Hampton Roads Ship Model Society

Logbook!

No. 329 WWW.HRSMS.ORG November, 2013

From The Bridge

The 2013 NRG conference is officially history. There were many excellent speakers covering an array of topics, tours to Patriots Point, Fort Sumter and the H.L. Hunley were offered to the attendees and their guests. HRSMS was well represented, our attendees were, Dave Chelmow, Henry Clapp, Ryland Craze, Henry Schekulen, Heinz Schiller and myself. (Ryland will be giving a presentation of all the happenings at the conference at Saturday's meeting).

One tour offered to the attendees on Friday was a private viewing of *H.L. Hunley*, as many of you know she was the first submarine to sink an enemy ship.

The *Hunley*, a small hand-powered submarine was close to 40 in length and was privately built at Mobile Alabama in 1863 and was launched in July of that year. Following trials in Mobile Bay she was transported by rail to Charleston South Carolina to serve in defense of the port.

Popular belief long held *Hunley* was made from a steam boiler; in fact she was purpose-designed, and built for her role.

She was designed for a crew of eight: seven to turn the hand crank which turned the submarines three blade propeller, and one to operate the craft. The forward and aft portion of the submarine held ballast tanks that could be flooded when needed and pumped out by hand when the craft required more buoyancy. Extra ballast was added through the use of iron weights bolted to the underside of the hull. In the event the submarine needed to surface rapidly these weights could be released by unscrewing the bolt heads located inside the submarine.

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Mystery Photo

Mystery Photo #328: This image is a bit odd. Does it look a tad overexposed to you? Maybe, instead of overexposure, it was burned in the printing process. Something was afoot when this image or print was made to give the objects such hard outlines while making the "filled" areas so soft by comparison. Also I suspect some duplicity with the submitter in providing an image of a vessel that so obviously combines the design elements of one navy while proudly displaying the naval ensign of another. I wonder if this is the "photograph" that Bill Clarke was hinting about for the last few months. He promised there was one in the pipeline that would allow us to get creative with the essay. I think he kept his promise, but in the end, I think we might only have a short story to tell.

We begin where we always begin--we look at the vessel's features. The vessel is not large, you could easily use the seamen on the foredeck for scale and determine a rough length by applying a bit of high school trigonometry. The enclosed foredeck covers about the first third of the hull while the open portion extends it to about midships. Aft of that the main deck is flat and open and supports a rail mounted traveling thing we haven't seen before in MP. At the moment it is locked in place about mid-way on its traveling path. You could argue that it might be landlocked and fixed to serve dedicated landing spots both fore and aft of its position and therefore rotates only. Certainly the aft terminus of the di-pole radio antenna high on the thing would support that argument. (If you want to know what the "thing" is before you read on, I would suggest you limit your Google search to "traveling cranes," or you could Bing the thing!) At the stern is a very identifiable naval ensign.

This ship looks for all the world like a German "M" class minesweeper, but its got that big thingy on the stern. The hull forward features a defined knuckle and two rows of port lights. Knowing how naval ships were arranged 60 or 70 years ago tells us that this area would be the crews quarters. A single pronounced rubbing strake runs almost the full length of the hull. Atop the forecastle deck the limited structure would house several officers quarters and some dedicated shops. Atop that we have the bridge and more than likely the radio room--all a very standard arrangement. we also see a ship's boat slung in her davits, a single pole mast without radar, a single searchlight, a very German looking smoke stack, what appears to be lights going up the fore guy, and aft atop the bridge we see what look like empty spots for light defensive guns. The foredeck is empty. I wonder if the armament, if there was any, was removed from this area? The small glimpse of background does not provide any obvious clues for location other than to suggest the

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Hunley was equipped with two watertight hatches, one located forward and one aft atop two short conning towers equipped with small portholes and a triangular cutwater.

Hunley was originally intended to attack by means of a floating charge with a contact fuse (a torpedo in Civil War terminology) towed behind it at the end of a long rope. *Hunley* would approach an enemy vessel, dive under it, and surface beyond. As it continued to move away from the target, the torpedo would be pulled against the side of the target and explode. However, this plan was discarded as impractical due to the danger of the towline fouling *Hunley*'s screw or drifting into *Hunley* herself.

