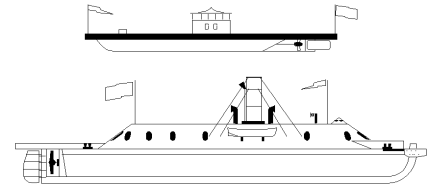


# Hampton Roads Ship Model Society

# Logbook!

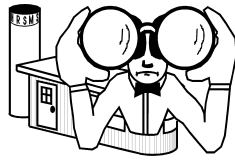


No. 358

WWW.HRSMS.ORG

April, 2016

## From The Bridge



Hope everyone has had a good and healthy March. Worked or studied ship modeling or history? It's important that we keep the skills and history moving forward. We as a club want to keep and teach future generations about these skills. Bring in those models for show and tell so that we may learn. Those of you who study the history of ships, if you have something of interest to share with us please do so. A demo on history is always welcomed. We need to know why ships are the way they are.

We had our Banquet in March. Hope everyone had a great time especially the ladies. It was good seeing them there. The only thing I can say about it is that I cannot get enough time to talk to everyone. It just seems to be too short. Somehow we need to work on this. We had 46 people there. The best ever. Soon we need to plan next year's banquet.

This month we have a demo by Dave Baker on monitors. Should be very interesting. We also will have a guest at the meeting from the museum. She will give a short talk about her position and help they need from us and what they can do for us.

Again, bring those models in. Finished or not.

Enjoy the Logbook.

Bob

## Mystery Photo



Mystery Photo #357: Several years ago, I wrote a review of a book titled *The World's Worst Warships*. I don't remember if our Mystery ship is in there, but I remember that I didn't like the book, I didn't agree with the author's premise, and I certainly didn't agree with some of his choices and a lot of his omissions. But he had opinions. Opinions are opinions and as numerous as peoples back sides—and so, we have ours! We'll collect ours and begin a debate.

It's hard to categorize and criticize warships that have been built—especially if you're an armchair sailor and not someone truly in the know. Quarterbacks from before the mast usually end up liking or disliking warships based solely on appearance. From that amateurish point of view, it's hard to reach meaningful consensus. For instance, take our little ship modeling group; opinions run amuck in our circle. What one member likes, another doesn't. In this year of Inclusion and Diversity, I'm surprised we even have such divisiveness in our ranks, but we run amuck. If you have to climb the mountain to find out what makes a good warship, you better NOT come back with an answer like: "anything, as long as it's not this month's ugly Betty." However, if someone doesn't take the time to point out all the ugly ships in the world, how would the rest of us know?

This month we offer a truly spectacular photograph of a truly ugly Betty. She's so ugly I'm tempted to think she was designed by committee—the same committee, perhaps, that designed for GM back in the 80's and 90's, or have they all moved to France. And she's so ugly she brings to mind the joke

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## MEETING NOTICE

**Date:** Saturday April 9, 2016

**Place:** Mariners' Museum

**Time:** 1000 Hours

**2016 Dues are Due**

## Congratulations

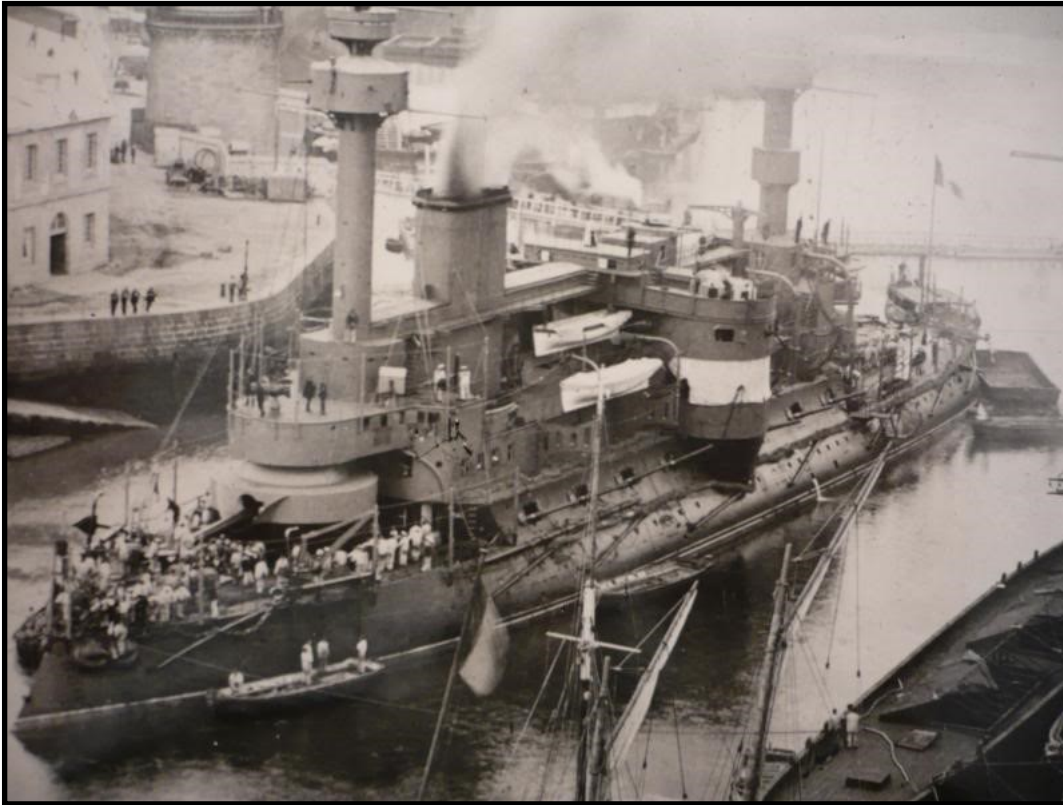
Congratulations to Marty Gromovsky on winning the 2016 Founders Award.

