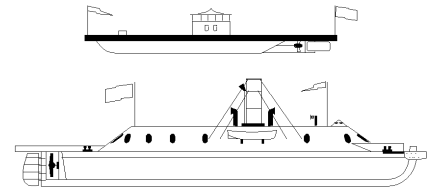


# Hampton Roads Ship Model Society

# Logbook



No. 309

WWW.HRSMS.ORG

March, 2012

## From The Bridge



This past Saturday, the Richmond Chapter of the IPMS held the Old Dominion Open Scale Model Show and Contest. For the first time, the show included a class for wooden ship models. HRSMS was the sponsor of this class and also sponsored the Best Maritime Entry award. The event was a huge success, with 67 classes drawing close to 750 entries. The wooden ship model class had seven entries, six of those entered by HRSMS members. Ulrich Guenther took the first place award with his Friendship Sloop and Heinz Schiller took third place with his model of the Chebec. The second place award went to Len Zanitech from Pennsylvania for his highly detailed model of the USS Syren. Gene Berger also won an award for his submarine that was entered in the Submarines All Scales class.

They gave an award for the best maritime entry and that went to Ulrich Guenther for his Friendship Sloop model. That was quite an achievement as Ulrich's model was judged against the other six maritime class winners. I feel that all of the members who were present when Ulrich received this award were proud of this accomplishment. It shows the high level of craftsmanship that exists within the Society and we all had a sense of pride as one of our own received the highest award for a maritime entry.

One model that received a lot of attention and drew crowds all day long was the eight foot long U.S.S. Balao submarine entered by Gene Berger. It was truly entertaining to stand near this model and listen to the comments from the public. And the amazing thing about this model is that it is fully operational as shown by the pictures that accompanied the model. If you have not had the opportunity to see this model, you have missed out on a one of a kind highly detail and crafted scale submarine.

*(Continued on page 2)*

## Mystery Photo



Mystery Photo #308: March's offering is a bit of a different pace; it's a warship, imagine that? And it's a warship we'll call "too little, too late!" Now, just by looking at the image, do you think that the vessel is either foreshortened by the camera or maybe just a tad bit too small to carry everything you see? First impression: the ship either lost its bow and is fitted with a shorter, temporary one, or it's just one cramped design. My next impression is that the forward main armament is too large for the ship—or sited too far forward, or maybe it's just the camera lens. The design just seems unbalanced in the photograph.

Two replies this month tend to agree with me but maybe for different reasons. Dave Baker replied first and includes this supportive point in his commentary: "As Norman amply points out his book, all of the ships of this series were much too small for what they were intended to carry and were badly cramped." Who Norman is will be explained as the essay unfolds. The second reply comes from Rob Napier and he says: "On this one, those forward turrets seem to not quite fit - the massive gunhouses seem too large for their locations, [and] spindly little barrels. Must be enough space in there for gun crew tanning booths."

Unbalanced or not we have a warship, something that fits between a battleship and a destroyer in size and capability. Something we would call a cruiser using the ship clas-

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday March 3, 2012

**Place:** Mariners' Museum

**Time:** 1000 Hours

**Hampton Roads Ship Model Society Banquet**  
**Saturday March 24, 2012**  
**Riverwalk Restaurant, Yorktown, Va.**

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Mystery Photo

sification system we are all most familiar with. And that classification structure automatically divides cruiser design into two supercilious groupings called heavy "CA" and light "CL". Yeah, that makes sense. Now before we start down the slippery slope where we further subdivide the category by adding a third letter or fourth letter to the string to identify all extraneous variants of the type, let's just settle on "cruiser" as our genre for this Mystery Photo.

In an article titled Cruisers for the Royal Navy: The

1939-42 Programmes, published in the 1997-1998 volume of Warship, George L. Moore writes "The classic cruiser was obsolete by the end of the Second World War." The only argument I can make to that statement is what the definition of "classic" is. For our purposes let's use Webster's Ninth New Collegiate Dictionary's second definition: "A large fast moderately armored and gunned warship usually of 6000 to 15000 tons displacement."