The floating explosive charge was replaced with a spar torpedo, a copper cylinder containing 90 pounds of black powder

attached to a 22-foot-long wooden spar. The spar mounted on *Hunley's* bow was designed to be used when the submarine was some 6 feet or more below the surface. The spar torpedo had a barbed point, and would be stuck in the target vessel's side by ramming. The spar torpedo as originally designed used a mechanical trigger attached to the attacking vessel by a cord, so that as the attacker backed away from her victim, the torpedo would explode. However, archaeologists working on *Hunley* have discovered evidence, including a spool of copper wire and components of a battery, that it may have been electrically detonated. Following Horace Henley's death, General Beauregard issued an order that the submarine was no longer to attack her target underwater. In response to this order, an iron pipe was attached to the bow of the submarine and angled downwards so the explosive charge would still be delivered under sufficient depth of water to make it effective.

On 29 August, while moored to a steamer, the submarine was accidently pulled over on its side and sank, drowning five members of her crew. She was salvaged, assigned a new crew and begin a series of tests.

Nautical Term

Spindrift Spray off the tops of waves, created by a strong wind. It is a variation of the Scottish word *spendrift,* of the same meaning, and could go back to the Latin *spuma,* foam.

Submitted by, Tim Wood

Confederate Navy Lieutenant John A Payne of *CSS Chicora* volunteered to be *Hunley's* skipper, along with a volunteer crew of seven men from *CSS Chicora* and *CSS Palmetto State* was assembled to operate the submarine. On August 29, 1863, *Hunley's* new crew was preparing to make a test dive to learn the operation of the submarine when Lieutenant Payne accidentally stepped on the lever controlling the sub's diving planes while the boat was running. This caused *Hunley* to dive with her hatches still open, flooding the submarine. Payne and two others escaped, while the remaining five crewmen drowned. She was salvaged assigned a new crew and began a series of tests. During diving trials on 15 October 1863 she failed to surface. Horace Lawson Hunley, who was directing her operation, and the rest of her crew were drowned.

The Hunley was again salvaged for a second time and repaired. Lieutenant George E. Dixon (Commander) assembled a third crew of volunteers, Frank Collins, Joseph F. Ridgway, James A Wicks, Arnold Becker, Corporal C.F. Carlsen, C. Lumpkin and Augustus Miller.

Dixon under orders to only operate on the surface, made her first and only attack against a live target on the night of February 17, 1864. The vessel was the *USS Housatonic*.

Housatonic, a 1240-ton steam-powered sloop of war with 12 large cannons was stationed at the entrance to Charleston, South Carolina harbor, about 5 miles out to sea. In an effort to break the naval blockade of the city, Lieutenant George E. Dixon and her crew of volunteers attacked *Housatonic*, they successfully embedding the barbed spar torpedo into her hull. The torpedo was detonated as the submarine backed away, sending *Housatonic* and five of her crew to the bottom in five minutes.

After the attack, the *H.L. Hunley* failed to return to her base. There is evidence that the *Hunley* survived as long as one hour following the attack, at about 8:45 p.m. The commander of "Battery Marshall" reported on the day after the attack that he had received "the signals" from the submarine indicating it was returning to her base. The report did not state what manner of signals were observed. A postwar correspondent stated that "two blue lights" were the prearranged signals, and a lookout on the *Housatonic* reported that he saw a "blue light" on the water after his ship sank. "Blue light" in 1864 referred to a pyrotechnic signal in long use by the U.S. Navy. It has been falsely represented in published works as a blue lantern, even though the lantern found on the recovered *H.L. Hunley* had a clear, not a

