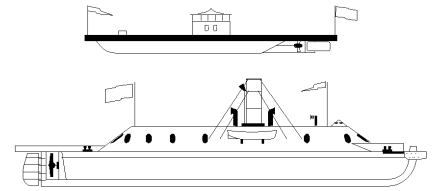


Hampton Roads Ship Model Society

Logbook



No. 299

WWW.HRSMS.ORG

May, 2011

From The Bridge



At the last meeting, Ron Lewis gave us a tour and lecture of the August Crabtree collection of ships. Mr. Crabtree was a very interesting and unusual person and Ron gave us a very good insight into his life. Mr. Crabtree chronicled the evolution of sailing vessels over many centuries. His collection of ships took 28 years of research and construction to complete. The Mariners' Museum has been very fortunate to have displayed this collection since the 1950's. It is one of the main attractions of the Museum.

What impressed me the most was the amount of detail that was found on each of the ships in the collection. Mr. Crabtree included many detailed carvings on his models. Some of the carvings were so small that you needed a magnifying glass to see the details. I was intrigued by the tools that Mr. Crabtree made for the construction of his models. In his era, he did not have the supplies and tools available that modelers today can purchase. Today, we have available super glue, laser cut parts, computer generated carvings, photo etched parts and other accessories to help us detail our models. This makes it that more amazing that the Crabtree Collection was so detailed for ship models built 80 and 90 years ago.

With all of the tools and resources available for today's ship modeler, the main thing that is needed is skill. Modern tools and supplies are useless if the modeler does not have the skills and resources to use them. This is one of the reasons we attend the monthly meetings of the HRSMS, to develop and improve our modeling skills. We have many gifted and talented members of the Society and each is willing to share their knowledge with the membership. So, if you have a question or want to know how something is done, please do not hesitate to ask other members for their help. One question can open up a discussion in which we all will enhance our modeling knowledge and skills.

I just recently learned that the South Street Seaport Museum in New York City has closed. This Museum was the home of the New York Shipcraft Guild and they had a collection of model ships in their basement. Dan Pariser was the restoration person for the ship models. They also have three ships that are docked on the waterfront and plans are under way to find a home for them. It is sad to see another museum close.

I am looking forward to seeing everyone Saturday.
Ryland

Mystery Photo



Mystery Photo #298: The image is very striking, revealing the beautifully balanced design of a capital warship slowly making her way down a shipping channel. Slow, forward progress is evident from the very slight bow wave or the small "bone" at the bow. Either the engineer is extra vigilant in regulating his fuel/air mixture or the image might be doctored as no smoke is seen exiting the stack; but I suspect the engineer is on his game as proper fuel air mixture is a matter of pride. It's a bright day with some clouds evident, the sharp shadows present under the ships boats and bow anchors betray the time of day—perhaps an hour before noon. Small groups of the ship's company have gathered at the starboard rail and also at the stern. Are they waiting for dismissal after paying honors as the vessel departs? That could be—I wonder what that group-of-four on top of "B" turret or that lone fellow at the bow have to say. With the fine paint and absence of rust streaking we can safely conclude that she has not been at sea for a while but is most likely headed there now.

This image was well received by the membership; written responses came from the magnificent seven while an eighth, verbal reply, came from our jet setting bull city boy. The organized identification of the Mystery vessel was slow to develop but eventually gained momentum as each member deciphered the clues. When the response count gets large, like this month, unique tendencies and thought patterns begin to emerge that tell interesting stories. This cause-and-effect problem solving allows for a fuller richer essay. Keep up the good work!

Rob Napier got the ball rolling when "[he] so wanted this vessel to be a cruiser, but there was no joy in that theory." But having recognized the vessel for a battleship, he "could see from the ensign at the stern that the vessel is not American, but couldn't get much of a feel for nationality beyond that." Lacking what he calls a definitive reference "for battleships between the wars" he resorted to what he calls "a brute force slugfest" with the Internet. "[He] found the MP image

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MEETING NOTICE

Date: Saturday May 14, 2011

Place: Mariners' Museum

Time: 1000 Hours

The sinking, on 25 November 1941, was not announced to the public until 27 January 1942 because of concerns for the effect on the morale of the public.

John Wyld



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Mystery Photo

by Googling "battleships", and clicking on Google Images." His search yielded "*HMS Barham*, a British super-Dreadnought fast battleship of the *Queen Elizabeth* class. Sweet!"

