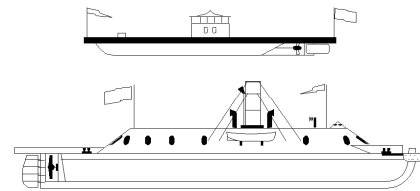


# Hampton Roads Ship Model Society

# Logbook



No. 212

WWW.HRSMS.ORG

FEBRUARY, 2004

## FROM THE PILOTHOUSE



Directors and Officers of the NRG:

On Tuesday, January 2004, I was called to meet with John Hightower, President and CEO of The Mariners' Museum, and Mary Ann Cleary, VP for Collections. The purpose of the meeting was to inform me that the museum has decided not to host the Scale Ship Model Competition in 2005. The museum provided me with the following statement:

(Quote) Since 1980 The Mariners' Museum has proudly hosted six International Scale Ship Model Competitions. It has been an honor and a privilege to work with the model makers and organizations associated with this competition over the years.

Due to the recent staffing and budget cuts, the Museum regrets we are unable to host the competition in 2005. The 2000 competition incurred direct costs of \$29,000 and numerous hours of professional staff time. Although we value our relation with both the Nautical Research Guild and the Hampton Roads Ship Model Society we must now focus both our resources and efforts on reinstalling permanent exhibitions and opening the USS Monitor Center.

We hope that you can appreciate the challenges the Museum faces. We are open to hosting another competition in the future but cannot commit resources to do so in 2005. (Unquote)

I sincerely regret that I have to be the bearer of such bad news. Frankly, we in the Tidewater area had come to suspect that the reluctance of the museum to announce the schedule and rules for the competition boded no good, since all those details had been fixed as far back as last June.

*(Continued on page 2)*

## Mystery Photo



Answer to Mystery Photo No. 211: Well it looks as if Clarke is still on the sidelines; we have yet another at-large submission that, by the looks of things, is straight from the Internet. If this is true, then tracking down the vessel's identity should be a snap. By the way: Bill, what happened? No guns no glory? I thought you would take a shot at this one!

I thought it would be a snap, and it was! A quick search for "Ocean Liners" produced a very promising site, [oceanliners.com](http://oceanliners.com), which contains histories and photographs of the great liners of the past. It is well worth the time to visit and was very rewarding to us with this Mystery Photo.

The international competition for dominance in the transatlantic passenger trade between Europe and the Americas, primarily the United States, was extremely fierce. It played out on the world's stage and in the press and captivated more than one generation of traveler and nautical enthusiast. Sound business practice (read: fair competition) was supplanted by extreme nationalism; corrupted to the point where several shipping firms were heavily subsidized as countries like Germany, France, and Great Britain vied for the coveted Blue Ribband trophy. Possession of the trophy, and all bragging rights, went to the liner with the quickest transatlantic crossing time. Speed was of primary importance but luxury in first class was supreme, and the liners reflected this.

The reality of early twentieth-century transatlantic passenger travel, aside from being the only game in town, was that the liners were delivering huge numbers of – mostly – poor immigrants from hopeless class stagnation in Europe to the New World and a promise of a better life. As such, these liners, or Queens of the Sea, were designed to carry many more times the number of steerage-class passengers as they did in second or first class. Just as we find in modern passenger planes, the space devoted to these classes was in

*(Continued on page 2)*

# HRMSMS ANNUAL BANQUET

**Saturday March 20, 2004**

**Radisson Hotel, Hampton**

(Pilothouse—Continued from page 1)

If anyone would like further details or would like to make a comment to the museum, the following addresses are appropriate. I would counsel that intemperate statements by anyone will probably not do the Guild or the general society of ship model builders any good.

The Mariners' Museum  
100 Museum Drive  
Newport News, VA 232606

John Hightower, Pres. & CEO, tel 757-591-7700

Mary Ann Cleary, VP, tel 757-591-7745;  
e-mail: macleary@mariner.org

Justin Lyons, Public Affairs, tel 757-591-7738;  
e-mail: pr@mariner.org

This unfortunate news may in fact be an opportunity for the NRG. Perhaps the Guild leadership can persuade another museum to pick up the challenge and take over this competition and exhibition. South Street Seaport in New York City, or Mystic Seaport in Mystic, CT spring immediately to mind, but there may very well be other museums that would like to gain stature and notoriety by hosting what has come to be known the "olympics" of ship model competitions. The rules, procedures and precedents are already in existence; no great amount of creative planning is required.

