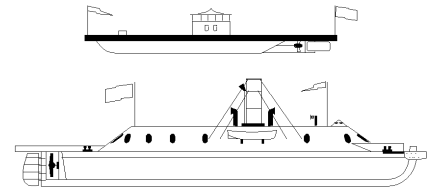


# Hampton Roads Ship Model Society

# Logbook



No. 297

WWW.HRSMS.ORG

March, 2011

## From The Bridge



March 1 starts another fiscal year for the Hampton Roads Ship Model Society. For an organization to be in existence since 1967 is quite an accomplishment. HRSMS was founded to bring individuals together who share an interest in building model ships and the exploration of maritime history. The core of the organization is its members. We are very fortunate to have members of various skills and knowledge and who are willing to share their skills and knowledge with the membership.

Over the last forty-four years we have seen changes in our hobby. The availability of kits has increased as well as the kit quality. The internet has introduced many new comers to the hobby. With the many search engines on the internet, you can find out just about anything you have a question about in the comfort of your home. Before the internet, many hours were spent in a library researching your subject. The internet also allows you to connect with other individuals with the same interests. If you have a question about a particular procedure in constructing your model, you can get an answer fairly quick by posting your question on one of the many ship model forums.

The HRSMS has prospered over the years because people still like human interaction. We like to look at other peoples work and we also like to show our work. We learn by seeing how others have constructed their models. The monthly presentations open our minds to new ways of doing things or educating ourselves on the history of various maritime topics. But none of this would be possible if it were not for our members who are willing to share their knowledge or engage others in discussions.

I feel the HRSMS will continue to grow in the future because of the dedicated membership that we have. I am thankful that I found the HRSMS as I have learned a lot over the past ten years and I know that I will add to my knowledge

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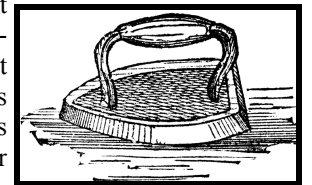
## NOTICE

The Hampton Roads Ship Model Society will co-host a presentation by Ted Behne on Saturday March 12, 2011 at 1300 hours in the Mariners' Museum's Roper Theater. Mr. Behne is the author of the book The Travel Journals of Tappan Adney 1887-1890.

## Mystery Photo



Mystery Photo #296: What's in a nickname? Back in March of 1862 when a new fangled warship made its appearance in Hampton Roads it didn't take long for someone in the GP (general public) to baptize it with the novel, slang, and slightly derogatory term "cheese box on a raft." While it was unusual in appearance to the men of that age, most new things are unusual in appearance when they first appear no matter what the age. Anyone who thought otherwise about this month's Mystery Photo is either very tolerant with ships in general or appreciates a vessel whose appearance is, as Rob Napier writes, "elegant in her weirdness." If you want my opinion, she looks like a flat iron, or perhaps that Monopoly game token we're all familiar with.



Lots of responses this month—5 by my count—all pretty much in agreement as to the identity of this elegantly weird lady. Short winded Dave Baker, Raging John Wyld, Snow waxed Roger

Cole, Not so confused Rob Napier, and Please take my phone call Bill Clark all played this month. They were in agreement as to what several called an "easy one!" All but one found the photograph on the Internet, and he didn't because he is internet and email challenged. The unanimous reply to the identity of this Mystery vessel that Napier calls "all bow and little stern" is that the image shows the British battleship *HMS Nelson* shortly before World War II. Roger gives us a bit more: "*Nelson*, Pennant # 28 was named in honour (*real English spelling - JFC*) of Horatio Nelson and was the class ship in a class of two; the other was *HMS Rodney*. The *Nelsons* were unique in British battleship construction, being the only ships

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## MEETING NOTICE

**Date:** Saturday March 12, 2011

**Place:** Mariners' Museum

**Time:** 1000 Hours

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Mystery Photo

to carry a main armament of 16 in (410 mm) guns, and the only ones to carry all three main turrets forward of the superstructure.” He fixes our time line to the year at 1939.

