smaller warships like gunboats and minesweepers in foreign navies. Through a combination of lucky breaks and some hit and miss, I narrowed my search to two extremely similar vessels; not from either the German or Russian navies, but from the Royal Navy.

The attributes seen in the British *Halcyon*-class minesweeper and *Sandwich*-class sloop (a loose grouping of 4 near identical sisters) most closely matched those seen in our Mystery Photo. Together these classes numbered 32 vessels, 14 and 18 vessels respectively. Not a narrow lot to choose from, but an interesting beginning to an end. With my converted coastal steamer theory dead-ended, my time was free to examine these 32 vessels in hopes of finding that crucial, identifying nugget I mention earlier. (This was actually somewhat of a blessing because converted merchant vessels tend to be poorly documented and finding photographic evidence of them is rare. Often times, the image you are looking at is the only one in existence!)

The most noticeable physical difference between these two nearly identical designs, other than size, which is next to impossible to discern when comparing separate photographs, lies with the extent or location of the break in the shell plating. The hance or fashion plate in the *Halcyon*-class is very prominent with a noticeable faired curve that drops the full deck height. The *Sandwich*-class has a subtler fashion plate that is carefully blended into the aft bulwark plating. It is difficult to say whether the break occurs further forward in *Halcyon*'s hull or if the fantail is the same length in both vessels with the proportional difference coming from *Halcyon*'s shorter hull. There is a 36-foot difference in overall length and 200-ton difference in displacement between the two vessels. Overall the safe bet is to choose one of the *Sandwich*-class sloops as our Mystery vessel.

Now to what Bob has to say. "The picture quality gave me a fit and mislead me a little in my search." is how Bob begins his reply. Agreeing with this author he continues: "The vessel looked like a small gunboat or fleet minesweeper and had a British or German look to her." As he continued, Bob made this important observation that I missed: "The numerous portholes and scoop ventilators clued that she was built before [the] WWII years." This is an important point because it allows the researcher to immediately narrow the search window. And, while the uniforms initially misled him, as they misled me, he caught the mistake and that allowed

him to zero in on the correct navy. "What really threw me off was that I thought the sailors were wearing white tunic blouses outside of their trousers and belted--I have seen Russian sailors dressed this way. But it still looked like a British vessel. Then I looked at the uniforms even closer and with my spiritual eye, because a magnifying glass didn't really help--just magnified the graininess. Lo and behold these guys have short sleeved white crew necked shirts and white shorts, the tropical dress for the Royal Navy."

Being an old gunnery officer, Bob makes this observation: "The two guns look very large in comparison with the crew on deck--quite large for the vessel. The guns are open 4.7 inch guns, and they still look like they are sitting high off the deck, but I don't have a clue why."

Bob's investigation moved along swiftly now! "I finally found a close match in the 1944-45 Jane's--the British Sloop class *Bridgewater*. Only two were built in the class, in 1928, and I have no way of knowing which of the two the photo shows, *Bridgewater* or *Sandwich*. It's a coin flip so I pick *Bridgewater*."

My search narrowed the field to 18 vessels. Bob's took the bold step to risk narrowing the field to 2, where he then made his final choice, his final answer, based on chance. Not being content with these findings. I scheduled a little time in the Mariners' Museum Library to see if I could get a more definite identification. This is what I found, or didn't find, as the case may be.

It's always surprising when you have that sudden moment of clarity where a previously overlooked detail suddenly reveals itself. It happened when I was reviewing the 1944-45 Jane's photo of the sloop *Bridgewater* that Bob called out in his response. There was something about the vessel that didn't jive with our mystery vessel. It wasn't until I found a crisp, clear image of *Bridgewater* in a reference work (Sorry, I lost the cull slip and cannot remember the name of the book) detailing British warships in 1935 that I understood. *Bridgewater* lacks the knuckled waterway at the forecastle deck edge that is so prominent in the mystery. It was then that I noticed that the mystery ship's stack is wider than those shown in all of the photos of the *Sandwich*-class sloops and *Halcyon*-class minesweepers. Admittedly, I haven't seen images of all 32 vessels, but I don't believe our ship could be anything other than a sloop produced to the *Sandwich* design.

The collective *Sandwich*-class sloops were built by four different shipyards: Hawthorn Leslie, Devonport Dockyard, Swan Hunter, and Chatham Dockyard between 1928 and 1932. Hawthorn Leslie built only the earliest units: *Bridgewater* and *Sandwich*, and it seems that they were the only two ships not fitted with the knuckled waterway. This effectively eliminates them from further consideration. All later vessels had the knuckle.

One feature common to the early units was five large square-oval ports. The early ships had these opening in their amidships gallery (they were visually very similar to what we find in the U.S. Coast Guard high endurance *Hamilton*-class cutter), but the openings were soon plated in to improve seaworthiness. This explains the square and rectangular

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## THE ANSWER

*(Continued from page 2)*

openings we see in the mystery ship. Larger square-cornered openings in decks and shell plating are a strict no-no in shipbuilding. The square corners formed by the opening are natural crack starters because hull stresses concentrate there. Since the surrounding plating was sufficiently strong and had rounded corners, the plated in areas could accommodate the non-structural, large, square hatch type doors we see in the mystery ship.

