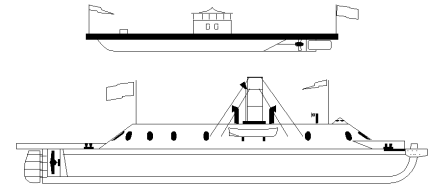


Hampton Roads Ship Model Society

Logbook!

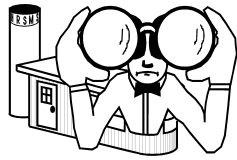


No. 356

WWW.HRSMS.ORG

February, 2016

From The Bridge



Mystery Photo



Greetings HRSMS! I'm sad to say this will be my last "From the Bridge." Next month you'll have a new Skipper writing his input for our newsletter. I'm positive he'll enjoy the same unwavering support that I received from all of you!

Being Skipper of HRSMS has been such a growing experience for me, but mostly a pleasure. I couldn't ask for a better group of people that have supported me thru the years, and helped me walk the talk.

We have welcomed all kinds of model ship builders from wood, to resin, plastic and paper. We have members that enjoy scratch building, RC modeling, building kit models, members that excel in building dioramas, and we have people who enjoy showing off their work competing at model shows. I'm proud to say we have modelers with skills that are world class.

Again, I want to thank all of you for your support over the past three years. I look forward to the next three years with a new Skipper and First Mate at the Helm of our superb club.

Tim

2016 Dues are Due

MEETING NOTICE

Date: Saturday February 13, 2016
Place: Mariners' Museum
Time: 1000 Hours

There's just the tiniest piece of evidence available in this month's Mystery Photo that even if you aren't familiar with the ship you can use to make the identification. We are back to our roots with this offering, having searching for features and clues; and despite the removal of the best tell-tale in the image we can follow our noses to make a solid identification. And that's what I intend to do. And while I'm sure positive identification was a snap for you all-big-gun aficionados, it's still possible to for everyone else to arrive at the proper conclusion if you follow the clues. There, I said it three times—and three times is a charm.

First, let's talk a bit about some of the interesting things found in the image. She looks imposing! We have a relatively large vessel composed of a boring hull form with a vertical, slightly curved stem, a flush deck with no sheer, and several sponsoned (you may say casemated) gun ports along her side. Four, large triple gun turrets are spaced fairly equidistant from each other along the centerline separated only by two stacks, a bridge, and an after control platform. Two tall military masts reach for the sky and you can just barely see support guys, hal-yards, and insulated radio antennae. Two anchor pockets are fixed to the starboard side and the anchor from the number one position is run out; the number two position is empty. A prominent, horizontal shadow line is formed about halfway up the hull from the waterline and it is the top edge of the armor plating. Notice how far forward it extends. The apparent notch at the stern is not a real notch at the stern but a notch in the ship's side to provide better arcs of fire for the after sponsoned secondary battery—the angle of the photograph accentuates the feature. Cranes, searchlights, and miscellaneous platforms complete the feature suite.

What I find interesting is the cool geometric pattern that develops along the lower half of the hull. The pattern of vertical and diagonal lines is caused by one thing: Anti-torpedo netting equipment. The diagonal lines are the boom guys, the booms themselves are fitted just at the top of the boot topping and not clearly visible in the image. The verticals puzzle me. They may be rust streaks from some sort of socket, or clevis, or

(Continued on page 2)