Using this direction we see that our Mystery Photo is indeed a cruiser in size and appearance. The vessel also follows the classic layout for the genre: Two turrets forward,

followed by a large bridge structure supporting a main armament director, a heavy foremast structure, two funnels (in this example), followed by a main mast, an after armament director, and finally the remaining main armament turret. Clustered around the center of the vessel we see secondary armament, ships boats, cranes, torpedo tubes, secondary directors and the usual dunnage of



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I really appreciate the support of the members who were able to attend this event. Many spent the whole day at this show promoting both our hobby and the Society. Our Club table drew many visitors and we were able to showcase our hobby with ship models under construction, literature and discussions of ship modeling in general. We had a great time and many of our members were seen purchasing kits from some of the many vendors that were present. The organizers of the event were also very appreciative of our participation and are hoping we will participate in future events.

I also want to thank John Cheevers for his presentation on drawing ships lines at our last meeting. I hope that some of you took John up on his challenge to draw ships lines. It will be interesting to see what the results will be.

Do not forget that we will be meeting one week early this month. I look forward to seeing everyone on Saturday,

**March 3.**

Ryland

a warship. By searching the various ship lists and references you can quickly settle on the British Navy as the origin of the vessel. Napier put in these words: "Lovely cruiser, but then most cruisers are handsome, generally the best looking classes of modern warships, I think."

He begins his identification: "Cruisers of World War Two by M.J. Whitley comes off the shelf. Let's start there.

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## Nautical Term

Quarterdeck Now an area on a naval vessel reserved for ceremonies and honors, located on the ship wherever the commanding officer dictates; formerly it was a high partial deck aft, from which a ship was conned, and which sheltered the quarters of the after guard and passengers.

Submitted by, Tim Wood

(Continued from page 2)



Mystery Photo

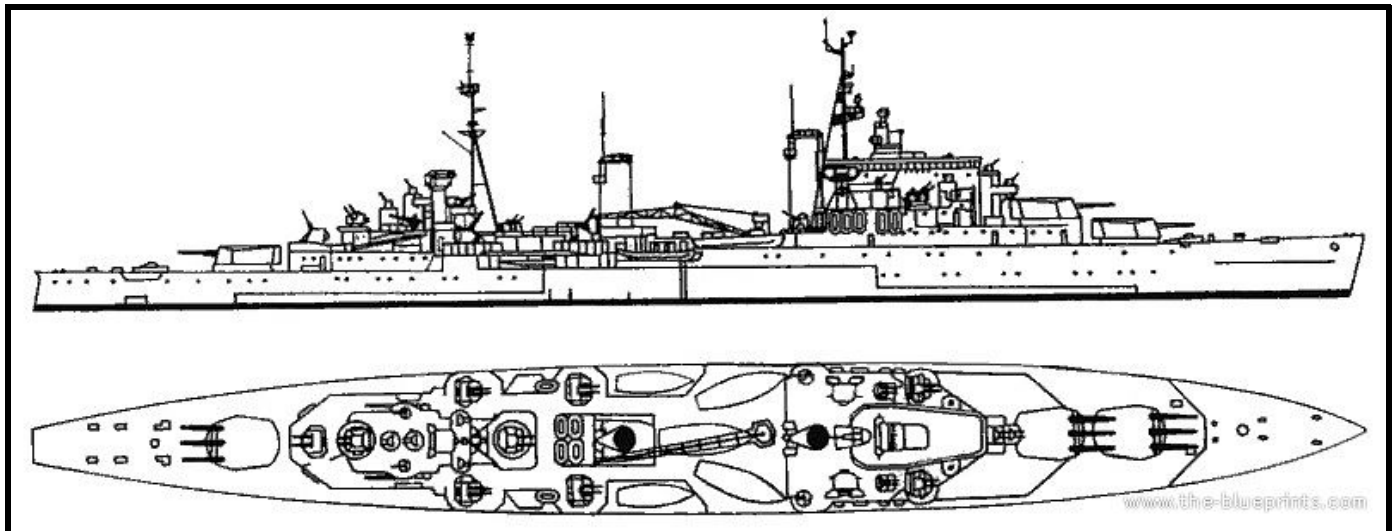
Methinks the ship has a decidedly British look, clearly not American, but could be from one of the remaining colonies. (I know, there are still plenty of hold-out Brits who think the USA is still their uncouth colony, but you know what I mean.) I start at the beginning. Nothing from Australia seems to fit easily. Canada's one inclusion, ditto. On to Great Britain. Page turn, page turn."