In my discussions with Hightower and Cleary, they indicated that The Mariners' Museum might be amenable to a plan whereby the competition was shared between two or three museums, including The Mariners' Museum, so as to spread the costs and responsibilities. It was my impression that they did not plan to pursue this initiative themselves, but would expect some other entity, such as the NRG, to do this. It was also clear that whoever made the arrangements should be prepared to defray all the costs.

With regrets,  
Joe McCleary

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## MINUTES

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HRSMS Monthly Meeting  
January 9, 2004

There were no corrections to the minutes as published.

Joe McCleary took two lashes for omitting Bob Comet's name for the list of Founders Award recipients.

(Continued on page 4)

(Mystery Photo—Continued from page 1)

inverse proportion to the actual number of people carried in each class.

Each successive class of liner grew in size and complexity. And around 1912 the big shipping companies were poised to receive the next generation of super-liners from the building yards. These ships were truly an order of magnitude larger than their predecessors. To name a few: the *Olympic*-class for the White Star Line, the *Mauritania*-class and *Aquitania* for Cunard, and Ballins big three (*Imperator*, *Vaterland*, and *Bismark*) for the Hamburg-America line. The stage was set for the continued competition for possession of the Blue Ribband only to have the scene altered by The Great War.

Now, from that historical perspective, let's review the responses. Bob Comet was first and had this to say: "I believe that the mystery photo is the *RMS Queen Mary*. The stack colors seem to be the Cunard Line stack." More to the point he adds: "The large square air intakes are peculiar to the *Queen Mary*, and the bridge structure also matches another photo (much clearer than our news letter photo) found in Bjorn Landstrom's book The Ship."

Our other response came from Dave Baker. Here is what he had to say. "After due deliberation and research that took at least ten minutes at the Mariner's Museum Library today (the book fell open at a page with a drawing of the ship I believe it to be), I've concluded that the photo probably shows the *Berengaria* (ex-*Imperator*). On the other hand, the ship just might be the very similar *Leviathan* (ex-*Vaterland*). Hard to tell, as the photo in the newsletter is indistinct in the areas that would make it easiest to tell the two ships apart, but I'm inclined toward the *Berengaria* (ex-*Imperator*)."

Well, who's right? Let's scour the image for clues to the vessel's identity. From right to left her distinctive physical attributes are this: An anchor hanging from the bow anchor chock, a straight stem, three stacks – the third may be a dummy but numbers one and two are issuing quite a bit of smoke, lifeboats clustered at either end of the boat deck (they seem to be carried side by side forward and one over the other aft), and a fantail stern. In the center of the great expanse of black hull are two open cargo door. Would this indicate the vessel is nearing the end of her journey and the deck hands are readying the ship to disgorge her human cargo? Finally, I agree with Bob that the stack colors seem to say "Cunard."

You all know the saying, "Sometimes it takes village?" Well with this vessel, it took an entire continent and a war to place it in the scene of our Mystery Photo. The spoils of war, often called war-prizes, go to the victors. And the fallout of material from the Great War placed the three largest, fastest, and most technically advanced ocean liners at the disposal of the Allied powers. Great Britain was ceded two and the United States received one liner as war reparations from a defeated Germany. For Great Britain this meant taking possession of *Imperator* and *Bismark* and assigning the first to the Cunard line and the other to the White Star line. The United States received *Vaterland* and her story is an oft-told tale.

Between 1920 and the entry into service of the

(Continued on page 3)

(Mystery Photo—Continued from page 2)

*Queen Mary* in 1936, *Imperator*, later renamed *Berengaria*, was the pride and flagship of the Cunard fleet. Built at the Vulcan Werft shipyard at Hamburg on the river Elbe and was launched on 23 May 1912, she was launched only 5 weeks after the Titanic disaster. Following the disaster, changes in the maritime law necessitated changes both in hull design and the on-board equipment in order to increase safety. At that time *Imperator* was the world's largest ship, a statement reinforced by the inclusion of a large cast iron eagle perched on the liner's prow.