Alan Frazer replied next and "believe[s] the mystery photo for April is either the battleship *New York* or its twin *Texas*, based on drawings and an article by Capain E Armitage McCann, published in *Popular Science Monthly* in the November 1932 through the next two or three months." Looking at the Mystery Photo, I can see the resemblance. Alan goes on to elaborate on McCann, who rightly could be called the godfather of all modern day ship model makers, by discussing his influence on he and his father before him by instilling the love of ship model making in their hearts.

Bob Moritz replied next with this short but sweet offering: "I believe the mystery photo is the *HMS Barham* after her reconstruction in 1934. (Bob, this is what happens when you work in such small scales.)

John Wyld resurfaces for the next reply and recalls how "...After a decidedly brief period of studying the photo, I decided to do a Google search for the picture having mentally decided the Mystery Photo (MP) ship most likely had begun life as a WW I - era British battleship before obviously being modernized in the 20s or 30s." And he offers a glimpse of just how much fun solving the Mystery Photo is: "Just for grins I guessed it might be one of two names, of which I selected the one which had probably the greater video notori-

ety - *HMS Barham*. I did a bang-up job of guessing correctly, finding many copies of the identical image to the MP. Alas, I found only one copy which even attempted to date the photo itself as "circa 30s. No kidding!" I agree.

Tony Clayton began this reply by saying he found our Mystery vessel by looking for Internet photographs of United States battleships. Then, with this direct statement, he offers a bit more information: "This is a photo of *HMS Barham*, taken in the 1930's. She was a British battleship of the *Queen Elizabeth* class, built by John Brown & Company, Clydebank, Scotland."

Next we hear from that swashbuckler Tim Wood who gets close with his reply. "This is my stab at this mystery photo! I believe the photo is of the *Queen Elizabeth* battleship of the same class. Though armed and armored as battleships, the *Queen Elizabeth* class was fast enough to operate with Battle Cruiser Force, to which as the Fifth (fast) Battle Squadron, they were attached during the Battle of Jutland (except *Queen Elizabeth* herself who was in dockyard hands). They were regarded as the finest battleships of their era." Tim also attached a wealth of data related to this battleship class in general—good stuff.

The last to offer a written reply is the recently thawed Roger Cole. He offers us "Another entry from the North where spring

appears to have finally just about sprung. You often indicated that you wanted more players, you appear to have hooked me." I say this spite of Roger's almost but not quite definite commitment to a possible spring-like condition in the air, "bully for you, Roger!" Getting down to business, he (like John Wyld) offer that "This month's mystery photo is of *HMS Barham*, Pennant # 04 of the *Queen Elizabeth* Class. Laid down at Clydebank December 31, 1914 she was lost 25 years later on November 25, 1941 in the Mediterranean when hit with three or four torpedoes fired by U-331 off the Egyptian Coast at 32 degrees 34' N 26 degrees 24' E. The photo reproduced in the Logbook can be found at www.wrecksite.eu." Napier, for his effort, found it at "at BattleshipList.com."

Finally I received my weekly, Saturday morning wake up call from the gentleman from Bull City. After inciting my blood with a 6:30AM willful encouragement of "wakey, wakey!" he went on to suggest an identification of the Mystery Photo. (Did I mention that I was in the office?) Hinting that he may have perused the Internet using some undisclosed web provider, he was emphatic in saying the vessel was "*HMS Barham* circa the 1930's" as, he says, is suggested by the photo caption that accompanies the on-line duplicate of our Mystery Photo. He also went on the offer how the image carried an NH number which suggests it comes from the Naval Historical Center.

Indeed the image in question, the same image found by almost all respondents carries the caption "Photo # 63077

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MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
April 9, 2011

Guests: Dave Chelmow, 2nd meeting
Mike Vanture, 2nd meeting

The Skipper called the meeting to order and recognized the guests. There was one correction to the minutes. The minutes stated that there were no guests. Jim Beale attended his first meeting as a guest. Eric Harfst gave the Purser's report, giving details of activity related to the banquet, shirts and membership. Greg Harrington gave the Webmaster's report, talking about enhancements to the web site that will include a list of resources, books, plans, etc.

