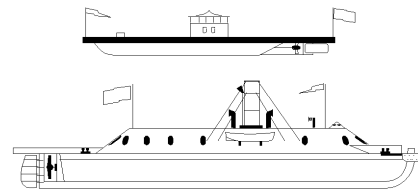


Hampton Roads Ship Model Society

Logbook

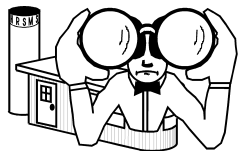


No. 322

WWW.HRSMS.ORG

April, 2013

From The Bridge



Mystery Photo



Looking back, March was a busy month for the club. To start the month off we had a very successful auction, our thanks go out to John Cheevers, Tony and Dorothy Clayton and all the members who donated items for our auction. Without your generous donations our auction wouldn't have been possible. At this time a rough tally shows the club took in a little over \$2,000.00.

Our second event was the annual Banquet and Founders Award; this year's dinner was again held at the River Walk Restaurant, Yorktown. We had an outstanding meal with all the trimmings; I don't believe any of our attendees went away hungry! The meal was followed with the Founders Award; this year's recipient is Tom Saunders. Along with congratulating Tom for winning the Founders Award, I would like to speak for all the members and thank him for his time and effort as this year's liaison for our annual Banquet.

Last but not least, my deepest thanks and appreciation go to Ryland Craze for his unwavering leadership of the society. As Skipper, Ryland kept our membership strong and active. I would like to personally thank him for the time and dedication he gave to improve the society.

As always, feel free to bring your latest project to be included in "show-n-tell", also Tony needs members to sign up for our monthly training lectures.

I look forward to seeing everyone on Saturday!

Tim

MEETING NOTICE

Date: Saturday April 13, 2013

Place: Mariners' Museum

Time: 1000 Hours

CONGRATULATIONS

Congratulations to Ryland Craze who has been appointed to fill a vacancy on the Nautical Research Guild's board of directors.

Mystery Photo #321: Several meetings ago our die-hard editor and clerk passed out some nifty and powerful magnifying lenses. No frame, just the lens. I don't think they are intended to be marketed as such; they look more like lenses for those old time overhead projectors or perhaps, if you're really old, an opaque projector. Anyway, not one to miss out on an opportunity, I grabbed one and now wish I had grabbed two. These lenses are just the ticket to root out those elusive clues present in every good Mystery photo. Let's see what the big glass reveals this month.

Obviously we have a capital ship of some foreign nationality. Even more obvious is she is a coal burner--and there were some serious fires in her boilers when this image was made. I count five major caliber turrets along her hull; one forward, one between the stacks, one just after stack #2 sited on the port beam, and 2 aft. A row of casemated secondary rifles, six in all, are arranged amidships along the main deck. Port holes at both ends betray living spaces just as the lack of ports along the central portion of the hull below the armor belt. Top hamper is minimal consisting largely of a few ship's boats, two simple pole masts, a few searchlights, and not much more. A single flag consisting of three horizontal stripes, dark, light, and dark again, flies from the main mast. The hull has a straight stem, minimal to no sheer, and of course the step aft.

She is making speed, not great speed but good speed. What looks like a rock formation near the stern is actually a large swell caused by the power of this vessel as she plows the sea. She seems to be tipped down at the bow a bit. Perhaps a wave expert like The Wyld One can confirm from the image that a sudden speed change has occurred causing the bow to bury somewhat allowing the stern wave to gain on the hull and lift the stern. If you don't buy that theory, how about we just say she is initiating a turn to starboard. And you all thought that rooster tails were a newer novelty.

Anyway, the portrait was made, it is clear, properly framed, and waiting for identification. Those of you who fancy yourselves ship identification aficionados will no doubt recognize the stack/ventilator arrangement and proceed directly to the correct navy, bypassing jail, but collecting \$200 for passing Go.