Hampton Roads Ship Model Society Banquet

Saturday March 19, 2016

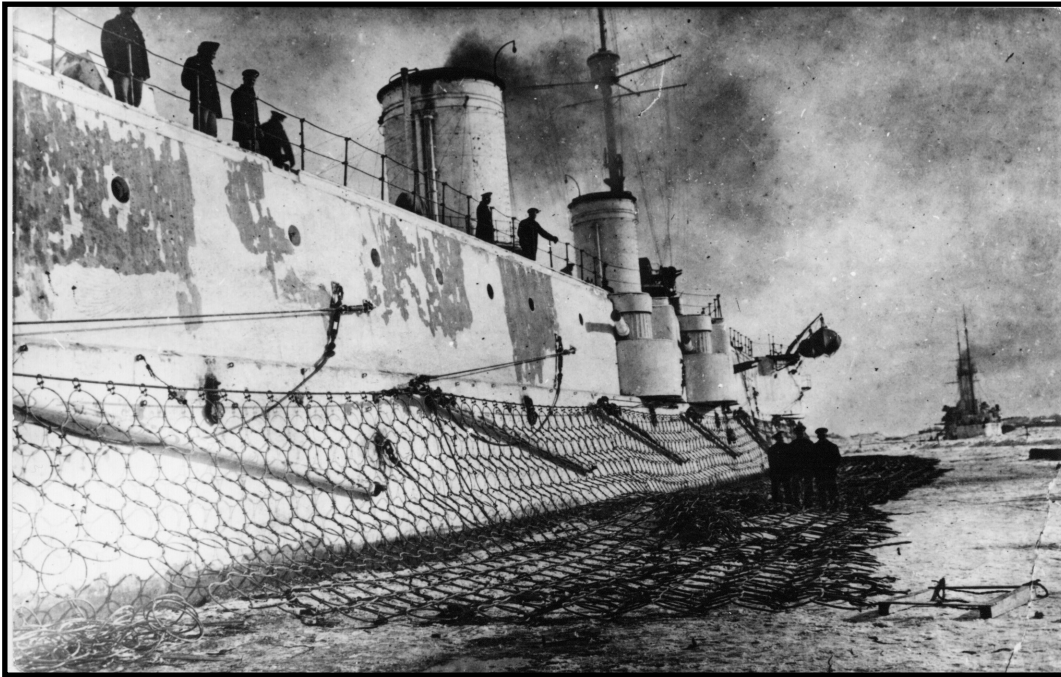
Riverwalk Restaurant, Yorktown, Va.

(Continued from page 1)



Mystery Photo

pad eye attached to the armor plating, or they may be cables used to help retrieve the net for stowage. What I don't see are the support platforms that I find in related images of this vessel. If the lines do nothing



else they provide an interesting pattern and opportunity for discussion. Do you suppose all of those sailors are the motive force behind raising that net?

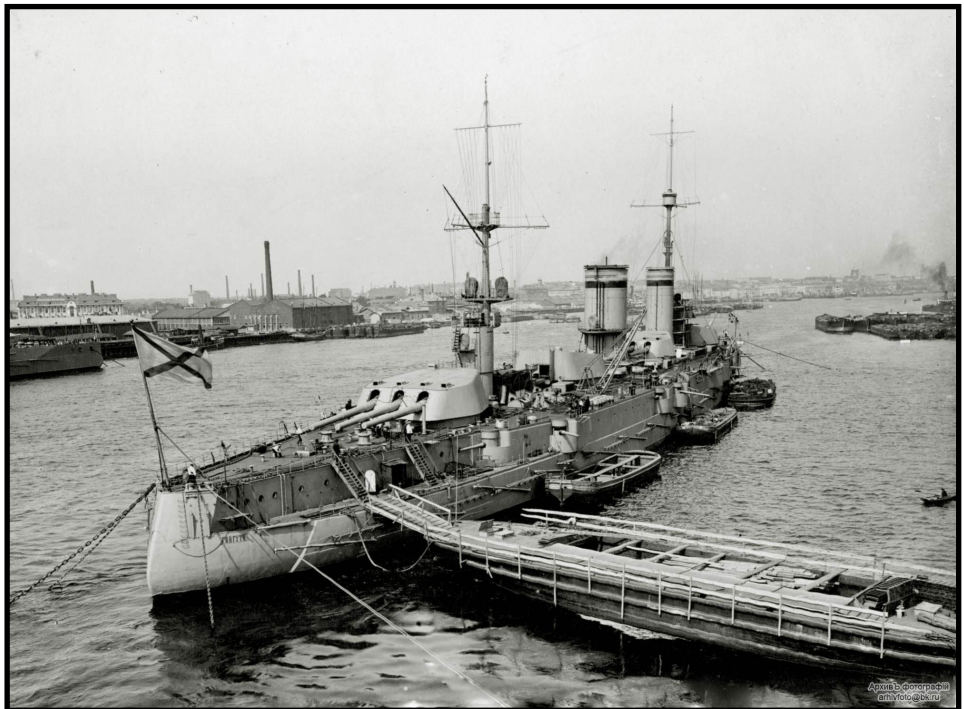
Also, while the vessel is anchored in sight of land, an accommodation ladder seems to be missing. Was one even fitted to starboard? Was the crew even offered an opportunity to leave the ship? And what's with that rectangular patch of sky hovering over the jack staff? Do you suppose the editor grafted a piece of the cloud laden sky over the navy jack to disguise the vessel's identity? I think so and that's why the tiniest piece of evidence is so important. Did you all find it? If you look closely at the after gun fire control tower, just above the boat boom and just aft of the searchlights you see an object that resembles a giant letter "A". That is your clue. And that is a flag. And if you find that flag, and it will be a naval ensign, you can sneak up on the identification in any good reference book on battleships.

