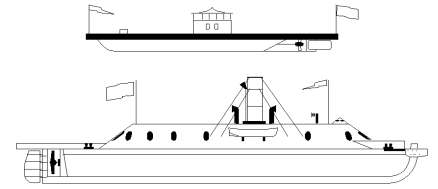


# Hampton Roads Ship Model Society Logbook!



No. 351

WWW.HRSMS.ORG

September, 2015

## From The Bridge



## Mystery Photo



Labor Day 2015 has passed, summer vacations are over and school is pending for the kids, this can mean only one thing for our members! HRSMS annual picnic is upon us Saturday. The Log Book will have driving directions to Newport News City Park for any first time attendees we may have. Be sure to bring a good appetite and possibly an umbrella, Bill's perfect record for good weather may be in jeopardy this year! I look forward to seeing you Saturday!

Tim

This month we return to a bit of normalcy; the powerful, terrible normalcy of routine. Normal in the sense that the column should fit neatly into the established outline for this essay. We'll begin with the standard introductory paragraph. Followed by the 'feature' paragraph. Then an introduction of the responders and their initial thoughts. We'll continue with a positive identification and a bit about the vessel, its history and fate. Then we'll finish with some final thoughts. Boering? Probably, but maybe not, here goes...

The offering this time neatly frames a Victorian-era warship. We can tell she's from this era by studying the hull shape and looking at the paint job. So, what do we see? Well to begin with, we see a high freeboard hull with a ram bow and a rudimentary cruiser stern. I say rudimentary because I don't believe this stern shape was called "cruiser" at this time and I see a prominent knuckle there—notice the stern gallery. The knuckle obviously allows for a bit more deck space there in "officer country". Looking carefully from bow to stern we see many period features: 2 deck high casemated guns, and open upper gun deck. Ship's boats carried high but sited just above bulwark. And though they're hard to see, two single, enclosed gun mounts rest on the upper deck—one forward and one aft. A small bridge structure sits just above the forward gun, two offices stand on the port wing. Two large, tall military masts fix both ends of the machinery box acting as perfect goal posts for enemy shell spotters. Each is fitted with two fitting tubs. Two sets of twin stacks accurately locate the boiler spaces. A forest of ventilators surround them. The jack staff is unoccupied while the flag at the ensign staff is not recognizable. Two vessels are alongside snuggling up to the forward port boat boom. They may be ship's boats, but it might be a good bet to say the steam launch is not. The anchor seems to be set, but not deeply.

The Victorian livery is fully represented with a black upper hull, white deck edge stripe, buff upper works, and white hulled ship's boats and davits. If you get out the glass you may be able to distinguish a bit of varnished wood as well. In fact, the livery exactly agrees with Charles Dixon's (1872-1934) colorized lithograph of *HMS Powerful* shown steaming in the

(Continued on page 2)

**Miniature Ship Collectors Convention**  
**September 17-20**  
**Norfolk, Va**  
<http://www.smsc-home.org/events.html>

**Workshop**  
**Making Water In a Diorama**  
**Saturday September 26, 2015**

**Contact Tim Wood for Details**

**Presenters Needed**  
**Program presenters are needed for 2016**  
**Contact Tony Clayton**  
**if you are willing to give a presentation.**

