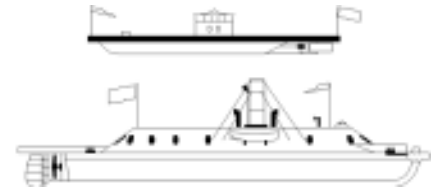


Hampton Roads Ship Model Society

Logbook!



No. 328

WWW.HRSMS.ORG

October, 2013

From The Bridge



Mystery

Photo



Last month while visiting Grand Canyon National Park, I marveled at a reproduction of a boat used by the John Wesley Powell Green and Colorado River's Expedition in 1869. I asked myself, how could 10 men in four small wooden boats possibly make a journey through the massive rapids along the Green and Colorado Rivers?



Boat:

Crew:

"Emma Dean" John Wesley Powell, J.C. Summer and William H. Dunn

"Kitty Clyde's Sister" W.H. Powell and G.Y. Bradley

"No Name" O.G. Howland, Seneca Howland and Frank Goodman

"Maid of the Canyon" W.R. Hawkins and Andrew Hall

(Continued on page 2)

Just like when Bruce Willis asks the antagonist in the movie Live Free or Die Hard; "You got to be running out of bad guys by now?" I have to ask.... "We gotta be running out of British cruisers by now, right?" Well maybe not, after all there were only about 73 of them on hand by the end of World War Two. And what is this, the 4th to appear in MP in about the last 16 months or so? Not to despair, this offering has an interesting camouflage livery, so we ought to find something interesting to say about her. Since we are going down the "camo" row, hopefully the "resin" guys and our resident Wyld man will come through with lengthy replies because, frankly, I'm running out of time this month.

Yes, there is a ship model god! The Wyld one, John Wyld and Bob Moritz provided the only responses. And neither was fooled by the photograph as each correctly identified the vessel as *HMS Jamaica* which Bob says is "a light cruiser of the *Fiji* class." He adds: "What let me to believe it is the *HMS Jamaica* are the following: (1) A high rounded bridge, (2) the radar screen on the bridge, (3) the turrets with three guns each, in this case 6" guns and there's 4 turrets, (4) the crane for the ships boats and (5) the two stacks with flat tops and (6) the camouflage pattern." John was esoteric in not providing his reasoning. Bob found what he needed for proof in M. J. Whitley's book Cruisers of WW II.

And his thought process: "In the book, they list 8 ships with 4 pictures present and a line drawing of *HMS Gambia*. The bridge, turrets and stacks match but the radar, crane and camouflage did not. So I went on-line to see what I could dig up. What I found is each ship in the class is a little different from each other. The bridge was the same on all. The radar screen was on some and not on others but the ones that had the radar had the same radar screen. Some had only three turrets while others had all 4. They did away with turret #3. The crane was moved from behind the first stack to next to the 2nd stack. Some with one crane, some with two cranes. One on each side. These cruisers had a flat top on the stacks where other classes had a rounded top. I do not know if this is the only cruiser to wear this camouflage pattern. The one thing I did do is I found this Mystery Photo on -line titled *HMS Jamaica CL*."

John Gave us a bit of *Jamaica's* characteristics, operational history, and a humorous play on words : "The MP this month is the RN *Crown Colony* Class light cruiser HMS JAMAICA, main armament 12 X 6" guns. She was

(Continued on page 2)

(Continued from page 1)



The craft Major Powell selected for the journey were called Whitehalls haulers. In the kind of water the Whitehalls were designed to handle, they performed smoothly and tracked well in choppy water. The Whitehalls were made of oak and had a square stern, and had a wineglass transom design to help reduce drag. Unloaded these boats weighed around two tons (fully loaded they add between 1 and 1.5 more tons to the total boat weight), due to Major Powell's request of the builder Thomas Bagley of Chicago double the ribbing and oak planking along with a double stern and stem posts. Only his boat, the *Emma Dean*, was lighter, it was built this way so that it could be more easily maneuvered in or around white-water. The modification would still retain the wineglass transom but would also eliminate the use of a rudder.

