

From The Bridge



Mystery Photo



Saturday was the 71st anniversary of the invasion on Normandy, France, better known as D-Day. I wonder, how many Americans took a brief moment Saturday to reflect on the sacrifice so many American and Allied service members gave 71 years ago? Sad to say the evening news said very little, but fortunately people were posting thoughts and memories on Face Book, and we all know how many people that it reaches!

I ran across this article online and thought it was fitting to pass along to you the members of HRSMS.

D-Day Anniversary 2015:

Facts, Quotes About Normandy Invasion At Omaha Beach
By [Julia Glum](#)

Saturday marks the 71st anniversary of D-Day, the historic event in which allied troops invaded Normandy, France, on June 6, 1944. The fight came to be known as the largest sea-borne invasion in history, with more than 160,000 soldiers storming the French coast to take on the Nazi German fighters. About 9,000 Allied soldiers died in the conflict, but 71 years later D-Day is seen as the turning point in the Allied victory in World War II.

The "D" in D-Day, as it was nicknamed, didn't actually stand for anything. It was just a military designation meaning a certain day on the calendar for Operation Overlord, according to [History.com](#).

Under United States General Dwight D. Eisenhower's orders, Operation Overlord was supposed to start June 5, 1944, but bad weather delayed the attack. That morning, Eisenhower told troops "the eyes of the world are upon you" and authorized aircraft, ships and landing craft to leave England for France.

By 6:30 a.m. on June 6, 1944, about 18,000 soldiers were on the ground. The Gold, Juno, Sword and Utah beaches were won quickly by British and Canadian forces, but Omaha Beach proved difficult. "Guys were drowning," Pvt. Rocco Moretto [told NY Daily News](#) last year. "The water was red with blood. Guys getting wounded and killed. I really wasn't afraid of any of that. I was afraid of drowning. Once I got on land, things

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MEETING NOTICE

Date: Saturday June 13, 2015

Place: Mariners' Museum

Time: 1000 Hours

Mystery Photo #347: I wonder if anyone has a count of how many ships had their likeness recorded under this bridge while in this canal. If you study ship portraits at all you begin to understand that many are recorded by few photographers. And you begin to understand that these photographers not only have definitive styles but also favorite spots to frame their subjects. For instance, Bill Clarke was fond of shooting his ship portraits from the Coleman Bridge and his friend Nobe Smith took his shots off the Virginia Capes from a small plane. The point is, developing a site for repetitive photography greatly simplifies the task. It allows the photographer to reduce the variables that go into making a fine image. All they really need is for the ship captains and the weather to cooperate.

And so we have this month's Mystery Photograph. The ship is nicely framed while transiting a body of water that could be a river but more likely is a canal. I say canal because the banks are too neat and the transit speed is slow enough to not form a wake. The weather is calm and seems to be seasonable as the sailors do not wear coats. The size and number of the stacks relative to the vessel's size would tend to mark the photograph to the last quarter of the 19th century or the first quarter of the 20th century. The amount of coal smoke is a dead giveaway as well. From the gray scale we can be reasonably certain that the livery is a variation of the white and buff that was so popular at that time. She also has features that were common at the time including the large bow scroll.

One reply this month. Tim Wood exercised his "Skipper's" privilege and submitted a very late reply, but I'm glad he did, as he nailed it! He begins: "This month's Mystery Photo is somewhat poor as photographs go, as a matter of fact I've seen better "Post Card Photos"." And therein lies a very good clue. Echoing my thoughts, he continues: "The ship on the other hand is pleasing to the eye and is relatively good looking for a pre-WWI era ship. This light cruiser cuts the water nice at low speed; she has good lines and is well balanced above deck. She appears to be in a canal not in open water, and she has just passed under a large bridge. First clue; this may be a favorite spot for photographers to snap a ships "Portrait" either proceeding to sea or returning home. A few of these favored spots come to mind, the first is right here in our back yard, the Chesapeake Bay Bridge Tunnel from the fishing pier, another is down river from Bath Iron Works, on the Kennebec River, the Firth of Forth Bridge, Scotland and The Levensau High Bridge on the Kiser Wilhelm Canal."

Gosh Tim, I never thought you made use of the Firth of Forth or Levensau High Bridge as a backdrop, but then it is early in the day.... The fact remains that we do have a vessel transiting the Kaiser Wilhelm Canal, known better today as the

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were worse, you know?"

By 8:20 a.m. on Omaha Beach, Germans were shooting at American soldiers. The Allies encountered rising tides and obstacles on the beach, and more than 3,000 soldiers couldn't fight anymore, [according to DDay-Overlord.com](#).

