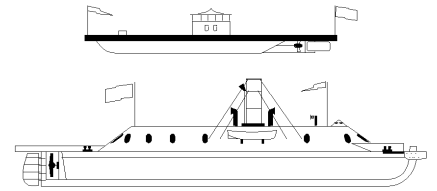


# Hampton Roads Ship Model Society

# Logbook



No. 320

WWW.HRSMS.ORG

February, 2013

## From The Bridge



This will be my last column in the Logbook as Skipper. I am at the end of my third consecutive year as Skipper and I want to thank everyone for allowing me the honor to be your Skipper. I have found the experience very rewarding and hope that I have made a positive impact on the operations of the Society. My job was made easy by the members who contributed so much over the years in their presentations, discussions and their Show and Tell items.

When I started my tenure as Skipper, my goal was to encourage members to bring in their current modeling projects to share their progress with the membership. I feel this is important as other members learn from your progress and it opens up discussion among the members. You did not let me down on this as we have seen a lot of models brought to the monthly meetings. It has been my pleasure seeing your work and all of you have inspired me personally in my own ship modeling.

The Society got off to a good start for 2013 at our January meeting. We had a large turnout of members and guests and our Show and Tell segment was the largest that I have seen since I have been a member. It looks like 2013 is going to be a good year for the Society.

We had a change in procedure that I want to report. Due to the Auction that is scheduled for our March meeting at Norge Hall, we will vote for the Founders' Award during the month of February. The Founders' Award Committee has nominated Ron Lewis and Tom Saunders for this year's award. You will find a ballot in this issue of the Logbook. Please complete it and return it to me no later than February 28, 2012.

Another reminder is the Richmond IPMS Old Dominion Open that will be held in Richmond on Saturday, February 23. The Society is sponsoring the wooden ship model classes and the Best Maritime award. It would be nice if HRSMS is well represented in the show. We will have a Club table set up to promote HRSMS. In addition to the many models on display there will be vendors selling kits, tools and accessories at very reasonable prices. I hope many of you will be able to attend this event.

Thanks again for allowing me to serve as your Skipper. I look forward to seeing everyone Saturday.

Ryland

## Mystery Photo



Mystery Photo #319: We hear a lot about sheer, or shear. The weatherman talks all the time about wind shear. The suspense writers always have someone trapped on the edge of a sheer cliff, or the good guy has to climb the damn thing. The wife is always talking about changing the sheers on the windows...what ever they are. Almost every article in Woodenboat magazine mentions that all important, eye-sweet, sheer line as a component of the most perfect deck edge or upper hull edge possible. There's those crazy contests held down there in Australia involving sheep and something that goes buzz. And if Dave Chelmow is worth his weight in sawdust, he'll build a shear to step the masts on his superb Hannah. Well, if you studied this month's Mystery photo you no doubt picked up on the very unique sheer line presented by our offering; especially the way it sweeps up abruptly at the forward end of turret one before continuing in a rather flat line to its stem end. The sheer line on this vessel is unique and very nicely executed by the builder.

Aside from that sweet sheer line, what does the vessel offer in the way of identification? Well, the flag flying briskly at the ensign staff is not much help, but we have a straight stem and a low profile. And, we have a single, large caliber twin turret at the bow and certainly repeated at the stern. Imposed above the forward turret is a twin, smaller caliber turret, but it may be a mount, its hard to tell. Arranged three per side are more smaller caliber turrets but this time they are singles. We have twin smoke stacks, the forward one has a curved cap giving the vessel that odd, oriental appearance. And there is a single mast. It is built up with platforms and such, but it is no where near as congested as the familiar Japanese pagodas of the rebuilt Nipponese battleships of World War two.

Small, heavily gunned warships like this one were all

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday February 9, 2013

**Place:** Mariners' Museum

**Time:** 1000 Hours

(Continued from page 1)

the rage for the smaller, "non sea going", navies in the first half of the last century. For lack of a better descriptor they were loosely grouped as coastal defense battleships. The US Navy had a few, who can name one?