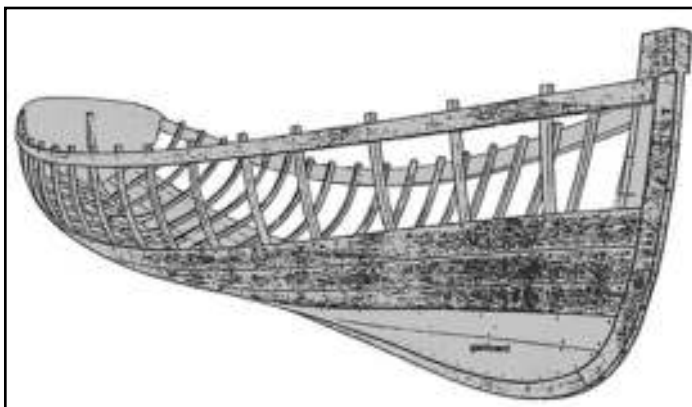


The crews soon learned the Whitehalls were difficult to row in any kind of water, about the only advantage the crews had was the fact they would be at least going with the current, instead of against it. The three heavier boats sat very low in the water, to complicate matters the Whitehalls had rounded bottoms, they lacked lateral stability thus making it extremely difficult to navigate cascading water that rushed through chutes leading into rapids. Major Powell's modifications definitely made the boats stronger, however the boats were difficult to steer and easy to flip. In contrast the modern day dories, which regularly run the canyon, are rocker-floored and handle much easier than the Whitehalls ever could in such water conditions.

The expedition began on May 24, 1869 at Green River City in Wyoming and completed their journey on August 13, 1869.

For more information about Powell's expedition please visit: <http://www.bobspixels.com/kaibab.org/powell/powexp.htm>

Tim Wood



THE ANSWER

Mystery Photo 327
From the photo caption: U.S. Archives 80G-84991
HMS Jamaica, Scapa Flow, September 1943

(Continued from page 1)



Mystery Photo

laid down 28 April, 1939, commissioned 29 June 1942. She spent almost all her wartime career on Arctic convoy duties, though she did participate in Operation Torch, the invasion of Africa, in November 1942. She participated in a couple of notable battles: the Battle of the Barents Sea and the Battle of North Cape. Truth be told, a couple of accounts of those battles seem to indicate she might not have been the best of pot, er, shots with either guns or torpedoes. She was refitted extensively after the war in Europe concluded with an eye to sending her to Pac. This became OBE when the war ended rather more quickly than the refit. She played a part in the Korean War in 1950 including some NGFS in support of the Allied invasion at Inchon. The 50s also saw her star (as HMS EXETER, alas) in the war movie "Battle of the River Plate" as well as being part of the Anglo-French invasion of Egypt which seized the Suez Canal in 1956. Her final 'battle of the plate' was her scrapping in 1960."

Some background on British navy camouflage during World War two gleaned from that supports The Floating Drydock or sponsored by them. Go to their website to see the color chips that compliment the schemes mentioned or the commentary won't make much sense:

"The Royal Navy entered World War II with its ships wearing one of four peacetime paint schemes, depending upon the command to which they were attached. By early 1940 the Home Fleet began to repaint in colors and schemes designed to conceal the ships against a land background, and other striking and unofficial schemes followed. The initial official camouflage was the First Admiralty Disruptive Type, which appeared in early 1941. This first set of Royal Navy World War II ship paint chips covers the colors in use from the prewar period through the end of 1941, and therefore provides those colors used in the various unofficial schemes and patterns as well as in the First Admiralty Disruptive Type.

By early 1942 the Royal Navy's use of camouflage was widespread on units of all types. But late 1941 had seen the RN's camouflage section hard at work developing colors and patterns for specific ship, geographic area, and threat types. Patterns were simplified and shapes made larger, and by mid-1942 most smaller ships had repainted in one of the new official schemes. Shortage of some pigments led to the development of new colours in the G and B series, with some of the earlier colors being superseded. Admiralty Disruptive Schemes were now promulgated in light and dark versions. The increased use of radar led in very late 1943 to the development of very simplified camouflage designs which came into use in 1944 and lasted to the end of the war. Disruptive patterns largely disappeared during this period.

