

## From The Bridge



## Mystery Photo



It appears the cold weather is finally behind us! Now, is the time to get out into those non-heated shops, dust off your tools and equipment! The membership would like see some of those models that have been neglected over the last few months. Some of the models that have been missing from show and tell are, Armed Virginia Sloop, at least two Charles W. Morgan kits and a solid hull 77' Elco PT Boat. Lets see some of those missing kits at future show-n-tell sessions.

With good weather comes the opportunity to host a workshop, please pass along your expertise to fellow modelers by hosting a workshop this summer. If you would like to host a workshop, please contact Bob Moritz, he will be happy to place you on the schedule.

I look forward to seeing all of you at the meeting. As always please bring your latest project for show-n-tell.

Tim



## MEETING NOTICE

**Date:** Saturday May 9, 2015

**Place:** Mariners' Museum

**Time:** 1000 Hours

Mystery Photo #346: Interesting vessel in the photo this month. Not since the seventies when Clara Peller lampooned the hamburger has anyone asked where the rest of something is. That commercial was so successful that it launched its own ad genre. For months we were entertained by several renditions where the diminutive actress chided "Where's the Beef?" In time the hype faded and the restaurant chain went in a different advertising direction. Now it seems the idea has a reprise in our long running column because Stewart Wynn inquires, "Where is the other half?" Read on and see if there's more that meets the eye. Perhaps we'll never know.

Time and again I am amazed at the creativity of some naval architects, there are some real forward thinkers out there. The Architect of the vessel in this month's MP is so forward thinking that he didn't waste time looking in his wake. No wake study, no "other half" of the boat. At first glance, this short vessel appears to go against convention. The convention being that displacement hulls usually have fineness ratios of better than 4 to 1. In reality the designer is to be commended for purposely choosing and applying this inventive hull shape, a shape eerily similar to Boeing's blended-wing concept, when designing this vessel. What is the phrase? Necessity is the mother of invention?

We are some classifying fools and I bet we really struggled to classify this vessel. The study of any ship always seems to start with its mission. For achieve crucial conversation about a ship type, it's important to begin with terms that broadly define the intended vessel's purpose and quickly narrow the spectrum to less generic terms. For instance, if we had an image of one of those long, black, cigar shaped things in the water we would begin the discussion by mentioning the word submarine. Immediately some mental image would form in your brain and the beginnings of common ground and boundaries are set. As we continue the discourse, the lane narrows and the topic is refined to a discussion of, say, a specialized reconnaissance ship whose characteristics are based on particular attributes unique to the vessel in the image. From there, hopefully, the discussion reaches a satisfactory conclusion for all involved.

When solving these Mystery Photos something very similar occurs. For this month's offering, the discussion could begin with the unique characteristics of the hull form. Stewart is correct in asking, "Where is the other half?" The answer lies with the unique nature of the vessel's mission and her intended operating area. Those factors drove her unique design. And that design showed an opportunity to eliminate what we traditionally identify as the "the other half" or "the rest of it." Accepting this ship and its unusual hull form takes some getting used to. Hull forms like everything else in this century are a changing.

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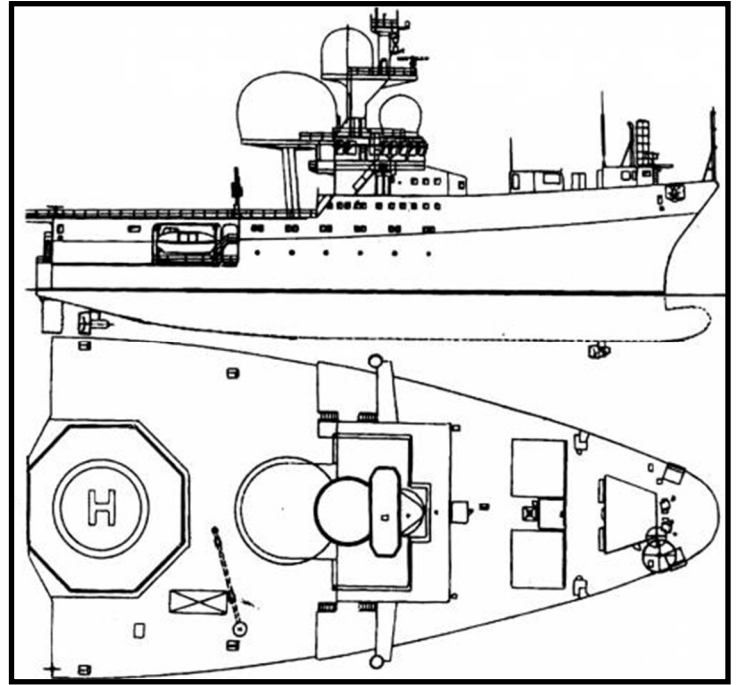