(Continued on page 2)

(Continued from page 1)



Mystery Photo

I wish I could say that our three players did that but, sadly, only two out of three completed the pass. Ulrich Guenter sending his best regards "[took] a wild guess at this month's mystery photo: German Battlecruiser "Moltke", 1910." He was, as the comedian Ron White is fond of saying, "Close!" Charles Landrum admittedly "stumbled upon the answer. SMS *Goeben*! [He] found the exact same picture online." And, in a powerful observation, he writes, "Narrowing it down further, I think that it is a photo taken on her trial run before delivery to the Imperial German Navy. Why? The flag on the mainmast looks like the Imperial German Flag, but it is not the Naval Ensign (which would include an Iron Cross on the field)." Also he largely confirms my observation when he adds; "The stern wave and the smoke indicates full power. The people

devious submitter of the MP would have chosen that ship for that reason - intrigue and history - over the more routine story of MOLTKE who spent her time in the North Sea."

Before we explore this backstory, let's dig a bit into this Imperial German flag clue. The flag Charles refers to is formally known as the Imperial German Tricolor, and it was used from 1892 to 1918. From a web source: "The black-white-red striped German imperial flag was adopted by the North German Confederation in 1867, as a combination of the black-white of Prussia and the red-white of Brandenburg. In 1871 it was adopted as merchant flag for the German Empire, and in 1892 declared to be the national flag of the Second Reich and continued in use until 1918. It was briefly reintroduced later just prior to World War II between 1933 and 1935, and used jointly with the Nazi swastika flag, then banned as symbol that could be used by "reactionary" groups." Most contemporary data agrees that this flag is either the Ensign or the Jack. Looks like our flag.

But with further research, including studying images of other commissioned Imperial German Navy warships, I never found one where that flag was flown from the main mast yard. I do agree with Charles that "the German Naval Ensign or Jack, in use from 1903 to 1919 was indeed the same flag with the Iron Cross on the field." But standard flag protocol dictates that this flag be flown from the jack staff at the bow when at anchor or in port. The naval flag, the Imperial War Flag, would have flown from the Ensign staff at the stern. The position on the main mast yard was reserved for the Commander's flag or pennant. In our mystery Photo the bow and stern flag positions appear to be empty. This leads credence to Charles theory that the vessel was still in the hands of the builder.

A curious twist to this thinking, or maybe just an amusing aside, is this fact: If you surround the Imperial German Tricolor with a field of white it becomes the General Pilot's flag introduced in 1876. The on-line source says that "the German General Pilot's flag was designated as the Civil Ensign of smaller size, surrounded by a white stripe of the same width as the other stripes. This flag was flown when a ship was under the temporary control of a local "maritime" pilot. Pilots are required in restricted waterways where there are congested waters or navigational hazards, such as harbors or river mouths. The pilot was technicality only an advisor, as the captain always remained in command of the vessel, but in most cases the captain followed the advise of the pilot because of their knowledge of possible hazards." I don't really see a surrounding white stripe on the Mystery image, and the big glass didn't find it either so it's tough to say if a pilot is aboard. But the absence of other flags leads me to believe that Charles is correct in his assessment and what we are seeing "is the merchant flag for the German Empire."

And what of *Goeben*? why should this image be of

(Continued on page 3)



SMS_Moltke_Hampton_Roads_1912_

gathered on the quarterdeck are also an indication of a full power run – the wake at that speed is impressive. The hull is clean before the installation of the torpedo net booms that were installed soon after delivery. Missing from the foremast and main mast are the crows nests installed after delivery, probably when the net booms were installed." And for fun, he "attached another picture in the series."

