

From The Bridge



Mystery Photo



Last weekend the club held our first of hopefully many more workshops. Judging from the positive comments by the attendees it was good start. It started with five members arriving mid-morning for a day of camaraderie and sawdust making. Ryland Craze and Bill Altice were the first to arrive, Ryland with his new Byrnes table saw (still in the box) and Bill with a sizeable amount of Holly to run through the planer and table saw. Jimmy Colangelo arrived next followed by John Cheevers and Tom Saunders. Many of you may already know that Jimmy, John and Tom have very well stocked shops and were there mainly for moral support and to make sure the rest of the amateurs didn't cut off a finger.

Ryland was quick to unpack his new table saw and get right to work, (who needs to read directions?), while Bill set into sizing chunks of Holly into something more manageable to run through the planer. It didn't take Bill any time at all to move from the table saw to the planer; he ended up with a nice amount of very clean holly ready for his building bench. Ryland ended up with a base of mahogany for his 18th century longboat, to which he added a very nice decorative edge, I believe all he needs to do is apply a coat of finish and it will be complete.

After most of the sawdust had settled I rolled out the grill as promised for brats, hot dogs and burgers, John Cheevers didn't let us down and brought a batch of his famous Cincinnati Chili to go with the dogs. (Way to go John, what a good combination!) The rest of lunch was topped off with various types of

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Mystery Photo #337: Speed bump! There is a point in The Eagles live album/video Hell Freezes Over where Don Felder says, "...and this is how it all started." Well, it seems we've reached the point where I can say, "...and this is where it all came to a screeching halt." After two month's ballyhoo over using the MP as your source file for a Google image search, I find that this image did not produce an acceptable result – or any result other than some suggested similar images. In short, hell did freeze over, with this tool and this photograph. Time to break out the old tools.

If you came to the last meeting and stayed awake, you would have left with a most valuable clue to identifying this MP. I counted 26 in attendance and I was worried that I would be inundated with 24 identical replies—some of them correct. The number is 24 because Dave Baker was there but had already sent a worthy response and I was number 26. It seems that Henry Schekulin has the plans for this class of ship and brought them to "Show and Tell." I braced for the onslaught. But there was no onslaught as only one more reply arrived before this month's early cutoff, and that was from Tim Wood.

It seems that Dave and Tim were reading from different pages of the same book. According to Dave, "This month's mystery photo is of one of the Imperial German Navy's "Fourth-Rate Armored Ships" of the SIEGFRIED class in its original configuration. By a process of elimination, I believe the ship in the photo to be the HAGEN, the final ship of the first group of six out of the eight total ships in this class." Meanwhile Tim declares, "This month's mystery photo is of the SMS Frithjof, a pre-dreadnaught... The submitter did a good job of removing the German flag on the stern, but couldn't remove the fancy scroll work on her stern, which was a major clue to her origin." And he's proud to add: "I found her the old fashioned way!"

The good news is they're in the ball park as this is indeed a unit of the Siegfried-class of Küstenpanzerschiff, or Coastal defense ship. Dave says "The intended use of these ships was for harbor/naval base protection. And there were six

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MEETING NOTICE

Date: Saturday August 2, 2014

Place: Mariners' Museum

Time: 1000 Hours

Hampton Roads Ship Model Society Picnic

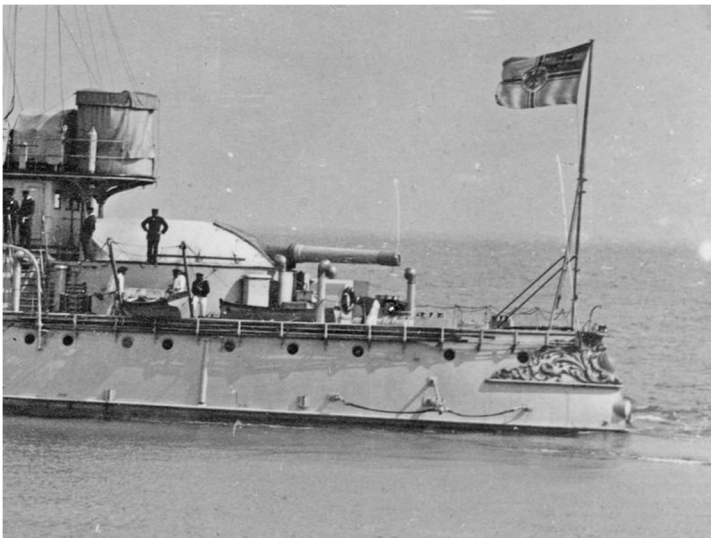
Saturday September 13, 2014

Newport News Park

(Continued from page 1)