Mystery Photo

The traditional form with sweet faired lines has all but disappeared from new construction. Straight line panels and flat decks are the new norm. Are you familiar with something called the “X” bow? Check it out and get back to me.

Getting back to the MP we see a vessel with a short wide triangular hull form. Its widest part is at the vertical flat transom. There is the hint of a clipper bow with a nice rolled forecastle holding anchor pockets right at deck edge. A prominent hull knuckle revealing extensive hull flair runs from the bow to the opening for the life boat. Three rows of port holes decorate the center mass of the hull. The top two rows of ports have square openings which would be unusual unless you realize the short hull must not be subjected to large bending stresses. There is a raised forecastle deck....I guess. It supports the main deck structure as well as several smaller structures located forward almost to the stem. Two geodetic domes enclose some form of radar or other unique antennae. The two spherical domes might house satellite communication devices. I see no armament, I see no flags, and I see no markings. (I suspect the editor removed any markings.) On the aft deck we see a helicopter landing pad but no hanger, and a deck crane which seems a bit too large if it's just intended to lift the little Zodiac sitting on the deck beneath the canvas cover.

The unusual hull form is known as the Ramform type. Experts say that “The shape of the hull is characteristic with a sharp bow, sinusoidal waterline, a descending rear body that ends in a straight cut-off stern where the ship has the largest width. Because of the very large width of the ship it will have an operational metacentric height of about 16 meters. The ship can continue to operate even with large parts of the interior under the waterline, when the ship's exact trimming is uncritical. The same goes for cargo shift, if the ship is exposed to icing or large



amounts of water on deck. This makes [the ship] a very stable sensor platform.”

Now the Mystery is getting interesting. Besides Stewarts request, Tim Wood, Dave Baker, and Rob Napier also sent replies and apparently this vessel was no mystery to them. Rob was identified as the other inquisitive one when he wrote, “Now there's a peculiar looking vessel. All bow, no midships and definitely no stern. Too Bad --- that's a pretty good-looking bow.” And he spent some time on-line: “Searched around the Internet for peculiar, I think the word was "strange", vessels, and this one popped up. I haven't got much to say about it other than it appears to be one in a series of Norwegian information-gathering—can you say "spy"?—vessels named *Marjata*, this one launched in 1992 to shadow Russian activity.” Dave says “The April mystery ship is the Norwegian Ministry of Defense's intelligence collection vessel MARJATA. Designed by Aerial A/S, Horten, Norway, and built by Tangen Werft A/S (under sub-contract from Langston Slip og Batbyggereri A/S) and completed during November 1993...” Tim found it as well and supplied a slew of data from a Wikipedia entry.

From that Wikipedia we learn: “FS *Marjata* is a purpose-built electronic intelligence collection vessel (ELINT). She is the third ship that bears the name *Marjata*, all of which have been used for military intelligence purposes by the Norwegian Armed Forces. She is owned by the Norwegian Defense Research Establishment, but operated by the Norwegian Intelligence Service, and is consid-



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### Nautical Term

**Nibbling** (also *Nibbing*) refers to the pointed shapes the ends of certain deck planks, to fit either the kingplank or the covering boards. The word comes from Anglo-Saxon *nebb*, beak.