During WWI *Imperator* lay protected on the river Elbe. At the end of the war, Allied occupation forces found *Imperator* rusted, decaying and stuck in the mud. After serving as a troop transport until August 1919 she was transferred to Britain as noted above.

Retaining the name *Imperator*, the vessel made its first voyage for Cunard on December 11, 1919 from New York to Southampton. On February 21, 1920 the ship made its first voyage from Liverpool to New York. The ship continued to serve this route, but it was decided to change the name to *Berengaria*. Later, Armstrong Whitworth & Co. on Tyne carried out a complete overhaul that included a conversion of the power plant from coal to oil fuel.

The ship, however, was not without its fair share of problems. In August 1922 the liner struck a submerged object, which damaged one of her propellers. Later the same year she lost 36 feet of guardrail in the Atlantic during heavy weather. For the next 6 years, however, the ship operated successfully on Cunard's express service in conjunction with *Mauretania* and *Aquitania*.

During the early 1930's the ship went aground twice on the approaches to Southampton, but suffered no real damage. The ship underwent another major overhaul at Southampton in 1933 during which the interior was upgraded. The withdrawal of *Mauretania* in 1934 placed further pressure on the ship to operate more efficiently and in 1935 she set a record passage on the New York to Southampton route.

During her 1936 overhaul at Southampton a fire broke out in the first class cabins on the starboard side of the ship. The fire was soon controlled and extinguished but there was considerable smoke and water damage. An investigation revealed that the cause was defective wiring, which eventually led to *Berengaria's* demise. The ship made a final passage on the Southampton-Cherbourg-New York route on February 23, 1938.

After arriving in New York, on March 3, a fire was discovered in the first class lounge. It took the ship's crew and firemen over 3 hours to bring the blaze under control. After officials examined the ship it was decided that they could not give her clearance to embark passengers. The following day she sailed back to Southampton empty where it was discovered that faulty wiring again caused the fire.

Due to the high cost of renovation, it was decided to withdraw *Berengaria* from service on March 23, 1938. For the next few months she lay idle in Southampton dock until October 19th when it was decided to dispose of her. Sir John

Jarvis MP bought the ship for demolition on the Tyne at Jarrow for £108,000. The ship sailed from Southampton in December. The furniture and fittings were auctioned in January 1939 and over 200 Jarrow men were employed to break-up the old ship. The outbreak of war, however, meant that the men were required elsewhere so it was not until 1946 that the remains of the hull were towed to Rosyth for the final process of dismantling. By this time few people were interested in the remains of an old liner that had been built in the Imperial Germany of 1913.

Sorry Bob, but Dave was correct this time. The bow anchor gave the vessel away. Tom, I found the image on the WEB at the site mentioned above. Did you, as well?

John Cheevers

Photo credit: *Berengaria* at sea, photo source unknown.

#### *Imperator/Berengaria* Vital Statistics

Gross Tonnage: 52,117 (1913), 52,226 (1922)

Length: 919 feet

Width: 98 feet

Draft: 35 feet

Machinery: Steam turbines geared to quadruple screw

Speed: 23 knots

Capacity: 908 First, 972 Second, 942 Third, 1,772 Steerage (1913); 972 First, 630 Second, 606 Third, 515 Tourist (1922)

Built: Vulcan Werke, Hamburg, Germany, 1913

Demise: Scrapped in Jarrow, 1939; completely dismantled in Rosyth in 1946

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## BILGEWATER

### ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

I came out of hibernation to check my shadow and it looks like six more months of winter. While I was up I decided to look at the January Logbook. The Mystery Photo looked familiar. I went to the local library to use their computer to research my hunch. The wait for a computer was a full tide as a group of pups were surfing porn sites. When my turn at the keyboard commenced I went straight to the search engine "Google" instead of searching for web sites, I chose to search for images. Upon entry of the word *Berengaria* pages of photos related to the *Berengaria* was produced, some of which will be tacked on to the end of this column.