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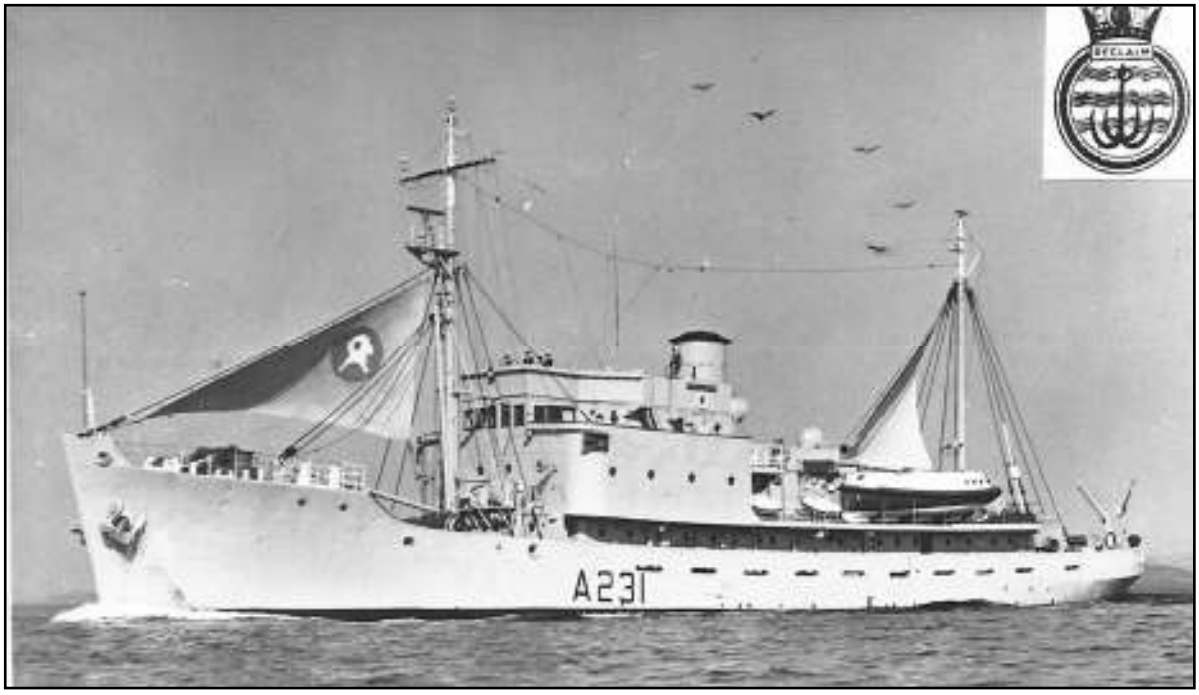
Mystery Photo

vessel is transiting a harbor or river that looks European in flavor.



HMS Reclaim

So we have a rather small utility vessel of European, possibly German origin, flying an ensign that I will now tell you belongs to the British navy. (Bells and whistles should be going off in your head.) How could this be? Easy really....there was a small fracus that historians have dubbed the Second World War (WWII) that produced what some would call spoils. These spoils sometimes came in the form of leftover ships, planes, and tanks and other technological items deemed of value. At the end of WWII, Germany possessed some of this spoil and while some was fought over by the victors for its technological value, some was allotted as replacement and amplification for war losses. I'm not too sure if this vessel was inherited by the British as a replacement or an amplification. Nevertheless, Britian did inherit this vessel and commissioned it into their fleet.

Now, we get to enjoy what might be the single best remaining image of this vessel. But what vessel? Noted ship expert Dave Baker supplied this month's only reply (welcome back, Dave!) and he is not to be fooled by this photograph. Jumping in with both feet he begins: "The mystery ship is HMS DEEPWATER, the tender to HMS VERNON, the Royal Navy's diving school at Portsmouth, from 1947 to around 1951...." Dave is correct, but how did he arrive at this conclusion?

Perhaps he saw the British naval ensign flying proudly at the stern and found her in the various reference lists and books. Perhaps he noticed the strong German Navy design features, like the shape and appearance of the stack, and traced her through those same reference materials. Perhaps he found similar designs for German naval vessels and played a hunch. Perhaps he just knew. Actually he admits to finding the vessel in "Gröner's multi-volume series on the German Navy from 1815 to 1945." While he did provide a reference he almost certainly produced some of the data from memory.

According to Dave and through a summation of the meager scraps that exist in the shared electronic goo, we learn that *HMS Deepwater* as war reparations "was tied up as a stationary hulk at VERNON on replacement by a British-built salvage tender, HMS RECLAIM"...was "stripped of useful equipment ca. 1957 -58", and survived until "scrapped in 1960." He adds that "she seldom left the Portsmouth area during her British service but did make at least one voyage to conduct deep diving exercises in Scottish waters."