Designed for the ship modeler, historian, or maritime artist, requiring accuracy of colour, this third set of the Royal

(Continued on page 3)

Thanks!

Thanks to Bill Dangler for making the September picnic a success.

(Continued from page 2)

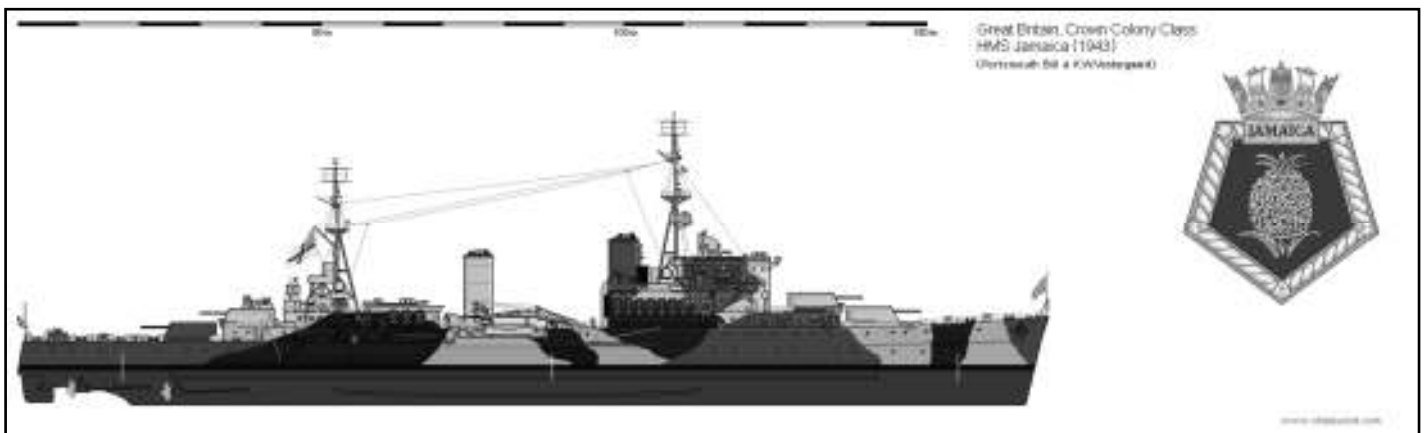


Navy covers a variety of subjects. B55(1943), B30 (1943), and B20(1943) are from Admiralty shade cards and are the colour specifications for the 1943 period. The actual colours changed later in the war, but kept the same names. G55 and B40 were also Admiralty colours. G55 was used in late war Western Approaches and some Admiralty Standard schemes in place of B55. Use of B40 is not documented, but we included the colour because it did exist at one time. We've included three Australian colours. The HMAS Murchison wore two of these on her superstructure and hull. Our Chicago Blue sample is from a paint stick saved by the gentleman who used it to stir the paint. The Submarine HMS Storm wore a camouflage

scheme of two colours. Our samples are from her paint locker. We have colours used on specific Corvettes. Honeysuckle Blue is a 10% reflectance version of B5, and was used on her and other Corvettes. HMS Burdock and HMS Alisma wore a Yellow and Blue pattern in the South Atlantic. The colour faded quickly in service, becoming a yellow-tinged, off-white colour. Rockingham Blue is from the lend-lease four piper. Montgomery Blue-green was created by HMS Montgomery's captain, who ordered Western Approaches Blue and Western Approaches Green mixed together to create a colour he liked. The last three colours are from the paint lockers of HMS Jamaica, Nigeria, and Arethusa. Jamaica Hull Panel (1944)."

From Wikipedia we learn this about Jamaica:

(Continued on page 4)



(Continued from page 3)



Mystery Photo

"HMS Jamaica, a Crown Colony-class cruiser of the Royal Navy, was named after the island of Jamaica, which was a British possession when she was built in the late 1930s. The light cruiser spent almost her entire wartime career on Arctic convoy duties, except for a deployment south for the landings in North Africa in November 1942. She participated in the Battle of the Barents Sea in 1942 and the Battle of North Cape in 1943. Jamaica escorted several aircraft carriers in 1944 as they flew off airstrikes that attacked the German battleship Tirpitz in northern Norway. Late in the year she had an extensive refit to prepare her for service with the British Pacific Fleet, but the war ended before she reached the Pacific.

