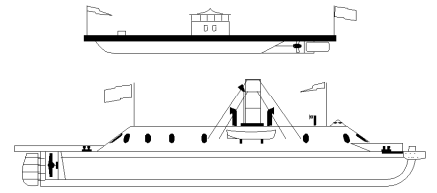


# Hampton Roads Ship Model Society

# Logbook

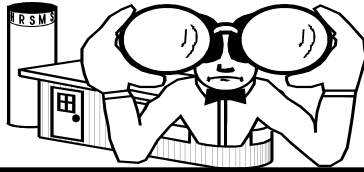


No. 238

WWW.HRSMS.ORG

APRIL, 2006

## From the Pilothouse



The past three Saturdays that the Skipper has spent in the Taco Stand at the Mariners' Museum have been inspirational, at least from the point of rekindling his enthusiasm for ship modeling. Each session saw well in excess of 200 visitors, and most of them spent at least a few moments at the Taco Stand, thanks, in part, to the relocation of the museum entrance, which tends to aim people through the Great Hall of Steam (and Diesel, one might add . . .).

Children, teen-agers, and adults all seem to be curious and enthusiastic about not only the models on is play but also about the work being done in the Taco Stand (construction of a card model of MONITOR in her final configuration for the "Monitor Weekend" and fabrication from scratch of the hull from the prawn cutter kit that had the wrong parts on the other two occasions). Quite a few people, men and women, sought information on how to get started in ship modeling, while parents seemed curious as to how to get their children making things instead of staring at the t.v. set. For the latter, the Skipper always tries to make the point that just building a model is not the end of the benefits that come to young builders, who may be stimulated to inquire further into the historic, cultural, and economic aspects of the prototype for their models. I've tested that on some of the children who will admit that they build models of one sort or another (mostly cars, but also quite a few aircraft modelers and even a few who've tried plastic ship model kits), and they do seem to know quite a bit about the backgrounds of their models' subjects.

Anyway, between the "Monitor Weekend" and the two rainy Saturdays, attendance has been looking up at the Museum, and while progress on the prawn cutter has been slow due to all the chatting with visitors (especially since I got carried away and started indicating all the fastener locations on the main deck), building a model in public has a lot of "spiritual" rewards. Perhaps the HRSMS might consider doing modeling demonstrations at other locations as well--not necessarily on a regular basis but on special occasions when and where other artisans are demonstrating their crafts.

Hope to see you all at Mark Heilenday's this Friday.

(Continued on page 2)

## Mystery Photo



Mystery Photo #237: We reveal here for the first time, an exclusive image of Clarke practicing with the Poquoson Island Navy's "Abandon Ship" Drill Team located at the Casa-Del-Clarke. That's Clarke clinging to the dodger at the stern of the launch wearing his super-white outfit. These drills are a natural part of life in Bull City because of the ever-present danger of things getting too deep—positions on the team are coveted! Ask Bill, he'll tell you all about it.

Response was heavy this month—heavy being a relative term. There was more mail regarding this photograph than the last three mysteries combined. Does that make this image easy? We shall see.

The image is obviously a warship, and no one mistook it otherwise. Most responders quickly zeroed in on the correct battleship-class. That was not too difficult. "I see a cage mast, so it must be a WWI American Battleship," is what Bob Comet wrote. What was hard was narrowing the time line, and deciding on the correct vessel. Tim Wood, Bob Comet, Steve Rowe (with help from Charles Landrum,) and Dave Baker all decided that the ship in question is one of two *South Carolina*-class battleships. These were the US Navy's first example of what are colloquially known as Dreadnoughts.

History gives the nod to the English for building the first all-big-gun line-of-battle ship. In my book that's splitting hairs on dates. While *Dreadnought* may have emerged from the builder's yard and entered service first, the American equivalent began its design and build iteration earlier but took longer to complete. Stronger, better arranged, and better protected than their English counterparts, the South Carolinas set the standard for what became the definitive arrangement—one adopted by all navies. The American design located all 4 large-caliber gun turrets on the ship's centerline to deliver an 8-gun broadside whereas the English design required 5. The English arrangement featured 2 old style wing turrets located roughly abreast the number one funnel. The Americans used the weight saved by eliminating the 5<sup>th</sup> turret to strengthen armor protection.