The battle continued, and three hours later, the Allies had launched a formidable response, [BBC reported](#). Prime Minister Winston Churchill told members of parliament, "So far the commanders who are engaged report that everything is proceeding according to plan. And what a plan!" Meanwhile, Adolf Hitler reassured his commanders that the invasion was a good thing -- he reasoned that it gave the Nazis access to the Allied forces.

But near Normandy, the Allies continued to advance against the Germans, with more than 156,000 troops on shore by the end of the day. Up to 12,000 Allies and 9,000 Germans were killed, according to the National World War II Museum. The Allies went on to liberate Bayeux on June 7.

Since then, D-Day has been hailed as the beginning of the end of the war by world leaders. Here are a few of their quotes about the invasion:

"Sixty-five years ago in the thin light of gray dawn, more than 1,000 small craft took to a rough sea on a day that will be forever a day of bravery. On that June morning the young of our nations stepped out on those beaches below and into history. As long as freedom lives their deeds will never die." — former British Prime Minister Gordon Brown

"They fight not for the lust of conquest. They fight to end conquest. They fight to liberate." — former U.S. President Franklin D. Roosevelt

"The 6th June is not a day like others: it is not just the longest day or a day to remember the dead, but a day for the living to keep the promise written with the blood of the fighters, to be loyal to their sacrifice by building a world that is fairer and more human." — French President Francois Hollande

"It was unknowable then, but so much of the progress that would define the 20th century, on both sides of the Atlantic, came down to the battle for a slice of beach only 6 miles long and 2 miles wide." — U.S. President Barack Obama

"It is difficult to understand the courage it took to advance through minefields and barbed wire under fire from mortars and machine-guns in order to punch through Hitler's Atlantic Wall, and yet that is exactly what many Canadians did." — Canadian Prime Minister Stephen Harper.

"We know that progress is not inevitable. But neither was victory upon these beaches. Now, as then, the inner voice tells us to stand up and move forward. Now, as then, free people must choose." — former U.S. President Bill Clinton.

Hope you all have a great meeting. Ryland will be leading our group since I will be out of town! Thanks Ryland! See you all in July.

Best Regards,
Tim

THE ANSWER

Undated photo of the SMS Konigsberg
(John Found the post card)

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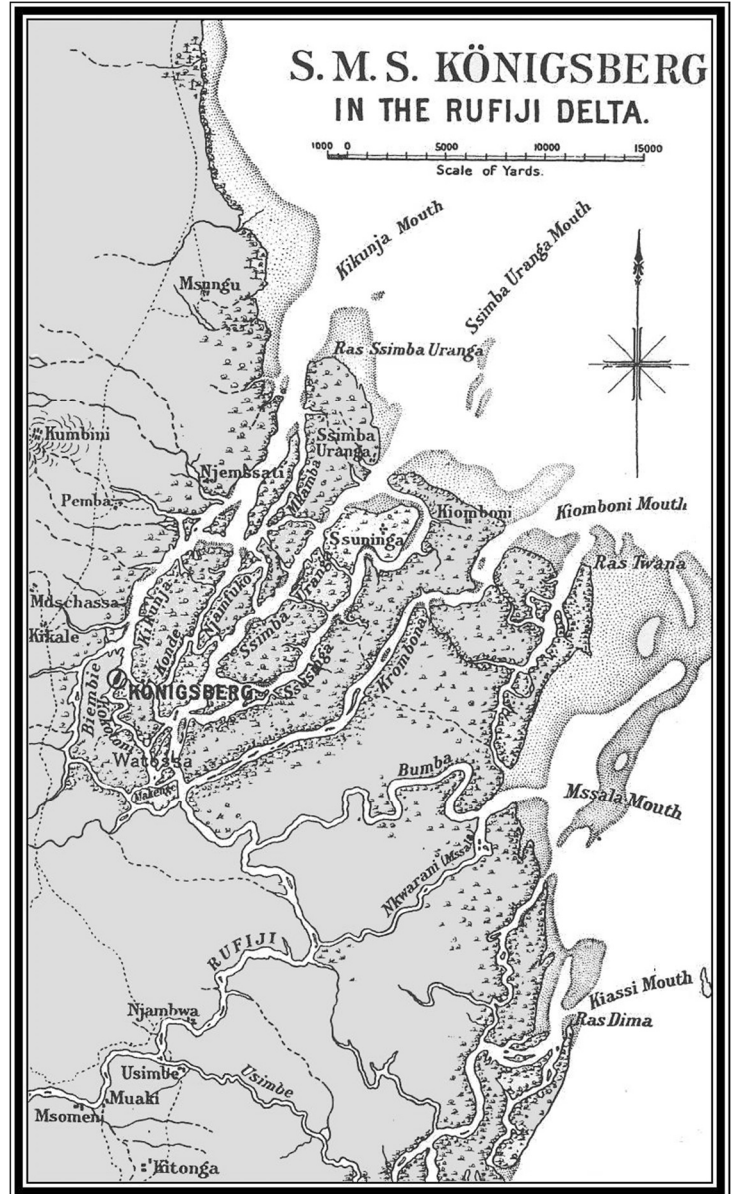


Mystery Photo

Kiel Canal. This being a German body of water, the chances are much higher that the vessel is part of the Kaiserliche Marine or the Imperial German Navy. "All ships of the Imperial Navy were designated SMS, for Seiner Majestät Schiff (His Majesty's Ship)." And that is where you should begin your search. I did, and I have to say that Tim is right about the vessel being classified as a cruiser. The interesting part is finding the correct one.