Mystery Photo

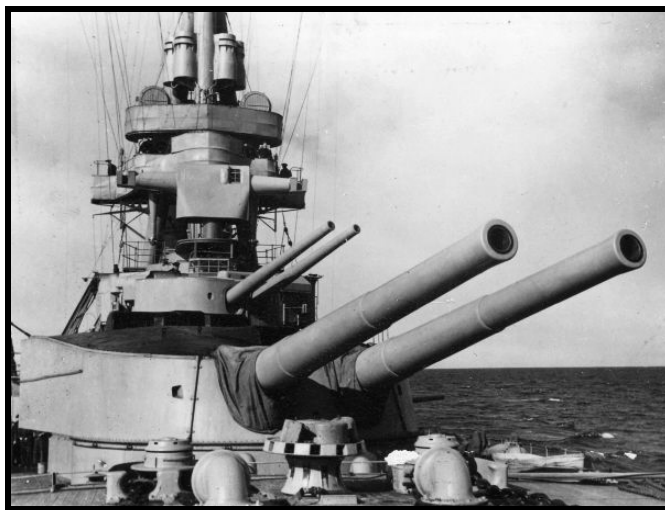
Do you all remember the Campbell Soup commercials extolling their Chunky soups with advertising that claimed that it "eats like a meal, you'll be tempted to use a fork" but urged you to "use a spoon"? Well, with a bit of a stretch of imagine the ship in this Mystery Photo sort of follows that same logic--an ironclad cruiser that acts like a battleship.



Too much of a stretch you say? Ok, then think about this: You run a small country. You have no design to rule the world. You intend to defend your nation at your coastline. Your coastline is rocky, somewhat shoaly, studded with small inlets and islands, and not suited for large fleet engagement. Or maybe your country is surrounded by sand bars and mud flats and shallows wide enough to keep the big warships at bay. You are reasonably sure your enemies will come with vessels smaller than battleships in order to get in close for an invasion or landing, what do you do. Yes...you build a small coastal defense battleship, so you can get a few large caliber guns out there to help defeat the enemy. You put them in a hull with limited size, range, and endurance, you save the crown some dough. Viola!

Who was able identify this Mystery Photo. Dave Baker, Tim Wood, and Bill Clarke all responded with the correct identification. Dave said it first so he gets to lead off: "The new mystery ship is the Swedish Navy's coastal battleship DROTTNING VICTORIA, one of three ships of the SVERIGE class." Tim agrees, but "had a little trouble with this month's mystery photo, I knew it wasn't a British ship and I was pretty sure it didn't belong to Germany and it didn't fit into the Russian navy. The choices were starting to thin out! I consulted my Jane's Fighting Ships of World War I and still I came up blank, for the simple reason the drawing and photo of the ship in question wasn't represented in their pages as in the mystery photo. Strike one, two and three! I finally had to fall back on my secret weapon, The Encyclopedia of Ships by

Thunder Bay Press copyright 2001. After a very brief search there it was the Royal Swedish Navy "Coastal Battleship" *Drottning Victoria* of the *Sverige* class." The Clarke called and forced me to remember his choice.



All three replies drew my attention to the Swedish *Sverige* class coastal battleships. And all three mention differences to each ship's appearance over time allowing the casual observer to easily distinguish which vessel is which. Says Dave: "The three SVERIGES could be quickly distinguished in their later years by their funnel configurations. SVERIGE had her forefunnel kinked aftward; GUSTAV V had her two

(Continued on page 3)

## International Plastic Modelers' Society Richmond Chapter

### OLD DOMINION OPEN 2013 Show & Contest

February 23, 2013

Henrico Hall

Richmond International Raceway

Richmond, Virginia;

Event hours 8:30-5:30

The Hampton Roads Ship Model Society is sponsoring the maritime awards for this event. Contest information and entry forms may be found at:  
<http://www.ipmsrichmond.org/contest.html>

Note: There will be many vendors and fine models to see. The HRSMS will have a table there.