But where that advance was made another design trade-off was clearly not evolutionary. While *Dreadnought* featured the new engine technology centered on the steam turbine, which offered efficiencies in weight, reliability, and speed, the American battleships used the tried and true, but

(Continued on page 2)

(Continued from page 1)

Remember that parking is a bit of a problem in the beach area of Virginia Beach (why didn't they call the inland part "Virginia Not Beach?") and that carpooling will make the trip more pleasant--at least for the driver, who won't have to circle the block during the meeting.

Very best regards/Dave

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## 2006 DUES ARE NOW DUE

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### The Answer

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The caption on Mystery Photo 237

U.S.S. North Carolina

"Taken at Old Point Comfort by Mr. Author Taylor of Cincinnati O. on board Launch "Petrel" of the U.S. Customs House at Newport News, Va."

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### Puzzle Sea Going Term

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The answer to the question posed by Bob in the March Logbook.

A gill guy or timenoguy is an oak stick lashed to the top block of a tye fall or jigger and attached to a back stay with a jib hank or ring Its purpose is to keep the fall from being twisted by strain of the tye cable or halyard and making it difficult to run free.

Bob Comet

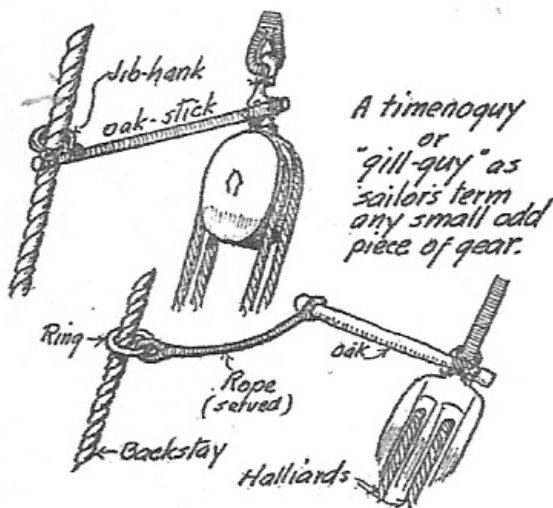


Fig. 148

(Mystery Photo—Continued from page 1)

antiquated and conservative, steam reciprocating power plant.

What the design lacked in engineering terms it made up for in a very thoughtful and logical arrangement of its principal item—the large caliber rifle. Official sources state that the main caliber guns were all given an approximate arc of fire of 270-degrees. In practical terms, blast damage from the guns limited the arc of fire to something slightly less. The 90-degree cones-of-safety for the superstructure can be seen in the extreme rake of the forward bulkheads. The after bulkhead was similarly configured.

(Note: These comments are not intended to convey a sense that the English or other navy's battleships were inferior, they were not. The British battleship design proved its mettle in several vicious duels against an equally robust German High Seas fleet.)

Getting back on point.

Identifying the type and class was easy; picking the actual vessel is a bit harder. Our responses were equally split as to the mystery vessel's identity. Steve Rowe (with Charles Landrum) chose *Michigan* while Dave Baker opted to go with *South Carolina*. Both Tim Woods and Bob Comet never delved deeper than to identify the correct class.

Steve and Dave narrowed their choices by using the three most obvious attributes available: the search light arrangement, the condition of the bridge rails, and the stripes on the funnel. Bob offered another attribute: "...at least one secondary battery gun port [is] without [its] gun." I won't count that as a major qualifier toward the identification unless it's used in conjunction with one of the others. However, I would add that another attribute, the unmentioned paint scheme, will not help in defining a window of time. These ships were commissioned after the Navy steered away from the white and buff livery (I believe Dave Baker mentioned that happened in 1907) and adopted the overall navy gray scheme. Dave does mention that he believes this image was taken very early in the vessel's career. I agree because this ship lacks the top hamper found on vessels used in World War One.

Photographic imagery, especially good, quality close-ups, of these early battleships is limited for several reasons; the best of which might be their short careers. They were commissioned in early 1910 and both were gone from service by 1924; careers prematurely (?) ended by the Washington Naval Treaty. Therefore, it may be a little difficult to locate conclusive, photographic evidence to identify our mystery ship. What I found is definitely inconclusive, as you will see.