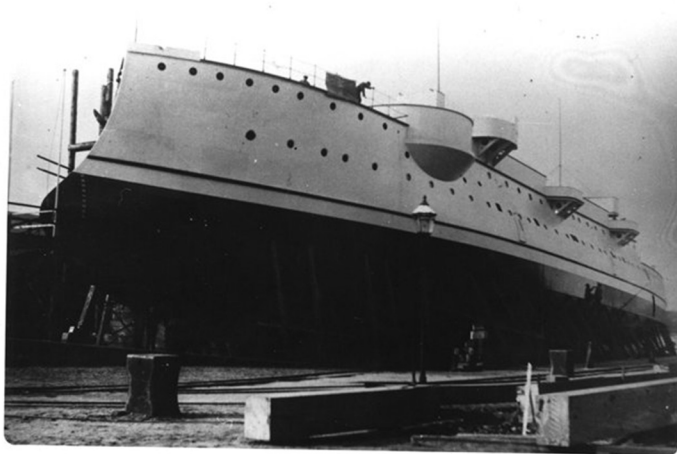


units in the class originally, with two more added later—the later vessels were built to the improved standard which included two funnels.” Since this MP shows a vessel with one stack, Dave is correct in limiting the search to the original six. The bad news is that both



Hagan and Frithjof are members of the original six. For grins and your information, the remaining four ship names are: Siegfried, Beowolf, Heimdall, and Hildebrand. Do we have an impasse, a right answer, or could this MP show one of the other four units?

No, we’re headed in the right direction but we do have a new unanswered question. Dave offers the clue: “Units of the class prior to the HILDEBRAND (fifth ship) of this class had their anchors stowed on inclined beds recessed into the forecabin at the upper deck level, while the later ships had their anchors



Nautical Term

Field Day: A day, of a few hours, set aside for cleaning up on deck and below. The term was undoubtedly originated by navy people, who enjoyed nothing more than scrubbing the decks and paintwork, shining the brass, etc., sometimes to get ready for an inspection. Now in fairly general use, the term appeared during or shortly after World War I.

Submitted by, Tim Wood

stowed by drawing their stocks into hawse pipes.” A check of the MP shows the vessel is devoid of the inclined beds, a check of images for these six ships shows that one other also lacked this feature, and that would be the class leader, Siegfried. We can pretty much conclude from this that Tim’s choice is not correct. We also know that Dave has a 50/50 shot at being right. Will final identification come down to finding the actual MP and having it identified? Tim, you mention how the flag was removed from the ensign staff, but you never said that you actually found the image. I suspect that it was your skill in photography that found the edit. We need to find the image.

So, to help identify the image we need to understand some of what we see in the image. Obviously the ship presents its port side which faces her to the left. The tall foremast is a single pole with a single yard. The much shorter and thinner main also sports the single yard but carries a gaff as well—signal cones hang from the yard. There is a single stack and smoke exits stage left. It’s a sunny day as shadow is evident. It’s calm too! The structure is obviously pre-dreadnaught or from the beginning of the steel warship era. A single large caliber turret is visible fore and aft. The fore turret seems to be mounted off center to port while the after turret carries a single gun. Perhaps the forward turret carries a single gun as well. There is scrollwork at the stern and some evidence of scrollwork at the

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cole slaw and potato salad. I don’t believe anyone left the table hungry!!!

After lunch I gave the group a tour by boat, to the first island of the Chesapeake Bay Bridge Tunnel, Broad Bay, Crystal Lake and Long Creek. All in all we made a marginal amount of sawdust but succeeded in making a larger pile of memories.

My thanks to Bob Moritz for diligence in turning the idea of a member’s workshop into reality.

I look forward to seeing everyone at the next meeting, as always bring your latest project for show-n-tell.