When I'm trying to run down an early dreadnought based on a national ensign, I like review Anthony Preston's book

Battleships of World War I because he places the country's naval ensign in the top left corner of each entry where a new design reference begins. In this case I can page through the book looking for a flag with a light colored field filled with a thin "X". It only looks like an "A" in our MP because of how it hangs from the gaff. If you have the book you can peak ahead to page 214. If not, you will have to page through your reference until you find a match.

Before I do the big reveal, let's see what our replies offer: Our soon to be Skipper Emeritus, Tim Wood, offered a bit more than his usual brief reply. "At this point I have to take a quote from "Wilde Man" and say this ship is truly an "Ugly Betty" even though I wouldn't want her 12 x 12-inch naval rifles pointed in my direction. This month's mystery photo is of an Imperial Russian Navy Dreadnought/ Battleship Type, to be more specific one of four *Gangut*, *Petropavlovsk*, *Poltava* and *Sevastopol*." Dave Baker also replied and after taking me to task for an egregious spelling error last month jotted this: "I'll

get back on the new mystery ship, but she's a Russian BB of the



Nautical Term

Athwartships Across a vessel or boat. This word comes from an Old Icelandic one, pwert, of this same meaning.

Submitted by, Tim Wood

Baltic Fleet's four-ship GANGUT class..." They agree, and page 214 of Preston's book does indeed describe the *Gangut* class battleship of the Imperial Russian Navy.

But which of the four is our Mystery? Both replies eventually settle on *Gangut*. I suspect that Tim arrived at his

(Continued on page 3)

(Continued from page 2)



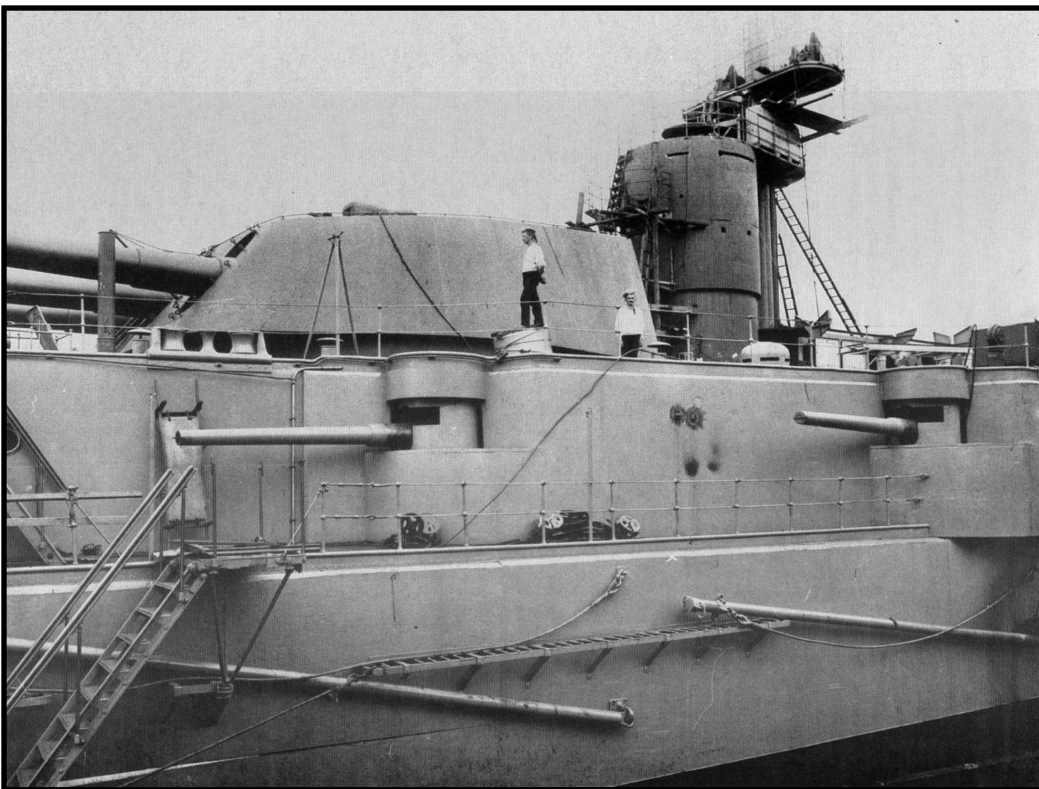
Mystery Photo

conclusion because the image can be found on any number of Internet web sites and captioned: "Imperial Russian battleship *Gangut* in Helsinki, 27 June 1915." But, we have all been bitten by the scourge of disinformation that is the Internet. Shame on idiots who perpetuate this practice. Dave offers a more cautious approach to his identification. (In woodworking it's called sneaking up on the cut!)

