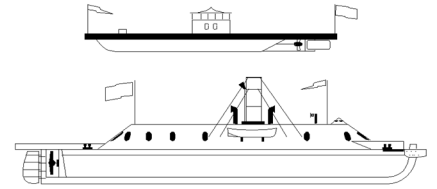


Hampton Roads Ship Model Society Logbook!



No. 331

WWW.HRSMS.ORG

January, 2014

From The Bridge



Mystery Photo



Another year has passed into history, why can't we slow it down a little??? At our home the holiday decorations have been packed away in the attic for another year of safekeeping and again we are left with fond memories spent with family and friends. I truly hope you all had a joyous holiday with your families as well!

I wish all our members, families and friends have a healthy, safe and productive New Year!

As a new year greets HRSMS, we will be looking at a busy couple of months. February will bring the IPMS Old Dominion Open in Richmond; in March we will be hosting our annual auction along with the banquet and Founders Award at the Riverwalk Restaurant, Yorktown.

As always I urge all of you to bring your latest projects to "show-n-tell" and I look forward to seeing everyone at the meeting on Saturday!

Tim

MEETING NOTICE

Date: Saturday January 11, 2014

Place: Mariners' Museum

Time: 1000 Hours

Auction

Gather material to be donated for the HRSMS March Auction.. Books, tools, materials, plans or kits, or any items you have as a spare will be appreciated.

Mystery Photo #330: Well, unlike Phil Robertson, my comments don't seem to get me removed from this post; and like Phil Robertson, my comments don't seem to get me removed from this post. They do, however, earn me the occasional wake up call, and for that I'm thankful. This end-of-year essay will focus on longevity. The voyage of the Mystery Photo began some 16-odd years ago. In 196 columns, we've explored some 190 odd (?) vessels—some of them were visited twice for various and odd reasons. We've explored famous ships, odd experimental craft, representational vessels, game changers, a unique fitting or two, and the occasional ugly-Betty. Today we examine another representational vessel; one you will find might be the last of a breed. And you might be surprised to find that this long-lived vessel is not as easy to identify as you may think.

Studying the vessel in the Mystery Photo you should immediately spot the gift from whoever supplied the image--the British naval ensign flies proudly from the main yard. The vessel lies at anchor in calm water and four sailors man the port rail of the forecastle deck. She is not a large vessel, looking more like a large destroyer than anything else. The two rows of port lights help establish the scale. The forward deck gun is fitted with a half shield pierced with vertical viewing slits in the forward face. The bridge is a square 2-level affair with an open, canvas shrouded conning station on top. The foremast is a heavy tripod affair rated to carry a large spotting platform. Next we find a break in the deck and three funnels, the middle one being the largest of the three. Some empty davits are visible along with some canvas covered objects. After of this we see the usual fittings of a warship their purpose and design is lost in the clutter, but its standard warship fare and arrangement.

Three replies this month, one each from John Wyld, Tim Wood, and Dave Baker, and they do not present a unified front. John begins by saying, "What we have here shouts pre-WWII Royal Navy even if the flag had been photo shopped out. Especially the three stacks, with the middle one much larger as it's a paired uptake - have seen that on many warships, all RN as

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**Hampton Roads Ship Model Society Banquet
Saturday March 22, 2014**