### THE ANSWER

Undated photo of the Marjata

(Continued from page 2)



Mystery Photo

ered to be one of the most advanced ships of her kind in the world. Her main role is surveillance of the Russian Northern fleet's activity in the Barents Sea, but is constructed for operations all over the world. She operates in international waters close to the Russian

azimuthal propellers mounted aft. The system also powers one bow-mounted Schottel azimuthal prop of 2,720 shaft horsepower to provide excellent maneuverability. For hotel service electric power, there are two 3,600 kw Dresser Rand gas turbine generator sets. The ship's crew is comprised of 14 ship's operators and up to 31 technicians."

Dave supplied the only opinion and a bit of aggrandizement as to the possible date of the image. "The photograph probably dates to the period shortly after her completion, as she is/was painted all white on sides and superstructure after June 2001. The above information comes from The U.S. Naval Institute Guide to Combat Fleets of the World, 2002-2003, pp 526-527 and was researched by, well, me." He also found that *Marjata* is not alone. "The 1993 MARJATA had a civilian sister named RAMFORM CHALLENGER whose helicopter deck was raised higher than that of MARJATA and which had a much less extensive antenna and radome array; RAMFORM CHALLENGER was used for commercial seismicographic survey work. Their Ramform M7" wedge-shaped plan view hull design provides excellent stability as well as an extremely broad stern from which to stream (in



border. *Marjata* officially serves as a research ship for the Norwegian Intelligence Service."

As an intelligence gathering ship, *Marjata* was destined to remain in the background of normal vessel activity and we may never have heard of her except for a particular Russian Naval disaster which made front page news. It seems that *Marjata* was lingering around the Barents Sea observing a major Russian naval exercise when "it registered an explosion that was interpreted as a "soft explosion". A little while later an earthquake measuring device picked up a second explosion which is thought to have occurred when *Kursk* hit the seabed and 5-7 torpedo warheads detonated." That series of explosions signaled the death knell of the submarine *Kursk K-141*. "During the salvage of the *Kursk*, there was also considerable disagreement about *Marjata*'s position and actions." Norwegian authorities say *Marjata* "was located 19 kilometers away at the time of the sinking. In general Russian authorities think the ship operates too close to Russian waters."

To complement Tim's Wiki data, Dave supplied *Marjata*'s particulars in a narrative, and its useful data in that you can see this is a relatively heavy vessel for such a short length: "At 5,300 tons light and 7,650 tons full load, MARJATA is 267.4 feet long by 130.9-ft beam and draws 19.7 ft. She can/could make 15 knots on her diesel electric drive system, which employed two MTU 15V396 TE diesels driving two Siemens electric generators to provide 8,160 total shaft horsepower to two Schottel Type SRP 3030



the commercial survey version) numerous towed acoustic sensors. The MARJATA ships are operated by the Norwegian Navy but are not technically part of its fleet."

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# MINUTES



A late-arriving Eric Harfst Gave the Purser's Report. Eric said that the annual report would be given at the May meeting. Eric then gave the financial details of the March banquet. It was then noted that Bill Caldwell had resigned.

New Business: Ron Lewis said that the museum had received a donation of a large scale model of an I-400 Submarine that needed a slight repair. John Cheevers said that he would get with Ron after the meeting to discuss the repair. Ryland Craze reminded everyone of the NRG Conference in Mystic, Connecticut. The Skipper broached the subject of buying a small camera that would allow for close-up pictures of models. It was noted that Marty Gromovsky has been using his phone for the photos submitted to the Logbook. After some discussion a motion was made, seconded and passed to allow the Skipper to spend up to \$250.00 on a camera for the Society's use.

