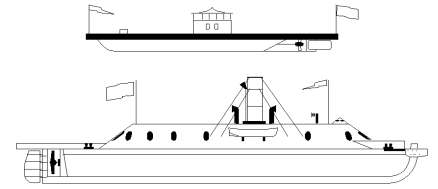


Hampton Roads Ship Model Society Logbook!

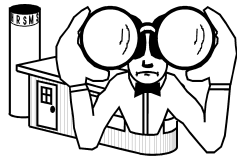


No. 355

WWW.HRSMS.ORG

January, 2016

From The Bridge



Another year has come and gone and the holidays are behind us, I hope all of you had a joyous time with your friends and family.

A quick note for the upcoming January meeting: Tom has notified Riverwalk of our intent to return for our annual Banquet in March. Also at the January meeting Per HRSMS By-laws, nomination of officer will be held and election of officers will be during our February meeting.

As always I look forward to seeing everyone at the upcoming meeting and please bring your latest projects for Show-n-tell.

Tim

Mystery Photo



Mystery Photo #354: Merry Christmas. Since this is the Christmas Season and we desire to make your MP experience special for the season, the editor offers an easier than usual photograph to solve. While it is a relatively easy image to define, I want you all to know that it could have been even easier. The pre-production version of the Logbook featured a copy of the photograph with the name of the vessel and other pertinent information clearly noted under my address box. Now that that problem is covered up, we can get to work.

And we didn't get to work—at least I didn't. It's my deadline and all I can think of is how much Holiday fun I had at the expense of writing a good column. However, some of you were prompt in replying and your words deserve a place in the essay and you will get it—all four of you.

In a bit, you will read a reply that speaks of a vessel "road hard and put away wet." While not exactly the mental image I was going for, I did want to say that after my research I came to the conclusion that this month's mystery vessel was indeed a luckless beast. Most of her ignominy is documented by Mr. E-less Wyld, but let me add how the design missed out on its place in the sun due to our "politics-as-usual" partisan government and indecisive naval design bureau. Yes, even way back over 100-years ago we couldn't get anything done efficiently.

History euphemistically titles the all-big-gun ship a Dreadnaught. Norm Friedman in his book U.S. Battleships says that HMS Dreadnaught "gave her name to a generation of all-big-gun battleships" since she was the first being launched in 1905 and commissioned in 1906. Despite being conceived and designed prior to Dreadnaught, the US equivalent—of which our Mystery ship is a member—was not laid down until 1906 and not commissioned until 1908. That being said, it would be fair to say that in many ways the US design was superior. Read the chapter on the All-Big-Gun ship. Hopefully Dave Baker's response talks to most of those points.

And we received a reply from Tim Wood who would be keel hauled had he gotten it wrong. Tim along with Bob Moritz join John and Dave in correctly identifying the ship in this month's mystery as USS Michigan (BB-27). I guess Tim reply consisting solely of "USS Michigan" is enough said because, if you're from there, apparently you're either a 'Yooper' or a 'Troll' and you just know. Bob says "The answer to the Mystery Photo is the USS Michigan BB-27 at the Navy Yard, Philadelphia, PA. on November 15, 1909." Bob also included this obscure bit: "There is a newspaper article dated December 12, 1909 from the Los Angeles Herald stating the ship was being readied to sail for South America. The title of the article is "Warships Held Ready to Capture Zelaya; His Agents in Wash-

(Continued on page 2)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
December 12, 2015

Guest: Pat Roll, 3rd meeting

The meeting was called to order by Skipper, Tim Wood at 1000 hours. The Skipper's first action was to present the Sergeant at Arms, Bill Clarke a can of Never-Dull to spiff up our bell before the March Banquet. Tim then wished everyone a Merry and safe Christmas. Pat Roll was attending his third meeting and the

(Continued on page 6)

MEETING NOTICE

Date: Saturday January 9, 2016

Place: Mariners' Museum

Time: 1000 Hours

(Continued from page 1)