**Hampton Roads Ship Model Society Picnic**  
**Saturday September 12, 2015**  
**Newport News Park**

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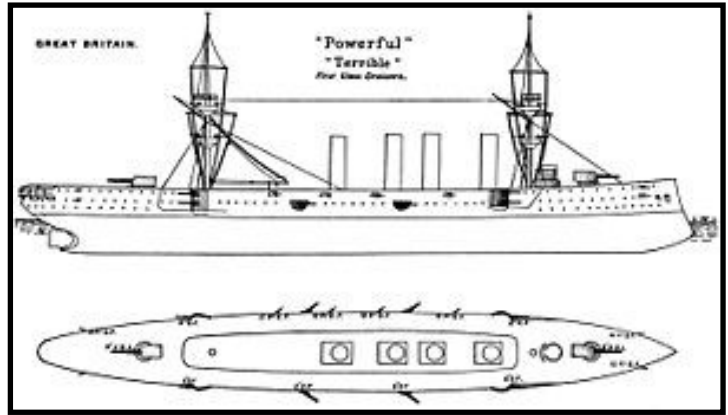
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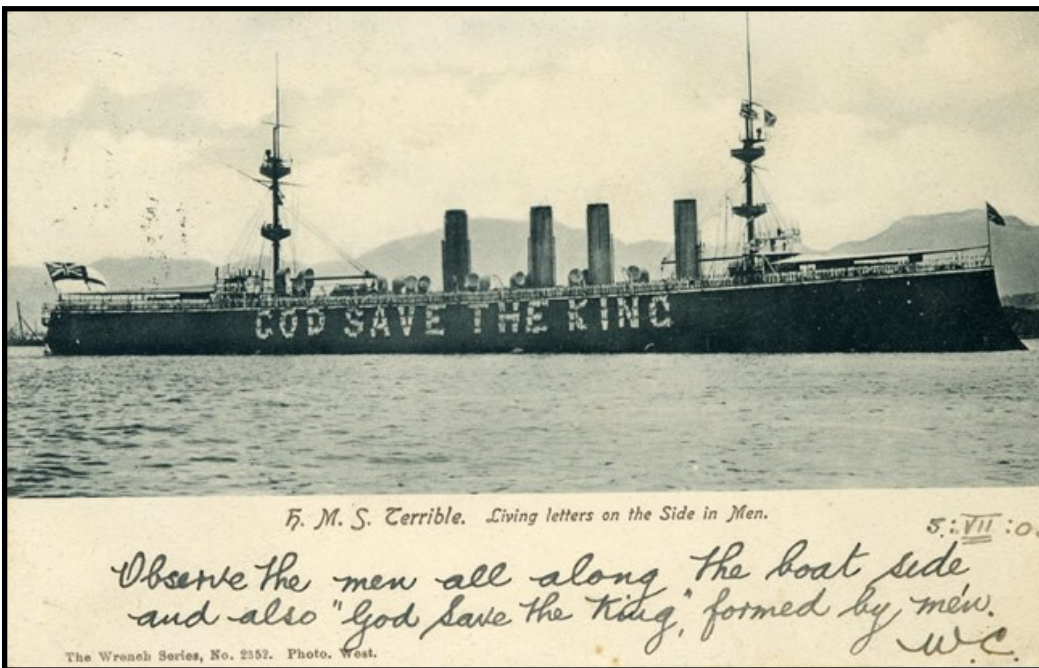
Mystery Photo

English Channel in 1900. At that time, Dixon had the “reputation as one of Britain’s finest artists in oils and watercolours.” Another artist from the time, William Fredrick Mitchell (1845-1914), who also enjoyed a fine reputation for his maritime art and who “also illustrated *Brassey's Naval Annual*, painted *HMS Terrible*, *Powerful's* twin. Could either these two vessels be our Mystery Photo?

“It’s a powerful and terrible question”, says Dave Baker. Actually, Tim Wood and Dave Baker agree on the vessel. Obviously having some idea about where to look greatly simplifies the identification. Tim, I understand, did the Google photo search/match/comparison thingy. Dave apparently just recently drew the plan of our MP for the latest Dr. Freidman book. With only two ships in the representative class to check it wasn’t all that hard for them to make the positive ID. I say this knowing that the wrong identification is very easy to make if



Right elevation, deck plan and armament layout as depicted in Brassey's Naval Annual 1897.



you’re unlucky enough to not find the exact mystery photo somewhere. This almost happened to me.

But a Google search is a Google search—search them both, search everything. Under the search for *HMS Terrible*, I

### Nautical Term

A **widow's walk** also known as a "widow's watch" (or **roofwalk**) is a railed rooftop platform often with a small enclosed cupola frequently found on 19th-century North American coastal houses. The platform was used to observe vessels at sea. The name is said to come from the wives of mariners, who would watch for their spouses' return, often in vain as the ocean took the lives of the mariners, leaving the women widows. In other coastal communities, the platforms were called Captain's Walk, as they topped the homes of the more successful captains; supposedly, ship owners and captains would use them to search the horizon for ships due in port.

Submitted by, Tim Wood

found this web site: [www.europeana.eu](http://www.europeana.eu). That’s where you can find the Mystery Photo, just like Tim and Dave did. And it’s a good thing they did as I was about to choose *HMS Powerful* as the MP based on the strong evidence of a nearly identical photograph. The only real differences in the two images is the steam launch being replaced by a rowed launch, the addition of a sail schooner nuzzled up to the hull at the rear accommodation ladder, and flags flying from all the appropriate places. It seemed like a sure bet, and it was wrong.