For the following examination, I am including the best image I can find of *South Carolina* and *Michigan*, including its date. Let's use what we find in them to try and match the available clues to them and our mystery image. These images all come from NavSource.

Let's start with the searchlights. Steve claims that *Michigan* had a "lower searchlight platform than her sister, *South Carolina*." Our mystery image shows a searchlight platform on the cage mast sited roughly at the same elevation as the truncation of the funnel. The three images I have of

(Continued on page 3)

(Mystery Photo—Continued from page 2)

*South Carolina* (DTD 1910, 1911, 1910-1914) all show the searchlight platform located at a height about equidistant from the funnel truncation and cap. The *Michigan* images (DTD 1911, 1919) are a mixed bag. The early image shows the searchlight platform at the truncation level while the later image has them moved up to the higher level. I give the nod to *Michigan*, here.

Now, let's look at the bridge railing. Both Steve and Dave mention the addition of closed bulwarks on the bridge wings—Dave says metal, Steve doesn't indicate a material type. Again looking at the images from NavSource, I see that both ships were modified very early in their service. In some of the images they appear to me made from canvas, but in the mystery photo they appear to be made from steel except for the small part covering the wing end that looks like canvas. This doesn't offer any conclusive proof of either ship.

Finally, we look at what should be the defining attribute, the funnel bands. Dave Baker observed them and here is what he says: "Well, three stripes are clearly visible on the after funnel, but the second funnel on U.S. Navy BBs of that era was striped to indicate the line of battle position of a ship in a Battle Division. The forward funnel was striped to show which Division the ship was attached to, and in this instance, either the forward stack has no stripes or the stripe is lost in the clutter behind the forward, starboard boat crane's searchlight position. Identifying which ship in which Division might have helped to identify the ship—but, then a date was also not available, and they did change divisions and even operated from time to time while not attached to any division at all."

It could have been that easy. But you can read how Dave is frustrated by not being able to conclusively match the band arrangement with contemporary photographs: "A search of my library and of the Internet failed to come up with the image shown in the LOGBOOK, but it did at least show that *SOUTH CAROLINA* wore three stripes on her after funnel during her visit to New York on 3 October 1911. That information and the configuration of the ship ... led me to stick out my neck and declare the ship to be the *SOUTH CAROLINA* (BB-26)." I think I found the same image. It was a colorized postcard and the only image I could find where the band pattern matched that of our mystery photo. I won't include it in the column as it copied very poorly. Here, the edge goes to *South Carolina*.

Something that occurred to me as I was writing about the funnel bands was that we could very narrowly define the time of this image by looking at the top of the funnels. They are straight and vertical; there are no visible stack caps. All of the very early images of these ships show stacks without caps, but as early as 1911 they are there; a subtle yet powerful attribute to observe. So, like Dave, I will stick out my neck and choose *South Carolina* and date it somewhere very close to the October 3, 1911 date.

One thing is clear; we are still at odds with identifying this battleship. The person who produces an image with this funnel band arrangement on funnels without caps, and with this correct searchlight and bridge wing bulwarks configuration will have the answer to this mystery. Otherwise,

we are left to speculate and make educated, but informed, guesses based on what we have.

Tim and Dave included long, detailed responses highlighting the characteristics and careers of these two battleships, most of which I will share.