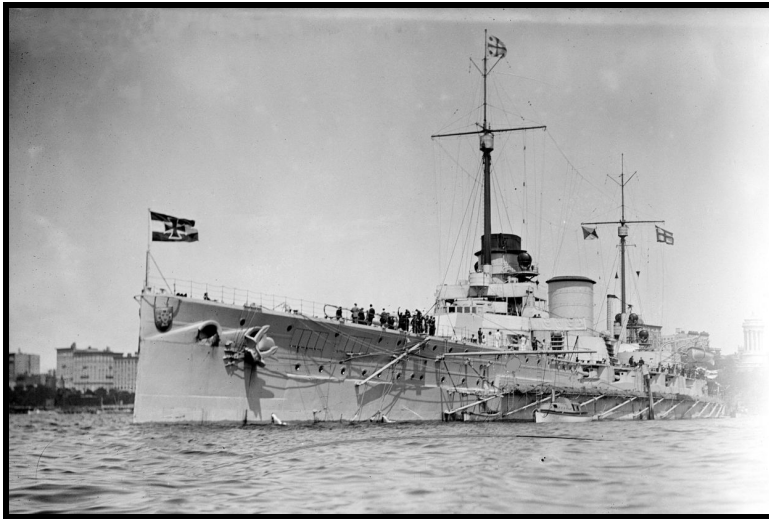
As for player number three, John Wyld writes: "For once I'll play it straight-ish." This is probably about as close as we'll ever get to his not calling our Mystery offering an Ugly Betty. You need to read on to find out what "ish" really means. Says John, "I never doubted from the first the ship was a battlecruiser. I first thought it might be an RN ship, but the unique turret arrangement of a single turret on the foc'sl and a pair on the after decks led me away from the RN to the German Navy. Looking for a photo match (which I never found exactly) never-the-less led me to a photo which was probably shot a few moments before or after the MP." John did not supply this incriminating photograph but I wonder if it's the same one that Charles supplied. "As far as differentiating which ship of the class - MOLTKE or GOEBEN - after finding the backstory of GOEBEN and her 'sale' to the Turks, I knew the

(Continued from page 2)



Mystery Photo

Goeben rather than *Moltke*? I think John hits the mark when he says "intrigue and history." Indeed, the story of *Goeben* is far more interesting and covers a far longer span of time. Charles begins to peel back a layer when he says, "It is not the *TGC Yavuz Sultan Selim*, the *Goeben*'s more famous persona after she was sold to the Ottoman Empire after escaping the British. In Turkish service her anchors were painted black and she had the torpedo net booms and crows nests." But John rips the cover completely off and spins a credible story of *deja-vu*--if you excuse the juxtaposition of facts in time. He begins: "... As pictured, the MP is the Turkish Navy's YAVUZ SULTAN SELIM (or, alternatively in Massie's 'Castles of Steel':



SMS Moltke Visiting New York 1912

JAWAS SULTIN SELIM). She has quite a story with elements of 'Sink the Bismark' and 'be careful what you wish for' as well as, ultimately, the fall from grace of none other than Winston Churchill."

Wow! His succinct canticle...

"She was deployed to the Mediterranean in 1912 to threaten the passage there of French troopships. In the days just prior to the outbreak of The Great War in August 1914, she set about the purpose for which she was sent to the Med, bombarding, with her consort, the light cruiser BRESLAU, ports in Northern Africa but damaging none of the French troopships. She was pursued by a collection of British dreadnoughts and battlecruisers (of older design) in what could be characterized as a 'Sink the BISMARCK' chase circa WWI. Churchill as First Lord of the Admiralty had directed the RN to shadow and then engage GOEBEN (sound familiar?) when the British were actually at war with Germany. Two RN battlecruisers did discover and close GOEBEN, but at the exact hour of the encounter, a declaration of war between the two countries was still several hours away. GOEBEN escaped eastward as her higher speed capability than the pursuing RN battlecruisers enabled her to draw away and break contact setting the stage for another high stakes search for a German

warship. 'Castles of Steel' describes the events in greater detail in pages 26 - 55 than I shall here. Suffice it to say that GOEBEN chose the option to evade the RN by forcing passage into the Dardenelles controlled by then-neutral Turkey. At first, Britain thought this a 'capital idea' since it removed the Germans' most capable warship in the Med. However, as things would transpire, events took a decidedly nasty turn when Germany pressured Turkey not to intern the ship, but to 'buy' her and commission her as a Turkish warship. Owing to lack of qualified Turkish seamen to man her (qualified crews were in the UK waiting to man two warships built for Turkey which, in the event, the Brits took possession of for the RN), the German crew was outfitted with fezes (true!) and became part of the Turkish Navy. All was well for a number of weeks until the German commander decided his calling in life was to attack Germany's enemy Russia which he proceeded to do as a member of the Turkish Navy. The resulting attacks on Russian cities and ships was to force Turkey into the war on Germany's side. This in turn cut the major trade route into Russia for supplies from the West. This also led to the disastrous attempt by the RN (engineered by Churchill) to force entry to the Dardenelles to break the blockade. After this and the land campaign to take Gallipoli failed, Churchill resigned in disgrace. Ultimately the failure of these campaigns led to the slow starvation of Russia as well as her inability to export goods for needed cash to support the war. Of course, the deteriorating conditions in Russia led to the October Revolution which deposed the Tzar."