More from Dave: "DEEPWATER was built for the Reichsmarine as the WALTER HOLZAPFEL to serve as a torpedo trials and recovery ship at the Torpedoversuchsanstalt Eckernförde und Gotenhafen (Torpedo Research Station, Eckernförder and Gotenhafen), which she did through World War II. In 1946 she was assigned as a war prize to Great Britain.

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Mermaid Sculpture Ecernforde, Germany

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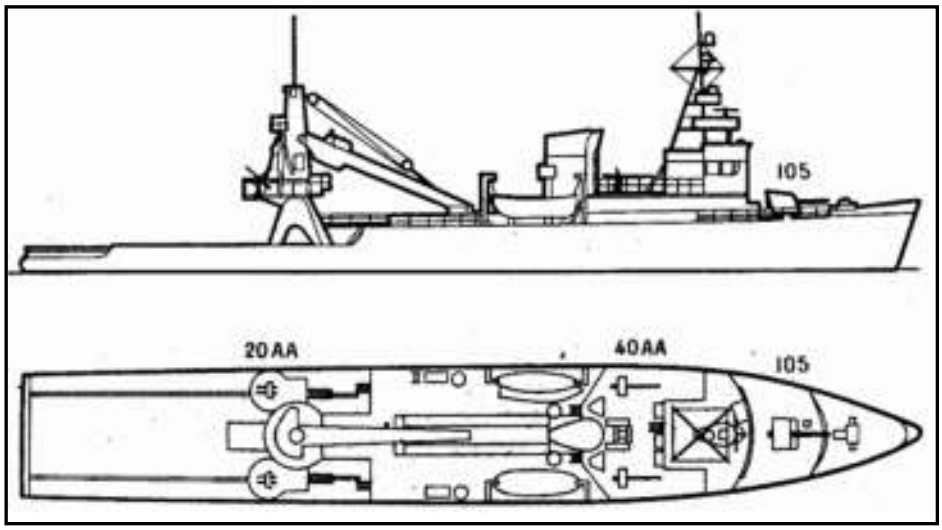
Mystery Photo

WALTER HOLZAPFEL (the last name translates as "wooden apple") was laid down in 1938 at Nordenwerft Kösen & Meyer, Hamburg, launched the following year, and commissioned on 7 August 1940. Displacing 1,586 tons fully loaded, she was 79.3-m in overall length (75.2-m between perpendiculars) with a beam of 11.6 meters and a maximum draft of 3.00 meters. The ship was powered by two Sulzer diesels developing a total of 7,200 brake horsepower and providing a maximum speed of 19.5 knots. Carrying only 85 tons of diesel fuel, she had a modest range of 1,500 nautical miles at 15 kts. In German service the ship was armed with four 37-mm and four 20-mm AA guns and carried a quadruple 533-mm torpedo tube mount centerline on the main deck abaft the funnel. The large traveling crane aft was used for torpedo retrieval by the Germans and to handle diving equipment by the British."

From an on-line dive site we learn a bit more about that solitary voyage: "*Deepwater* achieved early success surveying and buoying the wreck of the French merchantman *Alaska*, laden with copper ingots and sunk in 200 feet of water 20 miles south of Worthing in November 1939 after colliding with the British merchantman *Dotterel*. After *Reclaim* had entered service in 1948, *Deepwater* spent the remainder of her life as a floating diving school alongside HMS Vernon until she was paid off in 1960. Nevertheless, she provided valuable lessons in the use of Oxy-Helium mixtures instead of air so as to prevent the onset of nitrogen narcosis and also in the development of surface decompression procedures. These procedures involved the use of a Submersible Compression Chamber (SCC), then still known as a Submersible Decompression Chamber (SDC), that was sealed to transfer divers from depth to a static Deck Compression Chamber (DCC) on board without any change of pressure so they could slowly decompress in relative comfort and thereby avoid decompression sickness, otherwise known as 'the bends'."