Best Regards,
Tim



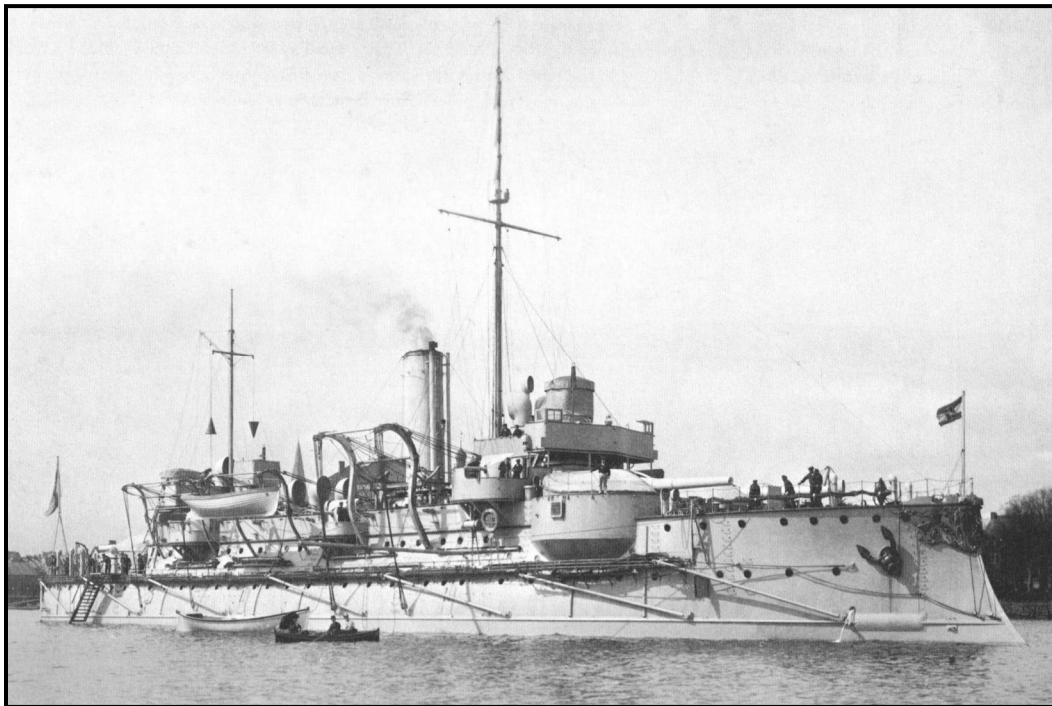
Captain Tim Wood and crew of Bill Altice, John Cheevers, Tom Saunders and Ryland Craze head away from the slip.

(Continued from page 2)



Mystery Photo

bow. The usual secondary battery mounts, ship's boats, port holes and such complete the visual check. Sailors appear in various places and in various groupings along the ship, but one fellow in particular really stands out—there he is astride the after turret, hands on hips and looking like he's puffing out his chest. Gotta be an officer.



SMS Siegfried

All this rich detail and all attempts to find the photograph using Internet searches are proving to be useless. What if I told you that there is a website chock full of ship pictures that seems to defy all attempts to search using Google or Bing? I don't know why this is, but it is what it is. The site is <http://www.photoship.co.uk> and I think you can find it by typing "Old Ship Picture Galleries." The site lists hundreds of images alphabetically. So all we need is the names of the first six ships of this class and start looking as Tim says "the old fashioned way." At stake here is Dave's 50/50 chance of being right. Well to put him out of his misery I can say that under the "H's" you will find our Mystery Photograph. We already eliminated Heimdall and Hildebrand because of their anchor beds. So that means that Dave is correct in identifying this month's MP.

Dave provides this about Hagen and the class: "Obsolete by the start of WW I, the ships were used for a variety of auxiliary roles; most were scrapped in 1919-21, but FRITJOF, converted to a merchant ship, remained active until 1930.

HAGEN, built by the Imperial Dockyard at Kiel, was launched on 21 October 1893 and commissioned on 2 October 1894; during WW I she served primarily as a barracks hulk, and she was stricken on 17 January 1919 and scrapped in Berlin.

From 1890 to 1897, ships of the class had anti-torpedo nets, while from 1898 (HAGEN) to 1903, the ships were lengthened to improve seakeeping and had their number of funnels increased to two (the last ship of the class, ÆGIR had two funnels from the outset). The ship in the photo has the net stowage platform, which ran along the main deck from just beneath the

two forward 24-cm gun turrets nearly to the stern, but the nets themselves and the booms that supported them when deployed have been removed; that would place the date of the photo between 1897 when the nets and booms were removed from all ships of the class and 1898 when work on HAGEN's modernization began (she was the prototype for the modernization program, which began in 1900 for the others of the class). HILDEBRAND, HAGEN's immediate predecessor, had a higher funnel, while ODIN and ÆGIR, which followed HAGEN, had a fighting top platform and a searchlight platform on the foremast.