He begins by narrowing the timeline based on what he sees in the image. "The photo is interesting because the diagonal shadows on the lower part of the hull are from the torpedo net defense booms, which are deployed in the photo. This also dates the photo to shortly after the ships of the class were completed in 1914, as torpedo nets were removed from all the



I'll try harder tomorrow." And of course a fresh mind always works better.



Read on and see what a good night's sleep produced: "I'm pretty certain that your mystery ship this month is the GANGUT, the second unit of the PETROPAVLOVSK class to be launched (on 7 October 1911 at the Admiralty Works on Galerny Island on the Neva River in St. Petersburg). The three stripes on the second funnel are the give away, but also a very similar photo of the ship appears in Warships of the Imperial Russian Navy, Volume I Battleships, by V.M. Tomich, BT Publishers, San Francisco, 1968. The photo was almost certainly taken in 1915 in the Gulf of Finland..." The upper limit to our date range is established by Tim who mentions that these vessels "were demobilized at Kronstadt in 1918" after "they came under Bolshevik control during the Russian Revolution."

Turning to Preston's book, page

(Continued on page 4)

world's battleships starting in mid-1915 after HMS TRIUMPH was sunk in the Turkish Straits by a torpedo that passed right through her net. Now, as to which one of the class she is, a bit more research is required. And it's late and I want to go to bed.

THE ANSWER

Imperial Russian battleship *Gangut* in Helsinki, 27 June 1915.

(Continued from page 3)



Mystery Photo

215, under the section titled “Appearance” we find that *Gangut* was the only one of the sisters to “have her ensign gaff low down on the mainmast, instead of at funnel height” like we see in our MP. If that quote doesn’t seal the deal, then none will. With the identity wrapped up, I found an image showing one of the class “iced in” with her port anti-torpedo net uncoiled and spread on the ice. From this we can see how light the net wire appeared and how large the wire rope rings were. Two things are obvious: 1) It’s easy to see why they failed to stop incoming torpedoes. And 2) you can see the upper and lower pad eyes and how the take up tackle works.

It might interest you to know that Tim reveals how “this class was a compromise... the Tsar wanted these ships, his Duma did not and the naval staff favored a design by Cuniberti but a technical committee preferred a Blohm and Voss design” but that “the German design was opposed on principle.” Dave adds: “The original design for the class was prepared by Italian Army colonel Vittorio Cuniberti, but his ideas were significantly modified by the Russian Ministry of Marine, including incorporating icebreaking bows.” The comments in Preston’s book regarding this matter are interesting: Preston asserts that “the Russians strenuously denied the influence of the Italian General Cuniberti on the design...” Page 175 of his book shows the Italian design. I don’t know; I’ll let you struggle with this one yourselves. It is certain, however, that the Russians did seek “a great deal of help from abroad.”

Dave adds to the characteristics: “The ships had a normal displacement of 23,400 tons and 25,850 tons full load and were 600-ft. overall by 80-ft. beam and 27.25-ft maximum draft. They were powered by eight Parsons steam turbines, two per shaft, for a sustained horsepower of 42,000 (50,000 maximum) and trials speeds of 24.6 knots (about 21 knots sustained). They had no less than 25 Yarrow boilers that could burn oil and/or coal, with a maximum of 720 tons of oil and 3,000 tons of coal carried. Range was 900 nautical miles at 23 knots and 4,000 nautical miles at 16 knots. The crew complement was originally 1,125 total.”

“The armament on these ships included twelve 12-in in four triple turrets; 16 single 4.7-in. 50-caliber guns in casemates, and four submerged 18-in. torpedo tubes. Their armor was lighter than that of their foreign 12-in. gunned battleship contemporaries, with the mail belt being eleven inches thick at the bottom and 8-in. at the top, with a secondary 3 to 4-in. thick internal belt between the foreword and after turrets. The turrets had 12-in. faces and 10-in. sides, while the conning tower had 10-in. armor.”