This is what is right! “The August Mystery Photo looks as if it could be a “*Powerful*” ship, though it’s hard to tell because it’s a “*Terrible*” photograph!” argues Tim as he echoes Dave’s sly comment. And he continues: “This month’s mystery photo is of the *HMS Terrible* (1895) at anchor, showing her port bow. Alongside is a steam pinnace with a ship’s launch inside.” Dave has this to say: “This month’s mystery ship is *HMS TERRIBLE*, sister to *HMS POWERFUL*. I found the photo on the Internet, where it was said to have been taken in 1895, which is not possible, inasmuch as the ship was not completed until May of 1897, and the paint scheme is certainly right for that period. I’d say it was taken between May 1897 and 1899, when she was sent to the China Station.”

And we have our first bit of controversy. Tim says 1895, Dave says between May of 1897 and 1899. That gives us a four year swing. The image, held by the Royal Museums Greenwich, says 1897. The photo caption, also provided by Tim, says “*HMS Terrible* (1895) at anchor”. Both men are sure this vessel is *HMS terrible*. The history of *Terrible* that I found says that the ship was not completed until March 24, 1898. Could it just be that the image is correctly from 1897 and captures *Terrible* prior to her commissioning into the Royal Navy? And might that also explain why the jack staff is empty while the vessel seems to be at anchor?

This brief history was provided by Tim: “*Terrible* was

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(Continued from page 2)



Mystery Photo

built by J. & G. Thompson on Clydebank and launched on 27 May 1895. She served with her sister ship, *Powerful* on the China Station and provided landing parties which fought in the relief of the Siege of *Ladysmith* in the Second Boer War. Crews from the two ships also took part in suppressing the Boxer Rebellion in China. After 1904 they were laid up as an economy measure. During the First World War, they had most of their armament removed and served as troop transports and later accommodation ships. After the end of the war, *Terrible* was renamed *Fisgard III* in August 1920 and converted to a training ship. After twelve years of this, she was sold on July 1932 for breaking up."

Dave adds a bit more: "The 'First-Class Cruisers' *TERRIBLE* and *POWERFUL* were 538-ft. overall by 71-ft. 6-in. in beam and a mean draft of 27-ft. at 14,200 tons full load. They were equipped with two 9.2-in. guns in single turrets, a dozen 6-in. guns in casemates, and a dozen single 3-pounder quick-firing guns. Also carried were four submerged torpedo tubes and nine Maxim machine-gun. The steam launch in the foreground in the photo was part of the ship's large complement of boats and could be equipped with a 3 pounder gun and two 14-in. torpedoes in drop gear for use as a picket boat. The reciprocating steam propulsion plant produced a maximum of 25,000 indicated horsepower and a maximum speed of 22 knots. A crew of 960 was carried."