If you Google search for "German cruiser in the Kiel

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Nautical Term

Fife Rail A heavily braced rail structure, usually at the foot of a mast, on deck, for belaying lines. The origin can only be guessed at, that fife may have been a nickname for a belaying pin. Submitted by, Tim Wood

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Mystery Photo

Canal”, you are instantly rewarded with an image of *SMS Dresden*—a German cruiser. However if you look closely at the image, not only do you see it is almost the reverse of our Mystery Photo but also that she is not the vessel in our Mystery Photo. She is very close in appearance and arrangement and it would be easy to mistake her for our MP offering, but she is not the same vessel. What you do learn from the search is that you are on the right track. Tim had this to say: “After a “brief” search of ship photos taken on the Kiser Wilhelm Canal, I was able to identify this month’s mystery photo as the *SMS Königsberg* (1905). Actually I found a copy of a German post card with the same photo as the mystery photo.”

I found the same post card photo as well. After an extensive search I realized that the image in our MP is a cropped version of this post card. Looking at the original, in addition to being able to see much more of the canal and bridge, you are treated to this caption: “Der kleine Kreuzer, “Königsberg”, welcher nach tapferem Ringen gegen eine grosse Uebermacht in Ostafrika wrack geschossen w...” it trails off. The loose Google translation is: “The small cruiser, “Königsberg”, which shot wreck after a brave struggle against heavy odds in East Africa ...”, and that’s exactly what happened to her.

Königsberg was not large by today’s standard. But she was large enough to be classified a cruiser by any naval standard of her day. Her characteristics are:

Namesake: Königsberg, East Prussia
Builder: Kaiserliche Werft, Kiel
Laid down: 12 January 1905
Launched: 12 December 1905
Commissioned: 6 April 1907
Fate: Scuttled 11 July 1915

Status: Partially scrapped in 1963–65

General characteristics

Displacement: Full load: 3,814 t (3,754 long tons)

Length: 115.3 m (378 ft 3 in)

Beam: 13.2 m (43 ft 4 in)

Draft: 5.29 m (17 ft 4 in)

Installed power: 13,200 ihp (9,800 kW) 11 water-tube boilers

Propulsion: triple-expansion steam engines

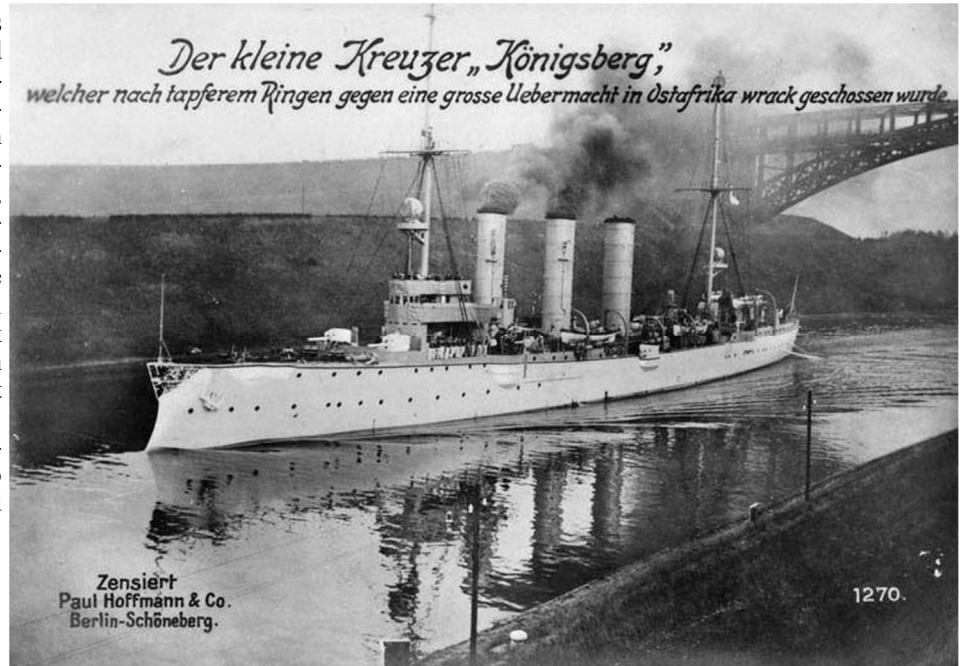
Speed: 24.1 knots (44.6 km/h; 27.7 mph)

