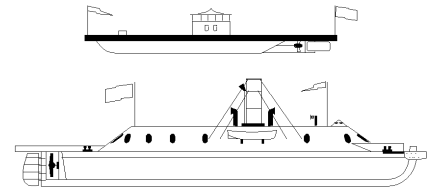


# Hampton Roads Ship Model Society

# Logbook



No. 300

WWW.HRSMS.ORG

June, 2011

## From The Bridge



Last month while I was on vacation on the island of Maui in Hawaii, I toured the Whalers Museum in the town of Kaanapali. This is a small museum that details the whaling industry in Hawaii from the 1820's to the 1870's. I had previously toured this museum several years ago and was surprised to see on this visit that approximately one-third of the exhibition space had been turned into retail space. It seems that more and more of our museums are either being downsized or closed. When I asked the retail clerk at the counter why some of the exhibits had been removed, she said it was to sell more merchandise as a portion of the profits were used to maintain the museum. Without the retail sales, the museum relied on contributions from visitors as admission was free.

Even though the museum had lost some of its exhibition space, it still gives the visitor a wealth of information about the history of Hawaii's whaling industry. The exhibits featured many displays on the sailor's life aboard a whaling ship and stories of when they came ashore after many months and years at sea. On display were many historical artifacts, tools for maintenance of the ships and Captain's logs. There was even a large scale model of a whaling ship.

It was a rough life to be a sailor aboard a whaling ship as many were in their teens and very seldom were any sailors in their thirties. Many of the sailors would jump ship when the ship docked and would make Hawaii their home. The record year for whaling ships coming to Hawaii was 1846 when 736 whaling ships docked in Hawaiian ports. This created many jobs as the ships needed to be repaired and also restocked with food and water. This created new crops as farmers began growing potatoes and raising beef. The whaling industry came to a halt with the discovery of oil and the expansion of the petroleum industry. This museum tells the whole story and it was a very enjoyable visit.

I want to thank George Livingston for his presentation on his model of the Charles W. Morgan at the last meeting. George has come a long way on his model and we all learned from George's construction techniques.

Please bring your current ship model project to the meeting to share your progress with the members. I look forward to seeing everyone Saturday.

Ryland

## Mystery Photo



Mystery Photo #299: If someone tied a wooden launch to a remote pier and someone else photographed it, there is an excellent chance the image will find its way into the Mystery Photo. OMG – was my first reaction to seeing this month's Mystery Photo—so obscure as to keep the rank and file away. Well, it almost kept the rank and file away... almost, except for one real trooper. We'll get to that response but first we must study the image.

That the vessel is wooden is obvious; the horizontal straking of the flat, vertical transom is very prominent, as is the planking along the sheer. A large, prominent rub rail is visible as well as a slightly smaller one at the deck edge. The sheer looks almost flat, but that is a function of the angle of the camera—there is a slight sheer. It's hard to tell if the waviness in the sheer line, that I see, is a result of design, hard use and racking, or a builder's issue. There is evidence of flair near the bow and tumblehome at the stern. You can also see from the transom shape that the hull has a hard, round bilge. The deck houses are minimal: one small bridge structure, what we would call a doghouse, is identified and appears open sided at the back and carries a half-screen windshield in front. On the port side (and possibly duplicated on the starboard side) just forward of the bridge is a shield of some sort—it appears to be round like gun tub. There is also a low trunk cabin aft of the large mast probably intended to give some deck height in the engine room; it also appears to have a round shield surrounding its forward three sides like a gun tub. There appears to be a boat oar strapped to its forward panel. The prominent fore mast has two braces as does the small after mast near the stern. Between the two deck structures on the port deck-edge is an unknown canvas covered feature. And except for the prominent depth charge rails, or possibly mine rails, that discharge over the transom and the bundle of irregular poles, in an equally irregular rack, everything else seems to be ship related dunnage. No flags or markings are visible except for the numeral "16" or possibly an

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## MEETING NOTICE

**Date:** Saturday June 11, 2011

**Place:** Mariners' Museum

**Time:** 1000 Hours

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alpha/numerical "I"6 on the transom.



Mystery Photo

All right, I thought, as a wild guess this Mystery vessel is one of thousands of wooden hulled craft built from say 1920 to 1960; should be easy to identify.