Jamaica spent the late 1940s in the Far East and on the North America and West Indies Station. When the Korean War began in 1950 she was ordered, in cooperation with the United

MINUTES



The September picnic / meeting was held at Newport News Park. All business was deferred until the October meeting.

THE ANSWER

Mystery Photo 327

From the photo caption: U.S. Archives 80G-84991
HMS Jamaica, Scapa Flow, September 1943



States Navy, to bombard North Korean troops as they advanced down the eastern coast. The ship also provided fire support during the Inchon Landing later that year. Jamaica was refitted late in the year and returned to Great Britain in early 1951 where she was placed in reserve.

She was recommissioned in 1954 for service with the Mediterranean Fleet. In 1955 Jamaica was used to play HMS Exeter in the Battle of the River Plate (film), in company with her wartime partner HMS Sheffield as HMS Ajax. In 1956 the ship participated in Operation Musketeer, the Anglo-French invasion of Egypt to seize control of the Suez Canal. Jamaica was paid off in 1958 and sold for scrap in 1960.

(Continued on page 6)



Mystery Photo

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



NOTABLE EVENTS

(Continued from page 4)



Mystery Photo

Jamaica displaced about 8,631 long tons (8,770 t) at standard load and 11,017 long tons (11,194 t) at deep load. The ship had an overall length of 555 feet 6 inches (169.3 m), a beam of 68 feet 5 inches (20.9 m)[1] and a draught of 19 feet 10 inches (6.0 m). She was powered by Parsons geared steam turbines, driving four shafts, which developed a total of 80,000 shaft horsepower (60,000 kW) and gave a maximum speed of 32.25 knots (59.73 km/h; 37.11 mph). Steam for the turbines was provided by four Admiralty 3-drum water-tube boilers. Jamaica carried a maximum of 1,700 long tons (1,700 t) of fuel oil that gave her a range of 6,520 nautical miles (12,080 km; 7,500 mi) at 13 knots (24 km/h; 15 mph).[2] The ship's complement was 733 officers and men in peacetime and 900 during war.

The ship mounted twelve 50-calibre 6-inch (152 mm) guns in four three-gun turrets. Her secondary armament consisted of eight 4-inch (102 mm) anti-aircraft (AA) guns in four twin turrets. Jamaica mounted two quadruple 2-pounder (40 mm) light AA mounts ("pom-poms"). Her short-range AA armament is not known. The ship carried two above-water triple torpedo tube mounts for 21-inch (533 mm) torpedoes.

Jamaica lacked a full waterline armor belt. The sides of her boiler and engine rooms and the magazines were protected by 3.25–3.5 inches (83–89 mm) of armor. The deck over the machinery spaces and magazines was reinforced to a thickness of 2–3.5 inches (51–89 mm). She carried an aircraft catapult and two Supermarine Sea Otter seaplanes."

There you have it...other peoples words. Til next time.

John Cheevers

OCTOBER

- 12 HRSMS Monthly Meeting: Mariners' Museum Presentation, Ron Lewis, Building the Chesapeake Bay Workboat
- 15-20 NRG Conference, Charleston, SC

NOVEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum Presentation, Tim Wood Photographing Your Model

DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum Presentation George Livingston, TBA

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: Auction, Norge Hall

APRIL

- 12 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 10 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 14 HRSMS Monthly Meeting: Mariners' Museum

JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum

AUGUST

- 9 HRSMS Monthly Meeting: Mariners' Museum

SEPTEMBER

- 13 HRSMS Monthly Meeting,
- 19 Talk Like a Pirate Day

**WATCH, QUARTER
AND
STATION BILL**



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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**

"Most people are willing to take the Sermon on the Mount as a flag to sail under, but few will use it as a rudder by which to steer."

Oliver Wendell Holmes