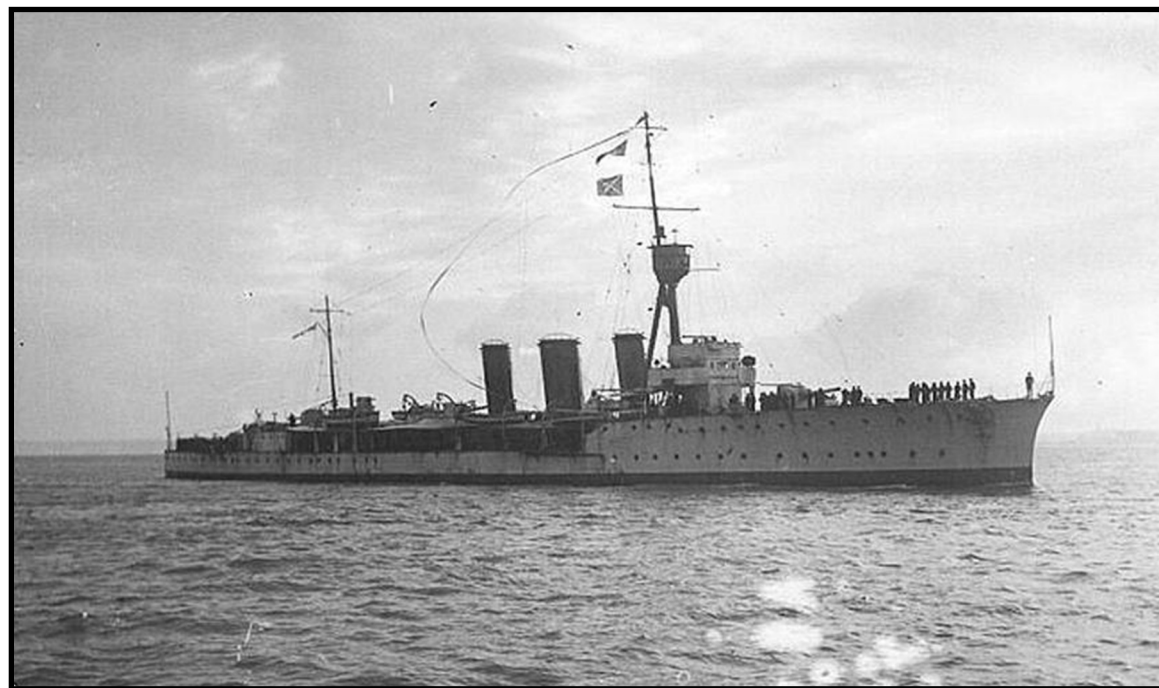
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Mystery Photo

far as I can recall.” While John initially was thinking “Destroyer” for this Mystery, he reasoned that “those three stacks looked pretty large for a destroyer, so

but *Aurua* is a member of this class. Therefore the class is not considered the “A” class. For some reason the B designation was skipped. The next group of light cruisers is collectively known as the C Class. These twenty eight ships were produced in 7 groups, with all ship’s names beginning with the letter “C”.

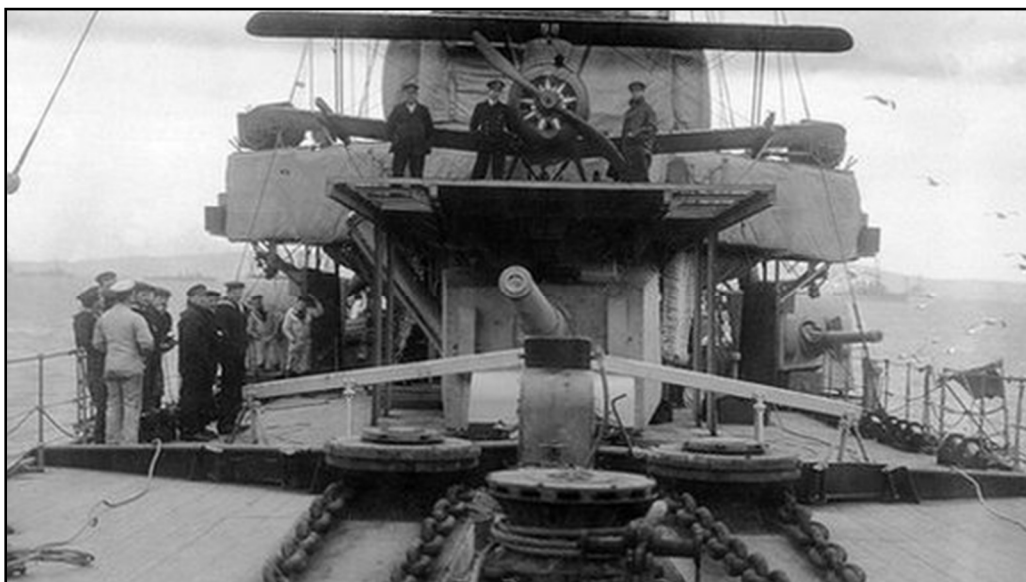


Each group (including the eight *Arcturas*) while physically very similar is slightly different in tonnage and feature minor arrangement differences--it is very difficult to distinguish a single vessel. *Caroline* is the lead ship of the first group of C's and, therefore, the oldest "C". To further the confusion there was a following D Class and an E Class. Clear as mud? Let's cut to the chase...