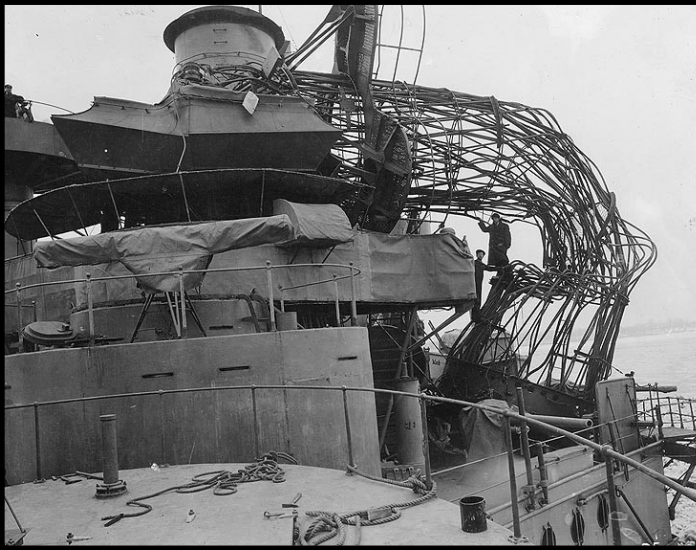


ington". The USS Michigan and USS Idaho sailed together to Nicaragua."

Mystery Photo

The words of Mr. E-less Wyld:

"The ship that dare not speak its name - with minor apologies to Oscar Wilde, to whom I am not even remotely related. And, at that, there is no E at the end of my name as the



USS Michigan after Collapse of Foremast

newsletter this month had added mistakenly in the photo gallery. I often wonder where that E comes from - maybe Oscar didn't have an E at the end of his name either but it got added posthumously. DFK. On with the real purpose of this e-mail.

I am writing this with the shades pulled down, the room reasonably dark, and the wife out of the house. Only then am I able to say the name that cannot be spoken: MICHIGAN. As in USS MICHIGAN, BB-27. Why can the name not be spoken? My wife and my stepson are both alumni of Ohio State University (sorry - THE Ohio State University as it is officially known, as if there would be two of them. What would they be named? THE Ohio State University and NOT THE Ohio State University? Jeez. But I digress.) To any OSU grad, Michigan is an unspeakably vulgar name, though they all speak it with ridicule when prompted after a beer or two. I dare not say that name again lest I get surprised while responding here.

At first sight, the MP had to be American since I could not think of any widespread use of cage masts by any other navy. Asking Mr. Google confirmed cage masts largely the province of USN BBs and Armored Cruisers. Since the MP ship seemed rather smallish, I immediately went down the cruiser rabbit hole until I

Nautical Term

Trim (1) To haul in, as the sheets or a sail. The origin in this sense is probably the Old English word trymian, to strengthen. (2) The way a craft lies in the water. In this sense the word came from Anglo Saxon, trymman, to arrange or make firm.

Submitted by, Tim Wood



Deck Damage Following Gun Explosion

was satisfied it was not a cruiser. It was not too difficult to track through the USN BBs to find M(damn, almost said it) BB-27, and the exact MP, dated 16 Nov 1909 at the PNY. Suffice it to say, she was rode hard and put away wet in a quite short career, even though her fate was the scrapper's torch, not, say, Honda Point. She did run aground in the approaches to Hampton Roads near Cape Henry, she had one of her cage masts buckle and collapse over the side - sadly with some loss of life - as well as bursting one of her 12" main battery guns during gunnery exercises. The final straw came as the result of the 1922 Washington Naval Treaty, and because she had failed to win the Big 10 Conference (which is actually 12, that's how big THAT 10 is) that year, she was identified as one of the BBs to be



struck and scrapped to conform with treaty limitations. No tears were shed in Columbus then, or ever. So I risk hellfire and damnation, and The Ohio State University nation by saying that the answer to the Mystery Photo quiz is: USS MICHIGAN, in the Philadelphia Navy Yard on 16 November 1909."

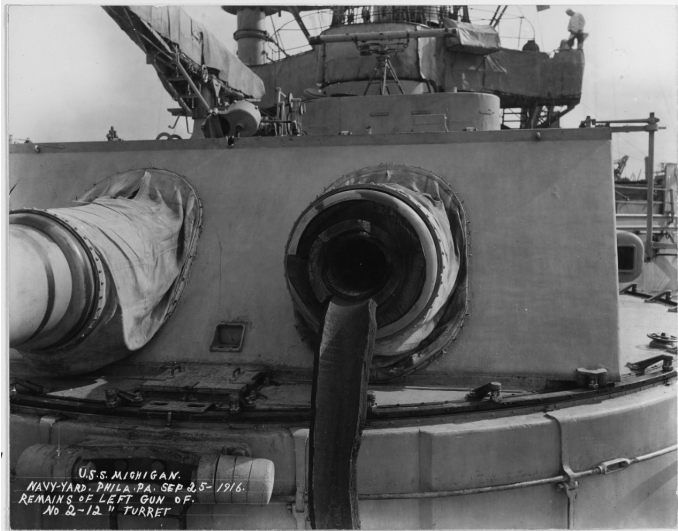
(Continued on page 3)