While Rob eventually turned enough pages to discover the Mystery, Dave was there from the git go. "This month's mystery photo is a bit like shooting fish in a barrel. The photo appears on pg. 295 of Norman Friedman's British Cruisers (the Norman mentioned earlier), and I provided the

print he used. The shot shows *HMS Superb* on 11 July 1955 and was taken by USN utility squadron VU 11." Page 295 is pretty far into this book, you can see why Rob turned so many pages in his source. Surprisingly, given the huge number of British "Cruisers", the vessel carried the arguably very low pennant number of 25. There's probably a perfectly logical explanation for this.

*HMS Superb* was the final "Cruiser" commissioned by the Royal Navy—the end of a long line of medium caliber rifle equipped ships. According to Dave, "SUPERB was built by Swan Hunter and was laid down on 23 June 1942, launched on 31 August 1943, and completed on 16 November 1945; she was decommissioned in 1957 and sold for scrap

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**Hampton Roads Ship Model Society  
2012 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, Tom Saunders and Tim Wood), 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

**Bill Dangler**

Bill is nominated for the Founders Award 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.

**Ron Lewis**

Ron is nominated for the Founders Award for serving as our liaison with the Mariners' Museum and for his support and participation of the 'To Build A Ship Model' technical series. Ron is diligent in keeping the Hampton Roads Ship Model Society informed of activities at the Mariners' Museum and communicating the Society's needs to the Museum staff.

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**2012 Founders' Award Ballot**

Vote for one:      **Bill Dangler** \_\_\_\_\_                      **Ron Lewis** \_\_\_\_\_

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

(Continued from page 3)



Mystery Photo

ping on 8 August 1960.”

Tracking British warship development and lineage can be like tracking the British Monarchy. Defining *Superb's* lineage can be confusing; her origins lie in two earlier and very similar designs and this could easily confuse the amateur sleuth. Dave begins to identify the difficulty when he mentions how “Friedman calls SUPERB a TIGER class unit on one page and a unit of the Improved FIJI class on another” Rob adds: “I want to settle on a Fiji-class unit because I love the dramatic image bleeding across the gutter (of Whitley’s book) on pages 122-123 of Nigeria being escorted by a chubby little diesel tug through what must be azure water on a brilliant day someplace warm and sandy.” But settle he can’t. He continues: “For the Fiji class, too many things are not quite right: the main battery has four turrets, the platform atop the forward superstructure is too short, there isn't the same enclosure for a boat along the aft deckhouse, the electronics array doesn't seem quite dense enough.”

He turns another page. “The last entries are for the Minotaur and Tiger classes, somewhat modified Fijis. They have the same hulls, machinery (more or less), etc. But the Minotaur-Tigers came out a little later, only one being finished before the end of the Second World War.”

Actually the changes between the Fiji’s and the later classes were brought about by war experience. In startling contrast to the American experience in ship development, The Fiji hull was a more compact version of previous designs. In almost 40 less feet of hull length, British designers crammed in the same armament and features and proclaimed the design

“the best pattern for future cruisers.” Gone was the aircraft and associated catapults and hangers. Gone was any chance to improve crew accommodations. In their place the anti-aircraft armament was greatly augmented. But the design was tender. In the ensuing Minotaur and Tiger designs the number 3 turret was landed to help correct this deficiency.