“The MP is the Light Cruiser HMS CAROLINE, name ship of

[he] went up a notch to light cruisers and fairly quickly got very close with pictures of the C Class cruisers.” Dave, in his reply, says “She's certainly a member of the CAROLINE class...” so he was initially there with the C's as well. Tim by replying with this, “*HMS Aurora*, more to come officially!” opted for a unit from the preceding class.

For those of you with an inquiring mind be advised that the ship classification folks have not lumped British light cruisers into an "A" or a "B" Class as we see with the "C's". The first ship in the first class of British “Light cruisers” is named *Arctusa*, hence the class name. Not all vessels in this class had names beginning with the letter “A”,



Nautical Term

Tumblehome The sloping or curve of a vessel’s sides, inboard from the vertical. Earlier called falling home and tumbling home. The derivation is not known; it could be from Old French, *tumeresse*. One meaning of tumble in Middle English was to tilt or slope..

Submitted by, Tim Wood

PRESENTERS NEEDED

Presenters are needed for the 2014 meetings. Please sign up with Tony Clayton if you are willing to give a presentation.

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Mystery Photo

the CAROLINE Class, ordered in 1913 and delivered in 1914 in time for service in The Great War.” Is exactly how John states it. Dave chose another from the class, “My best bet is that it is the CLEOPATRA.” John was driven to pick *Caroline*, “...upon seeing a recent press report of a ship of the class that was being funded for preservation, I knew I

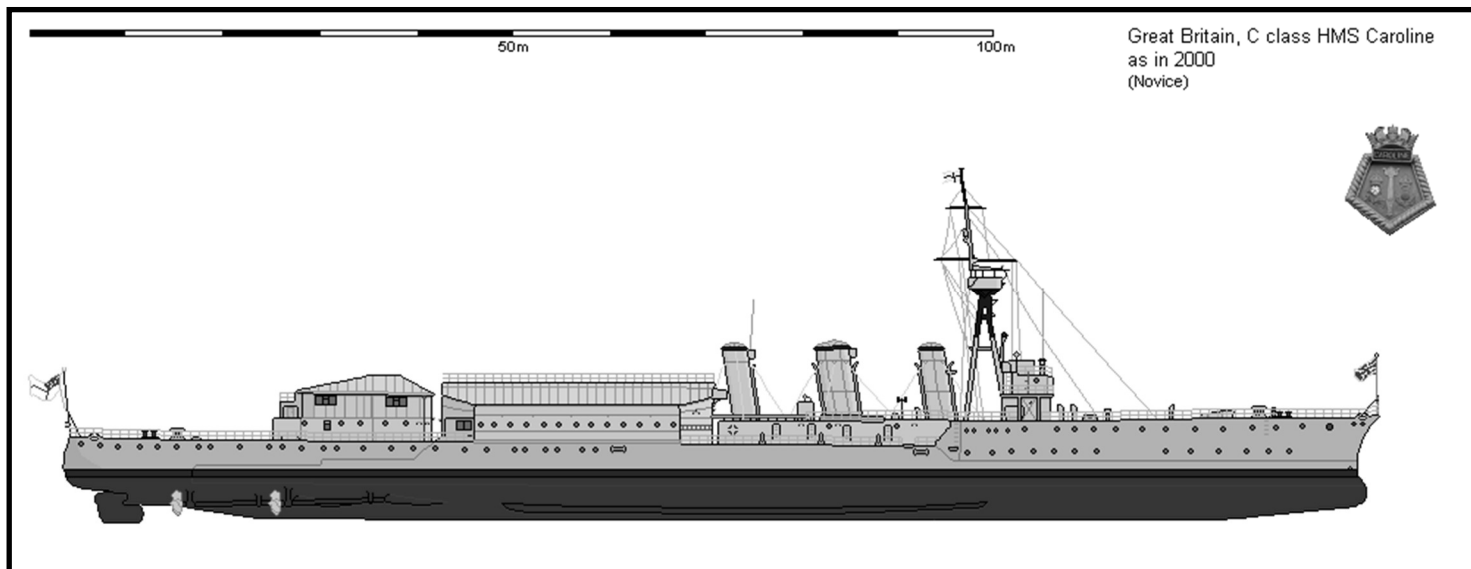
had the MP. A small amount of additional digging as a follow up to the press report produced a match to the MP.” Dave was a little crunched for time so he confined his research to “Conway’s WW I volume” and, therefore, missed finding the image on line. Tim settled with *Aurora*. So, is the Mystery Photo to *Caroline*, *Cleopatra*, or one of the other 26 ships from this class; or, is the vessel *Aurora* or even some other cruiser? John is confident with his choice, after all he found the image on