(Continued from page 2)



Mystery Photo

And this from Dave: "This month's mystery ship is U.S.S. MICHIGAN in a photo taken at the Philadelphia Navy Yard on 16 November 1909, about six weeks prior to her commissioning on 4 January 1910, hence the lack of a national ensign flying at the stern. A



bit too easy an I.D., since the photo appears on NAVSOURCE.

MICHIGAN (BB 27) and her sister SOUTH CAROLINA (BB 26) were the U.S. Navy's first dreadnought battleships and had the same broadside main battery fire as the British HMS DREADNOUGHT; although they had one less twin 12-in. gun turret, all four mounts could fire on the broadside. DREADNOUGHT had five twin 12-in. turrets, but only four could fire on either broadside. Both the forward and after pairs of turrets

on the SOUTH CAROLINA class had one mount in super-firing position, while on the British ship, only the after two mounts were in super-firing configuration, with only one mount on the forecastle and the other two abreast amidships, with no provision for cross-deck firing.

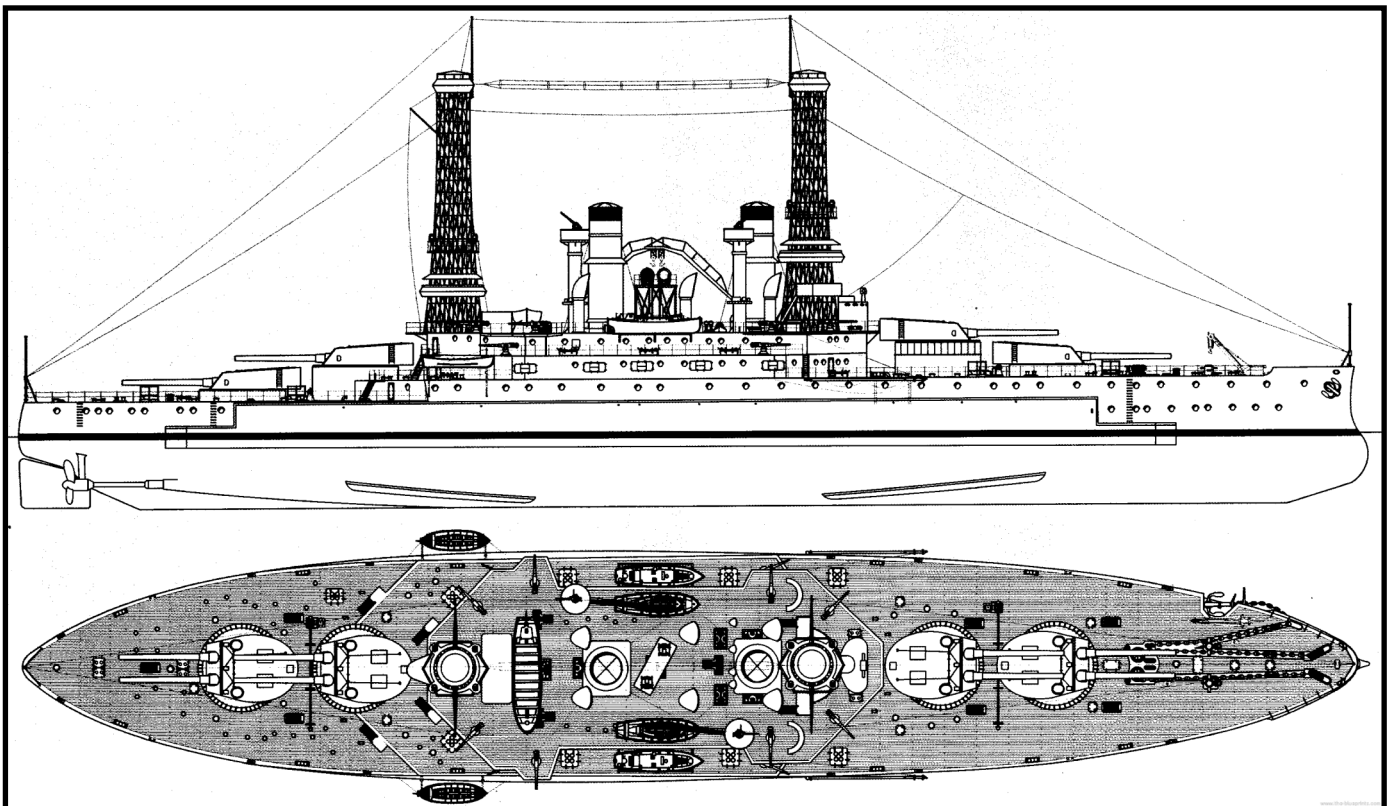
The U.S. ships were also smaller than DREADNOUGHT, at about 16,000 tons normal displacement (in this instance meaning with two thirds of the ammunition supply aboard but otherwise in full load condition). They were 452-ft. 9-in. long by 80-ft. 2.5-in. beam, while in comparison the less compact DREADNOUGHT was about 74-ft. longer and displaced 20,830 tons. DREADNOUGHT had the advantage of being equipped with direct drive Parsons steam turbines on her four shafts, generating some 24,750 shaft horsepower for 21.8 knots on trials, while the USN pair had triple-expansion steam engines producing about 16,000 indicated horsepower and reaching nearly 19 kts on trials.