So the cash starved and commodity rationed British post war government rarely used a relatively new vessel of unique design preferring instead their home grown version, *HMS Reclaim*, where all the nuts and bolts are familiar. *Reclaim* was smaller and slower than *Deepwater* but not by much. Her characteristics were - Displacement: 1,360 t (1,339 long tons), Length: 66 m (216 ft 6 in), Beam: 12 m (39 ft 4 in), Draught: 5

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MINUTES

Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
October 12, 2013

The meeting was called to order at 1009 hours be the Skipper, Tim Wood. Tim expressed condolences on the passing of Ann Baker. The Skipper then thanked Bill Dangler for coordinating the September picnic and making it a success. In appreciation of his efforts, Bill received a round of applause from the members. Since no good deed goes unpunished, Bill was asked if he would take the lead for the picnic in 2014. Bill agreed and said that he would reserve the shelter on the first of December. There were no guests in attendance. There was no correction or addition to the minutes as published. Eric Harfst gave the Purser's report, detailing several expenditures and giving the account balance. The Skipper reminded everyone of the auction to be held in March.

Old Business: John Cheevers reported on a meeting that he and Ron Lewis had with Mariners' Museum President, Elliot Gruber. The purpose of the meeting was to discuss a future model competition. John gave Mr. Gruber information updated from the 2000 ship model competition. Mr. Gruber presented his view that the competition should not be a static display of models but an event that would be a continuing draw for visitors. Ron Lewis said that Jane Fraser had given the museum Alan's documentation of previous competitions. The museum will have to put the competition on its schedule and that would be in the 2015-16 timeframe. This led to some discussion about the competition. The Skipper resurrected the issue of putting a basic set of tools in the Model Builder's (Taco) Stand. Gene Berger and John Cheevers said that they had placed a value on tools and material from David Tagg's shop and if the HRSMS was to procure those items, a tool set could be put in the model builder's stand or put the entire collection into the March Auction. Ryland Craze raised the question about setting the precedent of buying members shops. This led to a discussion of the Taco Stand and its location both present and future. After much jumping around on subject matter, a motion was made, seconded and passed to procure the

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THE ANSWER

Mystery Photo 328
From the photo caption: Wright & Logan Postcard
HMS Deepwater (ex-German "Walter Holtzapfel")
Portsmouth, UK 6 June 1946

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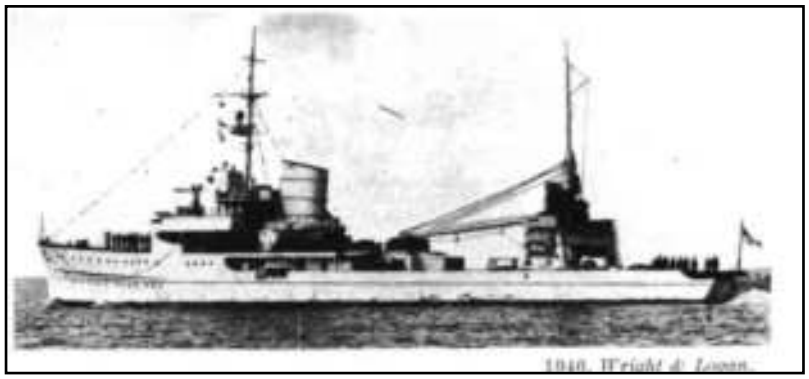
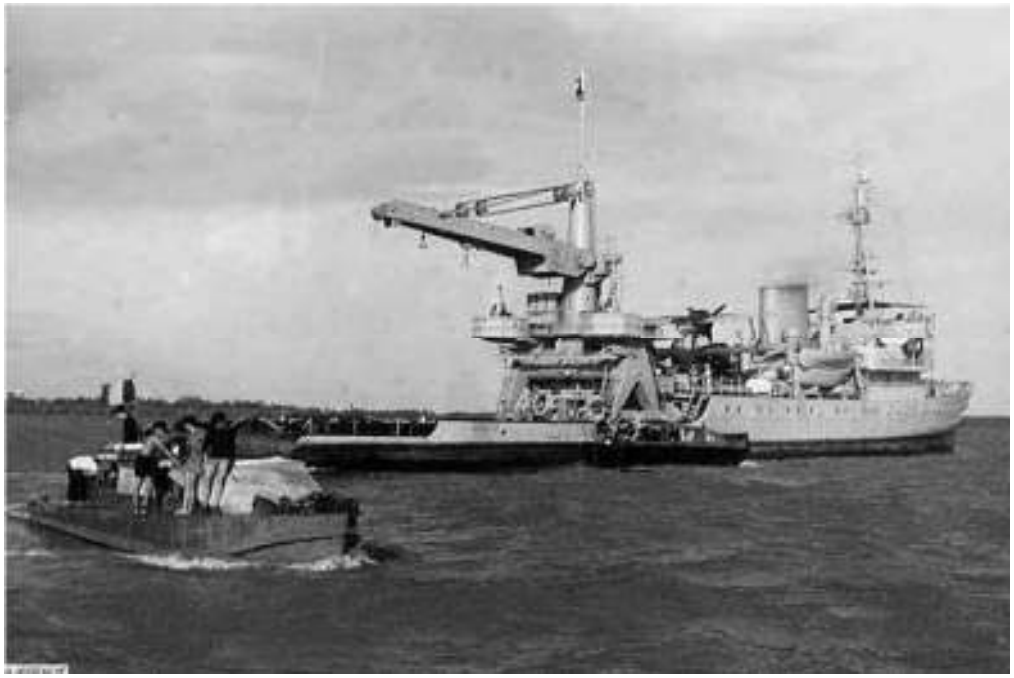
Mystery Photo