Range: 5,750 nmi (10,650 km; 6,620 mi) at 12 kn (22 km/h; 14 mph)

Complement: 14 Officers, 308 Enlisted men

Armament: 10 × 10.5 cm (4.1 in) guns, 10 × 5.2 cm (2.0 in) guns, 2 × 45 cm (17.7 in) torpedo tubes

Armor: Deck: 80 mm (3.1 in), Conning tower: 100 mm (3.9 in)



Last fall, the movie *Shades of Grey* was all the rage—for some damn reason. This MP brings to mind shades of *The African Queen*. One of the more forgotten aspects of the Great War was the struggle by the European nations to hold on to their colonies abroad, particularly in Africa. And as good stewards of their empires Germany and England fought for control of the lesser developed areas—the sub-Saharan region of the continent—largely for the minerals and commodities they possessed. The vessel highlighted in this month’s MP was a key player in that fight.

On the east Coast of Africa there lies the modern day country of Tanzania. Tanzania along with Zanzibar was occupied by Germany during their colonial expansion. They called the territory German East Africa. The principal port city there and former capitol is Dar-es-Salaam. *Königsberg* was stationed there in 1914 after having served with the High Seas

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Mystery Photo

Fleet's reconnaissance force. Her short, two year deployment was changed by the outbreak of World War I in August of that year. "Königsberg initially attempted to raid British and French commercial traffic in the

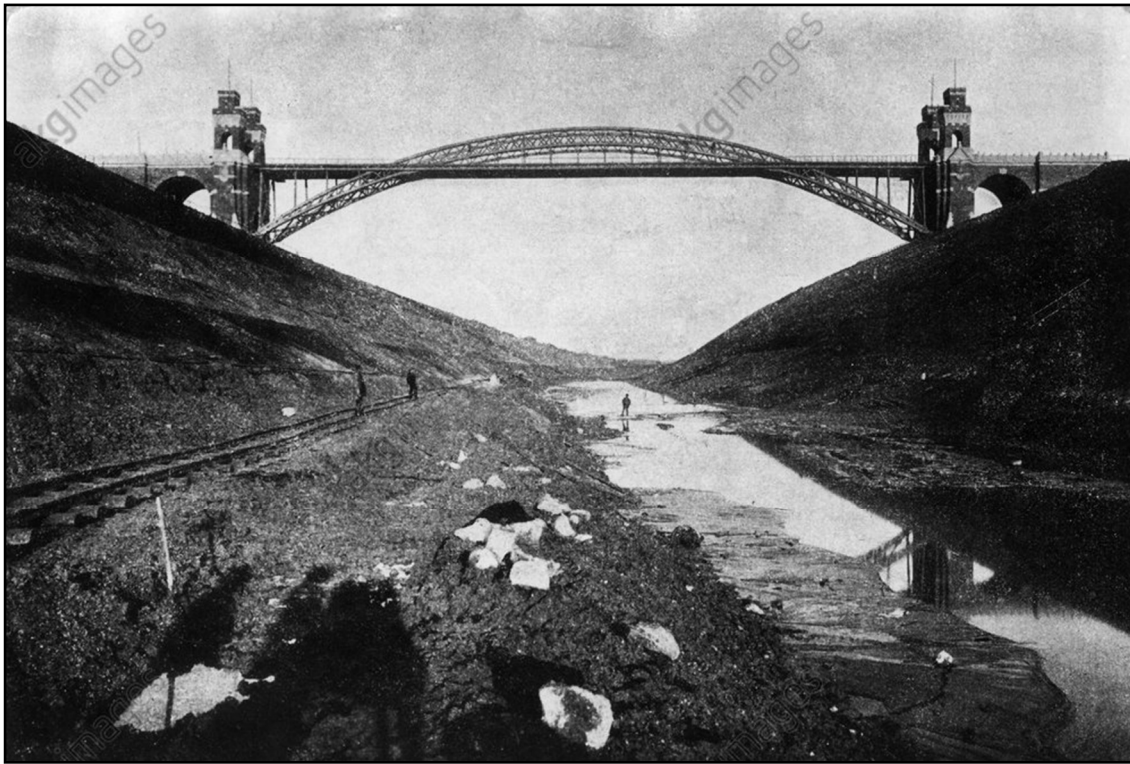
river to destroy her, set up a blockade. After several attempts to sink the ship during the Battle of Rufiji Delta, the British sent two monitors, *Mersey* and *Severn*, to destroy the German cruiser. On 11 July 1915, the two monitors got close enough to severely damage *Königsberg*, forcing her crew to scuttle the ship. The surviving crew salvaged all ten of her main guns and

joined Lieutenant Colonel Paul von Lettow-Vorbeck's guerrilla campaign in East Africa. *Königsberg* was partially broken up in 1963-65 for scrap, and the remains sank into the riverbed." Forget The African Queen, this seems more like shades of the 1956 epic Pursuit of the Graf Spee.