Both designs embodied the 'all big gun' conception for battleship armament, having only 3-in. guns for countering enemy torpedo craft, 22 in the case of the USN ships and 28 on DREADNOUGHT, with the difference that nearly all the BB 26 and BB 27's secondary battery was mounted within the superstructure with light armor plating for protection, while most of the British ship's 12-pounders (i.e. 3-in. bore) single mounts were in exposed positions atop the main battery turrets or on

(Continued on page 6)

THE ANSWER

USS Michigan
Philadelphia Navy Yard
November 16, 1909



AMERICAN NAVAL HISTORY 1783

March 10: Last Naval action of the American Revolution. The frigate Alliance, one of the two Continental ships still in commission engages the British frigate Sybil off the coast of Florida. The Sybil is heavily damaged by the Alliance but is forced to break off the action when two other British warships make their appearance.

March 24: All Continental naval vessels and privateers are ordered home.

April 11: Congress proclaimed the cessation of hostilities with Great Britain over.

September 3: Official end of the War of the Revolution. The American and British commissioners sign the definitive treaty of peace in Paris.

November 1: Robert Morris resigns the office of Agent of Marine and no successor is appointed.

1783 Ends with no further actions.

Bob Moritz



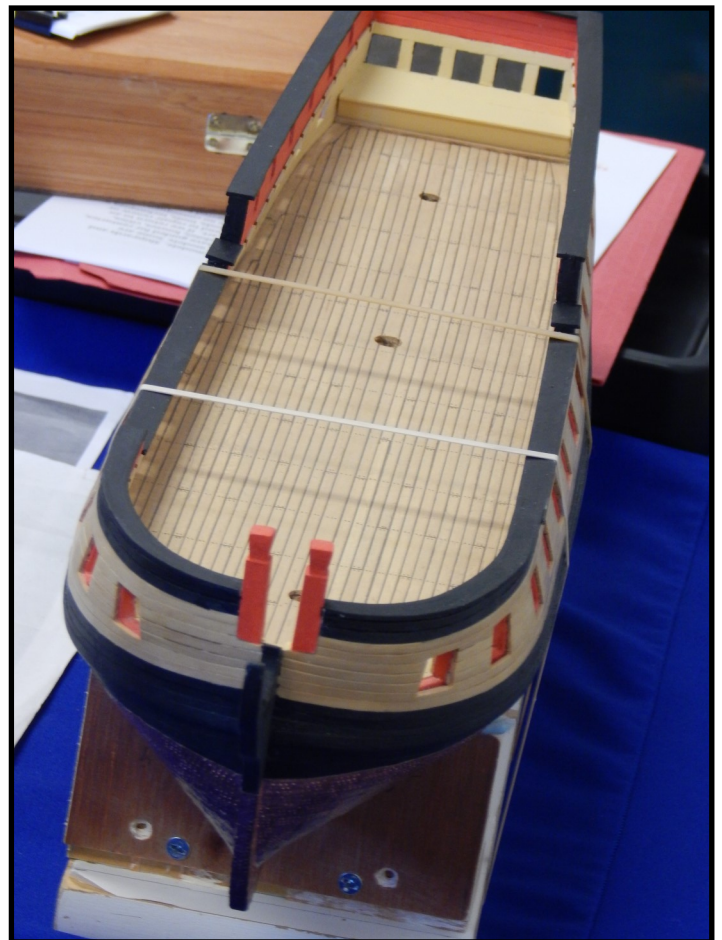
John Proudley's Olympia



Detail of Gene Berger's Subchaser



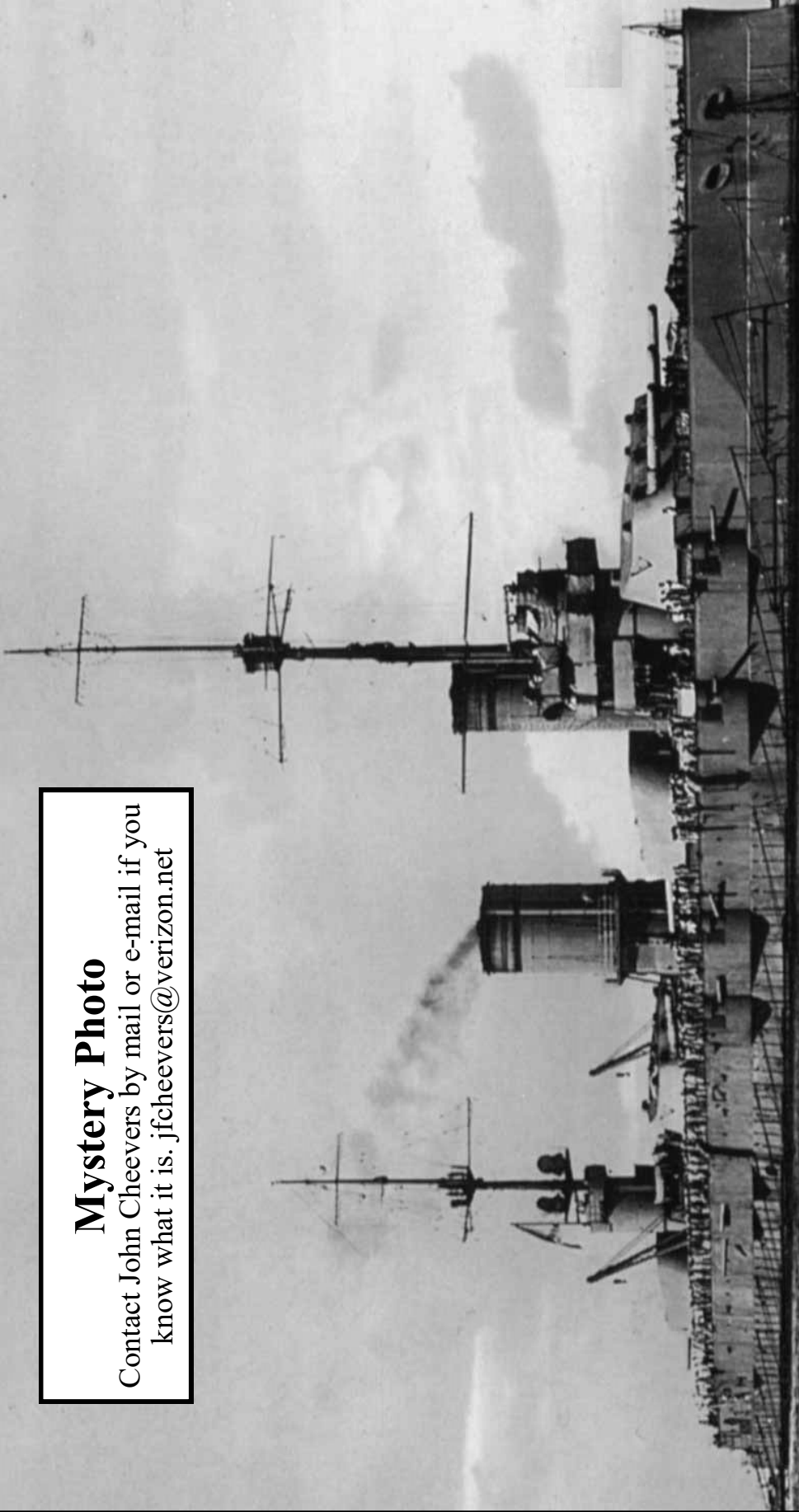
Henry Clapp's Flattie



Stewart Winn's Essex

Mystery Photo

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



NOTABLE EVENTS

JANUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers,
Presentation, Tony Clayton, "Coracles"
15-17 Cabin Fever Expo, Lebanon, Pa.

FEBRUARY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Election of officers Presentation, Tom Mathews, TBA
27 IPMS Old Dominion Open, Richmond Raceway

MARCH