My first thought was that the hull form was eerily similar to patrol craft that Walter J. McInnis (of Eldridge-McInnis fame) designed which became jewels of the Coast Guard that were built to fight the rum runners of prohibition—the CG 78 and the CG75. The numbers 78 and 75 denote the vessel's length. The CG 75 was known more colloquially as the six-bitter. If you are not familiar with these vessels, you are missing out on two truly beautiful designs. A



**T51b IJN\_Motor\_Torpedo\_Boat\_No14\_1944**

refreshing look at their lines shows, however, that the transoms were not flat and so they are removed from consideration.

Well, the 75 and 78 didn't work but I remembered another Coast Guard design for a craft with a deck house that more closely matched the one seen in the Mystery Photo. This vessel, also a Walter J. McInnis design, was 83' long, giving the class its unofficial name. The design dates to 1941 and was produced throughout World War Two (WWII) eventually numbering some 230 vessels. Primarily operated by the Coast Guard and used in search and rescue, several units did find their way into foreign naval service. They served in all theaters or operations during the war. What erased it from my consideration was the third rub rail located near the waterline and the mast arrangement, both different from our subject.

While my search was producing successive designs that I felt were closing in on the Mystery Photo, I was still not on target. With the easy marks gone, I returned to the image and tried to get a better idea of where to search for this vessel's identification. OK, I see a vessel tied to a wood pier in a setting that looks a lot like a South Sea island—Truk or Rabaul, points west; could it be so? Actually, it could be just

about anywhere, but the setting screams South Sea Islands! Maybe it was time to look at foreign navies, especially Japan, the unusually scripted "16" or "I"6 tell me it is the right thing to do.

Ironically, I began my foreign navy search not with Japan but with the better known German-designed small warships of (WWII). I found most of this data contained in a book titled Fast Fighting Boats written by Harald Fock. Though not a new source to this column, it's been a while since it's been referenced. The German torpedo boat, mostly known as S-boats or schnellboats, was a vessel that provided more than its share of terror to the European theater of action during World War II. While the general arrangement and hull

shape seemed to fit the features I found in the Mystery Photo, there were items I couldn't reconcile, like the S-boat's step in the deck and the bow torpedo tubes and the cupola style deckhouse. I found in this reference another boat type called the Raumboot (R-boat) that was even closer in design to our Mystery Photo, but since the accompanying photographic evidence was so sketchy I couldn't make the connection. This seemed like another dead end. It was at least until I received our sole reply from the newly gut-hooked Roger Cole. Maybe I didn't look close enough in this reference.

Roger begins his reply with this general statement: "I initially pegged this as a Raumboot

and went to my copy of Weyers Flotten-Taschen-Buch 1953 to see what I could find. Page 309 shows a starboard profile of a drawing all of about 1-1/4 inches long, probably intended for use as an identification profile. While a totally different view to the photo in the Logbook, it confirmed the general layout, which was what I was looking for. However, finding the corroborating information was not as easy and eventually relied almost entirely on the Internet."

Was he was on to something?

Finalizing his selection, he continues"... this is an early Raumboot (boat) in the original R1-16 group and is probably, based on the number on the stern, the class boat #16. These boats were laid down in the early 1930s, were round bilged and of composite construction with wood planking over light steel frames. The initial 16 boats were of 60 ton displacement and were 26-metre (85.3 foot) length, breadth 4.38 metres, draft 1.22 metres. Twin-screw diesels produced a modest 17 knots. R1-8 was fitted with Voith-Schneider cycloidal propellers. These gave superb maneuverability with the loss of some speed and were fitted to about 100 later boats. The early R-boats proved to be very useful as

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# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
May 14, 2011  
Mariners' Museum

Guests: Dave Chelmow, 3<sup>rd</sup> meeting  
Mike Vanture, 3<sup>rd</sup> meeting  
Lee Martin, 1<sup>st</sup> meeting  
Jimmy Colangelo, 1<sup>st</sup> meeting

The meeting was called to order by the Skipper, Ryland Craze. After recognizing the guests, Dave Chelmow and Mike Vanture were asked if they want to join the society. The guest were asked to leave the room while the ritual was conducted. The guest returned and Mike and Dave were welcomed as new members. There were no corrections to the minutes. Eric Harfst gave the Purser's report and noted that Bill Caldwell had become an inactive member. The Webmaster, Greg Harrington, had no activity to report.