Show & Tell: Gene Berger showed castings of boat davits and radar antennas for his United Sates. Ron Lewis talked about the Oseberg Ship and jokingly announced that the kit was for sale for \$5.00. Bruce Brown talked his second construction of the Hermione. Bruce noted that the reconstructed Hermione will be at the Yorktown pier on June 4-7. Tony Clayton showed his dory lifeboat constructed from a Midwest kit. Stewart Winn showed the progress on his 1812 USS Eagle. Marty Gromovsky showed his MAS Italian torpedo boat and a landing craft. Ryland Craze showed lifeboats built by Bill Altice and Ron Lewis for the Lifeboats for Warriors Project. Ryland also showed a kit for the English revenue cutter Cheerful, by Syren Ship Model Company and talked about Crown Timberyard as a new source for model lumber.

The meeting was adjourned to video on the Edmond Fitzgerald, by Tim Wood.

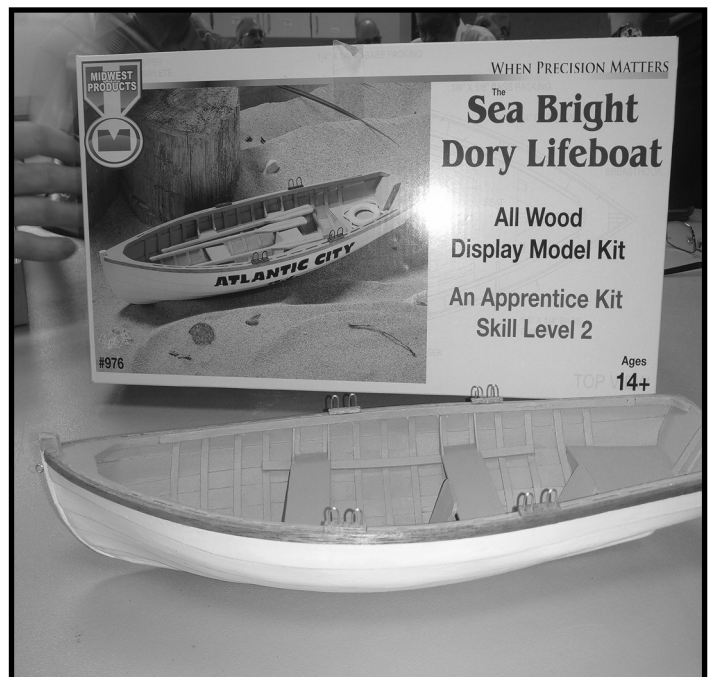
Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
April 4, 2015  
Guest: Mark Ballin, 2<sup>nd</sup> Meeting

The meeting was called to order by the Skipper, Tim Wood at 1003 hours. The Skipper thanked Tom Saunders for making arrangements for the banquet held on March 21<sup>st</sup>. The guest Mark Ballin was recognized and it was noted that it was his second meeting. There were no corrections to the minutes as published.

Old Business: John Cheevers was asked about the status. Of the tool box for the model builders' stand. John said that he was under budget, detailing expenses incurred and that he would continue to add items as appropriate. Tony Clayton said that he purchased a kit (Oseberg Ship) at the auction that was a duplicate to a model that he previously built. Tony graciously gave the kit to the second place bidder. John Cheevers gave the financial details of the auction. Tony Clayton asked about the donation to Norge Hall. The Skipper said that he thought the check had been sent, but that he would check with the Purser. Ryland Craze talked about Lands' End being able to put our logo on hats, that he ordered several hats and would have them at the May meeting. Ryland then mentioned that he and Marty Gromovsky would be going to Fayetteville, North Carolina on the 18<sup>th</sup> for the Lifeboats for Warriors Project.



The Usual Suspects  
Having Breakfast at Cabin Fever



Tony Clayton's Dory Lifeboat

# AMERICAN NAVAL HISTORY 1776



January 5: Congress orders Commodore Hopkins to take the fleet to sea to clear the Chesapeake bay, coasts of Virginia and the Carolinas of British raiders.

February 17: Hopkins sails from Delaware with a squadron consisting of the eight vessels purchased in November 1775. On the 19<sup>th</sup>, the Hornet and the Fly lose contact with the squadron and go their own ways. Hopkins sets course for the Bahamas.