m (16 ft 5 in), Speed: 12 knots (22 km/h; 14 mph). Perhaps *Deepwater* was just too large, and therefore expensive, for her assigned duty. Perhaps *Reclaim's* hull form was better suited to the unprotected waters that British ships typically found themselves in. Or more likely, in the end the ship just elicited too many unwanted memories.



And what of *Walter Holzapfel's* design. Was the type a one-off? Yes it was, but similar German auxiliaries used the same concept. Perusing the excellent on-line site http://www.battleships-cruisers.co.uk/naval_diving.htm



you can find an entry for *Deepwater* as well as information that will lead you to other German naval auxiliaries from the time period. There you will see variants, prototypes really, of this type that served as seaplane tenders for the Reichmarine. two in particular are the seaplane tenders *Greif* and *Hans Rolshoven*. On a slightly smaller hull, 900 tons, they also carried a traveling whirler crane to lift seaplanes onto their fantails. The ability to move the crane greatly simplifies operations when retrieving floating objects. For a bit of contrast, compare this design and arrangement with the US Navy *Barnegat Bay* class of small seaplane tender. You can check on the German vessel's service and other characteristics on-line.

Let's spend a few minutes to study where the torpedo trials ship was assigned. As Dave points out, *Walter Holzapfel* serviced the "(Torpedo Versuchs Anstalt) or Institute for Torpedo Experiments." From Wikipedia we learn that the station was "located in Eckernförde, Germany." Eckernförde (eckern means Beechnut in German or squirrel in Danish) is located in a gut of the Baltic Sea in the German province of Schleswig-Holstein. "Eckernförde is a naval town. Eckernförde is a garrison town, and civil and military installations belonging to the armed forces remain a significant economic factor. Despite a step-by-step reduction in the number of jobs, the armed forces remain the town‘s largest employer. Eckernförde is classified as a submarine port. Military engineering section 71 is responsible for testing under-water weapons technology." In a slightly different vein, an on-line search produced a stunning photograph of a mermaid on the shore.

And I found a profound personal connection concerning *Walter Holzapfel* and a 75 year old German on the Internet. He writes:

"Hi,

I am new member of the forum and German, 75 years old. Sorry, my English is not the best, I learned it 60 years ago at scool, and after that small activities in that.

The reason because I am here is: I am active in family-research ,- and since a while I try to understand my fathers way trough the last war, special in springtime 1945. He was born in Hamburg 19o1 and became "Seemaschinist", that means Technic Service inside a ship, in duty to the

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contents of David Tagg’s shop. Stewart Winn said that Bill Werling’s widow had several tools for sale from Bill’s shop. Stewart circulated the tool list with Kristen Werling’s contact information. Ron Lewis said that the 2014 meeting schedule had been confirmed with the museum. Bill Altice asked about the anchor attachment point on a skipjack. He was told that the Sampson post was the attachment point on a skipjack. Ryland Craze gave an update on the Nautical Research Guild conference and several changes to their scheduled speakers.