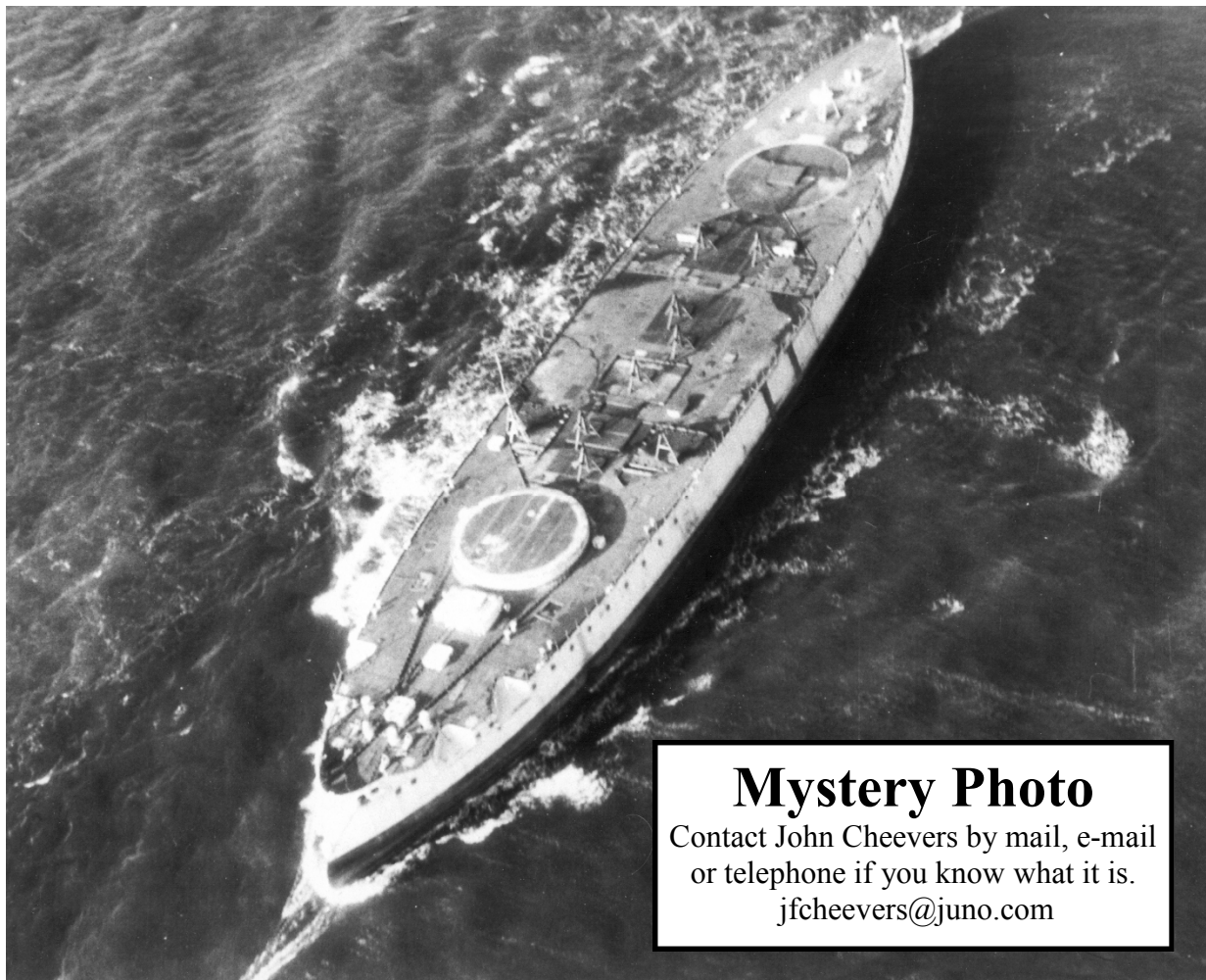
To begin, it's interesting to note that these ships were built almost within sight of each other along the Delaware River: *South Carolina* at William Cramp & Sons, Philadelphia, Pennsylvania and *Michigan* at the New York Shipbuilding Company, Camden, New Jersey. You can almost see the competition that spawned. I wonder which ship was built best, both shipyards have stellar records. We know which was built quickest. Although their keels were laid only one day apart in December 1906 (no doubt to give the official authentication party time to cross the river and prepare for a second after-keel-laying party), New York Shipbuilding gets the nod for speed by beating Cramp at both the launch and commission dates by two months. Tim points out in his reply that although "Limited in displacement by Congressional mandate, USS *South Carolina* and her sister, USS *Michigan*, were essentially the same size as the preceding Connecticut class of what came to be called "pre-dreadnoughts"." He continues: "They also featured the same reciprocating steam engines and 18-knot speed." Dave adds that "Both ships were heavy and unpredictable rollers, due to the high topweight of their superfiring twin 12-in mounts on a hull that was 3-ft shorter than that of the preceding KANSAS-class of pre-dreadnought battleships (although the later pair had nearly four feet additional beam)." As valuable weight and KG (The Kinematic center of Gravity) had been devoted to the superimposed 12in guns, it was necessary to compensate for this elsewhere. As a result, the freeboard aft was reduced by 10 feet, or by one deck height. Does Congressional meddling in Naval Construction sound familiar?