March 3: First amphibious operation involving American marines. Hopkins lands a force of 300 men under Samuel Nicholas, Continental Marines, covered by the Providence and Wasp, storms Forts Nassau and Montagu and occupies New Providence Island in the Bahamas. Large quantity of munitions are captured and carrier back to the Continental Army.

March 17: Hopkins squadron sails for home. British evacuate Boston.

March 23: Congress authorizes privateering against all ships belonging to Great Britain, whether in government service or not.

April 4: First enemy warship engagement. On the voyage from the Bahamas, the Columbus, 20, Captain Abraham Whipple, captures the British schooner Hawk, 6, Lieutenant Wallace, off Block Island, Rhode Island.

April 5: The British brig Bolton, 8, Lieutenant Edward Sneyd is captured by Hopkins flagship, the Alfred, 24.

April 6: Hopkins fleet encounters the British sloop-of-war Glasgow, 20, and her tender. The tender is taken, but the Glasgow escapes after disabling the Cabot.

April 7: The Continental brig Lexington, 16, captures the British sloop Edward, 6, after an hour's action off the Virginia Capes.

May 10: John Paul Jones is put in command of the sloop Providence, 12.

May 16: The Continental brig Andrew Doria, 14, Nicholas Biddle puts to sea. During a four month period between the Delaware Capes and Maine, she takes 10 prizes. This includes two British transports with 400 men embarked.

June 28: A British fleet of 10 ships are driven off by the earthwork fortifications on Sullivan's Island, defending Charleston, South Carolina. The flagship, HMS Bristol, is hulled 70 times. The British will not undertake another operation in the South for two years.

June 29: Washington begins concentrating forces at New York, correctly anticipating the city was the most likely site for a British landing. A British fleet commanded by Admiral Richard Howe and the transports under his brother Major General Sir William Howe, sail together and anchor in New York harbor. Problem Washington faces is insoluble: how to defend Long Island and Manhattan Island when the British had command of the sea to land troops wherever they please.

July 4: The Declaration of Independence is issued by Congress. The colonies are now fighting, not to improve their status within

the British empire, but for their withdrawal or independence from it.

July 27: The brig Reprisal, 18, Captain Lambert Wickes, is ordered to carry a colonial commercial and naval agent, William Bingham, to Martinique. While en route, three prizes are captured and manned. At St. Pierre the Reprisal is challenged by the British sloop-of-war Shark, 16, Captain Chapman. The Reprisal shows such fight the Shark soon withdraws.

August 8: John Paul Jones is promoted to captain.

August 21–October 8: The sloop Providence, 12, under the command of John Paul Jones, captures 16 prizes between the Delaware Capes and Nova Scotia. The Providence narrowly escapes the British frigate Solebay, 28, by Jones superb shiphandling.

August 27: General Howe lands 20,000 men who turn the flank of the American defenders at New York.

August 29-30: Long Island is evacuated by Washington.

September 5: First uniforms are prescribed for the navy and marine corps.

September 7: First Submarine operation. The American Turtle attacks HMS Eagle, 64, off Staten Island. The operation is a failure.

September 12: Washington evacuates New York.

September 16: Battle of Harlem Heights. Washington is forced to fall back when the British advance up the East River.

October 3: A frigate and two cutters are authorized by Congress to be procured in Europe.

October 11-13: Battle of Valcour Island: Although tactically a defeat, strategically Valcour Island is by far the greatest victory won by American naval forces during the War of the Revolution.

November 1-December 18: Sloop-of-war Alfred, 24, under Captain John Paul Jones, and Providence, 12, Captain Hoysted Hacker, raid British shipping off Cape Breton, Nova Scotia. The Providence turns back on

November 13 because of leaks. Alfred takes or destroys nine ships. One prize, the John, 10, is recaptured by the British frigate Milford, 28, on December 8-9.

November 15: Congress establishes a new pay scale for army and naval officers.