While I had Google up-and-running, I did a search on "Bill Clarke". You know this Clarke fellow has been a busy guy.

**Bill Clarke** Consulting is a Boston-based consulting company  
**Bill Clarke**, 7NEWS Reporter  
**Bill Clarke**, Author of "Common Sense".

(Continued on page 4)

(Minutes—Continued from page 2)

A Purser's report was given.

Old Business: The Skipper expressed thanks to Dave Baker and Eric Harfst for conducting the auction at the December meeting. Bill Clarke asked the members endorse acquiring a bartender for the annual banquet. He explained that members had expressed the opinion that the lounge at the Radisson did not provide an atmosphere conducive to conversation before the dinner. A motion was made and passed to authorize the banquet committee to procure a bartender. Joe McCleary read a letter from Gene Andes that was accompanied by photos of his *Vandalia*.

New Business: The Skipper asked for nominations for officers. A motion was made and passed to reinstate the current slate of officers. The election process will conclude at the February meeting. Dave Baker stepped up and offered to host the July meeting. Bob Comet said that he has received 18 requests for presentations and that painting was the most requested topic. Greg Harrington gave a report on the HRSMS web site. The Skipper asked at the next modification of the bylaws, that we add Webmaster to the list of appointed positions.

Show & Tell: Bob Comet showed his Emma C. Joe McCleary showed the books Building Model Warships of the Iron and Steel Era and The Portsmouth Block-making Machinery. Dave Baker showed the book Cold War Submarines: The Design and Construction of U.S. and Soviet Submarines.

The meeting was adjourned to a presentation "Tips on Rigging and Block Rounding" by Jack Bobbitt.

(Continued from page 3)

**Bill Clarke** Photography

Prof **Bill Clarke** Provost (Jordanstown/Belfast)

Buyer's Guide to Used Aircraft by **Bill Clarke**

Bill Clarke has been everywhere. Has done everything, well, almost everything 😊

The long range forecast says an ill wind is blowing. There are whitecaps on Lake Maury.

A stop by the *Schooner Virginia* web site

"<http://www.schoonervirginia.org/homeport/> "

shows the progress on her construction. If I can hitch a ride to Norfolk, it would make a nice trip to see the vessel up-close.

Finally, I found a picture of a person practicing for his talk at a NRG Conference.

*Cabin Boy*

## Why We Have a Banquet

As the longest-tenured (please note I did not say the oldest, that title belongs to someone else!) I feel I need to pass along some info as to why we have an annual banquet.

Our banquet was initiated at the very origin of our club as a means of thanking our wives/significant others for their support of our participation in the HRSMS. This support included their help to those individual members who had hosted a meeting in their homes during the previous year.

It has become the event of our club where all of our members have the opportunity to gather and meet the other people in our individual lives.

Over the years (35 plus) it has become a tradition, one of the few we still have. Traditions lost include membership certificates, yearly membership cards, tri-society meetings and ship modeling weekend seminars in a nautical environment.

Over the years we have met at great restaurants including the Hispaniola (now gone, remember where it was?), the James River Country Club, Sewell's Ordinary, the Surry House, the Islander, Fort Magruder Inn and our current location the Radisson in downtown Hampton where the food is very good and the water only a few steps away.

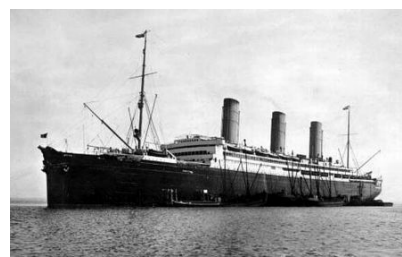
Where else could you go and see Bob Comet sing sea shanties and learn all about Joe's new philosophy on Feng Shui! A gig or two (all taken graciously) seem to occur all too often.

So, the meaning of this short note is that you should join your fellow HRSMS members on March 20 for an enjoyable evening of food and camaraderie. Some of us spent time setting this up so come and humor us! A Menu is somewhere else in this Logbook issue.