"All this from one mystery photo? Well, actually, yes." says John. I think he figured out the motivation of one of our photo contributors. It was all so elementary.

Now, about the ship itself. *Goeben*'s keel was laid on Aug 12, 1909, at the Blohm & Voss dockyard in Hamburg, Germany. Launch was on March 28, 1911, and commissioning was on July 2, 1912 into the German Imperial Navy (known as Kaiserliche Marine). *Goeben* was the fourth German battlecruiser and the second and last of the *Moltke* class. She was named after "General August Karl von Goeben a Prussian infantry general awarded the Iron Cross for his service in the Franco-Prussian War." Her characteristics are as follows:

Displacement: 22,616t standard, 25,300t full

Dimensions: 612'x98'x30'

Machinery: Steam-reduction: 24 coal-fired Schulz boilers, 4 Parsons geared steam turbines, 4 shafts w/3-bladed non-CP props

Max speed: 25 ½ kts (28kts sprint)

Complement: 1053

WEAPONS: Guns x10 (5 twin) Krupp 11"

x12 6" casemate guns

ARMOUR SCHEME: Belt: 11" w/3" tapers Turrets: 9" faces, 7" sides, 3 ½" roofs Fwd conning tower: 13 ¾" Aft conning tower: 7 ¾" Casemates: 6" Deck: 3" critical areas, 1" non-critical areas, 1 ¼" over casemates Torpedo bulkheads: 3"

Near the end of World War One *Yavuz* had the misfortune to strike three mines and nearly sinking. She was beached south

(Continued on page 4)

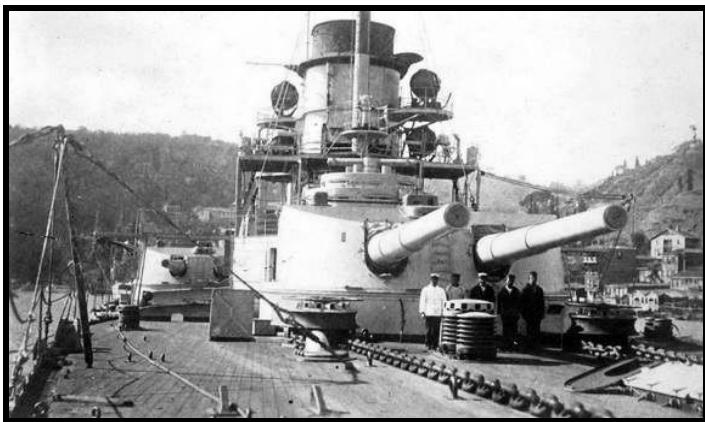
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of Constantinople and after emergency deflooding was eventually towed back to the city. When the war ended *Yavuz* was still badly damaged and inoperable. "In 1926, repairs were attempted however the damage was so severe that they failed. The ship appeared headed for the scrap yard until the Greek navy purchased two obsolete USN pre-dreadnoughts and she once again appeared useful. In 1930 *Yavuz* was restored to service."

"*Yavuz* made a port call to Valetta, Malta (then still a British colony) in 1936 that did much to repair ties with the Royal Navy. In 1938, *Yavuz* carried the coffin of modern



Mystery Photo



Turkey's first president, Mustafa Kamal Atatürk, from Istanbul to Izmit. The voyage cemented the ship in the Turkish public's memory."

"For the rest of her career, *Yavuz* remained basically unaltered from her WWI appearance. She was never converted to oil and never received radar or modern weapons. After Turkey joined NATO in 1952, *Yavuz* was assigned a battle-cruiser pennant number (and was in fact the honorary NATO "flagship" for that day). In late 1948 the ship was reassigned as a gunnery training vessel. *Yavuz* was still carrying out exercises as late as 1956, after which she served as a pierside receiving ship. In 1960 she was finally decommissioned and placed into mothballs; after this her "crew" consisted of a lone retired WWI veteran who lived onboard and checked her daily for leaks."