(Continued from page 2)



Mystery Photo

funnels trunked into one, like an upside down and very chubby "Y"; and DROTTNING VICTORIA retained two upright funnels but had the very top of the forward funnel kinked aft in an attempt to reduce the smoke smothering the fire control platform. The first two built (DROTTNING VICTORIA and SVERIGE) had icebreaker bows, while GUSTAV didn't." Tim has a similar anecdote but says it this way: "She was one of a planned class of four so-called 'coastal battleships' laid down for the Royal Swedish Navy between 1912 and 1915. Economic constraints and other factors meant that only three were completed, the other two being the Sverige and Gustav V. All three vessels underwent substantial modification over the years, to the point where they became a drain on Sweden's financial resources. Drottning Victoria and Gustaf V were both built as icebreakers, the first and only Swedish warships ever assigned this role." The Clarke called and forced me to remember what he had to say.



HMS Drottning Victoria being scrapped, 1959

## HRSMS Auction

March 12, 2013

Norge Hall

7402 Richmond Rd, Norge, VA 23127

For all of us unwashed souls, Drottning Victoria translates into English as Queen Victoria. And for those filthier still, Sverige translates into English as Sweden. So what we have for our Mystery ship this month is an excellent photograph of the Swedish navies coastal battleship *Queen Victoria*. A unit of the *Sweden* class coastal battleship. An Internet history of the ship offers that "*HMS Queen Victoria* was an armored ship in the Swedish navy . She formed *Sweden* class along with *HMS Sweden* and *HMS Gustav V* . *Sweden*, *Gustaf V* and *Queen Victoria* became the largest battleships...and also the last." When the vessel was scrapped sometime around 1960, "her dual 15.2 cm guns were moved to Victoria fort outside Vuollerim."

### About the ship:

Dave provided this graphical detail: "DROTTNING VICTORIA was built by Götaverken at Götaborg; laid down during 1915, she was launched on 15 September 1917 and completed during 1921; hopelessly obsolete, she lingered in commissioned service until 1 April 1957 and was scrapped in 1960. These were pretty small ships at 399-ft. overall and 7,633 tons full load, but for their day and horsepower (23,910 shp in the case of the D. VICTORIA) they were fairly speedy, at 22.5 kts." Tim's reply offers the rest of the three ship class characteristics: "

Length: 121.6 m (399 ft)

(Sverige: 120 m (390 ft))

Beam: 18.6 m (61 ft)

Draught: 6.2 m (20 ft)

Propulsion: original 12 Yarrow type coal-fired boilers, upgraded to oil-fired boilers in the 30's

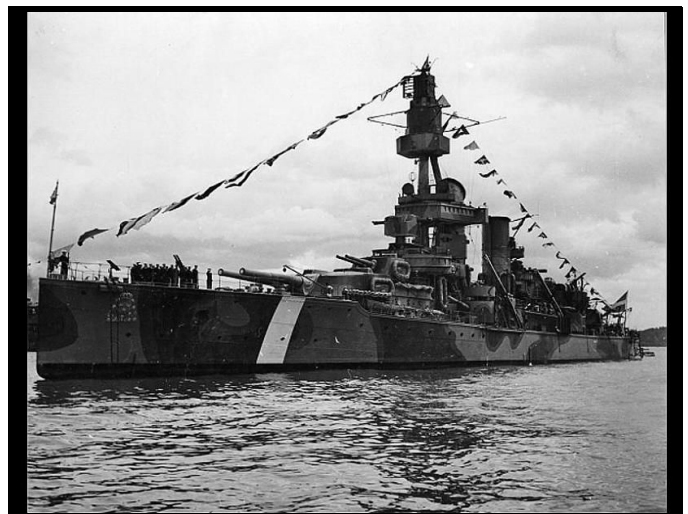
"Sverige" 4-shaft direct drive turbines / "Drottning Victoria" and "Gustav V" 2-shaft geared turbines

Complement: 427 (standard)

443 (as flagship)

Armament: 4 x 11.1 inches (280 mm) guns in two

(Continued on page 4)



HMS Drottning Victoria during WW2

(Continued from page 3)

twin turrets



Mystery Photo

8 x 6 inches (150 mm) guns in one twin turret and [six] single mounts

6 x 75 millimeters (3.0 in) guns in single mounts

2 x 57 millimeters (2.2 in) guns

2 x machine guns

2 x 18 inches (460 mm) fixed torpedo tubes

Armour: Main belt 200 mm (7.9 in); deck 45 mm (1.8 in); turrets 200 millimeters (7.9 in); control tower 175 millimeters (6.9 in)"