Dave provided the most complete and concise re-telling of the design's characteristics. I present them here:

"The *SOUTH CAROLINA*-class battleships had a designed normal displacement of 16,000 tons and by 1914 had achieved a full load displacement of 17,617 tons. They were 452-ft. 9-in. overall length (450 ft. waterline, due to the incorporation of a moderate ram bow) by 80-ft 2 1/2-ft. beam and a mean draft of 24-ft 6-in. In addition to the main and secondary gun batteries (for which 100 rounds of 12-in. and 300 rounds of 3-in. ammunition per gun was carried), the pair had two submerged 21-in. torpedo tubes. Their armor belt tapered from 11 in. to 9 in. thick over the machinery spaces and 12 in. to 10 in. over the magazines, and the belt was 8 ft. high amidships. The amidships casemate armor over the majority of the 3-in guns was 8 to 10-in. thick. Also fitted were armored decks. The 12-in gun turret barbettes were 10-in thick on the sides and 8-in thick on their forward and after ends, while the turrets were 12-in thick on their faces. The conning tower (which was raised a full deck during World War I) originally had 12-in armor.

The pair had two sets of 4-cylinder vertical triple-expansion steam engines driving their two outward-turning propellers with a total of 16,500 shaft horsepower as

(Continued on page 5)



## Mystery Photo

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

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## MINUTES



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Hampton Roads Ship Model Society Monthly Meeting  
March 10, 2006  
Host: Brad Granum  
Guest, Dr. Henry Clapp, 2nd meeting

The meeting was called to order by the Skipper, Dave Baker, at 2000 Hours.

The Skipper recognized guest, Henry Clapp to his second meeting. There were no corrections to the minutes. The Skipper thanked the Logbook Editor and John Cheevers for the current Logbook issue. A Purser's report was given. At the end of his purser's report, Eric Harfst noted that 2006 membership dues are now due. The Skipper a change of e-mail address (davebaker@widomaker.com). He then thanked Brad Granum for hosting the meeting and Greg Harrington for providing the meeting location.

Old Business: It was noted that the number of people signed

up for the banquet is rather low and there is still time to sign up. The Skipper noted the favorable NRG Journal articles on the 2005 conference. The Skipper noted that the next meeting was scheduled on Good Friday. After some discussion as to whether the meeting date should be changed, an executive decision was made that the meeting date should remain as scheduled. Dave asked for volunteers to become the HRSMS Historian. Alan Frazer inquired as to the location of our banner and tent. The Skipper said that he would investigate the issue.

New Business: The Skipper said the he received a inquiry for someone to build a Chris Craft model. Jack Bobbitt and were added to the roster of meeting hosts for 2006.

Show & Tell: Alan Frazer showed his whaleboat. Bob Comet showed photos of a 5:1 schooner that was sailed by the builder. Greg Harrington showed three books. John Cheevers showed several built-up hull bodies for future projects. John Wylde showed a resin hull Lexington class aircraft carrier.

The meeting was adjourned to a presentation, "Building the Grando", by Ryland Craze.



(Mystery Photo—Continued from page 3)

designed. Not particularly speedy, they achieved about 18.8 knots on trials and had an endurance of 6,950 Nautical miles at 10 kts. The ships were fueled by coal, of which they normally stowed 900 tons but could accommodate 2,380 tons in an emergency. (Bob Comet mentions that “The notes state that they are the first large U.S. ships to be fitted for burning oil.” Not sure where he gets his notes but the amount of smoke seen in our mystery image might indicate that Dave’s remarks are better.) There were twelve Babcock & Wilcox Model 1903 boilers, carried in three compartments and exhausting through two funnels. Four 200-kw d.c. generator sets were fitted.”

What Tim describes as “unremarkable, but typical of most of their American contemporaries,” careers, Dave calls “usual peacetime practice.” Their service included occasional visits to European, South American, and Caribbean ports. *South Carolina* made at least one foray into the Pacific late in her career. During World War One this class was “considered too small and poorly equipped for selection to join the U.S. battleship contingent that operated with Britain's Grand Fleet.” While *Michigan* was occupied with training duties around the Chesapeake Bay area, *South Carolina* managed to escort one convoy to France late in the war. Both vessels returned to the peacetime routines after hostilities ended in 1919. Decommissioned in 1921 according to the terms stated by the Treaty of Washington they were sold for scrap in 1923. Their careers spanned a very short 13 years.