As built, these ships were some 259-ft. 2-in. long and had a beam of 49 ft. and a normal draft of 19 ft, giving them a displacement of 3,691-3,741 tons. After modernization, they were 282-ft. long and displaced 4,158 tons; all had two funnels after modernization. Their propulsion plants varied, but all had triple-expansion reciprocating steam engines generating a total of 5,000 indicated horsepower. Endurance prior to modernization was 1,490 nautical miles at 14 kts, while with increased bunkering after modernization, the range was increased to 3,400 n.m. at 10 kts. Crews normally consisted of 20 officers and 256 enlisted personnel.

The main armament on all was three 24-cm guns in individual armored turrets (two side-by-side on the forecastle), with a secondary armament of eight (six on SIEGFRIED initially) 88-mm guns;

two more 88-mm guns were added during the modernizations. All had three 45-cm torpedo tubes, two forward beneath the waterline and one aft, above the waterline, and a total of eight torpedoes could be carried."

Don't give up on the new technology when it comes to researching these mystery photos. If you don't get the answer you need you have to remember that maybe you're not asking the right question. I can't help but wonder that while I found the image on the UK web site if a better copy isn't available elsewhere. I say this because after I found the image and knew which ship she was, additional image searches under the ship's name produced an enlarged partial copy of the same image showing just the stern. It is a better quality image than the UK one, and that usually never happens when enlarging "light" digital images.

Keep the faith and step lightly over those speed bumps. Also, if you're internet handy, go to <http://dreadnoughtproject.org> and look at scanned copies of the original Arrangement Plans for SMS Hagen. You will not be disappointed.

John Cheevers

THE ANSWER

The answer to Mystery Photo 337

SMS Hagen

"Victory awaits those who have everything in order?"

- People call that luck.

Defeat is certain for those who have forgotten to take the necessary precautions in time ?

- That is called bad luck."

Ronald Amundson 14 December 1911

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
July 12, 2014
Mariners Museum
Guest: Pat Derby

The meeting was called to order by Skipper, Tim Wood at 1010 hours. There were no corrections to the minutes as published. However, there were several gaffes noted elsewhere in the Logbook. Eric Harfst gave the Purser's report, detailing membership numbers and account balance. Greg Harrington gave the Webmaster's report. Greg talked about his work on getting the library page working to his satisfaction. Greg then talked about uploading pictures to the web site and adding information to existing model pages.

Old Business: The Skipper asked who would be available to man the HRSMS table at the IPMS National Convention. Tim said that he would be there on Thursday and Friday. Ryland Craze said that he would bring the HRSMS banner to the next meeting. The final roster of participants will be finalized at the August meeting. Ron Lewis said that Monday and Thursday was still open days at the model builder's stand. Tim announced the first workshop to be held at his house on the 26th of July. The workshop will start at 1000 hours.

New Business: Bill Dangler circulated signup sheets for the picnic to be held on the 13th of September. The Skipper asked Greg Harrington if he could put Marty Gromovsky's video on figure painting on the HRSMS web site. Greg said that he needed a copy of the DVD and he could do it.

Show & Tell: Tony Clayton talked about the 38th voyage of the *Charles W. Morgan* and noted the live video chat to be held at the museum. Tim Wood showed the progress on his half-hull of the Atlantic and his new waterline kit of the *USS Alaska* by Blue Ridge Models. John Cheevers talked about a trip to the Tuckahoe Steam Festival and showed a postcard of the *USS Mustin* (DD-413) that he found at the show's flea market. John also showed the progress on his scratch-built Virginia crab boat. Ron Lewis showed a jig to hold a sail and bolt rope in place for stitching. Sean Maloon showed the keel, stem and sternpost of his scratch-built 1799 *USS Essex*. Henry Shekulin showed the plans for the *SMS Beowulf*, a sister ship of the mystery photo. Lee Martin showed his HMS Bellona built from the Corel kit. Bruce Brown showed his completed Blue Jacket, PT-103. Henry Clapp showed his Model Shipways Pinky Schooner and talked about reconfiguring the deck to represent a fishing vessel. Marty Gromovsky showed his A1H Skyraider. Marty said he was allowed to bring this model to the meeting because it was a naval aircraft. Ryland Craze showed the progress on his longboat and talked about using Badger marine paint to do the finishing. Greg Harrington showed the progress on his Portuguese river cargo boat and some unique homemade planking clamps. Bill Dangler asked every to indicate the number of people in addition to themselves on the picnic signup sheet.