Roger mentions some interesting publications to consult on this Mystery: “My initial thought when I saw the Mystery Photo was that it was *Nelson* or *Rodney*; however according to the rules of the game, I had to prove it. First line of defense was “[Ships of the Royal Navies – 1934](#) by Oscar Parkes. There on pages 20–23 was the confirmation I was looking for, including just about all her specs. However, I also consulted [Scale Model Warships](#) by K. Izumi. There on page 28 was a photo of a model of *Nelson*, albeit with her guns all over the place. Incidentally, this book is in Japanese. But I still wanted to see if I could find the photo used in the Mystery Photo so I Googled HMS *Nelson* 1927 which brought up the Maritime Quest web page and there I found the same photo, seagulls and all.”

While Rob and Dave provided an identity and coaching to visit certain web sites for more detail concerning *HMS Nelson*, John Wyld was only a word or two away from calling this ship another “ugly Betty”. Thanks for that John. While it is certain that not all vessels can be considered eye catching, it may also be true that the Naval Architects of the Royal Navy never considered style a going concern. John rails: “The only mystery in this photo is whether or not there is any battleship uglier than the Royal Navy’s *Nelson* class as represented in the MP by the photo of *HMS Nelson* herself in April 1939. I remember thinking many years ago when I first saw a picture of one of the *Nelsons* ‘Where’s the rest of the ship?’”

At this point as the other responses peter out, Roger Cole and John Wyld get to the heart of the matter. Expanding on his initial comments, Wyld goes on to say: “The story, of course, is that the unusual arrangement with all three main battery 16” gun turrets forward of the deck house structures was to economize on the length of the ship to be protected by side armor. Grouping the turrets as they were, somewhat less armor is required than if the turrets were arranged two forward / one aft. This saved weight for the armor was an important consideration for naval treaty-limited battleship tonnage (Washington and London Treaties).” Roger adds: “These ships were a result of the limitations of the Washing-

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of model ship building and maritime history in the future.

Special thanks go out to John Cheevers for his presentation “To Reach that Compelling Impression”. I think we all learned that many small details can enhance a model.

Please bring your current modeling project to the meeting to share your progress with the members. We had some very detailed models at the last meeting that drew a lot of attention and discussion.

I look forward to seeing everyone Saturday.

Ryland

## 2011 DUES ARE NOW DUE

ton Naval Treaty. These weapons were originally intended for the “G3” battle cruisers; when they were cancelled under the limitations of the Washington Naval Limitation Treaty the guns and turrets were slightly modified and used instead on the only two British battleships built in the 1920s, *HMS Nelson* and *Rodney*. These nine guns were the last wire-wound guns built for the Royal Navy and were the only ones mounted in triple turrets.”

Under the terms of the Washington treaty, Britain was allowed to build two battleships with 16” main armament to keep their force on par with the United States and Japan which were completing vessels with main armament of this caliber. I would add that the design for the “G3” began as a vessel classified as the battlecruiser design of 1921. In arrangement it was eerily similar to the final appearance of *Nelson*. An arrangement plan for “G3” appears on page 173 of Siegfried Breyer’s book [Battleships and Battlecruisers 1905 – 1970](#). Some reports say the 48,000 ton design was more accurately “that of a fast battleship than a battlecruiser due to her armor thickness and underwater protection.” The *Nelson* design was a truncated version of the “G3” to bring it within the treaty imposed size limit of 35,000 tons.

Wyld adds an interesting anecdote related to my “truncated” comment: “I further recall a discussion in Northwood, UK, with an RN Captain who believed the ship was originally designed to have three triple gun turrets aft of the deck houses but was cut short for economics reasons. He really did believe that because I asked, politely, if he were kidding.” Another amusing story tells how the class was nicknamed the “Cherry Tree class” because they were cut down by Washington.” But the crew, as a good crew will do, gave her the lasting nickname “Nellie” as they became used to her “odd design.”