So, what is really happening in the Mystery Photo? Not sure? Go back to the introduction for your clue—that’s not it! The ship is at rest (its unknown if the vessel is at anchor) with steam up. The starboard steam launch is being lower into the water by her boat crew. The fore and aft dodgers are in place but the hinged stack has yet to be raised. Note how the boat cranes are carried asymmetrically, which Bob mentioned in his reply. Aside from the errant quill on the upper deck behind number two turret, no visible decoration is present. There is a sailor standing on the boat deck about equidistant between the funnels. He appears to be leading this evolution. Most likely, he’s the senior enlisted man in the work party; the officer in charge is probably standing in the shade of the bridge wing. Notice how the boat skid is cantilevered out from the deck edge.

There you have it. Steve (with Charles help) is on the limb, Bob is sort of non-committal, Tim has his story and he’s sticking to it, and Dave hopes he has it right for a change. That is all.

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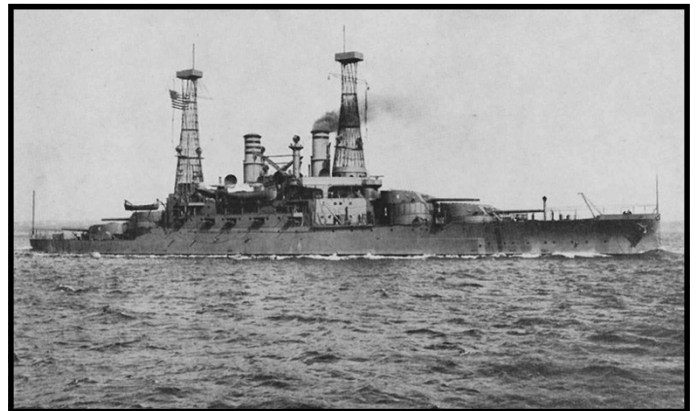
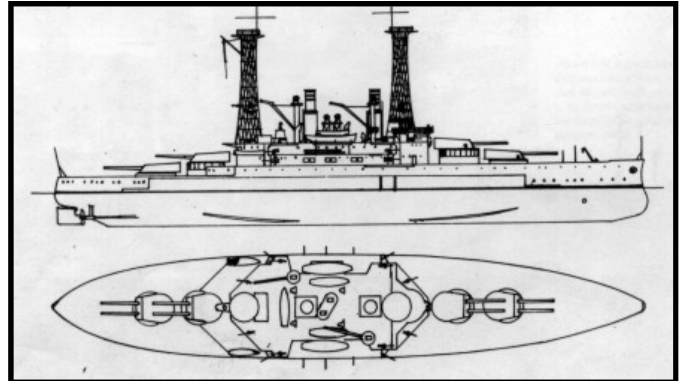
## Nautical Terms

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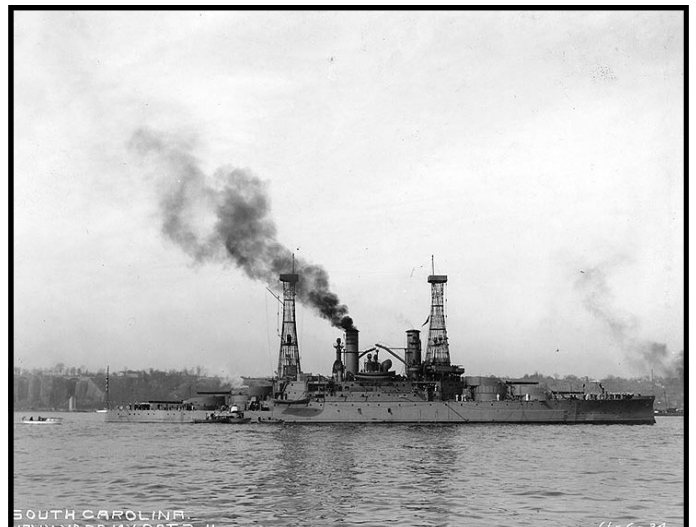
**Wherry** (1) Any of a variety of light small rowing boats, usually open. (XV) Earlier wherries often were used as ferries and shore boats. The term comes from the Scottish *whirry*, to hurry. (2) In British waters, a small coastal sailing cargo vessel of shoal draft.