- 12 HRSMS Monthly Meeting: Mariners' Museum
Round Table, Dennis Hobbs - trunnel Making,
Ryland Craze - TBA, and Gene Berger - TBA
19 Banquet, Riverwalk Restaurant, Yorktown

APRIL

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Dave Baker, TBA

MAY

- 14 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Cheevers TBA

JUNE

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Wyld, TBA

JULY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: George Livingston, TBA

AUGUST

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

SEPTEMBER

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

OCTOBER

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky, Figure Painting

NOVEMBER

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

DECEMBER

- 10 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

(Continued from page 3)



Mystery Photo

the open bow and forecastle. BB 26 and BB 27 were also the first USN battleships to be equipped from the outset with cage masts. Both MICHIGAN and SOUTH CAROLINA were decommissioned during 1922 and did not operate again, victims of the Washington Naval Disarmament Treaty, but they were already obsolete by the time the United States entered World War I in April of 1917."

There you have it—the facts, intrigue, mistiming, misdirection, and a bit of Mystery all rolled into a post-Holiday shlimazel. Time to stop decking the halls and start decking the ship model....

John Cheevers

(Continued from page 1)



Skipper asked if he wanted to join the HRSMS. With an affirmative reply Pat was asked to leave the room while the ritual vote was taken. Pat returned to the room as our newest member. There was no correction to the minutes. Eric Harfst gave the Purser's report and informed the group that he would not serve as Purser following his current term. Greg Harrington gave the Webmasters report. Greg said that the form for submitting information on their models is nearly complete.