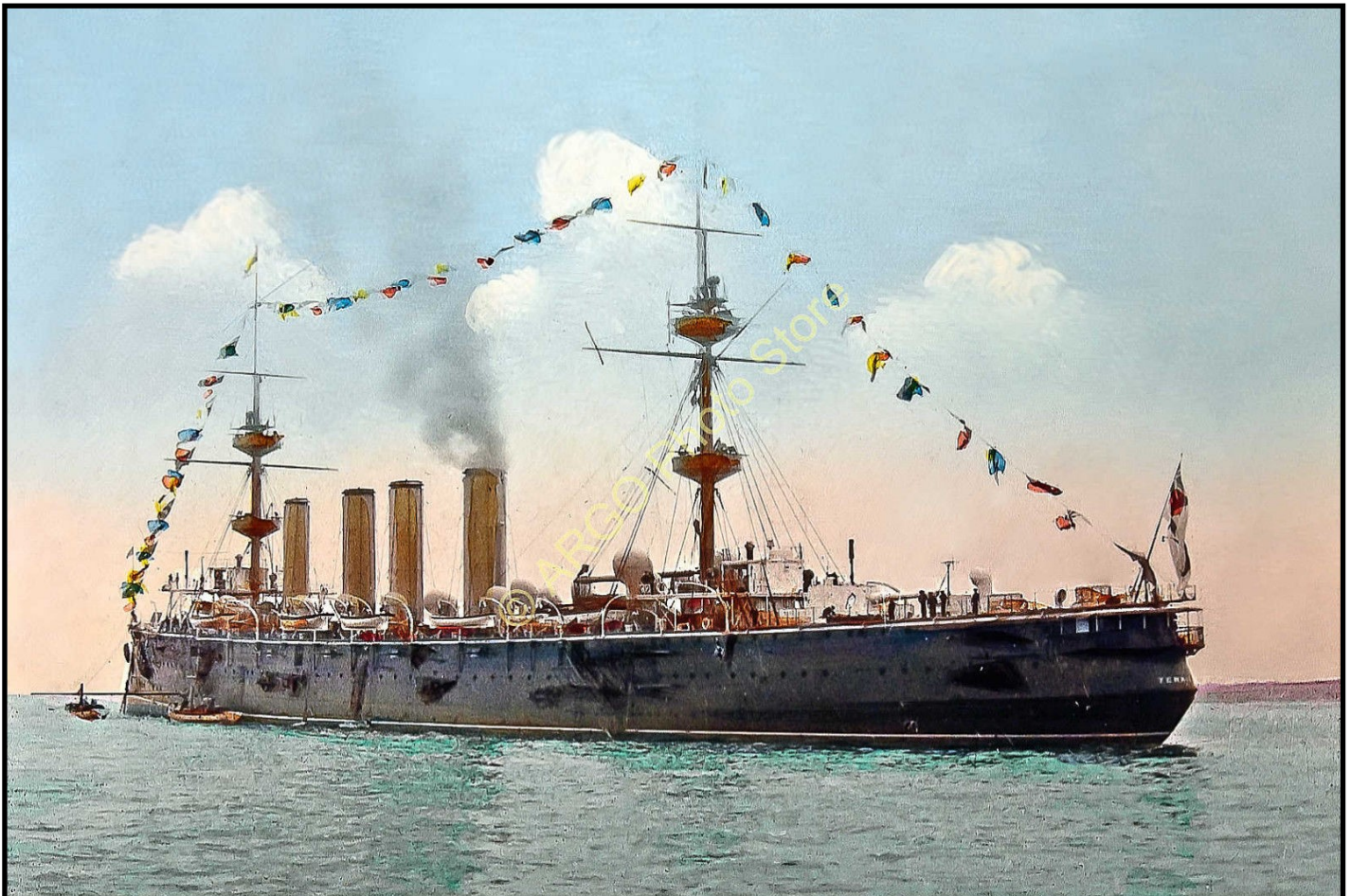
"They were intended to serve as a counter to commerce raiders and were the largest Royal Navy cruisers until the first of the armored cruisers were built; this accounts for their speed, which was several knots faster than other Royal Navy

cruisers of the time. Both ships participated in the Boer War, with members of the ships' companies and some of the 3-per guns, which could be mounted on carriages, were sent ashore as a 'naval brigade' to support the relief of British Army troops at the siege of Ladysmith. *TERRIBLE* returned to the China Station until 1902 and was involved there in the Boxer Rebellion; during World War I, the ship was used to carry troops to the Dardanelles area during 1915-1916, after which she was laid up as an accommodations hulk at the HMS *FISGARD* establishment and renamed *FISGARD III*; the ship was finally scrapped in 1932. Of possible interest, *POWERFUL*, reduced to training hulk status in 1913, was renamed *HSM IMPREGNABLE II* in 1919 and scrapped in 1929. Presumably, *IMPREGNABLE I* got pregnant and had to be dismissed from the fleet. Or perhaps not."

And if you think Dave is off the mark, check this out pregnant pause. There is an interesting real photo post card of *HMS Terrible* with a message to the British Monarchy spelled out in big block letters. The message, described as "an impressive living display formed by the crew dressed in white", reads "God Save the King." The spectacle was created and organized "by Captain Percy Scott R.N. for display on 26 June" and was intended to "honour the coronation of King Edward VII in 1902. Unfortunately due to the king's illness delaying the coronation the feat was rather overlooked but thankfully...this photograph [is] proof that it actually happened."

There are probably many other things we could say about *Terrible* and probably a bunch we can't because we don't know them. But one thing we can say, since Dave opened the door, is that she had a *Terrible* career. Hope this wasn't too boering!

Thank you, I'm here all month.  
John Cheevers



# AMERICAN NAVAL HISTORY

## 1779



January 5: Stephen Decatur is born on the Eastern Shore of Maryland at Spinepuxent.

January 14: The Continental frigate Alliance, 36, under Captain Pierre Landais, sails from Boston with the 20-year-old Marquis de Lafayette. He has been serving as a volunteer on Washington's staff to France. He is to make arrangements for the dispatch of a French expeditionary force.

February 7: The French government purchases an old East India man, Le Due de Duras and places her at the disposal of John Paul Jones. Jones renames the ship Bonhomme Richard in honor of Benjamin Franklin. It will take Jones six months to arm and outfit his new command.