Show & Tell: Bob Moritz and Gene Berger showed matching Lee Upshaw fiberglass hulls of a Butler Class DE in 1:96 Scale. They talked about modifications they were making to the hulls. Dennis Hobbs talked about putting frames in his current project, Willie Bennett. Marty Gromovsky showed a Billing Boat, *HMS Renown*. Ryland Craze talked about the NRG Photographic Ship Model Competition. Jimmy Coangelo showed his Model Shipways 1:24 Pinnace. Bob Moritz showed his resin hulled Sumner class destroyer.

The meeting was adjourned to a presentation, “Building a Chesapeake Bay Work Boat”, by Ron Lewis.

1:100 Radio Controlled Model of the Walter Holzapfel

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engines. When war began, he became not sailor-soldier, he came in duty as a Civil-Ingenieur at the new "Walter Holtzapfel", belongs to "Torpedoversuchsanstalt Eckernförde and Gotenhafen/Danzig-Bay/Baltic See. So far I know, he was member of the first crew on that vessel also in duty to the engines and so on, I think, to day we would say: Middle-Technic-Management, not in military degree.

Mystery Photo

In springtime 1945 the ship stayed in Gotenhafen-Oxhöft / Submarine War Port (Gdansk), that means not DANZIG, that is a town nearby.

My mother and we children run away from Russian in the end of Jan. 45 from Gotenhafen (overland/more than 2o degree cold)while father was with the ship in duty. We met him first month later in Westgermany, and he came from England. I guess, the crew has to bring the vessel to England and they became prisoner for a time. I would like to know, where the HOLTZAPFEL=DEEPWATER arrived in England with what crew (list of them may exist?), what date and so on. Where was the ship at war-end and what about the circumstances? Where stayed the crew in England?

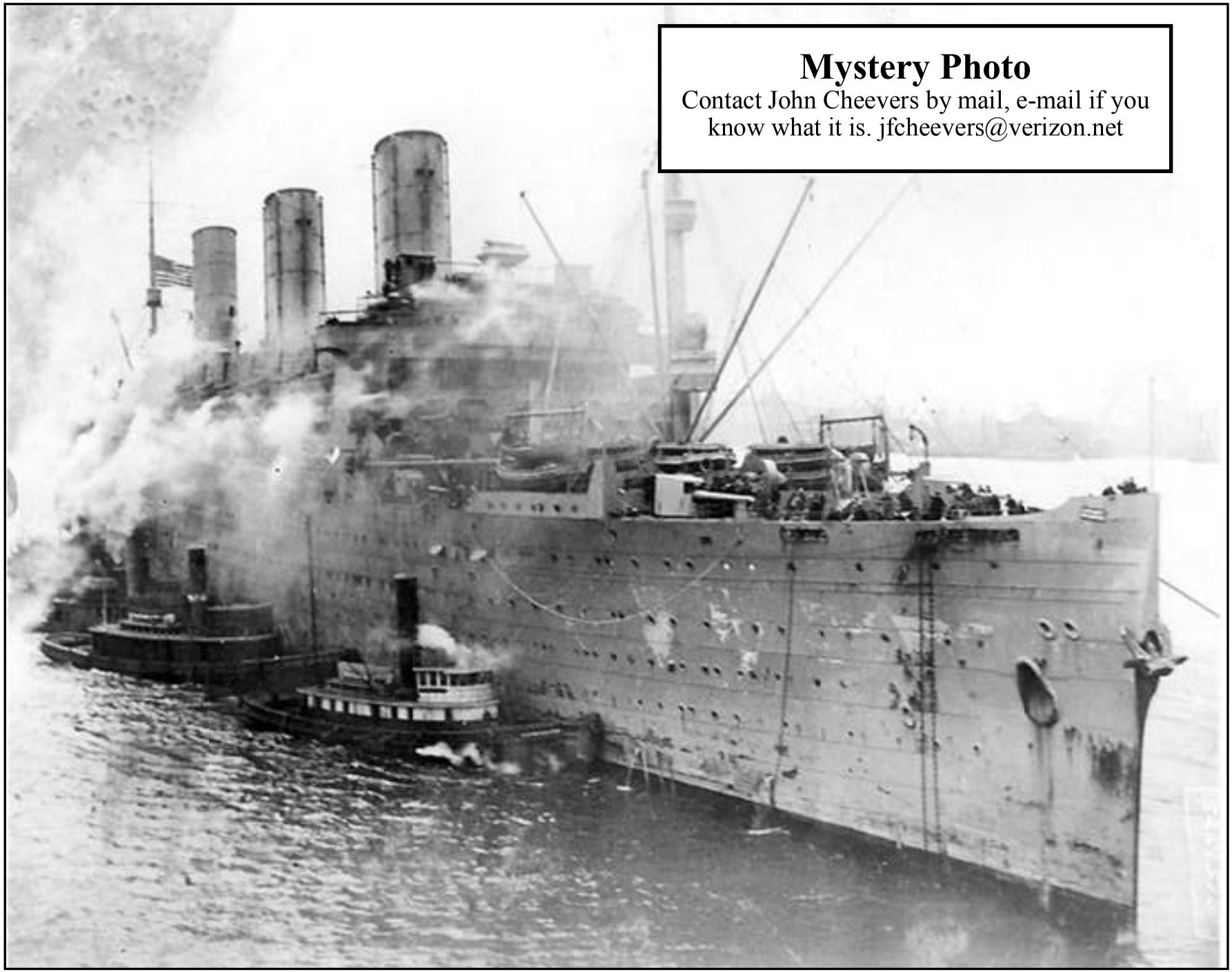
If someone knows something, I am glad to get answer. Erland ASMUS"