Old Business: The Skipper said that the audit of the financial records was complete and gave copies of his report to the Purser and Clerk. Greg was asked about the digital picture frame for the model builder's booth. Greg detailed some of

his on-line research and said that he was researching some of the technical details and would make a recommendation at a later date. The matter was carried over until a later date. There was discussion on the removal of Bob Comet's models from the model builder's stand. Ron Lewis said that the Museum will take responsibility for this effort.

New Business: Ron Lewis said the brass cannons that were outside the main doors of the museum are being remounted. He also noted restoration and repair of the Chesapeake Bay Light, located in the museum, would be funded by the Bronze door Society.

Show & Tell: Ryland Craze talked about an e-mail from Ted Behne expressing an interest in joining the HRSMS and showed an article by Mr. Behne on the South Street Seaport Museum. It was noted that Mr. Behne could become an associate member without attending three meetings. Ron Lewis gave away several plastic candy trays, useful for holding small parts. Dennis Hobbs talked about his Caldercraft *Sherbourne*. Bill Clarke showed a book on Josef Kaiser's 1:100 model of the *Bismarck* and another book on the ship itself. John Cheevers talked about his progress on the tug *Susan Moran* and showed his fabricated Z-Drives. John had some copies of several HAMMS ship plans to give away. Bill Altice showed his cased model of an Elco 80 ft. PT Boat. Bill also showed his slip roll and riveter used in model work.

The meeting was adjourned to a presentation on the "Charles W. Morgan", by George Livingston.

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minesweepers and minelayers, with the boat in the Log-book photo configured for mine laying, hence the stern railway tracks. At that time these boats were fitted with two twin 20mm Oerlikons, strictly for defense."



Mystery Photo

Roger, in a bid to impress us with his diligence in research makes a statement about "following 'Thee Clarky' to Nuremburg on the Internet to see if the boat was in a museum there with a photograph." He must not have found an image as he didn't provide one with his response, but I can say that the scant few, poor quality images I find of Raumboats, or R-boats as they are usually referred as, seem to support his claim. However, one interesting thing I did learn from this research was that most reference works catalog the R-boats as motor minesweepers and list them there. Following this lead, I pulled out my copy of Conway's 1922 - 1946 and looked for photographs in the German Navy minesweeping section. There I found an image of one of the first 16 R-boats and there is a clear half step in the sheer. Also the shape of the dog house is different and the shape and bracing of the fore mast is different as well. I'm betting that there is more to the mystery.

R-boats, as well as the more famous S-boats, were developed largely the result of experimental work carried out by Fredrich Lürssen founder of the German boatyard Lürssen Werks and his designers and engineers. Together

they designed a hull form ideally suited for operations in the North Sea while developing the private yacht *Oheka II* in 1927 for the American, ex-pat German businessman Otto Hermann Kahn. The hull featured the now very familiar double wedge form with a hard, round bilge and was noted for its characteristic—what Roger calls—a "light weight composite construction of wood planking over light steel frames." Building a boat using this hull/construction package has come to be recognized as the "Lürssen method". The Lürssen yard, located in Bremen, Germany, was founded in 1875 and is credited as having built the first motor boat in 1886; these early boats often incorporated Daimler-Benz and Maybach engines. The yard is still one of the world's leading motor yacht builders and maintains an interesting web site on the Internet.

Lürssen...humm, a thread to follow?

To help tie this new thread to what I was already

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## NAUTICAL TERM

*Golliwobbler* The nickname given to a large main staysail used by a schooner in light winds. It probably comes from goliwog, a slang word for something grotesque.