March 13: The Continental frigates Warren, Queen of France and sloop Ranger set sail from Boston for a month's cruise along the eastern seaboard. They captured the privateer Hibernia and 7 of 9 vessels in a British convoy including the ship Jason.

May 7: The Continental sloop Providence captures the British brig Diligent in the Atlantic.

June 6: The Continental frigates Confederacy and Boston capture the privateer Pole and two other vessels.

June 21: Spain declares war on Great Britain but does not recognize the independence of the United States.

July 15: A Continental squadron consisting of the frigates Providence, Queen of France and ship sloop Ranger encounter a homeward-bound British convoy of some 60 vessels off of Newfoundland. Under cover of a dense fog, they succeed in cutting out 11 vessels in one of the most successful attacks of the war.

July 19 – August 17: The largest American amphibious operation of the war is undertaken to capture a British force at Castine on the Penobscot River in Maine. Captain Dudley Saltonstall of the naval component, with the Continental frigate Warren, brig Diligent and sloop Providence, three vessels from the Massachusetts and New Hampshire state navies and 13 privateers in Mas-

sachusetts state service. The siege operations begins on July 25, but the British are still holding out on August 14. The Continental forces have scheduled a concerted attack by land and sea on August 14 but a British squadron arrives on the scene from New York. It consist of the ship-of-line Reasonable, frigates Blonde, Virginia and sloops Greyhound, Camilla, Galatea and Otter. Saltonstall scatter his ships and not one escapes. They are either captured or burned by their crews. Saltonstall is court-martialed.

August 2 – 24: The French-built Continental frigate Deane and Boston captures 8 prizes including the sloop-of-war Thorn in a cruise from the Chesapeake Bay.

August 14: A squadron of seven ships sails under the command of John Paul Jones from the Ile de Groix, France, to raid British coastal waters. It consists of the frigates Bonhomme Richard, Alliance, the French frigate Pallas, corvette La engeance, cutter Cerf and two French privateers, the Monsieur and Granville.

September: Spanish colonial government of Louisiana provides an armed schooner renamed the Morris, Captain William Pickles and captures the British sloop-of-war West Florida.

September 23: Battle off Flamborough Head – Bonhomme Richard vs. Serapis. It is in this action that John Paul Jones is demanded to surrender by British Captain Pearson. Jones reply is "I have not yet begun to fight". After three grueling hours of combat in which both ships are reduce to little more than wrecks, the Serapis strikes her colors. The battered Bonhomme Richard sinks on September 25 and Jones transfers his captives and crew to the Serapis and enters the Texel on October 3. Both captains receive heroes welcomes. Jones is made a Chevalier of the French Order of Military Merit and presented with a magnificent court-sword by Louis XVI. Person is knighted by George III.

November 20: In anticipation of a British attack on Charleston, South Carolina, a Continental squadron of the frigates Boston, Providence, Queen of France and the ship sloop Ranger are sent to assist in the defense of the port.

1779 Ends with no further actions.

Bob Moritz

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## MINUTES



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Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
August 8, 2015

Guests: None

The meeting was called to order by the Skipper, Tim Wood at 1005 hours. When asked for corrections to the minutes, Tony Clayton asked that the call for presenters be changed to 2016 as our needs for 2015 have been met. Eric Harfst gave the Purser's

report, detailing membership totals' expenditures and bank balance. Greg Harrington gave the Webmaster's report, talking about updating the resource listings on the web page.

Old Business: Bill Dangler circulated two signup sheets for the September Picnic. Tim Wood said there would be a workshop at his house on September 26. The topic will be making water for dioramas. Charles Landrum will be providing the technical direction for this workshop. Please contact Tim if you plan to attend as space is limited. Dave Baker said that the Society of Small Ship Collectors will hold their East Coast Collectors Meeting on September 17-19. On Thursday the 17th there will be a Visit to Mariner's Museum "attic" model collection. Friday the 18th there will be a tour of the Norfolk Naval Base and an air show at the Oceana Naval Air Station. Concluding the meeting will be an exhibit and sale of 1:1250

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HRSMS Table at the Portsmouth Children's Museum