Maybe someone can help this man in his search....

Finally, a photo of a fairly decent model of her is available, and if you Google the name and get to the site showing the model, you can drill down and find plans and a hull available from a German concern. The only caveat I have to ordering this hull, is it appears to be missing the prominent bow knuckle, so you'll have to schedule time in Gene's dry dock for hull repairs if you choose to build the model.

Kudos to Dave for identifying the vessel.

John Cheevers



Mystery Photo

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

NOTABLE EVENTS

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, Picnic, Newport News Park
19 Talk Like a Pirate Day

OCTOBER
11 **HRSMS** Monthly Meeting: Mariners' Museum

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

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blue, lens. Pyrotechnic "blue light" can be seen easily over the four-mile distance between Battery Marshall and the site of the Hunley's attack on the *Housatonic*.

Hunley's fate remained a mystery for over 131 years, until May 1995, when a search led by author Clive Cussler located her wreck. On 8 August 2000, following extensive preliminary work, the *H.L. Hunley* was raised and taken to a conservation facility at the former Charleston Naval Base. For those interested in touring the Hunley see the following information.

Weekend Tours of the Hunley
Hunley tours are available every Saturday from 10 AM - 5 PM and Sunday Noon – 5 PM. Last tour begins at 4:40 PM. Tours are not available on weekdays so scientists can continue their work preserving the *Hunley* for future generations. Tours are not available on Easter Sunday.

Tickets ordered in advance are $12.00 plus a service charge and can be purchased by either calling toll-free 1-877-448-6539 (1-877-4HUNLEY) or at www.etix.com (links to specific dates listed below). Children under 5 are free.
Walk-up tickets are also available on a first come, first serve basis. These tickets do not have a service charge. Tickets for Friends of the Hunley members, senior citizens, and military are discounted to $10.00. If you are eligible for this discount, please purchase your ticket at the door.
The Hunley is located at:
Warren Lash Conservation Center
1250 Supply Street (on the old Charleston Navy Base)
North Charleston, South Carolina 29405

Tour Inquiries
- For questions about Hunley tours, please call the Friends of the Hunley directly at 843.743.4865 ext. 10.
- If you have questions about pre-reserved tickets, please contact Etix.com at support@etix.com.

- Group tours (20+ guests) can be scheduled for weekdays with advance notice. For more information, contact Stephanie Abdu Bray at 843-743-4865 ext. 14 or email her Stephanie@hunley.org.

I'm sorry to say I won't be attending the November meeting; I'll be leaving you in the capable hands of our First Mate Bob Moritz who will be conducting the November meeting. As always, bring your latest project to the November meeting for show-n-tell, I look forward to see everyone at our December meeting. Happy ship modeling!

Tim