As you can see from Dave’s information, they had very short range as they were intended “to defend the mouth of the Gulf of Finland against the Germans”—treaties being what they were at the time. And in the relatively confined waters of the Baltic they may have held their own, but history intervened and in the “general mutiny of the Baltic Fleet after the February Revolution in 1917” they, as Tim says, “joined the Bolsheviks”. By 1918 the ship was out of service. By 1925 she was back in service having been “renamed *Oktyabrskaya Revolyutsiya*.” Her original name was restored in 1942.

Dave, speaking about the four ships in general, adds more, “By WW II, the ships had been given a modest anti-aircraft gun battery, and their superstructures had been greatly altered and raised to incorporate platforms for weapons control and rangefinder equipment. Their bows were modified with flared upper portions to make them drier.” A survey of the photographic evidence would suggest to me, at least that perhaps the crew took to singing that popular tune by The Vapors—“I’m

AMERICAN NAVAL HISTORY 1785 - 1788

June 3: Congress authorizes the sale of the one remaining naval vessel, the frigate *Alliance*. For the next nine years, the American Navy will be no more.

1785 Ends with no further actions.

1787

September 17: The Constitution is approved by the Constitutional Convention and submitted to the individual states for ratification. The new government wants to provide and maintain a Navy. The ratification is completed in the summer of 1788 but years will pass before a navy is established.

October 16: John Paul Jones is award a gold medal by Congress.

1787 Ends with no further actions.

1788

April 15: The Empress Catherine the Great offers John Paul Jones a commission as Rear Admiral in the Imperial Russian Navy which he accepts.

June 17: John Paul Jones commands one of two Russian squadrons engaged against the Turks. In an action in the estuary (Liman) of the Dnieper on the Black Sea coast, he is responsible for the repulse of the Turkish fleet.

June 28-29: The Turkish fleet is badly defeated, losing 15 vessel, in a battle planned and dominated by Rear Admiral Jones. Another foreign officer in Russian service, Prince Nassau-Siegen steals most of the credit. John Paul Jones leaves the Russia Navy in August 1789.

1788 Ends with no further actions.

Bob Moritz

turning Japanese I think I’m turning Japanese I really think so.”

Both men reply that *Gangut* lasted until scrapping in 1959.

If you need more, Dave offers this last: “A lot more information on these ships can be found in the volumes of the Conway’s *All the World’s Fighting Ships 1906-1921* and *1922 to 1946*. The class name is given differently from source to source. Tomich called them the GANGUT class, Conway’s the PETROPAVLOVSK class, and the recent Polish Famous Warships Monograph on the class refers to them as the SEVASTOPOL class. The latter, by Maciej S. Sobanski and published in English in Poland in 2003, is a really fine monograph with numerous very well-reproduced photos and excellent drawings in color, and detailed fold-out plans for each ship at 1:400-scale included.” Not to be outdone, Tim finished with: “there are about four companies that build this ship in kit form, all they have to do is search the web.”

John Cheevers

Hampton Roads Ship Model Society 2016 Founders' Award Nominations and Ballot

The Founders' Award is voted on by the membership to the member who has most furthered the goal of the Hampton Roads Ship Model Society in the year awarded. This year's nominating committee (Gene Berger, Dave Baker and Tony Clayton), submits the members whose names appear below as nominees for the Founders' Award to be presented at the annual banquet this year.

Dr. Henry Clapp

Dr. Henry Clapp's nomination for the 2016 Founders Award stems from his dedication to the HRSMS thru his expert modeling and honoring the principles of what this award represents. Henry regularly drives from Franklin, VA to the Mariners' Museum for his Tuesday stint in the ship modeling demonstration booth. His meticulously crafted models and friendly demeanor have never failed to impress the Museum's visitors and have made him an outstanding ambassador for the HRSMS.