Old Business: The Skipper revisited an internal financial matter that was discussed at the previous meeting. After lengthy discussion by the members, the census was that no action will be taken on this issue. The Skipper then noted that the scheduled audit of the books was not complete and he would issue his report at the next meeting. Ron Lewis reported that he

contacted the museum about placing video screen in the area of the model builder's booth. He stated that the museum needs to know the installation costs so they can be budgeted. A motion was made seconded and passed to investigate this project. Greg Harrington was appointed as the person to carry this initiative forward. Tim Wood showed the Bob Comet memorial plaque and asked about getting it mounted in the model builder's booth. The Skipper suggested that the plaque could be placed in the window until a permanent mounting can be accomplished.

New Business: Charles Landrum reminded the group of the International Plastic Model Society regional show would be held in at Fairfax High School on April 30th. Bob Moritz said that he would like to take a trip to visit the Naval Academy Museum and the Naval Museum in Washington. He asked that if anyone was interested to contact him and see if a trip could be scheduled.

Show & Tell: Tony Clayton showed a book on the Hudson Bay Company steamship, *Beaver*. Dean Sword had a bag of empty medicine bottles to give away. Eric Harfst sowed a Daily Press article on Henry Clapp ship modeler. Bob Moritz showed some old photo-etched parts that were tarnished and wanted to know how to clean them. Ron Lewis showed his work on the RMS Titanic for the Mariners' Museum.

The meeting was adjourned to a tour of the Crabtree Collection by, Ron Lewis.

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Mystery Photo

HMS Barham, photographed circa 1930s." As mentioned in a few of the replies, it can be found on many, many web sites as rampant copying of anything on the Internet seems to be the norm.

Regardless, this is an excellent image of a very handsome warship. In my search for this vessel, I found two other images of *Barham* that, in my opinion, are far superior to this month's offering. But the real defining image of *Barham* is a single frame image taken from a now infamous video shot in 1941.

Tim's reply provided much information describing how the 1912 design was optimized around an all new 15-inch/ 42 caliber gun. It describes how the hull and armor was stressed for the new rifle while at the same time introducing an all-oil-fired power plant. For the first time in a British battleship design the number of turrets was restricted to four providing a maximum of 8 major caliber guns. The extra hull space was devoted to the larger power plant and increased armor protection. These battleships were designed for a top speed of 25 knots which moved them to the battle cruiser side of the gauge for capital ships.

While not entirely successful in meeting all of its contract requirements, the Queen Elizabeth and her four sisters none-the-less represented a huge step forward in battleship design. Initially appearing with 2 tall slender

smoke stacks these ships were rebuilt in the late 20s and early 30's to augment their deck and side protection. In the process the two stacks were truncated in the one wide stack we see in the Mystery Photo. Also of note is the general build-up around the fore mast and what John calls "the prominent stability / anti-torpedo blister." One notable feature of this configuration is the armored rangefinder hood located atop her armored conning tower. That feature alone should have send all perspective ship identification sleuths racing to the British section of any and all good ship's data reference books.

While Tim, John, and Tony provided good tables featuring the class specifications and characteristics I will

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NAUTICAL TERM

Knightheads (1) Earlier a pair of timbers serving as lateral bracing to the bowsprit of a wooden sailing ship. They also served as bits and as a base for a windlass. (2) Later the knighthead became a bulwark or a bulkhead through which the bowsprit protruded. They are believed to be so-called as they were often carved in the form of a knight's helmet in earlier ships.

Submitted by: Tim Wood

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yield to Tony this month and feature his reply:



Mystery Photo

“The *HMS Barham* was the fourth vessel to bear this name (after Admiral Charles Middleton, 1st. Baron Barham). She displaced 33,000 tons (presumably of 2,240 lbs. each) fully laden and was 643 ft. long x 104 ft. beam x 33 ft. draught. She had a top speed of 25 knots and a range of 8,600 nautical miles at 12.5 knots. Her crew complement was 1124-1184. Armament was 8 x 15-inch guns, 14 x 6-inch guns, 2 x 3-inch anti aircraft guns and 4 saluting guns, plus 4 x 21-inch submerged torpedo tubes.”

It was noted earlier that *HMS Barham* was torpedoed and sunk on November 25, 1941. That act in itself is horrendous but to properly set the stage John Wyld provides a bit of background, background that Roger calls a “hidden story”:

“*BARHAM*...commissioned 19 October 1915...was temporarily assigned to Admiral David Beatty's Battlecruiser fleet at Jutland where she sustained five hits and fired 337 main battery rounds at the Germans. She was part of the furious shipbuilding program in the UK just prior to WW I which was intended to keep the Brits ahead of the nearly equally furious shipbuilding program of the German Navy on the war's eve. It has been argued that the speed of the program led to compromises in the designs of both battleships and battlecruisers of the era which resulted in unexpected vulnerabilities to their magazines. Admiral Beatty at Jutland observed "There seems to be something wrong with our bloody ships today" after watching two of his battlecruisers cease to exist due to magazine explosions. Many years later, both *HOOD*

and *BARHAM*, products of the same design system, followed their cousins in equally spectacular fashion.”