"West Germany offered to buy the ship in 1963 to display at the U-boat Memorial near Laboe, however Turkey refused. In 1966 the Turkish government changed its mind however by that time the new West German government was left-leaning and viewed the vessel as "militaristic". After sitting in limbo for several more years, *Yavuz* was finally stricken in 1971 and sold to a scrap yard in Aliaga, where scrapping was completed in 1973. The memory of the ship remains a fixture of the Turkish navy in the minds of the

THE ANSWER

Mystery Photo 321

Name: SMS Goeben

Date: Undated Photo

Turkish public, somewhat akin to *USS Constitution* in the USA or *Aurora* in the Russian Federation. It is unfortunate that *Yavuz* wasn't preserved like those two vessels."

John Cheevers

2013 Auction Recap

Well, I hope you all had a good time!

I know I did and I know I was very tired when it was all over. What a haul we had; a haul into the place and a haul out of the place. If you believe me, I was worried after loading the car to the gills that we wouldn't have enough dunnage to launch a decent auction. Well I needn't have worried as you all donated enough flotsam that morning to easily double what we had on offer. The feeling of trying to move all that stuff in a reasonable time frame suddenly was very daunting. But I treated it like building a ship model; do one piece at a time, do it in the proper order, and do it until it is finished. And something like five hours later it was finished.

I guess you all want to know how we did. I don't blame you. Well, most people got what they wanted, a few lost out. Some went long and some petered out. Some were a bit frustrated as I saw more than one slow match burn--ah, the joys of a good auction. The bidding at times was spirited and frenzied. Sometimes there was enough action from the new bid paddles that we were in some danger of our creating our own micro climate or landing the odd dauntless or two. I assure you the wind generated indoors from all the paddle flapping exceeded whatever mother nature was providing outside.

According to the spreadsheet, and this is by no means an official tally, we pegged the meter just north of 2K, auctioning around two hundred and twenty three lots. We had some thirty four players out of thirty nine possible, and they came to spend money. The lighter weights, and there were two, got out of there only spending two bucks a piece. One guy only spent three. On the other end, there were five we could call high rollers as they all were in triple digit territory when the smoke cleared. The rest of you know where your shots fall. One guy should take high honors for lots won with twenty one successful bids and, of course, one will take high honors by spending the most.