In trying to establish a time line we have a bit of a conundrum. Dave says that "the photo was taken some time after her 1926-27 refit when fire control equipment was added but (from the lack of more than a couple of AA guns) prior to her 1934-35 refit, when additional AA weapons were added." Tim only offers that "the forward funnel got its extra bend in 1931 so the picture must have been taken after that year." So conventional wisdom would say that the image was at least taken between 1927 and 1934. But Dave points us to the Internet; "There's tons of data about the ships on the Internet, and the photo used in the Logbook was the first to pop up when I Googled for her." True as it was almost the first I saw as well. the problem I have is the caption provided with the Internet image says "Drottning Victoria 1935 after modernization." Maybe all we can say is the image was made between 1927 and 1930 something.

John Cheevers

### THE ANSWER

Mystery Photo 319

Name: HMS Drottning Victoria

Date: After 1931

### From the Daily Press

The Mariners' Museum has named the former head of the Civil War Preservation Trust as its new president and CEO.

Elliot Gruber also served as vice president and COO for the Gettysburg Foundation before taking his most recent position as senior vice president of resource development for the United Way of the National Capital Area. He will begin his new role at the Mariners' Feb. 4.

### Presenters Needed

If you like to give a presentation at a meeting, contact Tony Clayton.

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
January 12, 2013

Guests: Warren Garcia, 1<sup>st</sup> meeting  
Larry Chemlow, 1<sup>st</sup> meeting

The meeting was called to order by the skipper, Ryland Craze at 1011 hours. There were no additions or corrections to the minutes as published. Eric Harfst gave his Purser's report, detailing account balances and membership numbers. Eric noted that the annual dues are payable in March. When asked for the Webmaster's Report, Greg Harrington said there was nothing to report.

Old Business: The March auction was put forth for discussion. The location of the Norge Community Hall was talked about. John Cheevers suggested that we assign bidder numbers to keep track of purchases and not use the catalog spreadsheet as we have at past auctions. This change was discussed and it was decided to follow John's suggestion. The next item on the agenda was the banquet. Tom Saunders said that he had been in communication with the banquet manager at the

(Continued on page 8)

## Nautical Term

### Gundecking

In the modern Navy, falsifying reports, records and the like is often referred to as "gundecking." The origin of the term is somewhat obscure, but at the risk of gundecking, here are two plausible explanations for its modern usage. The deck below the upper deck on British sailing ships-of-war was called the gundeck although it carried no guns. This false deck may have been constructed to deceive enemies as to the amount of armament carried, thus the gundeck was a falsification.

A more plausible explanation may stem from shortcuts taken by early Midshipmen when doing their navigation lessons. Each Mid was supposed to take sun lines at noon and star sights at night and then go below to the gundeck, work out their calculations and show them to the navigator. Certain of these young men, however, had a special formula for getting the correct answers. They would note the noon or last position on the quarter-deck traverse board and determine the approximate current position by dead reckoning plotting. Armed with this information, they proceeded to the gundeck to "gundeck" their navigation homework by simply working backwards from the dead reckoning position.

Submitted by, Tim Wood

**HAMPTON ROADS SHIP  
MODEL SOCIETY  
ANNUAL BANQUET**

**Saturday March 23, 2013  
Riverwalk Restaurant  
323 Water Street  
Yorktown, VA**

**Cash Bar 6:30 pm  
Dinner 7:30 pm**

**Dinner Menu**

**Lobster Bisque**

**House Salad  
Warm Bread**

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**Sliced Beef Tenderloin  
Red Wine Sauce**