Final note: There was one near sister to the *Sandwich*'s. A slightly larger version of this sloop design was built at Swan Hunter for the Royal Indian Marine in 1930 and named *Hindustan*. The principal difference seems to be in overall length. *Hindustan* was a full 30 feet longer than her contemporaries. They are virtually identical in arrangement and appearance.

Looks like seventeen is as close as we can go.

John Cheevers

Thanks to Cabin Boy for last month's Mystery Photo.

The answer to Mystery Photo 205

HMIS Hindustan

Sloop of the Folkestone class

Navy: The Royal Indian Navy

Type: Sloop

Class: Folkestone

Penant:

Built by: Swan Hunter and Wigham Richardson Ltd.

(Wallsend-on-Tyne, U.K.): Hawthorn Leslie & Co. (Hebburn-on-Tyne, U.K.)

<http://uboat.net/allies/warships/ship/3884.html>



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progress on his whaleboat. Dave Baker showed his Blue Jacket Friendship Sloop and talked about inexpensive models for beginners at Denbigh Hobby Center.

The Meeting was adjourned to a presentation on Computer Aided Drawing by Len Wine.



### MYSTERY PHOTO

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

[jfcheevers@juno.com](mailto:jfcheevers@juno.com)

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## NOTABLE EVENTS

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### AUGUST

- 8 **H.R.S.M.S.** Monthly Meeting: Host Eric Harfst

### SEPTEMBER

- 6 Mid-Atlantic Maritime Festival  
6 2003 Ship Model Regatta & Display  
Independance Seaport Museum, Philidelphia, Pa.  
12 **H.R.S.M.S.** Monthly Meeting: Host, John Cheevers  
20 Festival in the Park, Mariners' Museum  
27 Scientific & Navigational Instrument Exhibition  
Opening, Mariners' Museum

### OCTOBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington  
17-21 NRG Conference,

### NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

### DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt

### JANUARY

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

### FEBRUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker  
Election of Officers  
29 Cabin Boy's Birthday

### MARCH

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

### APRIL

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch  
30-May 2 Western Ship Model Conference

### MAY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

### JUNE

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

### JULY

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

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## WATCH, QUARTER AND STATION BILL



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Skipper: Joe McCleary (757) 253-1802  
Mate: Dave Baker (757) 565-7991  
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

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## Next Meeting

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Date: August 8, 2003

Place: 133 Mid Ocean, Williamsburg, VA  
(Ford's Colony)

Time: 2000 Hours

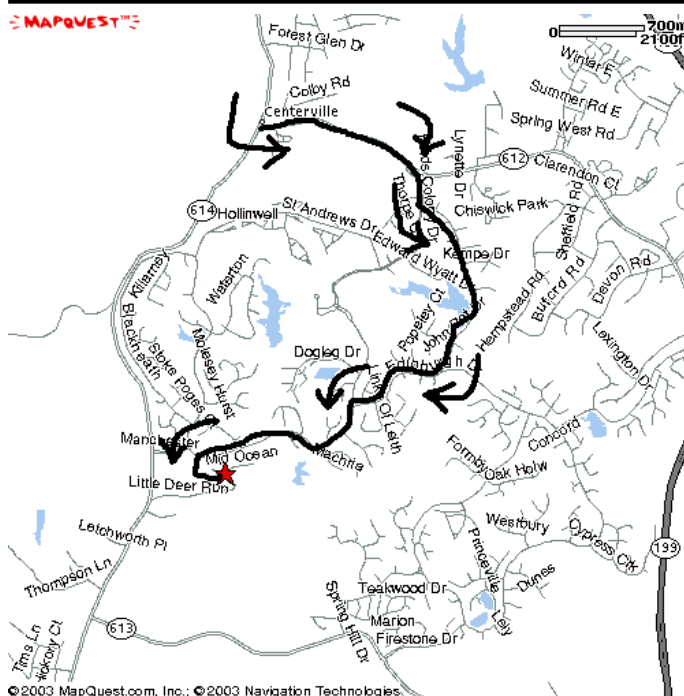
Host: Eric Harfst (757-221-8181)

### FROM EAST

64 West to Exit 234A (Lightfoot), right on to Mooretown Road/Lightfoot; next left on to Lightfoot Road for 1/2 mile; left at light (after RR tracks) on to Richmond Road. Get into right lane, go **one-tenth mile** and turn right at light on to Centerville Road. Go 3 miles and turn left on Longhill Road (Rte. 612). Go 7/10 mile and turn right into main entrance of Ford's Colony. Go 1/10 of a mile and turn left to John Pott Guardhouse. Continue on John Pott 1 mile to end, turn right on to Edinburgh. Continue 5/10 mile to end, turn left on to St. Andrews. Go just under a mile and across from Swim and Tennis Club turn left on to Mid Ocean. House is 3/10 mile on left (next to house under construction).

### FROM WEST

64 East to Lightfoot exit 234. First right on to 199 east; next right on to Mooretown Road/Lightfoot, continue as above.



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## Thanks

The members would like to thank Joe McCleary and his Len Wine for hosting the July meeting.