Submitted by: Tim Wood

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thinking—like my assertion that the setting “looks a lot like a South Sea island”—I went back to my first reference. Checking further in Falk’s book, I moved to the chapter that summarized Japanese development of fast fighting boats in WWII. There on the top of page 274 was an image of what was captioned as the “29 knot coastal boat”. This starboard side image was taken from slightly ahead of amidship and captures the vessel



**A CG 78 on trials in the James River**

moving at some speed. A few of the trees in the background look like palms. The hull seemed the same as our Mystery vessel and the arrangement was almost identical but, more importantly, the masts matched. I got excited! Reading the accompanying text I found that the Japanese referred to this design as a T51 Ko Gata of 1943. The text also revealed that this design was “considerably larger [than other motor torpedo boat (MTB) types] and [was] based on the German Lürssen type as to hull form, method of construction and specifications, being composite wood and metal.” Moon Shot!

Hula, Hula; Japanese Go Kata! Was the vessel in the Mystery Photo a T51 Japanese large coastal MTB? It very likely was and, at this, point I was willing to hypothesize that due to the lack of armament and munitions the image documents a captured (or surrendered) type 51 MTB at some South Sea Island. Would this assertion date the image to late 1945 or 1946 and by association was the image made by the United States armed forces?

The text in Falk’s book continues: “...A series of eighteen boats [were] built under the 1941 program. Numbers 11-27 [displaced] 75 tons and made 29 knots under four 920hp type 71 petrol engines driving four shafts. They carried three 25mm cannon, two 45.7cm torpedoes, eight depth charges and two depth charge throwers. Range was 340 miles

at 28 knots, or 1000 miles at 16 knots. Only nine were completed, two further boats being unfinished at the end of the war. The boats did not match up to expectations and were therefore used as guard boats, two of the four engines being removed...” A reference to the T51 type in Conway’s adds “Eight boats were completed, Numbers 10-17, of which 10 and 12 were war losses and the remainder scrapped after the war.” So, a T51 type with a service number of “16” did exist.

Final nail...

A two part article describing Motor Torpedo Boats of the Imperial Japanese Navy written by Hans Lengerer appeared in Warship International, Vol. 44, Nos 3 &4 in 2007. In this article Mr. Lengerer traces the Japanese MTB type from early torpedo use against the Chinese in 1895 through the end 1945. In describing the T51 type we find that the aforementioned No10 boat was a singular example being reclassified as the T51a and the remaining 7 were classified as T51b.

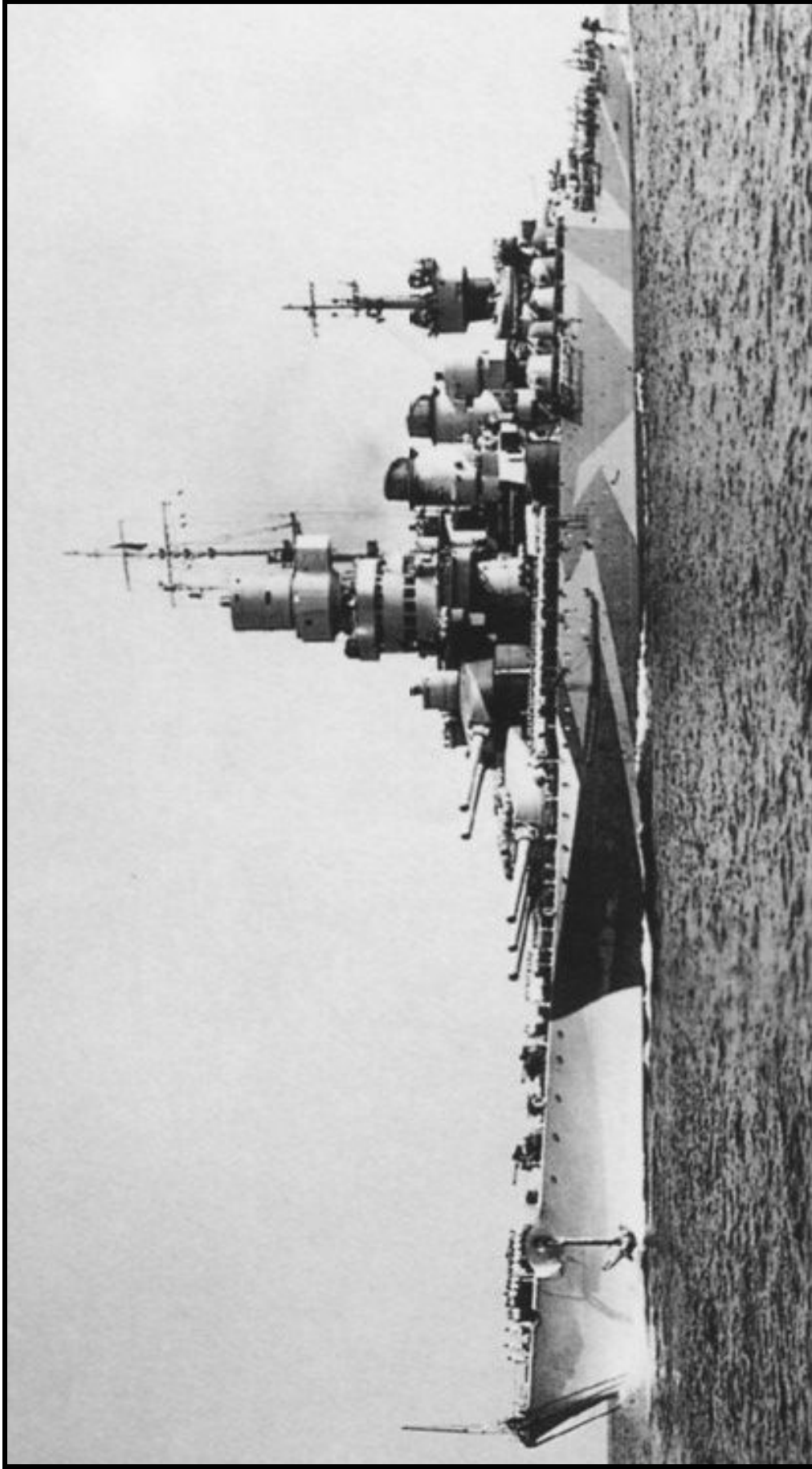
Mr. Lengerer writes on the T51 which later became the T51a design: “The Fundamental Design Section of the Navy Technical Department (NTD) lacked data and experience on the round bilge displacement type hull form but took a privately imported 20m Lürssen boat as type craft for the design.” [Up