Old Business: Bill Dangler said that he reserved a shelter for the September picnic but we may not have the same shelter as previous years due to renovations in progress at the park. Ryland Craze announced that Gene Berger will be the third presenter at the March round table demonstrations.

New Business: Dave Baker said that he has a set of plans for Blue Jacket's new kit of the *USS Kearsarge* and will have them in the Taco Stand after the meeting. Dave then asked Ron Lewis for details of the museum's five year plan as it relates to the Model Builders Booth. Ron said that he was not currently privy to the plan. Tim reminded everyone that January is the time for nomination of officers. The banquet was the next item for discussion. The consensus expressed was that the membership wanted to go back to the Riverwalk in Yorktown. Tom Saunders said that he would make the inquiry for the third Saturday in March.

Show & Tell: John Cheevers showed the carved hull of a 100 ft. Coast Guard Cutter. John Wyld showed some 3D printed, 1:350 20 mm guns from 3D Model Parts. Gene Berger showed the progress on his subchaser. John Proudley showed his *Olympia* in 3/32 scale from a Blue Jacket Kit. Henry Clapp showed his Chesapeake Bay flattie in 1/4 inch to the foot scale. Marty Gromovsky showed plans for plans for the *USS Ciaro* in 1:48 scale and his cased coal lighter. Bruce Brown showed the progress on the Corel kit of the *Half Moon*. Bruce also informed the group of the availability of a 6 ft. RC model of an Americas Cup sailing vessel and to contact him for details. Stewart Winn showed the progress on his *Essex* and the book The Four Voyages of Columbus. Marty Gromovsky asked if anyone had a set of plans for the four-masted schooner *Charles P. Notman*. Bill Dangler cautioned the members on using any ammonia containing cleaner on an acrylic case as it will cause crazing of the surface.

The meeting was adjourned to presentation "Repair, Renew or Improve" by Ron Lewis.