*Nelson* was built at Newcastle by Armstrong-Whitworth, her keel being laid down on December 28, 1922. She was launched on September 2, 1925 and was commissioned on August 10, 1927. She cost 7.504 million British Pounds to build even though she used some material originally intended for cancelled sister ships to *HMS Hood* and for the aborted “G3s”. With a length of 710 feet, beam of 106 feet, draft of 33.5 feet and displacing only 33,313 standard tons, she was slightly under the treaty allowance. Her twin screws driven by Brown-Curtis geared steam turbines supplied with steam by eight Yarrow small tube, 3-drum, oil fired boilers, developed power was 45,000 SHP gave the design a speed of 23 knots. Her range on 3,815 tons of fuel oil was 5,500 miles at full speed and 7,000 miles at 16 knots. On her trials she attained 46,031 shp which gave her a speed of 23.55 knots. Her armament, in addition to the aforementioned 16” main battery, included: Twelve 6” C50 Mk22 guns in six twin turrets, all placed aft, three on either side of the funnel; Her AA battery consisted of six single 4.7” C40 Mk8 QF HA AA

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# MINUTES



## Hampton Roads Ship Model Society 2011 Banquet

Hampton Roads Ship Model Society  
Monthly Meeting  
February 12, 2011  
Mariner's Museum

**Saturday March 19, 2011  
Riverwalk Restaurant  
Yorktown, Virginia**

Guests: David Chelmow  
Narcio Gomez  
Sean Maloon

**Reservation forms are to be given to the  
Purser by March 12**

The Skipper, Ryland Craze called the meeting to order at  
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### Hampton Roads Ship Model Society 2011 Founders' Award Nominations and Ballot

The Founders' Award is voted by the membership to the person who has most furthered the goal of the Hampton Roads Ship Model Society in the year awarded. This year's nominating committee ( John Cheevers, Dave Baker, and Tom Saunders), submits the members whose names appear below as nominees for the Founders' Award to be presented at the annual banquet this year.

John Cheevers, Nominating Committee Chairman

#### Tony Clayton

Tony is nominated because he initiated and carried out a program to design and manufacture several hundred (to date) simple wooden ship model kits for use by the HRSMS volunteers at the Mariners' Museum's Ship Modeling Demonstration Booth. The models, complete with all necessary materials and instructions, are given to young children as a means of getting them interested in making ship models. Tony has performed all the work on the project and has paid for all the related materials, and he continues to make new model kits as the supply is used up. In addition, Tony just stepped into the "To Build a Ship Model" coordinator's position.

#### Bill Dangler

Bill is nominated for the Founders Award primarily because of the yeoman's job he does in support of our annual Picnic. Besides the time involved dealing with the city in reserving a suitable site, on the day of the picnic, Bill is there early to ensure that the site is clean and ready to go. Also, he is usually the last member to leave, doing what is necessary to leave the picnic site as good or better than when we arrived. Bill was appointed to the post of Historian this past year and is cataloging the clubs holdings and history.

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### 2011 Founders' Award Ballot

Vote for one: **Tony Clayton** \_\_\_\_\_ **Bill Dangler** \_\_\_\_\_

Give the completed ballot to the Skipper at the March meeting, or mail this ballot to the skipper not later than March 12th. (Ryland Craze, 5708 Oak Knoll Lane Midlothian, VA 23112), or vote by e-mail at: ckart55@aol.com. Only Members in good standing may vote

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power operated guns in six single mounts and eight single 2 pounder pompoms and four three pounder signaling guns. Underwater she carried two torpedo tubes, one each side, 24.5" in diameter.



Mystery Photo

Roger provides a neat, concise history of the Mystery vessel: "Commissioned in 1930, *Nelson* served extensively in the Atlantic, Mediterranean, and Indian Oceans during World War II. The only significant difference between *Nelson* and *Rodney*, her sister ship, was the different Forward Director. HMS *Nelson* hosted the surrender ceremonies when Allied Forces liberated Penang at the end of August, where the Japanese surrender party signed off the war. Headed by Naval Captain Hidaka, Chief of Staff to Rear Admiral Commanding Penang Naval Headquarters, Japanese surrender delegates - who included Navy, Army and civilian representatives, discussed and signed the surrender terms aboard her September 1945. She served the same function when other areas of Japanese-held territory surrendered and signed their surrender documents. *Nelson* was used for the same purpose when the Italians signed the armistice between Eisenhower and Marshal Pietro Badoglio in September 1943.