or

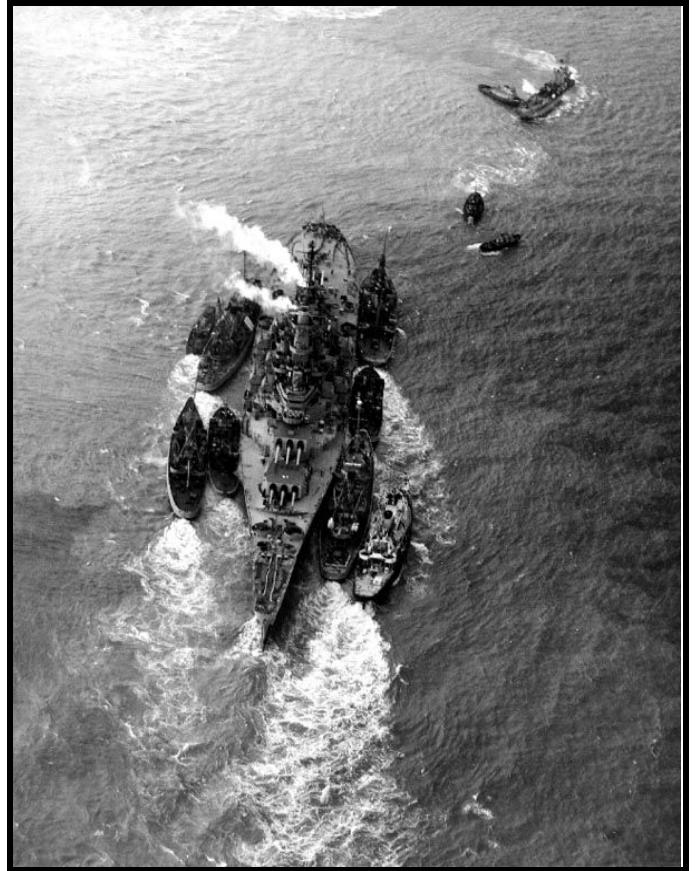
**Seared Maine Salmon Fillet  
Dill Butter Sauce**

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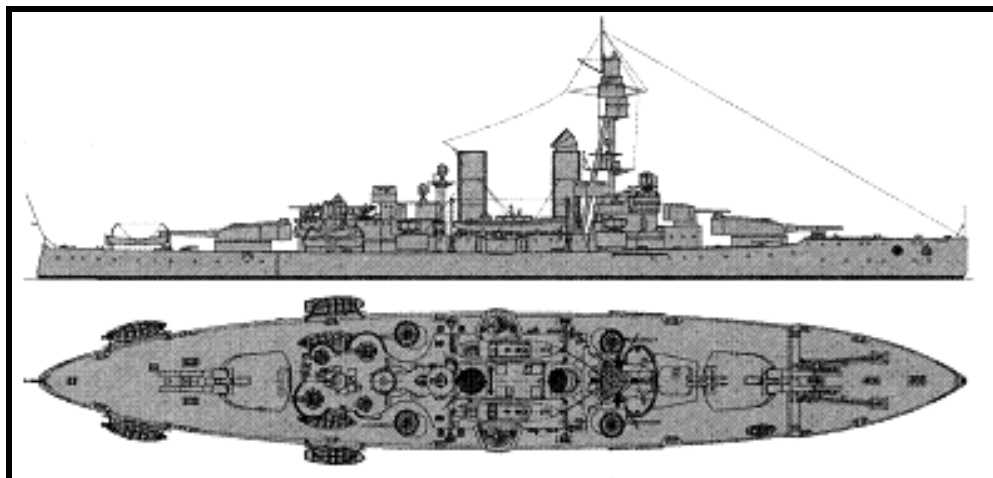
**New York Style Cheesecake  
Fresh Berries**

**A Vegetarian Dinner is Available**

**Note: Following the February meeting,  
the reservation form with pricing and  
other information will be sent via email  
and included in the March Logbook.**



**USS Missouri aground off Fort Monroe.  
Jan, 1950**



**Hampton Roads Ship Model Society**  
**2013 Founder's Award**  
**Nominations and Ballot**

The Founder's 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 ( Greg Harrington and Tim Wood), submits the members whose names appear below as nominees for the Founder's Award to be presented at the annual banquet this year.