This photo post card can be found at the very interesting web site called "Live Journal". The site caters to individuals who maintain blogs of sorts dedicated to their favorite topics. Search for Fontanka.su to see this photograph. Fontanka.su apparently is a Russian and his forum features a series of post card images taken in Germany during the Great War. Almost of the images are credited to Paul Hoffmann and Company of Berlin-Schöneberg. This outfit must have had the contract to document the war for

the Reich. Most of the images feature the German army, but there are others. Of interest is the fact that many of the photo post cards, including our MP, carry the notation "zensiert" which is the equivalent of "confidential" in the United States.

John Cheevers



Kiel Canal Under Construction 1894

region, but only destroyed one merchant ship in the course of her career. Coal shortages hampered her ability to attack shipping. On 20 September 1914, she surprised and sank the British protected cruiser HMS *Pegasus* in the Battle of Zanzibar."

"*Königsberg* then retreated into the Rufiji River to repair her engines. Before the repairs could be completed, British cruisers located *Königsberg*, and, unable to steam into the



Dave Chelmow's Brewster Bison

AMERICAN NAVAL HISTORY



1777

January 15(?) - February 14: The Continental brig Reprisal, 18, under Captain Lambert Wickes takes 5 prizes off the coasts of France and Spain.

January 23: Construction of two more frigates, one of 36 guns and one of 28 are approved by Congress.

February 7: Privateering against the United States is authorized by the British government.

March 1: The Continental brig Cabot, 14, runs aground and is captured by the British frigate Milford, 28, off the coast of Nova Scotia. Cabot's crew escapes, seizes a schooner and sails home.

April 19: The Navy Board of the Eastern Department is established by Congress at Boston to supervise all naval and maritime affairs in Massachusetts, Connecticut, New Hampshire and Rhode Island. The activities and initiative of this board make major contributions to the Continental war effort.

April 19: Off New York, the frigate Trumbull, 28, captures two British transports.

May 1: The lugger Surprize, 10, sails from Dunkirk, France, to attack enemy commerce in European waters. The British mail packet Prince of Orange and the brig Joseph are captured. British reaction is so strong that when the Surprize returns to port, the French, still neutral, seize the ship and arrest Captain Connyngham. He is held for a time but the American commissioners arrange his release.

May 21: The Continental frigates Boston, 24, and Hancock, 32, sail from Boston for a North Atlantic Cruise.

May 28: The brigs Reprisal, 18, Lexington, 16 and cutter Dolphin, 10, sail from Nantes, France, to attack shipping in British waters. In late June, they return to France, having taken 18 prizes. They narrowly escape the British ship-of-the-line Burford, 74.

June 7: In North Atlantic waters, the British frigate Fox, 28, is captured by the frigates Boston, 24, and Hancock, 32.

June 14: The American flag is adopted by Congress. It consist of 13 red and white strips, the 13 states, with a blue field with one star for each state. John Paul Jones is to command the sloop Ranger, 18.

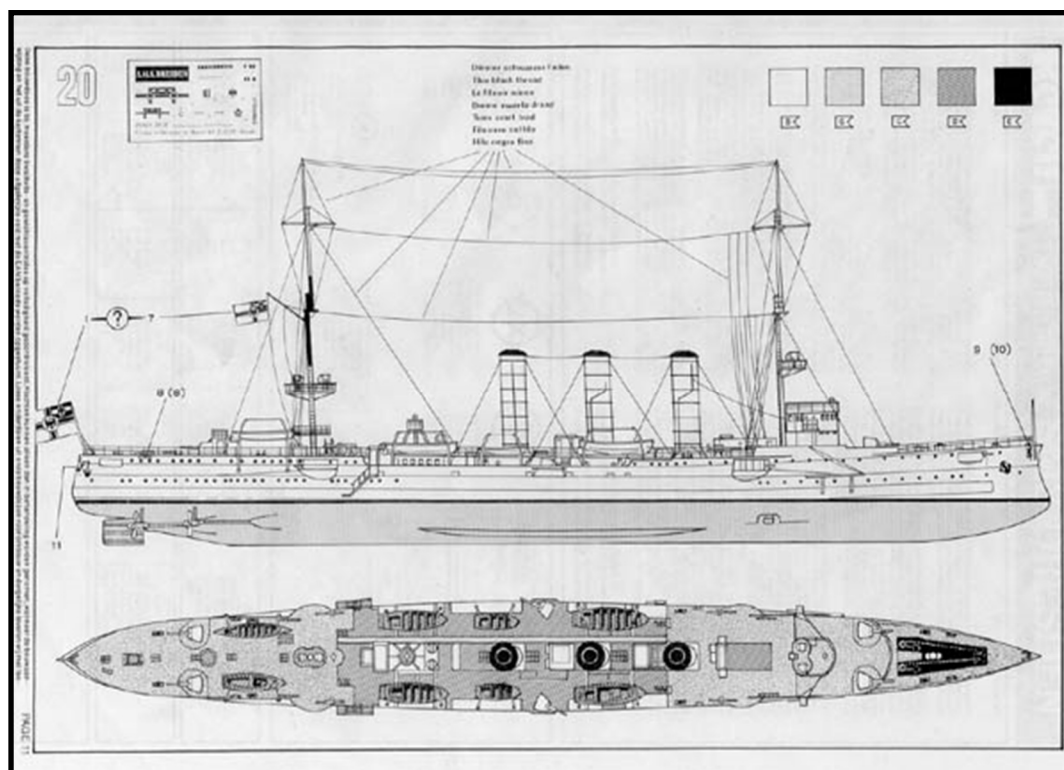
July 4: John Paul Jones in the Ranger is the first to fly the Stars-and-Stripes over an American warship in Portsmouth, New Hampshire.