November 16: First salute to the flag at St. Eustatius, Dutch West Indies to the brig Andrew Doria. British government protests so strongly that the Dutch dismiss the governor of the port and disavow the salute.

November 20: Three 74-gun ships of the line, five frigates of 36 guns, and two smaller vessels are authorized by Congress. Only one ship of the line, the America and one frigate, the Alliance will be completed.

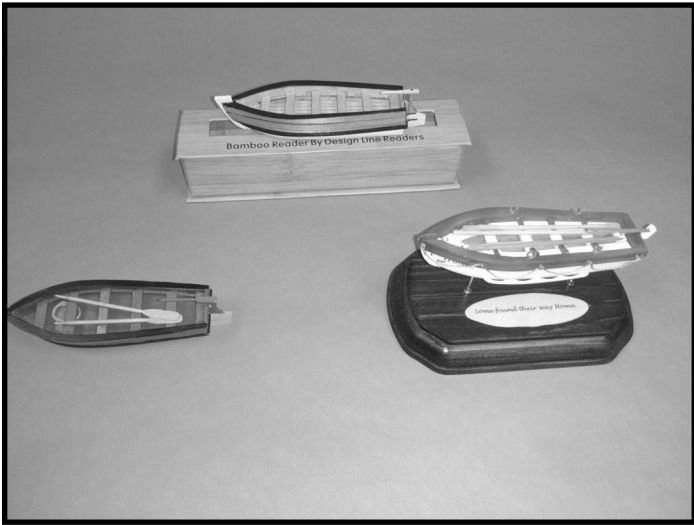
November 29: The brig Reprisal, enters Quiberon Bay, France, carrying three diplomatic commissioners – Benjamin Franklin,



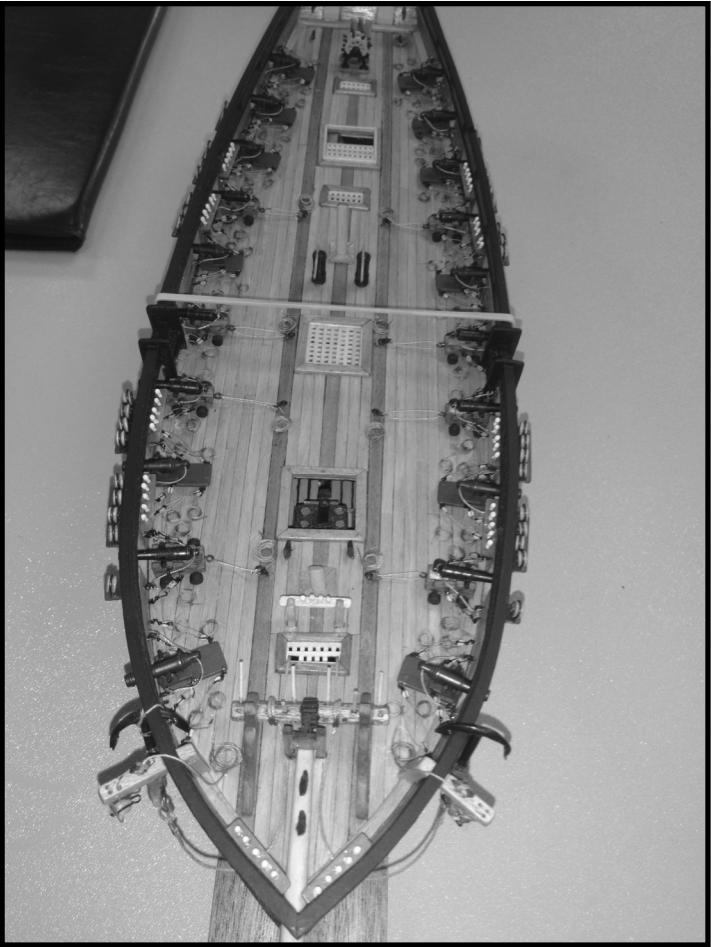
Gene Bergers boat davits and radar antennas