**Raumboot R18**

to this point the Imperial Japanese Navy (IJN) had experimented with hard chine hulls only for MTB designs. The data suggests that the IJN had captured a Lürssen type torpedo boat from China in 1938.] He continues: “The building time of 16 months tells more about the difficulties encountered during construction than could a long description, and the final product was unsat-

(Continued on page 6)



## **Mystery Photo**

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

## NOTABLE EVENTS

### JUNE

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

### JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Santa Maria, 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

### MAY

- 12 **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

isfactory. When the IJN received the construction drawings of the German 95ts type [S-boat] in 1943, the designers recognized that 'much could be learned from Germany.' However, incorporating these lessons would have required modification of the design, and the advanced state of construction of MTB 10 precluded any change. The Japanese designers and construction facilities lacked experience with the delicate structure and the composite material (e.g. they had to use steel instead of the aluminum alloy used in the S-boats) and simplified the design for 'mass production.' The simplification and alterations demanded by different propulsion plants, tactical concepts, and operational areas reduced the boats efficiency compared to the S-boats. The most remarkable defects were (1) insufficient strength at about ¼ length; (2) strong vibration; (3) frequent breakdowns of engines and propeller shafts; and (4) unsatisfactory seaworthiness. [Further] the IJN had no high powered diesel such as the Daimler Co. MB501, which developed 2000 HP."

All type T51 boats were built by Yokohama Yacht Company at its Tsurumi plant. Mr. Lengerer finishes his comments about the class by stating "...In July 1944, the large Ko ("A") class boats were cancelled in favor of small boats of class "B"."

Despite Mr. Lengerer's constant comparison of the T51b to the German S-boat I feel that a more apt comparison is with the German R-boat—Roger leads us down that path. A large number of photographs of the type T51b accompany the INRO article, and it's easy to see that our Mystery Photo shows one of these craft.

My thanks to Roger for providing the clue that allowed me to tie my assumption to the Mystery Photo—well done!

John Cheevers

## THE ANSWER

RG 127-GW  
USMC - Japanese Vessels  
#146396  
Japanese Large PT Boat  
SASEBO 9 Oct. 1945

## 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**