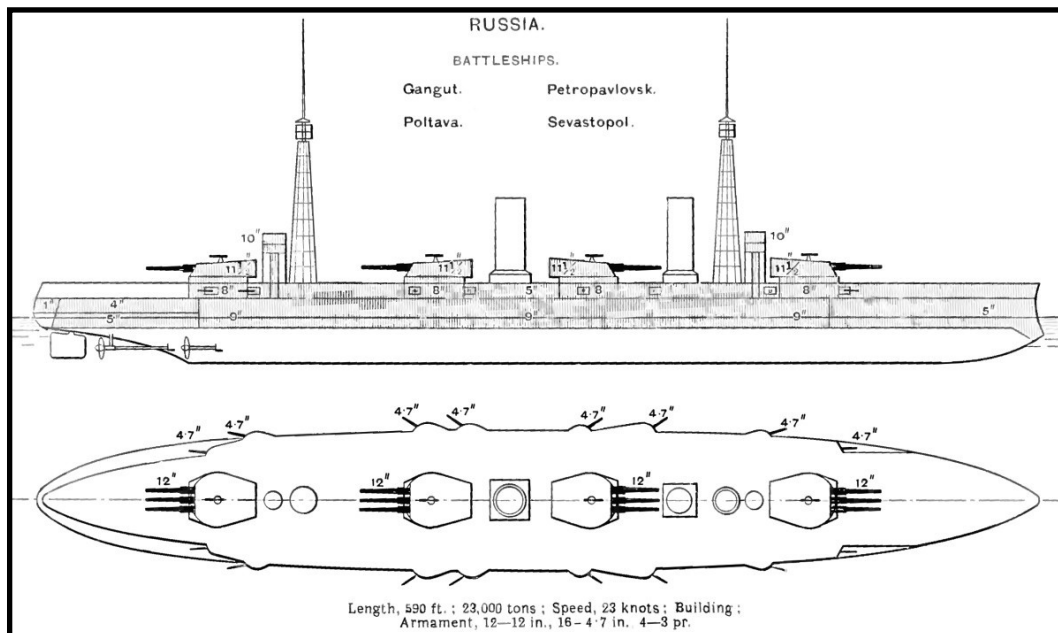
Marty Gromovsky

Marty Gromovsky is nominated for this year's Founders Award for his unbridled enthusiasm as the HRSMS photographer. He regularly photographs the meeting displays and club functions for the monthly *Logbook*. He is a skilled modeler who is always willing to help another to improve his own techniques. He participates frequently in the *show and tell* portion of the meetings and has given presentations on modeling methods.

2015 Founders' Award Ballot

Vote for one **DR. Henry Clapp** _____ **Marty Gromovsky** _____

Give the completed ballot to the Skipper at the February or March meeting or mail this ballot to the Skipper not later than March 12th (Timothy Wood, 2208 First Landing Lane Virginia Beach, VA 23451), or by e-mail at tgwood1958@gmail.com. Only Members in good standing may vote.



HAMPTON ROADS SHIP MODEL SOCIETY
ANNUAL BANQUET

Saturday March 19, 2016
Riverwalk Restaurant
323 Water Street
Yorktown, VA

Cash Bar 6:30 pm Dinner 7:30 pm
Price \$45.00 per person, includes tax and gratuity

Dinner Menu

Lobster Bisque

House Salad
Warm Bread

~

Sliced Beef Tenderloin with Red Wine Sauce

or

Seared Salmon Fillet with Hollandaise Sauce

or

Herb Roasted Breast of Chicken with Barbeque Sauce

~

New York Style Cheesecake
Fresh Berries

A vegetarian dinner is available

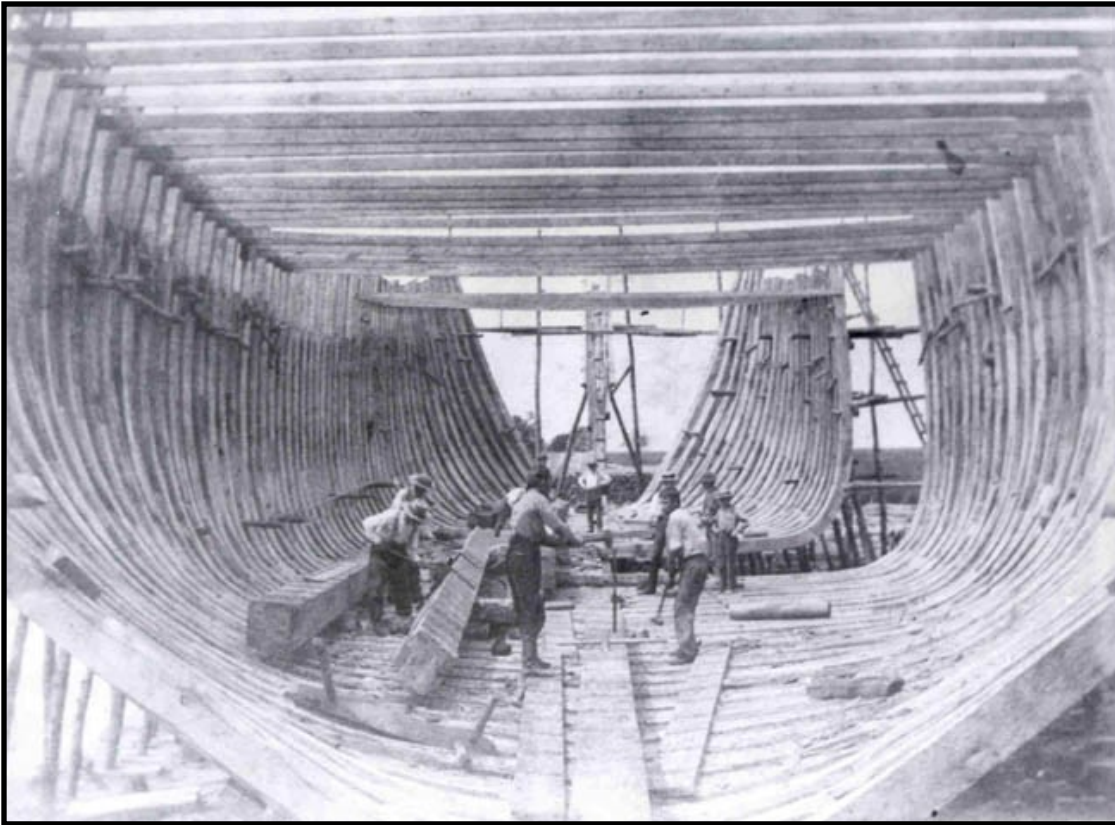
HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET
Riverwalk Restaurant, Saturday March 19, 2016