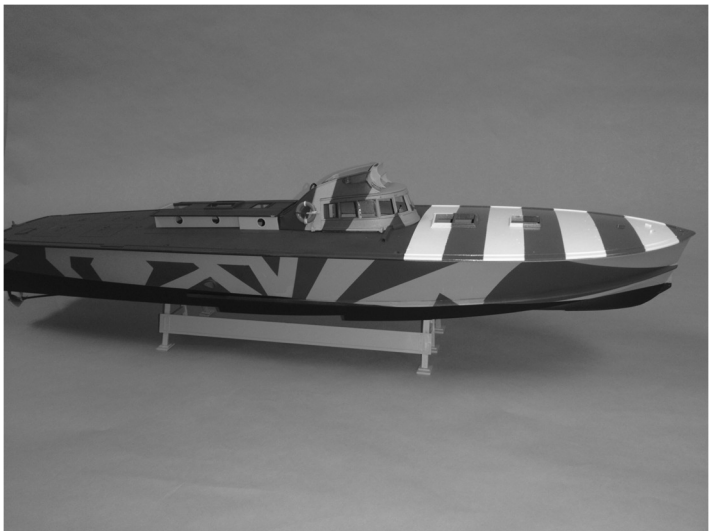
Stewart Winn's 1812 Eagle



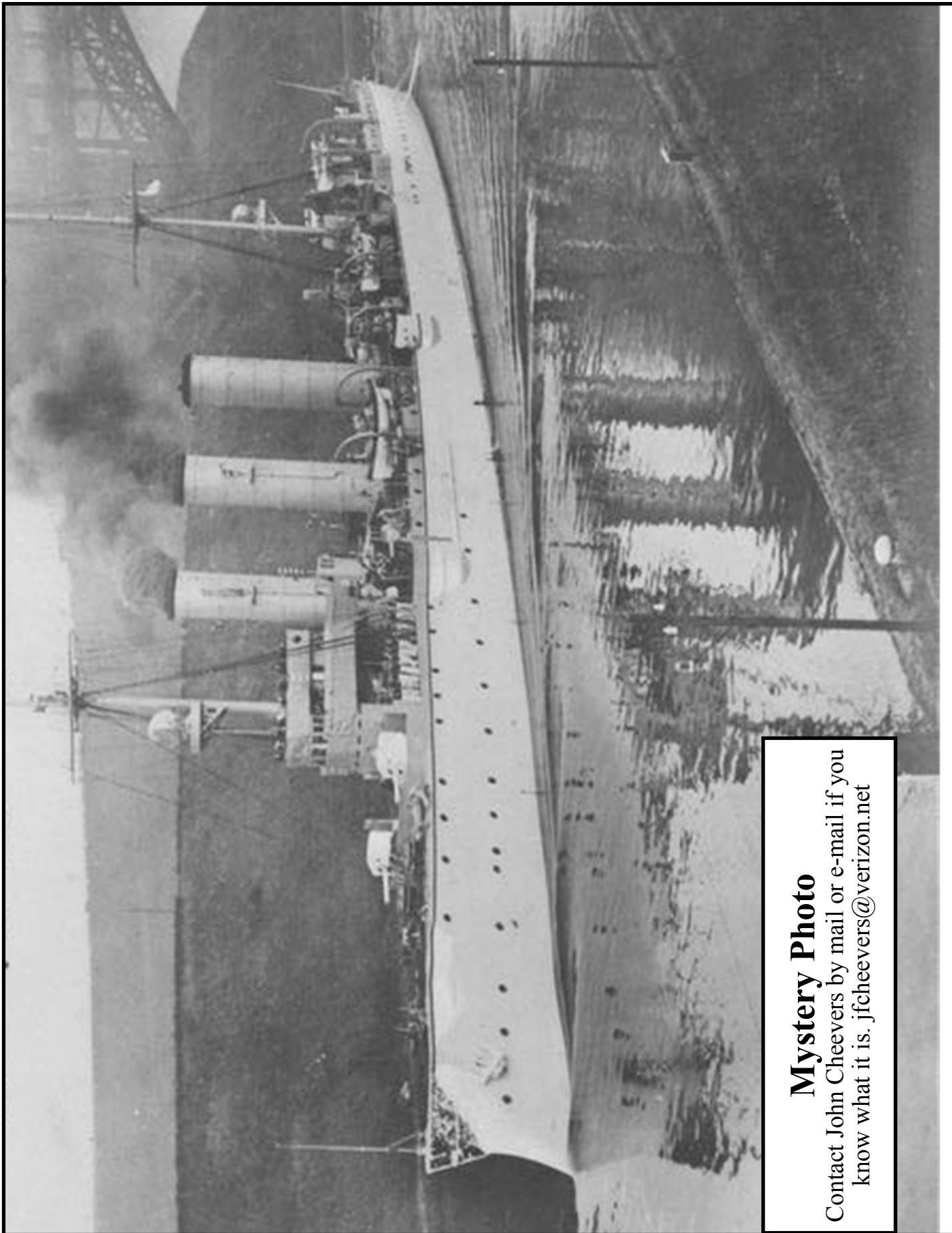
Lifeboats for Warriors Models



Stewart Winn's 1812 Eagle



Marty Gromovsky's MAS Torpedo Boat



### **Mystery Photo**

Contact John Cheevers by mail or e-mail if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)

# NOTABLE EVENTS

## MAY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "Hermione: A Wizard's Tale" Ron Lewis

## JUNE

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

## JULY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood, TBA

## AUGUST

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood

## SEPTEMBER

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

## OCTOBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:  
22-24 NRG Conference Mystic Ct.

## NOVEMBER

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

## DECEMBER

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

## JANUARY

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

## FEBRUARY

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

## MARCH

- 12 **HRSMS** Monthly Meeting:

## APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:

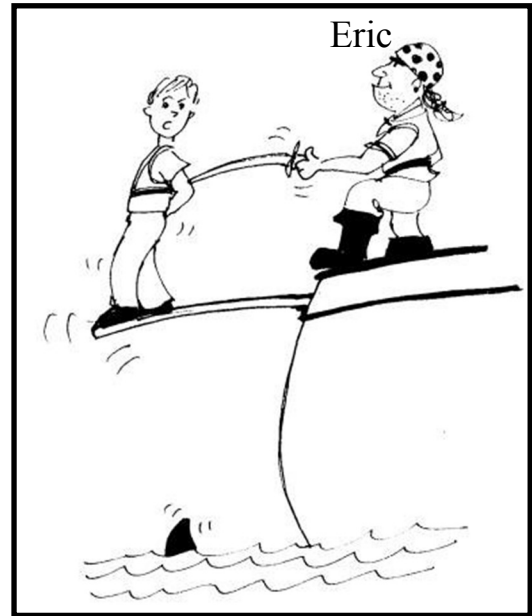
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Mystery Photo

An unusual ship, doing unusual things, or speculative heritage, observing an unusual event. That about sums up the career of this intelligence vessel. So maybe Clare and Stewart were not far off the mark when they asked good sound questions. Whether you look at the hull as a wedge or a slice, I have to ask: "Was pizza invented in Norway?"

John Cheevers



Have you paid your dues?

## Presenters Needed

**Program presenters are needed for 2015**  
**Contact Tony Clayton**  
**if you are willing to give a presentation.**

**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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Silas Deane and Arthur Lee, to treat with the French government.  
December(late): The Continental brig Andrew Doria captures the British sloop Racehorse in an action lasting two hours off the coast of Puerto Rico.

December 20: The Continental brig Lexington, 16, is captured by the frigate Pearle, 32. Later that evening, the Lexington's company overpowers the British prize crew and sail on to Baltimore. One of the leaders of the recapture, Master Mate Richard Dale, becomes John Paul Jones executive officer in the Bonhomme Richard.

1776 Ends with no further actions.

Bob Moritz