Greg Harrington, Nominating Committee Chairman

**Ron Lewis**

Ron is nominated for serving as our liaison with the Mariners' Museum and for his support of the Deltaville Maritime Museum. He does an excellent job of keeping us informed and has worked admirably with the Deltaville museum after their catastrophic fire. He also actively participates and supports the 'To Build A Ship Model' technical series.

**Tom Saunders**

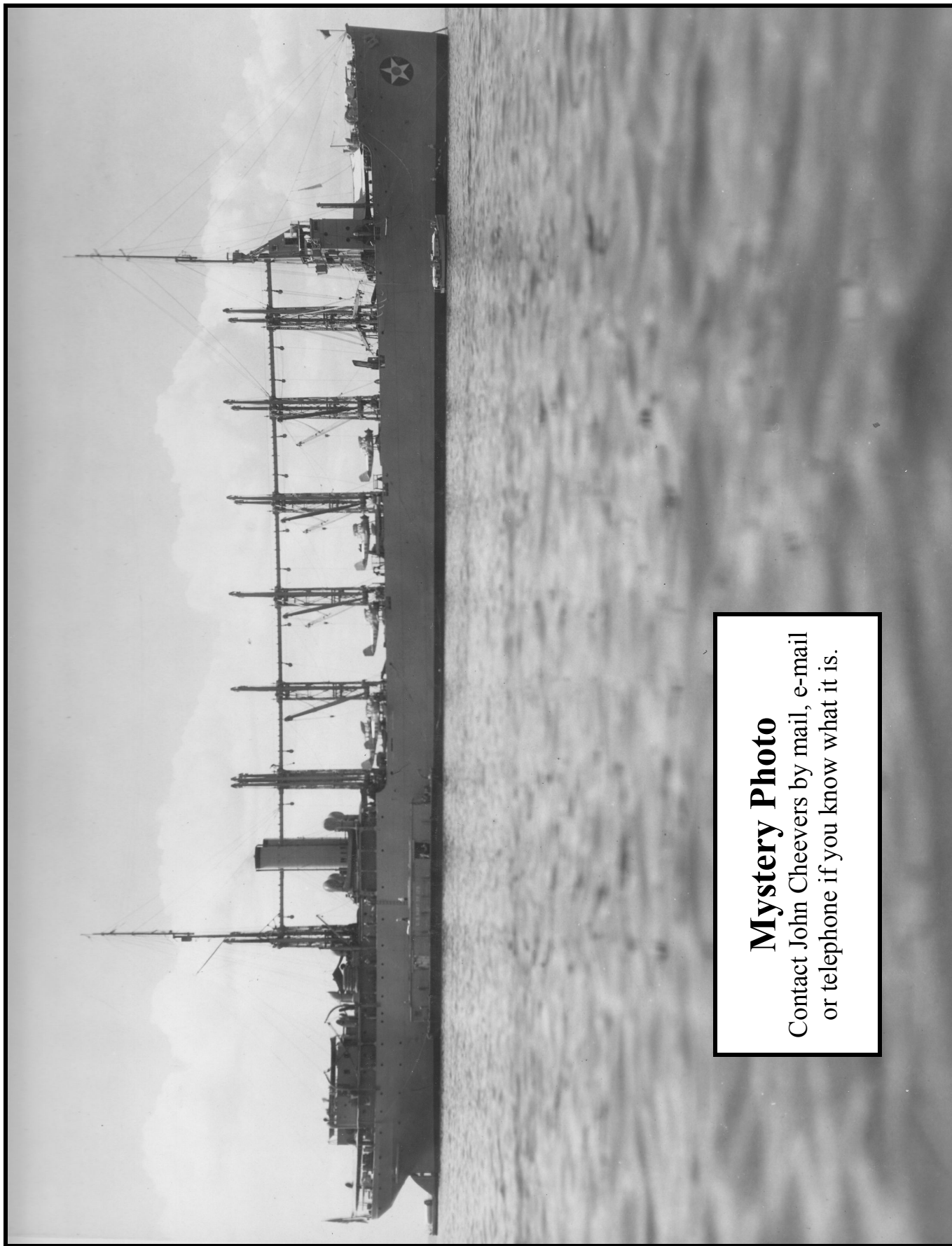
Tom volunteered to be liaison for the annual HRSMS Banquet for the past two years. He personally meets with the restaurant manager to reserve a date, select a menu and discuss charges and payment terms for the evening dinner. Tom also keeps the club informed of area and regional events pertaining to ship modeling. All of this is on top of his long standing and continuous effort as the editor of our Logbook.