NAME _____

Number in your party _____

Return this form and funds to Eric Harfst
not later than March 12, 2014.
Eric Harfst
119 Reserve Way Apt 213
Williamsburg, Va. 23185

X \$45.00
Total \$ _____



**Shipbuilders at
Dennisville**
Photomural from
the Wayne B.
Yarnall Maritime
Collection

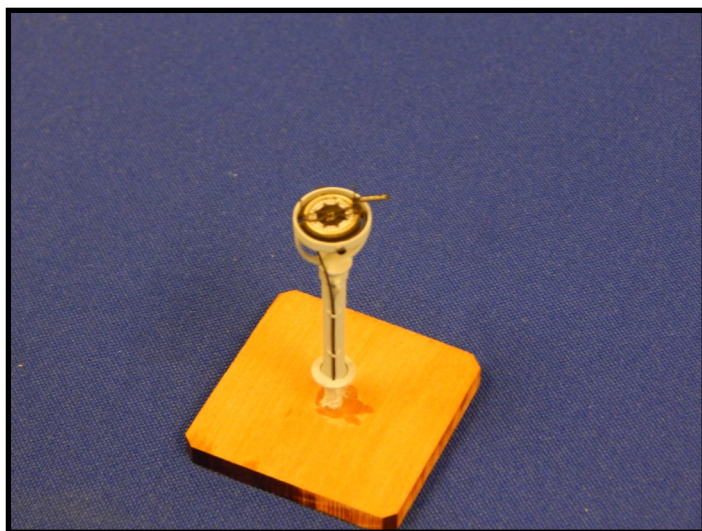
65-foot sardine carrier *Grayling* coming into Lubec. The vessel was owned by the R.J. Peacock Canning Co. of Lubec. She was built in 1915 by Frank Rice in East Boothbay as a purse seiner, with a 65 HP Standard gasoline engine. By 1925 she was hauling herring. *WoodenBoat Magazine* for May/June 1997 has an article on her history, while the March/April and May/June 1998 issues recount her reconstruction and conversion to a yacht by Doug Hylan.

From the Penobscot Marine Museum's web site.