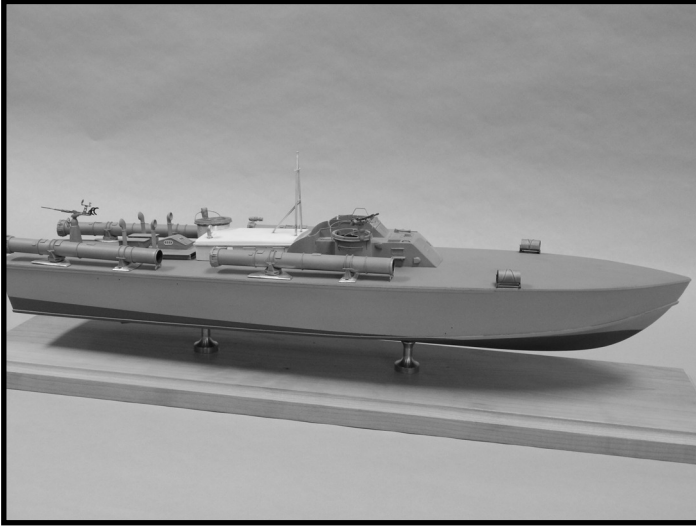
July 7: The frigate Hancock, 32, is captured and the prize frigate Fox retaken by HMS Rainbow, 44, Flora, 32, and Victor, 18, off Halifax, Nova Scotia. Boston escapes capture but Captain McNeill is dismissed from the navy.

July 17: The Continental cutter Revenge, 14, Captain Connyngham, sails from Dunkirk, France, to raid British coastal waters. He will take 20 prizes. Operating out of Spanish ports, he eventually wears out his welcome and sails for America. By the time he reaches Martinique (September 1, 1778), he has captured a total of 60 British merchantmen.

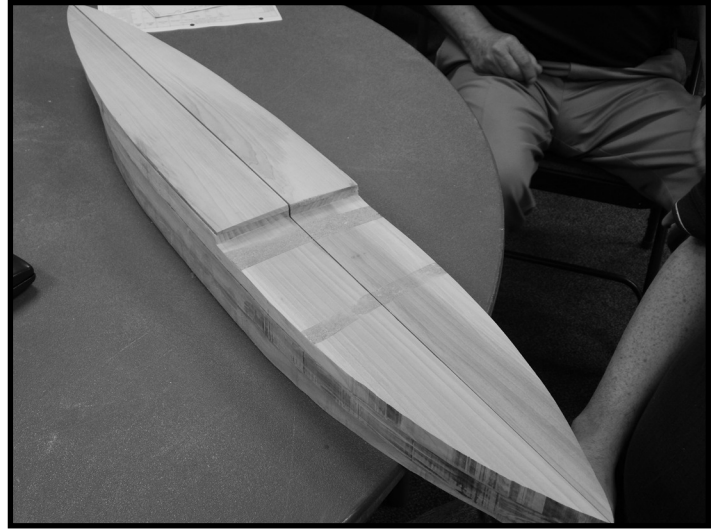
September 2-4: The Continental frigate Raleigh, 32, and Alfred, 24, capture the Nancy. She is a straggler from a British convoy of 60 ships homeward bound from the West Indies. Next morning, Raleigh infiltrates the convoy. The following day disables the sloop-of-war Druid. Other British escorts force her to break off the action. The two Continental ships shadow the convoy for several days.