line. Dave, not so much. But Dave and Tim were united in thinking they had bested Thee Clarkee. I found the same on-line image that John mentions so this month’s Mystery Photo is *HMS Caroline*.



The Wikipedia entry for *HMS Caroline* says that “At the time of her decommissioning in 2011 she was the second-oldest ship in Royal Navy service, after *HMS Victory*.” She was laid down in January of 1914 and commissioned into service on 4 december, 1914, so she served for 97 long years--that’s longevity! John counted the intervening years and rounded it up to an even 100. He describes how she got to this state: “Bit of a jack of all trades, this one. She is currently in a state of preservation (more or less) in Belfast Harbor. She has done duty as a scouting cruiser and in that capacity she fought at Jutland and is the sole remaining survivor of that battle. She also served as a poor man’s aircraft carrier toward the end

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Great Britain, C class HMS Caroline as in 2000 (Novice)

(Continued from page 3)



of the Great War whose purpose was to launch fighters to shoot down German airships (Zeppelins, though not of the Led kind methinks). After seeing the latter photo one can only assume a considerable quantity of grog was required for the pilot to believe he could actually take off from the euphemistically named 'flying off deck'. No doubt the pilots wished to at least duplicate the Wright Brothers' feat of at least 100 feet of flight to clear the bow. Ahh, those were simpler times. As they say, a good landing is one you walk away from, a GREAT landing is one where they can use the plane again. But I digress. She has also served as a headquarters ship in Belfast harbor, where she has remained since 1925, to include a stint in that capacity in WWII in support of the antisubmarine warfare campaign in the Atlantic. For a period in that role, she was also the hotel facilities - sans room service, no doubt - for RAF aircrew engaged in the anti-U-boat fight. After that war she remained under 'dockyard control' as a Reserve Training facility until decommissioned in 2011. She also spent some refit time at the local shipyard, Harland and Wolf, in the early 1950s."

And she may continue telling her story for years to come. According to her Wikipedia page, she "is listed as part of the National Historic Fleet, Core Collection. On her decommissioning, she was placed into the care of the National Museum of the Royal Navy at Portsmouth, though remaining moored in her position in Alexandra Dock in Belfast. Although no longer capable of making way under her own power, *Caroline* remains afloat and in excellent condition." Though her future is a bit uncertain, there are proposals to return her to her First world War appearance providing the missing features can be sourced. One also has to assume historical convention will be waved and the tripod mast will remain. Money will be the deciding factor, as usual; "thus far the estimated costs involved have been prohibitive." You can read all about *HMS Caroline* at this site.

For you model builders she displaced 3750 tons, was 420 feet long, with a beam of 41.5 feet and a draft of 16 feet. Oil fired boilers drove 4 steam turbines producing 40,000shp and a speed 28.5 knots. Her crew numbered 325 officers and men. Her armament at the time of our Mystery Photo was 2 - 6 inch /45 caliber rifles, and 8 - 4 inch /45 caliber rifles. 1 - 6 pounder saluting gun, and 4 X 21 inch torpedo tubes.