Apparently this was not enough of a fix. While the Fiji hull was 62 feet wide, the Minotaur hull grew to 63 feet and the Tiger hull grew even more to 64 feet all in efforts to improve stability. Adding back the length might have been a better and cheaper option.

As built, *Superb* had these characteristics kindly supplied by Dave: “[she] was 556-ft. 6-in. overall (538 ft pp) x 64-ft. beam x 21-ft. 7-in. maximum draft. She displaced 9,272 tons standard and 11,564-tons at full load. Her maximum speed was about 31.5 kts clean but dropped to 28.25 kts after six months in tropical waters. The original armament was three triple 6-in. , five twin 4-in., four quadruple 2-pdr "pom-pom" (40-mm 45 cal.) AA, two single 2-pdr pom-pom, four single U.S. 40-mm 60-cal. Mk 3 AA, 8 twin 20-mm AA on "Boffin" twin mountings, and two single 20-mm AA; also fitted were two triple 21-in. torpedo tube mounts and a single depth charge rack. Armor was pretty minimal, with a 3-in. belt over the engineering spaces amidships and a 2-in. armored deck.”

Dave also supplied her career highlights: “The ship was attached to the 10th Cruiser Squadron in British home waters from 1945-46 and then loaned to the 15th Cruiser Squadron in 1946 in the Mediterranean during the Corfu Incident. She then served as flagship for the 2nd Cruiser Squadron in home waters from 1946 to 1950, fol-

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HMS Superb in Boston

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Mystery Photo

lowed by service as flagship of RN forces in American and West Indies forces during 1950-51 and again during 1954-55, after which she had a refit that was completed in 1956. SUPERB then was flagship for the RN's commander-in-chief in the East Indies area during 1956-57 and flagship for Flag Officer Flotillas Home in 1957 before being laid up in the Gareloch from 1957 to 1960 and then broken up at Dalmuir, Scotland, starting in August 1960. Very, very few changes were made to the ship during her operational service other than the slow removal of light anti-aircraft gun mountings. She didn't serve in East Asian waters during the Korean War, but at least she was pretty much continuously operational during 12 years of service."

Rob does mention a unique feature of *Superb's* main armament when he mentions that "those little barrels do not all extend the same distance from the gunhouse—the middle ones are shorter." Actually, the center gun is not shorter it's just mounted farther back in the turret to help correct dispersion problems noted when firing a three gun broadside. I'm not sure if changing the geometry adds to correcting the problem, but in articles I've read, the problem is usually corrected by delaying the firing of the center gun. The rather large size of the turret was necessitated by the "somewhat obsolescent use of bag ammunition, manual ramming and a manually-operated breech mechanism."

So if you think the Mystery Photo shows "the best pattern for future cruisers," think again. What you see in the Mystery Photo is the last cruiser completed for the Royal Navy for the Second World War. As a very cramped design, this "classic all gun cruiser" was too little and she was too late to operate in the warfare environment that existed in 1944. As a result, she enjoyed what Dave terms a "brief and utterly uneventful career."

John Cheevers

### THE ANSWER

Mystery Photo 308  
HMS Superb  
Photo No. 80G-669196  
11 July, 1955, San Diego, Ca.

**2012 Dues are now due.  
Please see the Purser.**

**Eric Harfst's mailing address was omitted from  
the banquet reservation form.**

Eric Harfst  
133 Mid Ocean  
Williamsburg, Va. 23188

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
February 11, 2012  
Mariners' Museum

Guest: Gary Geithmann, 2<sup>nd</sup> meeting

The meeting was called to order by the Skipper Ryland Craze at 1008 hours. It was noted that the Harbor Freight store was in Newport News, not Hampton as noted in the minutes. No other correction to the minutes was needed. The Clerk thanked the Skipper for standing in for him during his absence. Eric Harfst Gave the Purser's report. He stated that the annual dues are due in March. The webmaster, Greg Harrington had nothing to report. The election of officers was the next item of business. As per the bylaws, the Skipper directed the Clerk to cast a single vote for the unopposed slate of officers, Ryland Craze – Skipper, Tim Wood – Mate, Eric Harfst – Purser and Tom Saunders – Clerk. Eric Harfst inquired as to weather the vote was yea or nay. The Clerk assured Eric that he would have his post for the coming year.