Bob Moritz

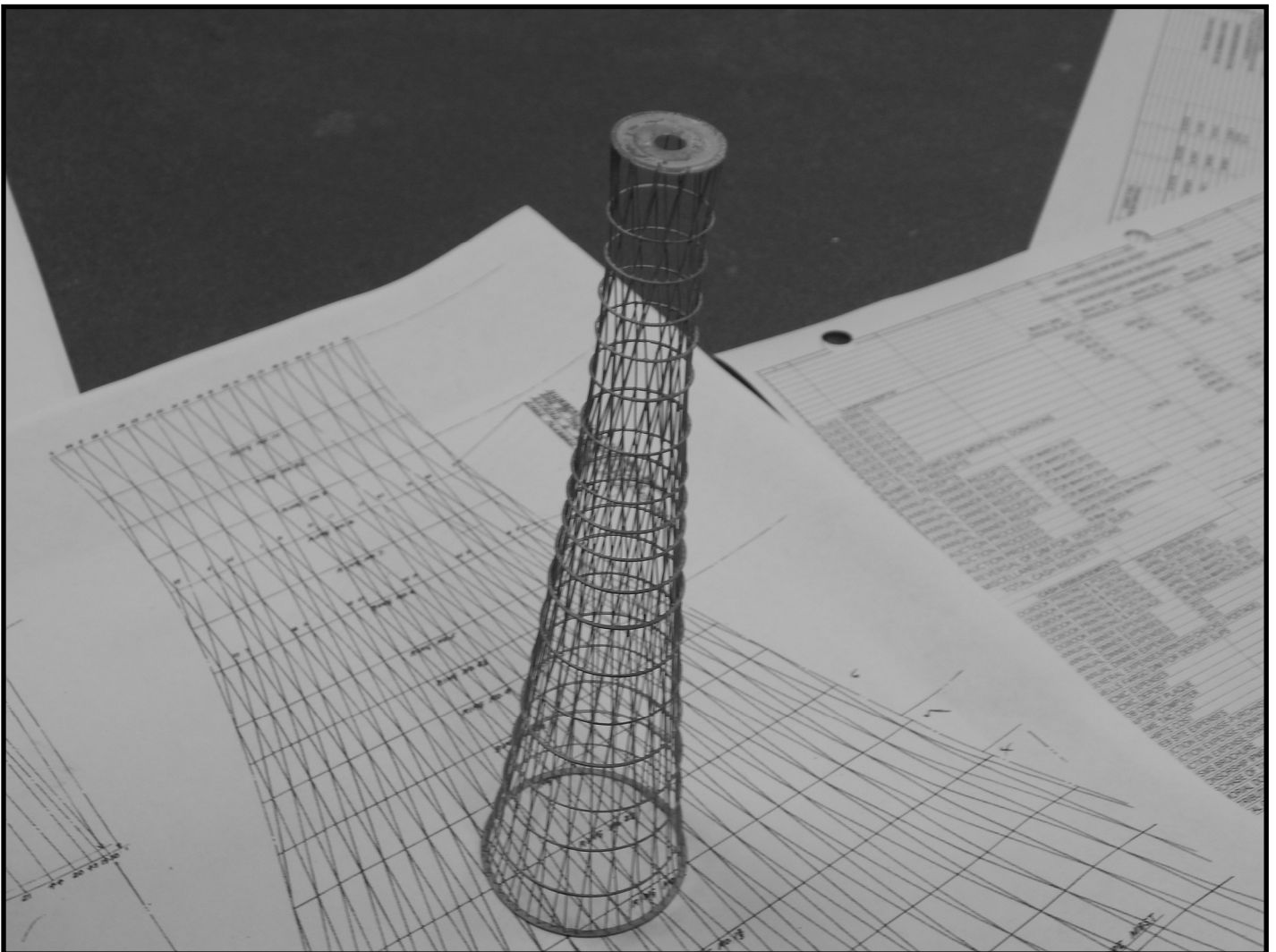




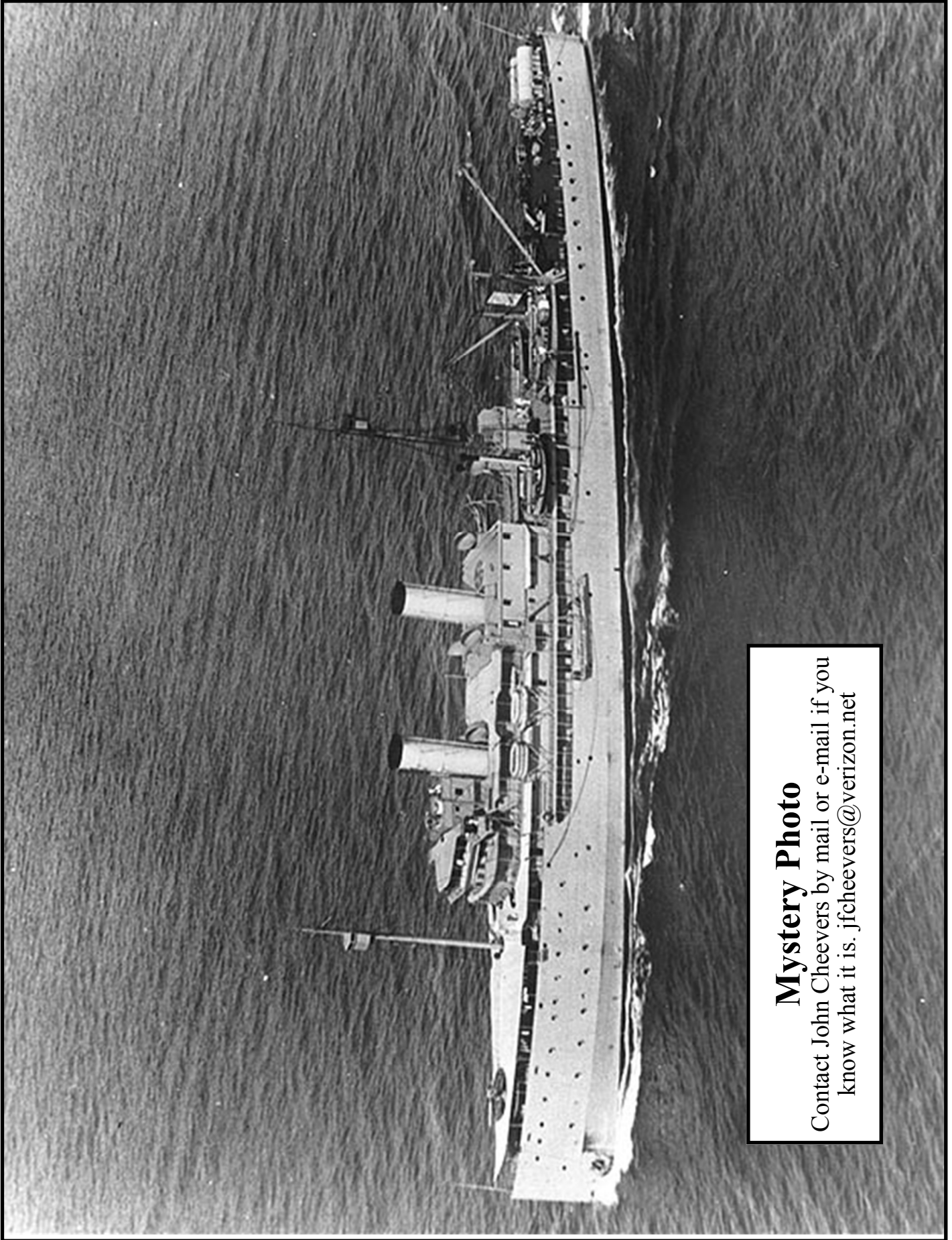
Tim Wood's PT Boat



Sean Maloon's plug for his West Virginia



Cage Mast for Gene Berger's West Virginia



Mystery Photo

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

NOTABLE EVENTS

JUNE

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: "Aircraft Carriers Before Mav and Goose",
John Wyld

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

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:

MAY

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

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
May 9, 2015

The meeting was called to order by Skipper, Tim Wood at 1013 hours. There was no correction needed to the minutes as published. Eric Harfst gave the Purser's report.

Old Business: John Cheevers said that a small drill press would be procured for the Model Builders' booth. Tim Wood presented a newly procured camera to Marty Gromovsky for use in taking pictures at our meetings and functions. Ryland Craze talked about the Lifeboats for Warriors project in Fayetteville, NC. The event was held on April 18th. Ryland then informed the group that Lands' End is now able to put our logo on ball caps. Ryland was taking orders for the hats.

New Business: Greg Harrington said that his wife, Mary is interested in getting together with the wives on meeting days. There was discussion about the SMSNJ having to find a new place to meet. This led to discussion of a donation to the Mariners' Museum. A motion was made and passed to make a donation to the museum in the amount of \$750.00. The subject of presentations raised its head again. John Wyld said that he would have the June meeting. Tony Clayton will take October and Ron Lewis will give the December presentation. Ryland Craze noted that members that are planning to attend the NRG conference in October should reserve their room early, as there are a limited number of rooms at the NRG rate.

Show & Tell: Sean Maloon showed his carved plug for the USS West Virginia of 1941. Gene Berger showed his photo-etched cage mast for his Arizona. Dave Chelmos showed a model of a Brewster Bison. Tim Wood showed the progress on his PT Boat.

The meeting was adjourned to the presentation "Hermione: A Wizard's Tale" Ron Lewis.

**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



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