Like *Caroline*, or really unlike *Caroline*, the Mystery Photo keeps steaming along. But someday, like *Caroline*, this author will be decommissioned for cause. we just don't know what the cause is yet--most likely, lack of spare parts. I always thought I'd pass the log after 200 columns and that's just around the corner. You all receive your *Logbook* several days before the meeting. If the mood strikes and you'd like to write the essay for any MP, please get with me at the meeting or through the normal channels and we can make this happen. But for now, if you can't get rid of Phil Robertson you can't get rid of me.

John Cheevers

Lathe Tool Height

For shimming a lathe tool, buy a set of small feeler gauges. Take them apart and store the leaves in a pill bottle. The leaves can be used in combination to get the desired tool height.

MINUTES



Hampton Roads Ship Model Society
 Monthly Meeting
 Mariners' Museum
 December 14, 2013
 Guests: None

The meeting was called to order by the Skipper, Tim Wood at 1013 hours. There were no guests in attendance. Before the meeting gathered steam, John Cheevers held a drawing to give away a Huntington-Ingles poster. After much fanfare and hoopla, the "winner" was Bill Clarke. Ryland Craze was given a thumbs-up from the Skipper to the latest issue of the NRG Journal. There were no corrections to the minutes as published. Eric Harfst gave the Purser's report, detailing account balance, expenditures and membership. Greg Harrington gave the Webmaster's report. Greg said that he was working on the ability for the members to document their library holdings along with notes on the books.

Old Business: Bob Moritz gave details on the IPMS Old Dominion Open. Ryland Craze said that he had been in contact with the Richmond IPMS chapter about sponsoring the two wood classes of ship models and the best maritime award. A motion and passed for the HRSMS to sponsor the awards at the February show and contest. Ryland noted that the HRSMS will have two tables at the event. Bob said that Dave Baker would have two tables to sell some his model collection and if anyone had items to sell, they could man the table with him. Tom Saunders talked about arrangements for the annual banquet. He said that he had sent an email to banquet manager at the Riverwalk Restaurant but had not received a reply. After discussion it was decided to pursue a date at the Riverwalk in the last half of March. Tony Clayton circulated a signup sheet for presentations during the year 2014. John Cheevers said there was no news from the Museum concerning a model competition.

New Business: Tom Saunders asked if the Cabin Fever Expo would have an impact on our April meeting. It was confirmed that the April meeting date would conflict with Cabin Fever. Due to a number of members attending Cabin Fever it was suggested that we may want to move the April meeting date. Bill Clarke noted there was also a conflict between the August meeting and the IPMS National Convention. After discussion a motion was made and passed to move the April and August meeting forward one week. The date change would be contingent on the availability of the meeting room.

Show & Tell: Tony Clayton showed a British newspaper with a photograph of a helicopter spreading decoy flares over a de-

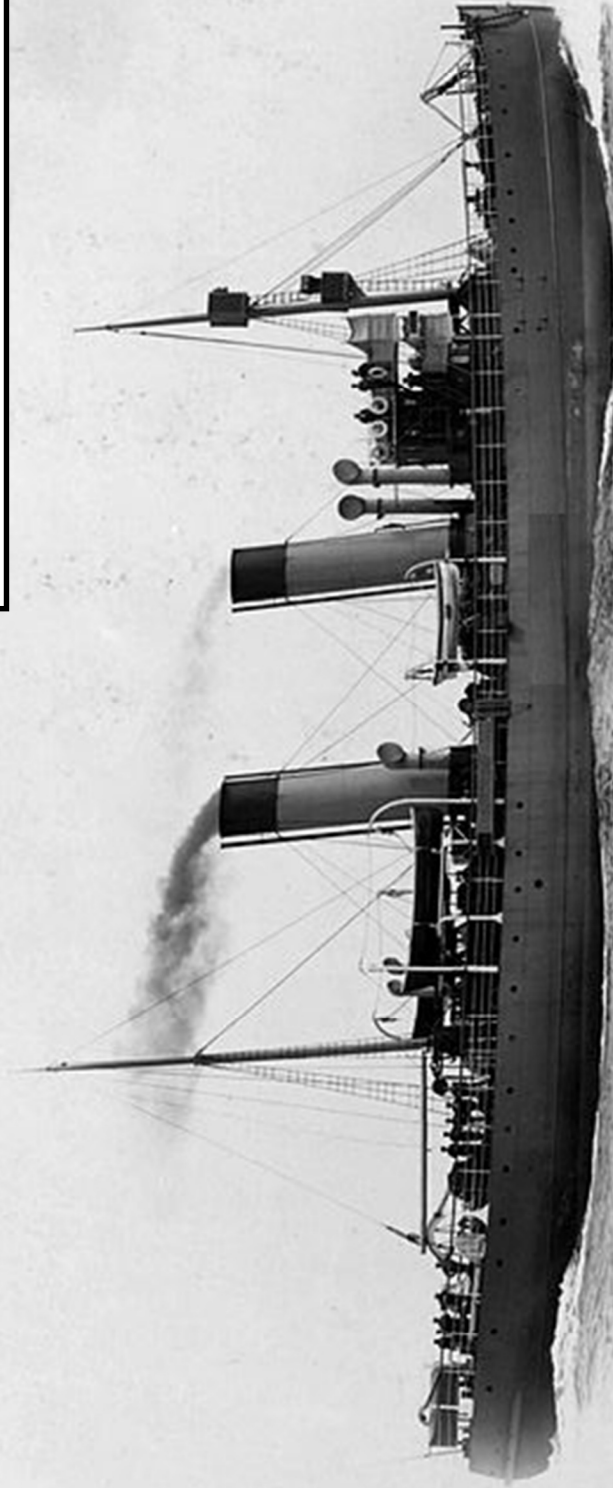
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THE ANSWER