Roger provides the balance of the story:

“*HMS Barham* was the only British Battleship to be sunk by a submarine in WWII, coincidentally with her sinking photographed by a British Pathe cameraman, possibly Albert Grobe (or as suggested by Tony the Gaumont News cameraman John Turner, who was also on *Valiant's* deck filming) who shot his film from the Admiral's bridge of *HMS Valiant* which was in-line immediately astern of *Barham*. The film Grobe shot, on a state-of-the-art wind-up clockwork-driven camera with a film length of just 2 minutes shows *Barham* slowly rolling to port until just as her mast touches the surface of the water; she exploded cataclysmically, before sinking. This occurred just four minutes after she was hit by the first torpedo. In the film shot off *Barham's* bow there is an audio reference to the fact that *Barham's* after magazine exploded. It would appear from studying the film that that may have been true; however there is a later comment to the fact that this has never been decided and most likely never will be proven. In total 859 lives were lost during the sinking. During the explosion huge pieces of *Barham's* hull and superstructure can be seen high in the air amidst the smoke and later splashing down into the sea between *Valiant* and *Barham*.”

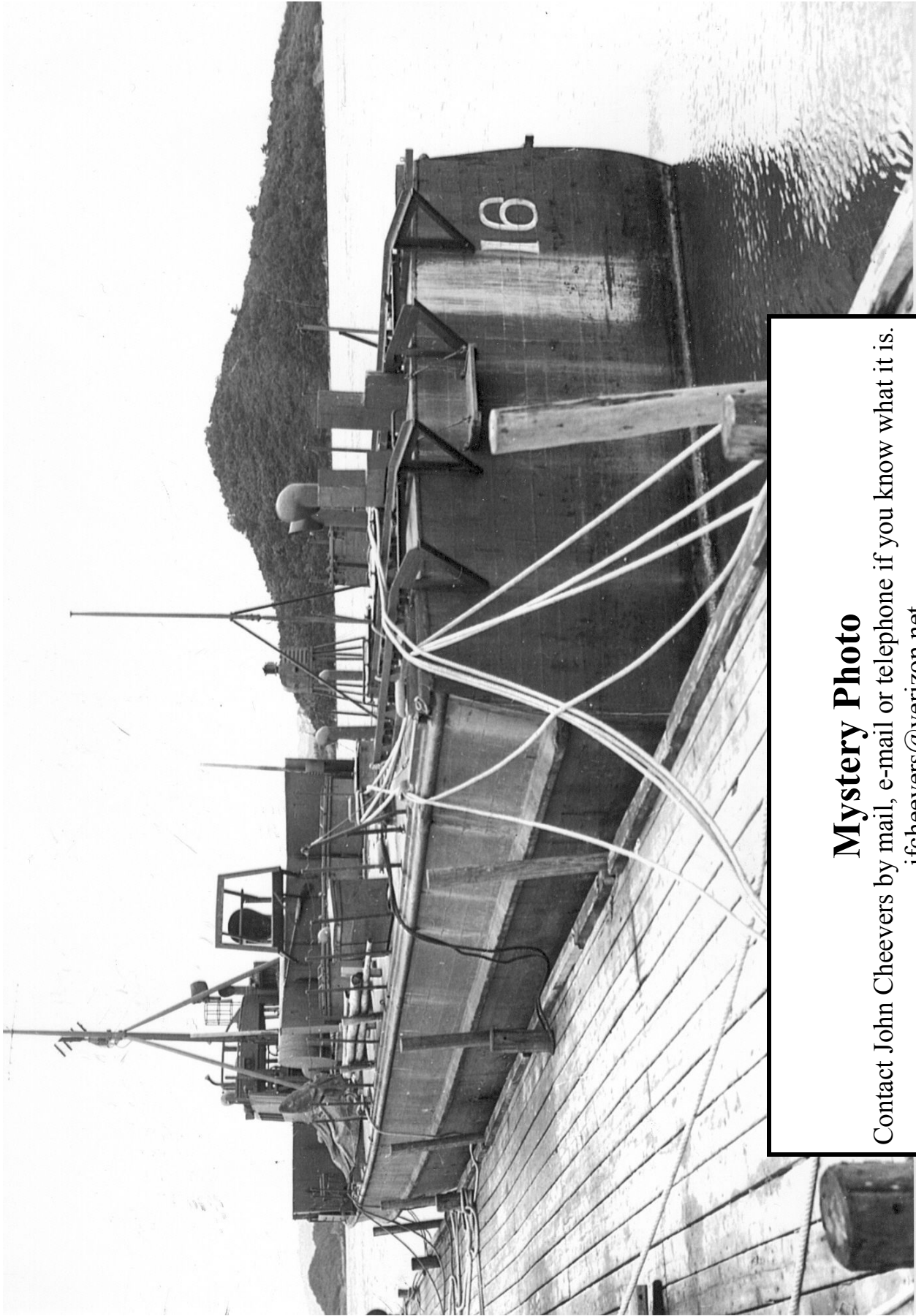
HMS Barham along with *HMS Valiant* and *HMS Queen Elizabeth*, all three in the same class, were being screened by eight destroyers en route to attack an Italian convoy. U-331, having sailed from Salamis on her third patrol with orders to land and then recover a party of saboteurs,