Henry Clapp's Log Canoe



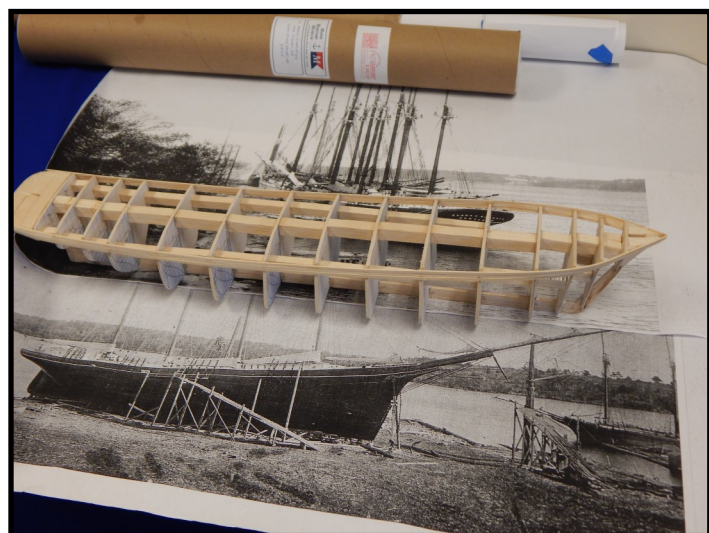
Gene Berger's Sub Chaser Polaris



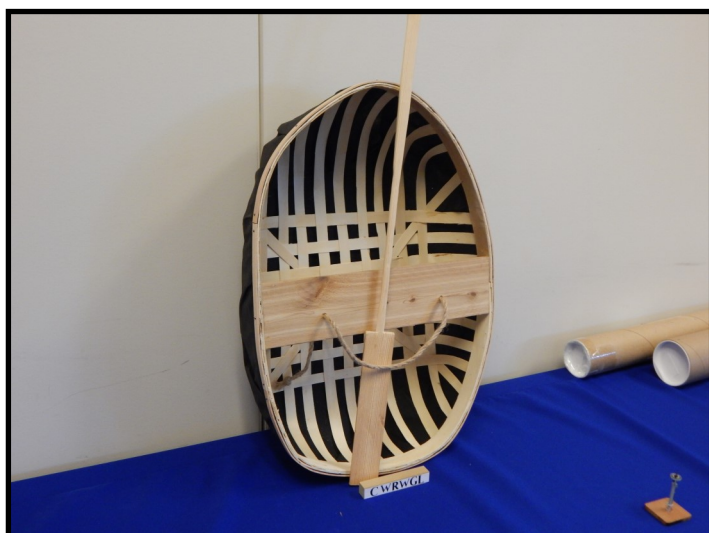
John Cheevers' Optivisor alternative



Bruce Brown;s Half Moon



Marty Gromovsky's Four Masted Schooner



Tony Clayton's Coracle

Mystery Photo

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



NOTABLE EVENTS

FEBRUARY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Election of officers Presentation, Tom Mathews, "Evolution
of Warships"
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
Presentation, Tony Clayton, TBA

JANUARY

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

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
January 9, 2016
Mariners' Museum

Guests: None

The meeting was called to order at 1005 hours by the Skipper, Tim Wood. Tim announced the Mate, Moritz is under the weather. The Skipper gave three recommendations for books, Neptune's Inferno, The Last of the Tin Can Sailors and The War Below. There was no correction to the minutes as published. Eric Harfst gave the Purser's report and noted that dues are payable in March.

Old Business: The Skipper read a letter from the Richmond IPMS thanking us for our support of the Old Dominion Open to be held on February 27. Ron Lewis said that we conformation for our meeting dates at the museum. Tom Saunders said per request the banquet will be held at the Riverwalk Restaurant on the 19th of March. This year's menu has the addition of a chicken entrée to go with the beef and fish. After discussion a motion was made and passed for the members to pay \$45.00 per plate with HRSMS subsidizing the remainder of the cost. The Skipper appointed Gene Berger to head the Founders Award committee. Tony Clayton and Dave Baker volunteered to be on the committee with Gene. Next there was the nomination of officers. The unopposed slate of officers is Skipper-Bob Moritz, Mate- Gene Berger, Clerk-Tom Saunders and Purser- Ryland Craze. The election process will be concluded at the February meeting. Tony Clayton noted that some of the other ship modeling clubs lack our level of participation in giving presentations and people willing to serve as officers. Tim thanked the members for their support during his term of office.

New Business: Dave Baker said that Mark Arduini of The Mariners' Museum would like to have ship modeling course at the museum. Mark was thinking about a six-week course. Dave said that Mark will come to February meeting to broach the issue with the HRSMS. This led to much discussion. John Proudley asked about raising the dues to \$18.00 or \$24.00. After some discussion, a motion was made and passed to raise the dues to \$24.00 effective March 2017. Ron Lewis said the schedule for the model builders' stand is full and there will be a docent open house on The 23rd of January.

Show & Tell: Gene Berger showed a polaris (binnacle) for his subchaser. John Cheevers showed a deluxe Magnivisor he received for Christmas. Bill Altice showed some uv light setting glue and said that it worked surprisingly well. Ron Lewis showed two books in the "A History in Ship Models" series, The Sailing Frigate and The Ship of the Line. Henry Clapp showed his log canoe. Marty Gromovsky showed his four-masted schooner the Clare E. Randell a companion model to his coal lighter. Bruce Brown returned with his Half Moon. Tony Clayton showed the picture book Down the Severn.

The meeting was adjourned to a presentation "The Coracle", by Tony Clayton

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
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