Mystery Photo 330
 HMS Caroline
 Undated Photograph

Mystery Photo

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



NOTABLE EVENTS

JANUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers,
Presentation: Tony Clayton, A Visit to the Cutty Sark

FEBRUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers
- 22 IPMS Richmond—Old Dominion Open

MARCH

- 8 **HRSMS** Monthly Meeting: Auction, Norge Hall
- 22 **HRSMS** Banquet, Riverwalk Restaurant, Yorktown, Va.

APRIL

- 5 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Tim Wood, TBA
- 11-13 Cabin Fever Expo, York, Pa.

MAY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Ryland Craze, TBA

JUNE

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Martin Gromovsky, Figure Painting

JULY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Cheevers, TBA

AUGUST

- 2 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Wyld, TBA
- 6 - 9 IPMS National Convention, Hampton, Va

SEPTEMBER

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

OCTOBER

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

NOVEMBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum

DECEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum



stroyer. Tony Also said that Queen Mary II, Queen Elizabeth and the Queen Victoria are scheduled to be in Liverpool on May 25, 2015. Bob Marchetti showed a 36 ft. Pinnacle from the Model Shipways Constitution. Dennis Hobbs showed the progress of his Willie Bennett. Marty Gromovski showed his completed 18th Century Longboat and his Midwest Crabbing Skiff. Ryland Craze showed his Model Expo Longboat. Tim Wood showed the progress on his half-hull of the schooner Atlantic and the plans for the ocean racing yacht Pen Duick. The "nagrivator", Bill Clarke chided Tim about the progress on his PT boat and said that he was "just checking". John Cheevers showed an old jig for a Virginia crab boat and found that the jig was a little out of scale. John then went on to relate how he wound up with 96 copies of the skiff's plan at 97 percent of Ben Lankford's original. Among other things, John showed the carved hull of the lighthouse tender Beech and told of the corrections he was making due to a misshaped shear and camber. Gene Berger showed the progress on his Butler class DE and talked about the casting and fabrication of the fittings. Ulrich Guenther showed his completed Willie Bennett. Ulrich talked the travails of painting and finishing the model and the shortcomings of the kit. Henry Clapp showed his Model Shipways Pinky, Glad Tidings. Bob Moritz showed his Classic Warships resin kit of the battleship Washington.

Ryland Craze conducted a drawing for several NRG items.

The meeting was adjourned to video on Carriers, by Tony Clayton

If you have an item for the Logbook, send it to the editor, Tom Saunders, tesaunders@verizon.net

Nautical Books For Sale

From the Library of David Tagg

Contact: Karen Tagg (757) 851-2639

**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

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