had failed to pick them up after their mission to destroy a British rail line, and was patrolling close inshore when she spotted the British flotilla and managed to penetrate the inshore screen of destroyers on what was quite possibly a suicide mission on her part, and fired her four torpedoes from between 300 and 850 yards off *Barham's* port side, with *Barham* being her second choice. At least one of the torpedoes hit her in the engine room. Immediately after firing her torpedoes U-331 broached briefly after failing to compensate for the loss of four 125 tons of torpedoes from her bow tubes; her crew were immediately ordered to rush forward to bring her back to trim before she crash-dove to 200 metres (656 feet) which was near her crush depth. U-331's skipper Kapitänleutnant Freiherr Von Tiesenhausen reported the one torpedo passed astern of *HMS Barham*; other witnesses indicate that she was hit by all four. U-331 dove under *HMS Valiant* to escape after her broaching was clearly seen by British ships in the squadron. Surprisingly, undoubtedly especially by the crew of U-331, there was no depth charge attack as the destroyers were busy rescuing survivors from *HMS Barham*.

When U-331 eventually resurfaced, *HMS Bar-*

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Mystery Photo

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

NOTABLE EVENTS

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
Nomination of officers

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

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

APRIL

- 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

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Mystery Photo

ham and the British flotilla were gone; Tiesenhausen believed that *Barham* had left the area under her own steam, not realizing that she had in fact been sunk. Germany simply reported that a British Battleship had been hit with a single torpedo fired by a U-boat off Sollum in the Mediterranean (U-Boat Archives) and did not realize that HMS *Barham* had been lost to U-331 until after the war due to a veil of secrecy being drawn over her loss by the British, when even family members of crew members who perished with *Barham* were sworn to secrecy until after the war. The film now available was also kept secret and was not released until after the war.

U-331 was sunk at 14:30 on November 17, 1942 at 37 degrees 00', 02 degrees 5' while attempts were underway to capture her while she laid disabled and on the surface."

The film which Rob calls wrenching and John calls dramatic captures the true destructive power of war. In the footage, just before she blew up, BARHAM rolls to port after being torpedoed. "Hundreds of sailors are visible in the film as they ran down her starboard side attempting to abandon ship while she was rolling over on her port beam ends. Her after 15" main battery magazine blew up spectacularly in mid-roll. 862 crewmen perished according to the Royal Navy." Tony adds that "This film has been used many times in documentaries and in movies where it stands in for other vessels (such as the Yamato in the movie "The Battle of Okinawa")." You can catch it on YouTube.

Those of you who really mined deep to find the identity of this Mystery Photo might be interested to learn that a cropped enlargement of this Mystery Photo appears on page 116 of Norman Friedman's book, Naval Firepower Battleship Guns and Gunnery in the Dreadnought Era. Check it out!

John Cheevers

THE ANSWER

HMS Barham (British battleship, 1915)
Photo #: NH 63077
Photographed during the mid-1930s, following her 1931-34 reconstruction.

HRSMS NAME TAGS

Pin Back \$5.25
Magnetic Back \$7.25

If you need a name tag contact Ryland Craze
E-Mail CKart55@aol.com
or
See him at a meeting