Bill Clarke

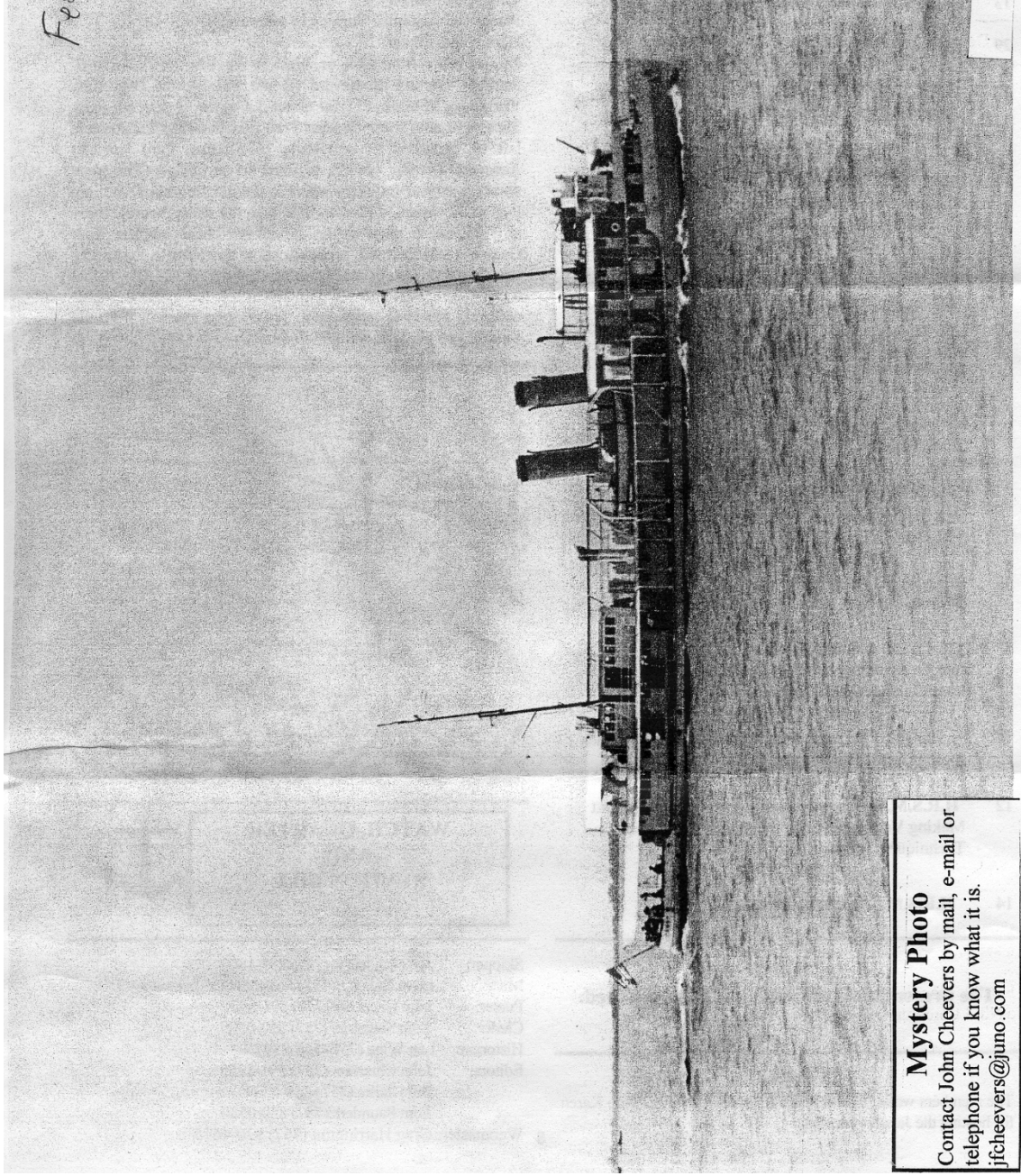


Who would this be?