Following the war, and after a brief time as a training

ship, *Nelson* was de-commissioned at Portsmouth in 1947. Two years later, she was sold for scrap. As she lay in the Firth of Forth she was used for target practice by the Fleet Air Arm. They dropped their bombs on a deserted, silent hulk. By 1950, the ship breaker's work [was] complete. HMS *Nelson* was only a memory." The internet site mentions her scrapping at Thomas Wards of Inverkeithing beginning in 1949.

Going back to remarks made by Napier that the vessel is "all bow and little stern" and Wlyd who questions, "Where is the rest of the ship"; do you suppose that this ship is really a mullet in disguise? You remember the mullet, the hairstyle that was popular about ten or fifteen years ago with a certain "achy-breaky" crowd. It was subtitled "business in the front, party in the rear." In 1927 HMS *Nelson* certainly could be a progenitor of that train of thought. Will the nicknames ever stop?

John Cheevers

## THE ANSWER

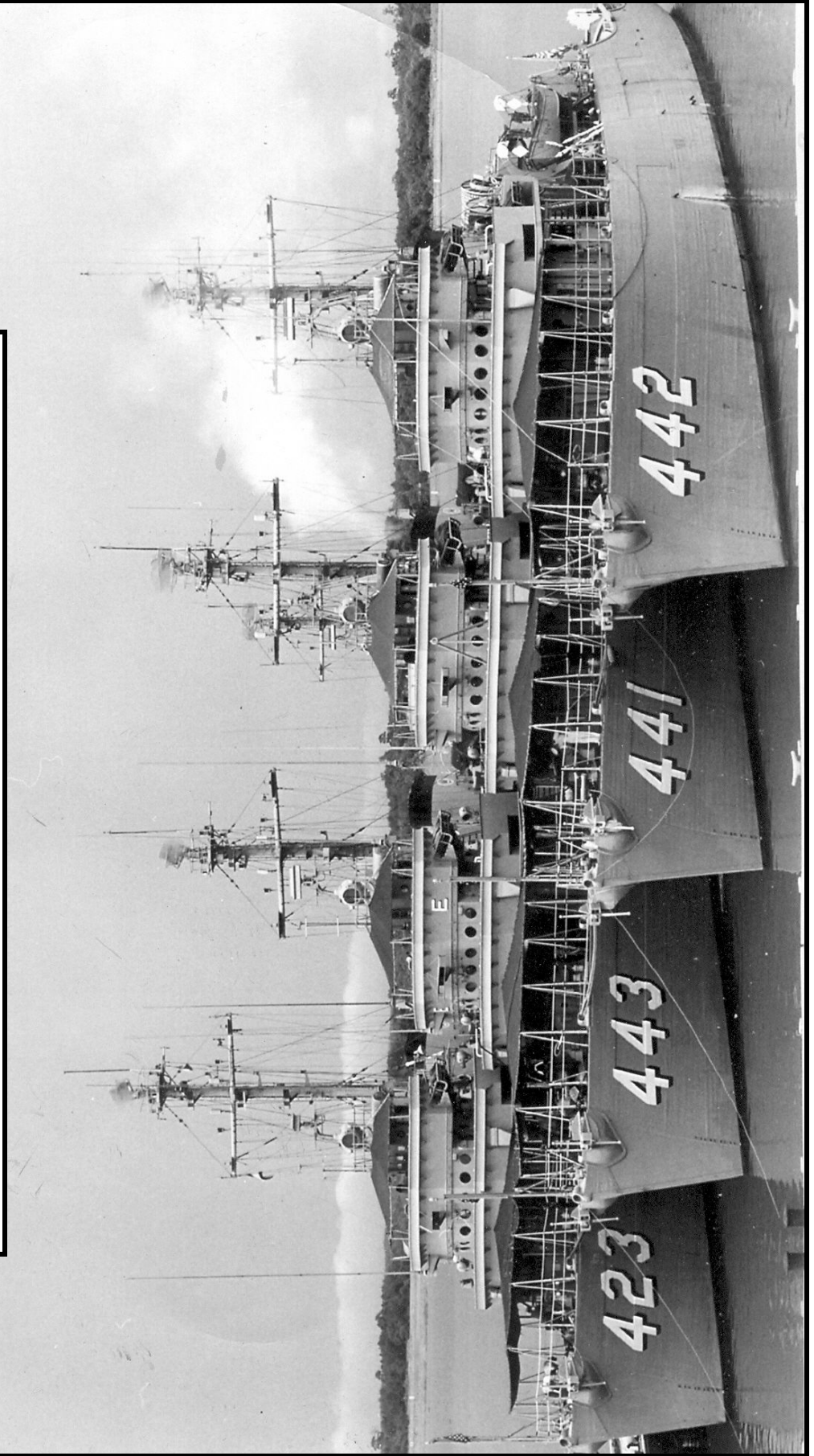
The answer to Mystery Photo 296:  
HMS Nelson 1939