The meeting was adjourned to the presentation "Tools and Jigs", by John Cheevers.



John Cheevers' Virginia Crab Boat



Tim Wood's Half-Hull of the America

Thanks to Marty Gromovsky
for the photos of members' models.

Mystery Photo

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



NOTABLE EVENTS

AUGUST

- 2 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Wyld, "Naval Gunnery-The Hole Story"
- 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
Presentation: "Card Modeling", Dave Baker
- 16-18 NRG Conference, St. Louis, Mo.

NOVEMBER

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Charles Landrum

DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum

JANUARY

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

FEBRUARY

- 14 HRSMS Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 14 HRSMS Monthly Meeting:

APRIL

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum

JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum

WATCH, QUARTER AND STATION BILL



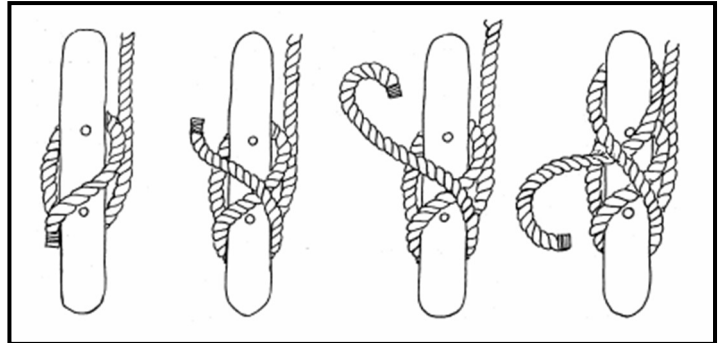
Skipper: Tim Wood (757) 481-6018
 Mate: Bob Moritz (804) 779-3365
 Purser: Eric Harfst (757) 221-8181
 Clerk: Tom Saunders (757) 850-0580
 Historian: Bill Dangler (757) 245-4142
 Editors: John Cheevers (757) 591-8955
 Bill Clarke (757) 868-6809
 Tom Saunders (757) 850-0580
 Webmaster: Greg Harrington (757) 930-4615

Taco Stand

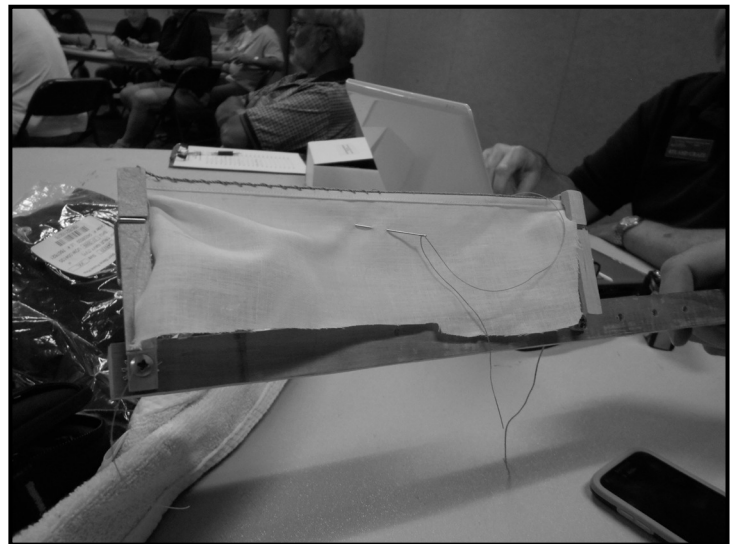
Hampton Roads Ship Model Society members that volunteer in the model builder's stand were recognized in the latest issue of Ahoy, the Mariners' Museum magazine. The author, Angela Haggard interviewed Ron Lewis and Henry Clapp for the article. There was a photograph of Ron sitting in the Taco Stand while working on his tobacco canoe project. Also mentioned were volunteers Dave Baker, John Cheevers and Dennis Hobbs.

Badger Marine Colors

http://badgerairbrush.com/Modelflex_2.asp



Securing a line to a cleat



Ron Lewis' jig to hold a sail
and bolt rope for sewing.

HRSMS PICNIC

At the August meeting Bill Dangler will have a signup sheet for the September picnic. If you can not make the meeting contact Bill at (757) 245-4142 to coordinate items for the picnic.