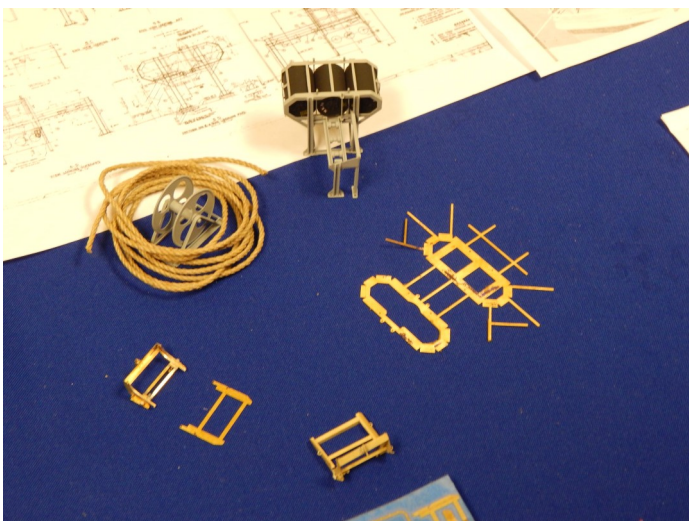
Ryland Craze Armed Virginia Sloop



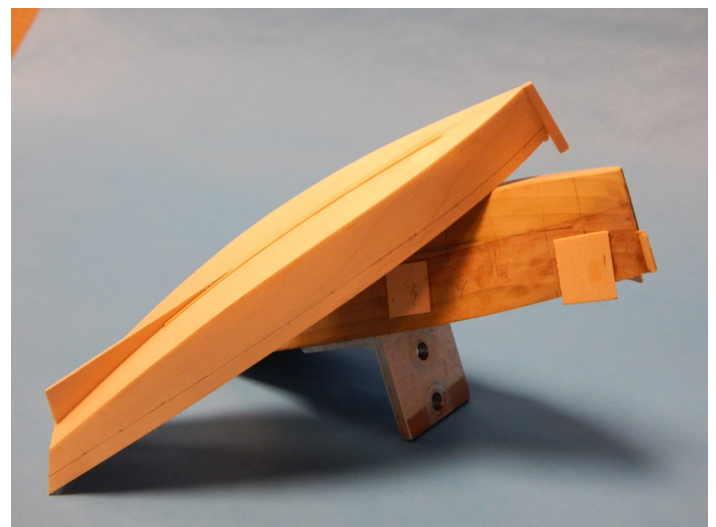
John Proudly's USS Constitution



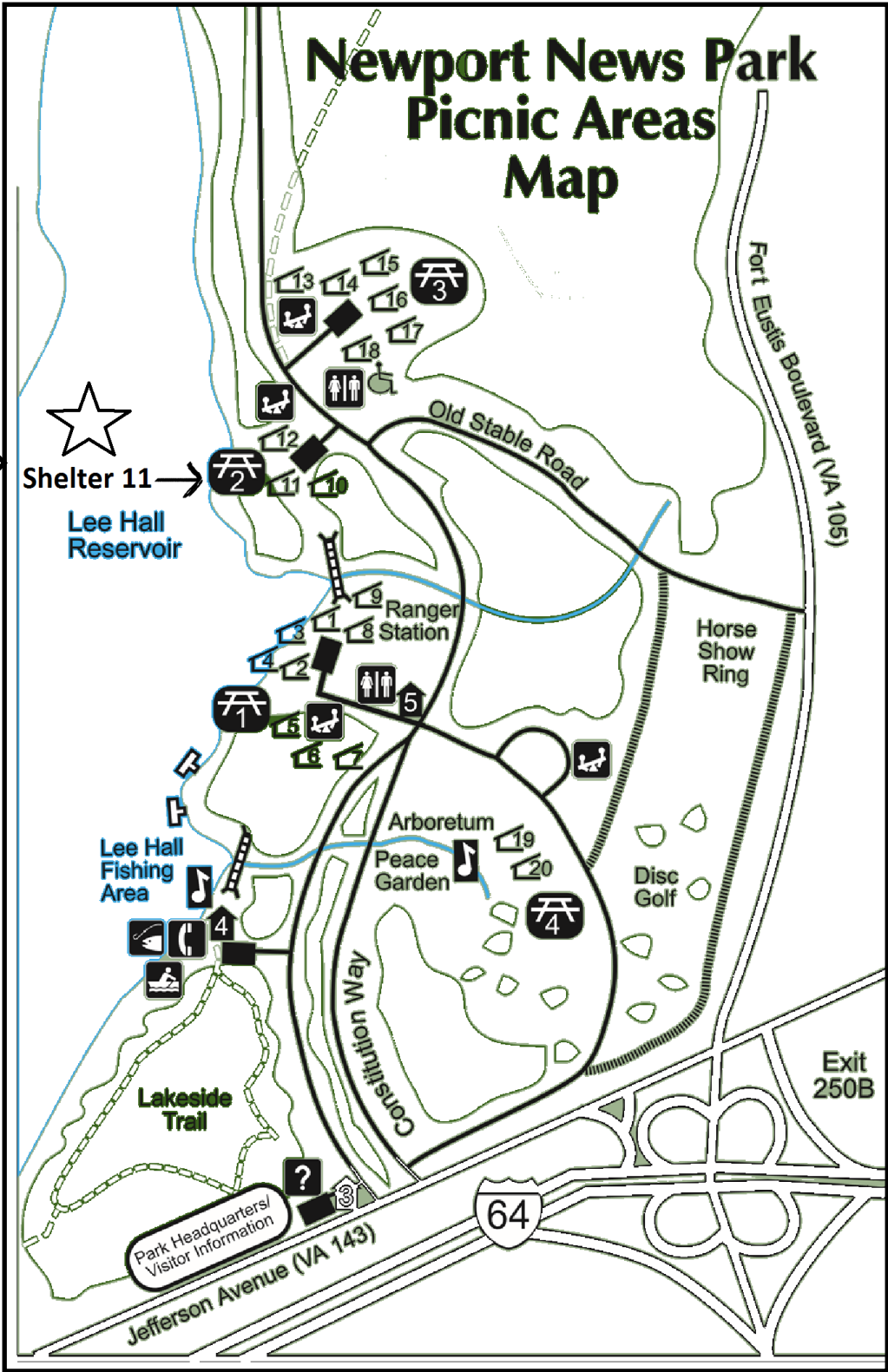
Sean Maloon's West Virginia Hull Plug.