Submitted By: Tim Wood

John Cheevers



Michigan underway 1919. Larry Bonn / USN



South Carolina In New York Harbor, 3 October 1911

## NOTABLE EVENTS

### APRIL

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Mark Heilenday  
Presentation "Sail Making Revisited", Bob Comet

### MAY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke  
Presentation "Chesapeake Bay Sailing Craft", Bill Fox  
20-21 Maritime Model Expo, CBMM

### JUNE

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer  
Presentation "Steam Ship Photos", Alan Frazer

### JULY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, John Wyld  
Presentation "Restoring a Clipper Ship Model", Brad Granum

### AUGUST

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

### SEPTEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood  
30 HRSMS Picnic, Newport News Park

### OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington  
21-22 IPMS Region 2 Convention, Virginia Beach, Va.

### NOVEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller

### DECEMBER

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

### JANUARY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet  
Nomination of Officers

### FEBRUARY

- 9 **H.R.S.M.S.** Monthly Meeting:  
Election of Officers

### MARCH

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

## WATCH, QUARTER AND STATION BILL



Skipper: Dave Baker (757) 565-7991  
Mate: John Cheevers (757) 591-8955  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Vacant  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615

## Next Meeting

Date: April 14, 2006

Place: 217 58th Street, Virginia Beach, Virginia

Time: 2000 Hours

Host: Mark Heilenday

Due to limited parking, it is suggested that members carpool to the meeting.

From Points West:

Take I-64 East

Take the I-264 exit 284A to Norfolk/Portsmouth/VA Beach - go 0.8 mi

Merge into I-264 E - go 8.3 mi

Take the US-58 E exit 20 to VA Beach Blvd - go 2.1 mi

Bear right at US-58 - go 1.9 mi

Turn left at Pacific Ave - go 0.7 mi

Continue on Atlantic Ave - go 1.0 mi

Turn left at 57th St - go 82 ft

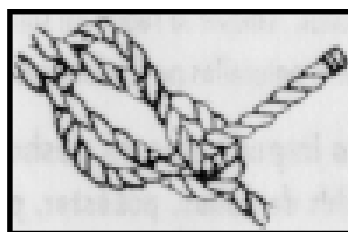
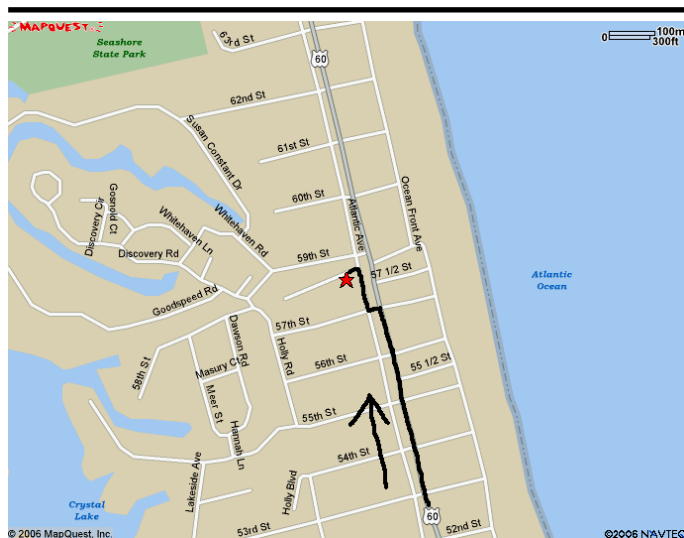
Turn right at Atlantic Ave - go 0.1 mi

Turn left at 58th St - go 111 ft

From Points East:

Swim ashore 3 miles south of the Cape Henry Lighthouse

Ask someone where Mark lives.



### Sheet Bend

Also known as Weaver's Knot, and is used aboard ships for joining small or medium sized ropes.

## Thanks

The members would like to thank Brad Granum and his wife, Renee for hosting the March meeting.