Old Business: Bob Moritz talked about the International Plastic Model Society (IPMS) show and Contest. The event will be held in Richmond on the 25<sup>th</sup> of February. The next item of business was the banquet. Tom Saunders gave details of the event and encouraged the member's attendance. Greg Harrington reported on the model builders' booth video monitor project. Greg indicated that organizational changes at the museum had made it difficult to move forward. After discussion, it was decided forgo all activity on this project for three months. There was discussion about having John Busch give the society a talk on the steamship Savannah. It was decided not to pursue an invitation at this time.

New Business: Ron Lewis talked about the museum hosting the "Last Dinner on the RMS Titanic". The event will be held on April 14<sup>th</sup>. Information is available on the Mariners' Museum website. Stewart Winn inquired about the model of the Benjamin Latham located in the Taco Stand. It was stated that the museum would handle the removal of that model. Tim Wood asked about having an auction. After discussion it was decided that there was not enough material to hold an auction at this time. Jim Beale talked about receiving an email from a gentleman in England that builds matchstick models. Greg Harrington said that he would be willing to house the HRSMS Library. Jim Beale asked weather it would be practical to use the Taco Stand to house the library. The Skipper said that he would email Len Wine and ask him about the contents of the library.

Show & Tell: John Cheevers showed a small steam engine he

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## **Mystery Photo**

Contact John Cheevers by mail, e-mail or  
telephone if you know what it is.  
[jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

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### MARCH

- 3 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Building the Oseberg Viking Ship model,  
Tony Clayton
- 24 HRSMS Banquet, Riverwalk, Yorktown

### APRIL

- 21 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Charles W. Morgan--the continuing saga,  
George Livingston

### MAY

- 12 HRSMS Monthly Meeting: Mariners' Museum

### JUNE

- 9 HRSMS Monthly Meeting: Mariners' Museum

### JULY

- 14 HRSMS Monthly Meeting: Mariners' Museum

### AUGUST

- 11 HRSMS Monthly Meeting: Mariners' Museum

### SEPTEMBER

- 8 HRSMS Monthly Meeting, Picnic, NN Park

### OCTOBER

- 13 HRSMS Monthly Meeting: Mariners' Museum

### NOVEMBER

- 10 HRSMS Monthly Meeting: Mariners' Museum

### DECEMBER

- 8 HRSMS Monthly Meeting: Mariners' Museum

### JANUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers, Presentation: The New England  
Maritime Museum, Ron Lewis

### FEBRUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers

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## HRSMS NAME TAGS

**Pin Back \$5.50**

**Magnetic Back \$7.60**

**If you need a name tag contact Ryland Craze  
E-Mail [CKart55@aol.com](mailto:CKart55@aol.com)**

**or**

**See him at a meeting**

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was building. Gene Berger showed turret from his Monitor project. Tony Clayton showed his Model Shipways Speakeasy. Jim Beale showed several antique fids and serving mallets. Tim Wood showed the progress on his Model Expo Sea Mortar.

The meeting was adjourned to a presentation on "Drawing Ships Lines", by John Cheevers.

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## A Note from the IPMS

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Ryland, & Company,

Thank you very much for your contribution to the success of the 2012 Old Dominion Open! 1/32 scale submarine and scratch built wooden ship art are hard to beat and were exciting features of our show, according to many attendees. I agree! I join Chazz in great appreciation, and encourage you to help us make an even greater event in 2013. It was a great privilege to meet truly great modelers, and to include great ship modeling on our tables. I hope you benefited from participating, and made friends of many admirers

Again, thanks!

Mark Elder

Old Dominion Open Co-Chairman

IPMS Richmond president

AMPSCV member

"Anyone can hold the helm when the sea is calm."  
-Syrus Pubilius

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 431-6018  
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