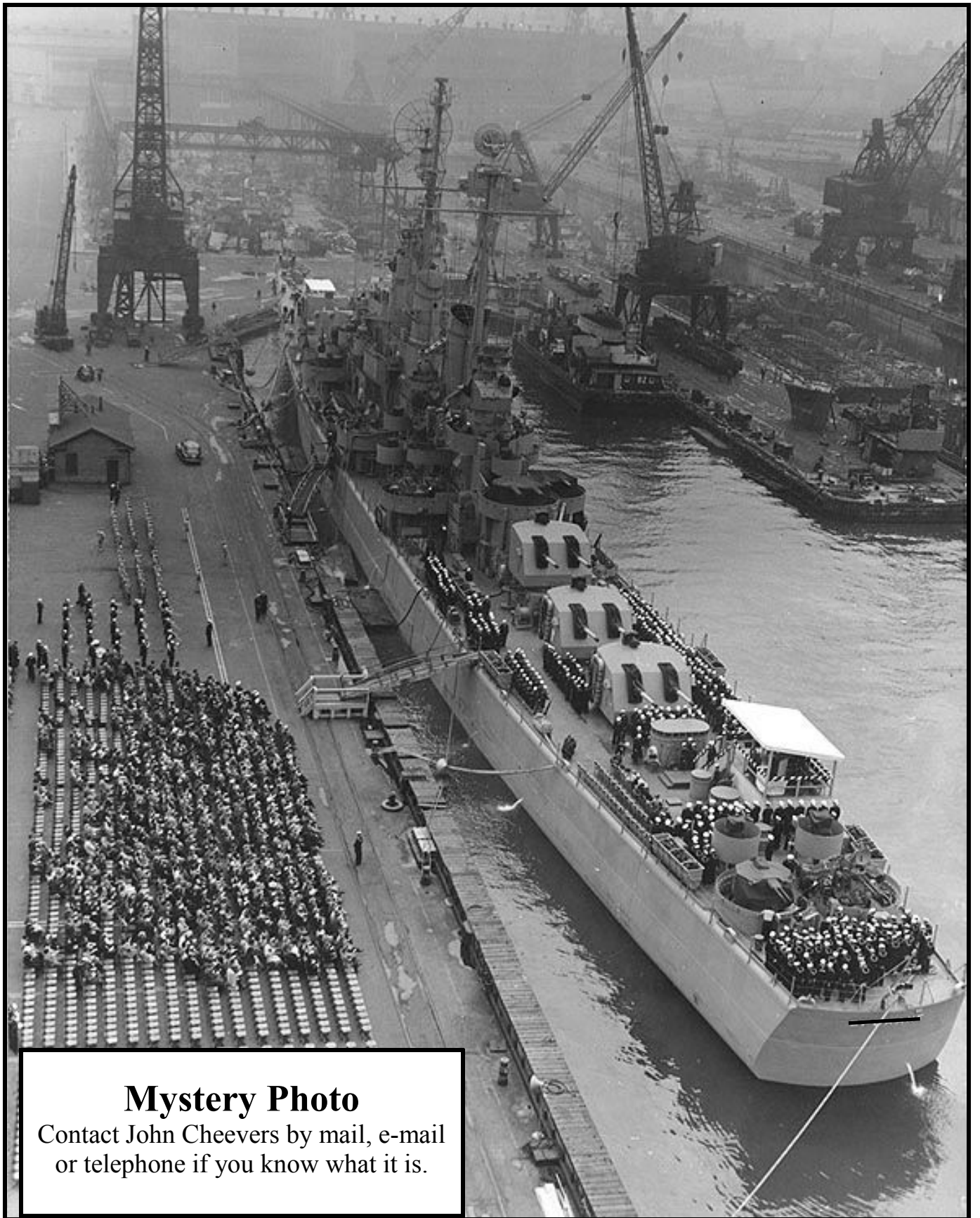
And the raffle, let's not forget the raffle. In addition to his securing the hall for the auction and offering a fine

(Continued on page 6)

Nautical Term

Binnacle The stand on which a compass is mounted. The earlier word was *bittacle*. The term came from the French *babitacle*, and that from the Latin *babitaculum*, a place of habitation. Before the days of the compass, it was used for a lamp or lantern. The word binnacle appeared in the XVIII.

Submitted by, Tim Wood



Mystery Photo

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

NOTABLE EVENTS

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

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

FEBRUARY

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

MARCH

- 8 **HRSMS** Monthly Meeting: Norge Community Center

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Tim Wood (757) 481-6018
Mate: Bob Moritz (804) 779-3365
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

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
March 9, 2013
Norge Hall

The meeting was called to order by the new Skipper, Tim Wood. There were no corrections to the minutes. Greg Harrington stated that he needed photos for several members for the online roster. Eric Harfst gave the Purser's report and said that he would provide an annual statement at the April Meeting.

Old Business: Tim thanked Tony Clayton for securing Norge Hall for the March meeting/ auction. The members gave Tony a round of applause for securing the excellent venue. The Skipper recognized Ulirch Guenther and Gene Burger for their awards at the International Model Society's Old Dominion Open competition. The Skipper noted that dues for 2013 are now due. Ryland Craze said that he would conduct an audit of the when the information is given to him by the Purser. Ron Lewis said that the Deltaville Maritime Museum has posted a list of books on their web site needed to replace those lost in the July fire.

New Business: None

The Show & Tell and presentation portions of the meeting were forgone so we could proceed to the auction.

(Continued from page 4)

spread of tasty snack treats, Tony Clayton is to be thanked for providing the super raffle--a fifty dollar gift certificate from Model Expo. Jimmy Colangelo was the lucky winner of that fine offering.



At the end of the day when the tables were clear and the chairs put away, the skipper surveyed the field of battle and the only sound that mattered came from the pursers adding machine as it made that fine whine he loves so much. I'd like to give my personal thanks to Tony, Tim, and especially Ryland for keeping this event purring right along--you really helped me out.

Til the next auction...

John

Presenters Needed

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