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**2012 Founder's Award Ballot**

Vote for one:      **Ron Lewis** \_\_\_\_\_                      **Tom Saunders** \_\_\_\_\_

Give the completed ballot to the Skipper at the February meeting, or mail this ballot to the skipper not later than February 28th . (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



### **Mystery Photo**

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

## NOTABLE EVENTS

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### FEBRUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers, Presentation, Greg Harrington
- 23 IPMS Old Dominion Open, Richmond, Va.

### MARCH

- 9 HRSMS Monthly Meeting: Norge Community Center  
Auction
- 23 HRSMS Banquet - Riverwalk Restaurant, Yorktown

### APRIL

- 12-14 Cabin Fever Expo York, Pa.
- 13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, John Wyld
- 20 NRG Ship modeling Seminar - Houston, Texas

### MAY

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Tim Wood

### JUNE

- 8 HRSMS Monthly Meeting: Mariners' Museum

### JULY

- 13 HRSMS Monthly Meeting: Mariners' Museum

### AUGUST

- 10 HRSMS Monthly Meeting: Mariners' Museum

### SEPTEMBER

- 14 HRSMS Monthly Meeting, Picnic, Newport News Park
- 19 Talk Like a Pirate Day

### OCTOBER

- 12 HRSMS Monthly Meeting: Mariners' Museum

### NOVEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum

### DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum

### JANUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum

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**WATCH, QUARTER  
AND  
STATION BILL**



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Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 481-6018  
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

(Continued from page 4)

Riverwalk and that she would not be available until the week of the 14<sup>th</sup>. Pricing and menu information would be obtained at the time of the meeting.



**New Business:** Nomination of officers was the first item of new business. The nominations were as follows: Skipper, Tim Wood; Mate, Bob Moritz; Purser, Eric Harfst & Clerk, Tom Saunders. The election process will be concluded at the February Meeting. The Skipper appointed Greg Harrington to form and chair the Founder's Award committee. Ron Lewis announced that Elliot Gruber had been selected as the new president and COO of the Mariners' Museum. Tim Wood said it would be worthwhile to hold small training session among the members in their own workshops. Tim extolled the benefit of the sessions he received from Bob Comet. This discussion evolved into a discussion of the Admiralty Models Workshop to be held on March 8 – 10, in Baltimore. Dave Baker said that he has reserved two tables in the vendor area at the February IPMS show in Richmond and that he would have space available to share with other members. The Skipper left copies of the IPMS contest forms on the front table for the membership.

**Show & Tell:** The Skipper warned everyone about a computer virus that is associated with Java software. Warren Garcia showed a set of plans and his Pickett Boat model. John Cheevers showed the product Strap-A-Handle, a strap and handle useful for carrying awkward boxes and material. John then showed a set of plans he had reproduced at the National Archives and a set of glued-up lifts for a yard boat circa 1888. Tim Wood showed his Model Shipways PT Boat and talked about reshaping the hull to get the bow flair to be more accurate. Gene Burger showed his photo-etching project based on the Micro Mark system. Bob Moritz showed his Sumner Class destroyer resin hull. Stewart Winn showed the progress on his Benjamin W. Latham. Dave Baker talked about British cruiser innovations during the last half of the 19<sup>th</sup> century and passed around a copy of the book British Cruisers of the Victorian Era. Ron Lewis talked about using a hatpin to keep an airbrush aligned during cleaning. Greg Harrington showed several tools he purchased from a Woodpeckers Inc. Greg showed the progress on his "sailing barge" and talked about its construction methods. Dave Chelmow showed the progress on his *Hannah* and Echo cross section. Lee Martin showed his *Royal Louis* from a kit by Mamoli.

The meeting was adjourned to the presentation "Navigating Model Ship World", by Ryland Craze.

**HRSMS DUES**  
**Are payable in March**