**S.S. Berengaria**





## NOTABLE EVENTS

### FEBRUARY

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

### MARCH

- 12 **H.R.S.M.S.** Monthly Meeting: Host: Bob Krumpen  
How Did I Get There Without Templates" ; John Cheevers

### APRIL

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

### MAY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke  
Making Treenails, Special Hull Planks; Bob Comet

### JUNE

- 11 **H.R.S.M.S.** Monthly Meeting: Model  
Painting ,Part I; Jack Bobbitt

### JULY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker  
Model Painting, Part II; Jack Bobbitt

### AUGUST

- 13 **H.R.S.M.S.** Monthly Meeting: Jigs,  
Mass Production Techniques, Making Close Fits: Joe McCleary

### SEPTEMBER

- 10 **H.R.S.M.S.** Monthly Meeting:  
Making Tapered Spars; Bob Comet

### OCTOBER

- 8 **H.R.S.M.S.** Monthly Meeting:  
How To Make Art Work and other tips on Ordering  
Brass Etchings; John Cheevers

### NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller  
Making Scale People; Bob Comet

### DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt  
Making Ventilators and other Metal Forming  
Techniques; Joe McCleary

### JANUARY

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

## NOTE

**The presentation schedule has been updated.**

## Thanks

The members would like to thank Bob Comet and his wife Karen for hosting the January meeting.

## Next Meeting

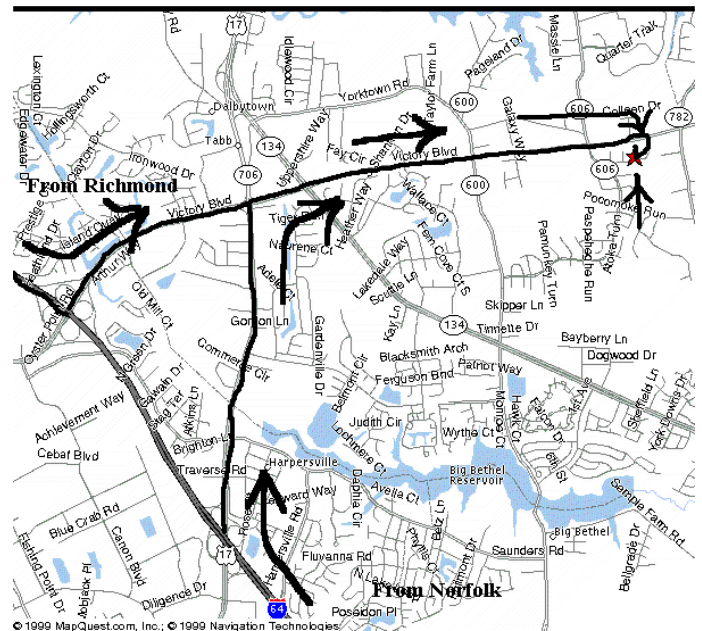
Date: February 13, 2003

Time: 2000 Hours

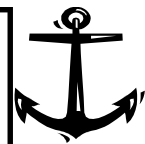
Place: 105 Accomac Turning, Yorktown, VA

Host: Alan Frazer

Easiest route from East or West is via I-64 to Exit 256-B, marked "Victory Boulevard (Route 171 North) Poquoson/Yorktown." Follow 171 for about 3.4 miles, to seventh light. Turn right onto Running Man Trail (Route 606); first possible left to Tuckahoe Trace (Route 1630); then third left into Accomac Turning (1631), to third house on left (The route numbers appear on every street in the neighborhood, and are lower and easier to read at night than the street names). Early arrivals please park in the driveway. Those coming from Hampton and East will probably know shortcuts to Route 171 via Magruder Boulevard/Hampton Highway (134), Big Bethel Road (600) and other combinations; a good Peninsula map will help others to learn them. There is no shortcut from the west. If you get lost, call 867-7666.



## WATCH, QUARTER AND STATION BILL



- Skipper: Joe McCleary (757) 253-1802  
Mate: Dave Baker (757) 565-7991  
Purser: John Cheevers (757) 591-8955  
Clerk: Tom Saunders (757) 850-0580  
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Bill Clarke (757) 868-6809  
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