**February 23, 1931: HMS Nelson in the Panama Canal. Panama Canal Authority Photo**



## Mystery Photo

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



## NOTABLE EVENTS

### MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Moving the Ticonderoga, Tony Clayton  
19 HRSMS Banquet Riverwalk Restaurant

### APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Santa Maria, Crabtree Version, Ron Lewis

### MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Charles W. Morgan. George Livingston

### JUNE

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Airbrushing, Charles Landrum

### JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Crabtree Collection Tour, Ron Lewis

### AUGUST

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: U.s. Navy Steam Torpedo Boats  
1895 - 1920, Dave Baker

### SEPTEMBER

- 10 **HRSMS** Monthly Meeting, Picnic, NN Park  
19 Talk Like a Pirate Day

### OCTOBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: TBD, Graham Horne

### NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:

### DECEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

### JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 934-1450  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Bill Dangler (757) 245-4142  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Chaplain: Alan Frazer (757) 867-7666

## NAUTICAL TERM

Scuttlebutt — Shipboard rumors or gossip. The scuttlebutt was a cask with scuttle, for drinking water and other potables, around which the men could be expected to gather and chat. The term is still used in the U.S. Navy for a drinking fountain.

Submitted by: Tim Wood

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1034 hours. The Skipper welcomed the guests and had them tell a little about themselves. Eric Harfst gave the Purser's report and detailed expenses related to the new shirts. Greg Harrington gave the webmasters report with details about the switch to a new web host.



Old Business: Tom Saunders gave a report on the banquet. The banquet will be held on March 19<sup>th</sup> at the Riverwalk Restaurant. A social hour will begin at 1830 hours, with dinner at 1930. Henry Clapp said that he was taking care of removing Bob Comet's models from the Taco Stand. Dennis Hobbs noted that there are several books that belong to Bob in the stand. The Skipper asked if any was willing to complete Bob's Niagara. He estimates there is about 50 hours left to complete the model. There was no response from the members. A motion was made, seconded and passed for Tim Wood to procure the color photo of Bob Comet on a metal plate. The next item of business was the election of officers. The Skipper directed the Clerk, Tom Saunders to cast a single vote for the unopposed slate of nominees. Again this year the officers are: Skipper – Ryland Craze, Mate – Tim Wood, Purser – Eric Harfst and Clerk – Tom Saunders. John Cheevers talked about the Founders Award and said that the ballot would be in the March newsletter.

New Business: Graham Horne asked that in view of their long service would the membership consider paying for John Cheevers and Tom Saunders to attend the banquet. A motion was made, seconded and passed to fund the banquet for John and Tom. Bob Moritz said that he was looking for someone to mentor him in the construction of wooden ship models. This prompted some discussion on sources of support and instruction. Tony Clayton circulated a sign-up sheet for the after-meeting presentations.

Show & Tell: Henry Clapp showed some rigging tools made from sewing needles. Graham Horne had several pairs of miniature vise grip pliers to give away. Tony Clayton talked the restoration of the Charles W. Morgan. Dave Chelmow showed his 1:48 scale construction of the Hannah giving some of the construction details. Sean Maloon showed some cast resin parts for his 1:192 scale North Carolina.

The Skipper adjourned the meeting to the presentation "My Search for a Compelling Impression", by John Cheevers.