Gene Berger's photo-etched subchaser parts



John Cheevers' Maryland Terrapin Smack



**Hampton Roads Ship Model Society Picnic**

**Newport News Park, Shelter No. 11**

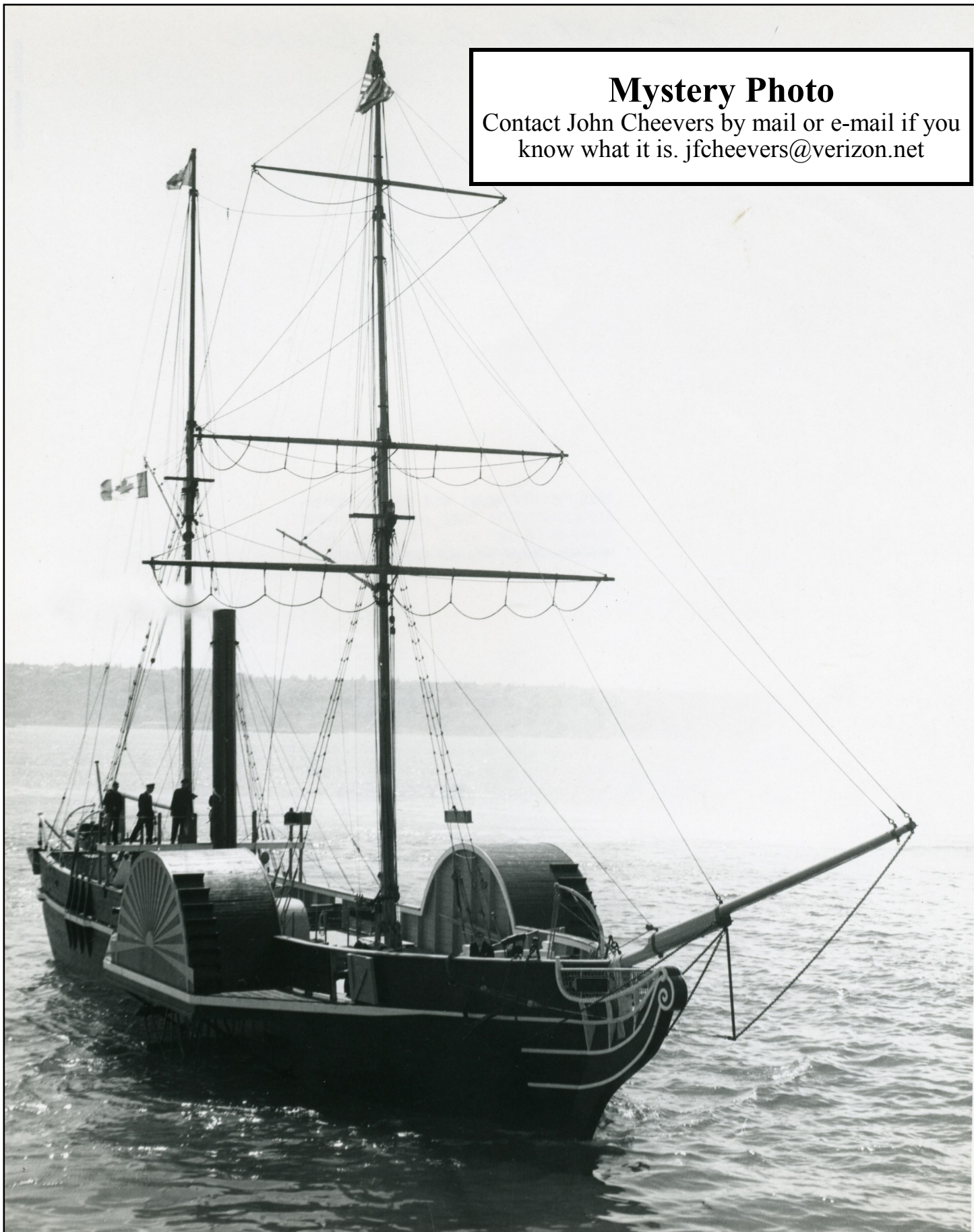
**Saturday September 12, 2015**

**11:00 am—Until**

Contact: Bill Dangler (757) 245-4142

## 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

### SEPTEMBER

- 12 HRSMS Monthly Meeting, Picnic, Newport News Park
- 19 Talk Like a Pirate Day
- 26 Workshop, Tim Wood—Charles Landrum, Making Water

### OCTOBER

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

### NOVEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Ryland Craze

### 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:

### JUNE

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

### JULY

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: "Lady in Waiting", Tim Wood

### AUGUST

- 13 HRSMS Monthly Meeting: Mariners' Museum

(Continued from page 4)



scale ship models at the Norfolk Marriott. Greg Harrington talked about the builder fest to be held at the downtown Portsmouth museums and said that Ron Lewis, Lee Martin and Marty Gromovsky had expressed an interest in participating. Gene Berger reported that he worked with several members to develop preliminary plans for a revised model builders' stand at the Mariners' Museum. A drawing of the work space was circulated for member's comments. Ron Lewis noted that the museum was receptive to working with the HRSMS as the museum develops plans for its future configuration. Marty Gromovsky pinged the Logbook editor for several errors and the omission of Lee Martin's name in the caption of the HMS Bellona.

New Business: Ron Lewis noted that volunteers are still needed to man the model builders' stand on Thursday and Friday. Ron said that there is a partially completed Corel model of the HMS Victory in Taco Stand. The model was given to the HRSMS by a docent at the museum and is available for any member that wants to complete it.

Show & Tell: John Cheevers showed Rockler and Enco tool catalogs with free shipping offers. John also showed his progress on a model of a Maryland Terrapin Smack. Bill Altice circulated a copy of a Shipyard Bulletin with construction photos of USS Enterprise (CVN 65) and photos of the USS Gearing (DD 710). Gene Berger showed some photo-etched parts for a 110 foot subchaser. Sean Maloon showed the progress of the plug to be used for casting his West Virginia hull and talked about the process that he intends to use for the casting. Ron Lewis showed the book, Columbus: the Four Voyages, by Laurence Bergreen. Ron said that he just finished the book and found it highly informative, noting that it is available at the museum's gift shop. John Proudly Showed his 1:96 Bluejacket Constitution with completed rigging. John also showed the book Dead Wake: The Last Crossing of the Lusitania, By Eric Larson. Ryland Craze showed his assembled serving machine from Syren Ship Model Company and the progress of his Armed Virginia Sloop. Tony Clayton talked about his trip to England, finding a copy of Combat Fleets of the World in a railroad museum and showed a copy of the book, Treasures from Sutton Hoo.

The meeting was adjourned to the presentation "Building the Blue Jacket 80' Elco PT Boat", by Tim Wood.

### 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

### THE ANSWER

The answer to Mystery Photo 350

#### Description

A port bow view of HMS Terrible (1895), a First Class Cruiser, at anchor. Alongside is a steam pinnace with a ship's launch on the inside. There is some spotting on the image. This is a copy negative. The negative clearly shows that the print has been pinned to a cork base to be rephotographed.

Date made 1897

Artist/Maker Perkins, Richard

Place made Possibly Portland, Dorset.

Credit

National Maritime Museum, Greenwich, London, Richard Perkins Collection