(Continued from page 1)



about shaving a dog's back side...But is it fair to focus on the physical and ignore what's really there? No! So, let's get to it.

Sorry, I was in jest; we always do the physical and this month it consists of a capitol ship of some sort.



Not very large, possessing very little freeboard but huge amounts of tumblehome and superstructure. Her hull ends are very similar so it might be hard for some members to discern which end is forward—hence the quip about the shaved dog. Moving on, some of what we see appears modern while much of what we see seems a bit anachronistic. A transitional design. And transitional designs always go back to the time from 1870 to 1900—there you have a window of opportunity. To make the search easier, the submitter kindly (or he missed it...however you choose to see it) left the national ensign flying. One clever reply pointed this out: "It says: "Bonjour!" Well, the Tri-Color at the taffrail pole may have something to do with it." And it may, just as the funky, exaggerated tumblehome has something to do with it.

## Nautical Term

**Ratlines** (also, Ratlins, Rattlings) The rungs between the shrouds for going aloft, earlier of rope, now either rope or rods. Another and earlier spelling was raddlelines, and the Middle English source word was radelyne, so their may be a connection with the word raddle.

Submitted by, Tim Wood

And do with it we did. In addition to the two, single gun turrets mounted low fore and aft, we see a barbette gun located high up amidships. Its twin is located on the other side. Now the difference between a turret mount and a barbette is what? The turret obviously! Barbette guns are located outside, open to the weather. Below them, right in the curve of the tumblehome we see a row of seven casemated rifles. Above them we see a structure that resembles a hotel or a dorm or some-

thing—mullions in the windows seem unusual for shipboard use, but they're appropriate for the time. And above that is a forest of falls and cradles for the large group of ship's boats. One very unusual feature of the ship's davits are the two sets per side that are carried by heavy, foldable, swinging buttress frames. Two, tall military masts anchor each end of the superstructure bundle. There is a single stack forward (ask the dog how we know it's forward). Above the barbette guns we have a strange fighting position, a structure that resembles a castle bailey, showing positions for at least three small rifles. Atop it we see a small house with what looks like a charley noble on the roof. In Old French, the word bailey was "baille" which meant enclosure which loosely means a high, defensible position. Much lower, she even carries anti-torpedo netting.

She looks like a stacked mess, but in reality she is the product of a very turbulent time in warship design and naval architecture. As previously mentioned, she comes from the transitional period where navies were switching from wood to iron and steel and from sail to steam—the age when mechanically derived power was replacing human power in operating ship's systems, when science was looking to replace dead reckoning. And chaos did reign in ship construction during this period. John Beeler in his book *Birth of the Battleship - British Capital Ship Design 1870-1881* captures this mood perfectly when he writes: "The fleets of the period 1860-90, Britain's included, were, in the words of a charitable authority, 'some of the strangest collections ever assembled, reflecting not only a rapid series of technical inventions but a state of anarchy in ideas of naval architecture.'" You'll notice the single quotes. The "charitable authority" is Theodore Ropp, a professor who taught at both Harvard and Duke, who wrote this in his book *The Development of a Modern Navy: French Naval Policy, 1871-1904*. And we truly see this development in the Mystery Photo.

Despite, or maybe because of, all of the vessel's apparent ugliness, she was remarkably easy to identify. First responder Tim Wood had no trouble with identifying this MP. He writes: "Hoche Turret Barbette Ship. A "one-off" ship which combined

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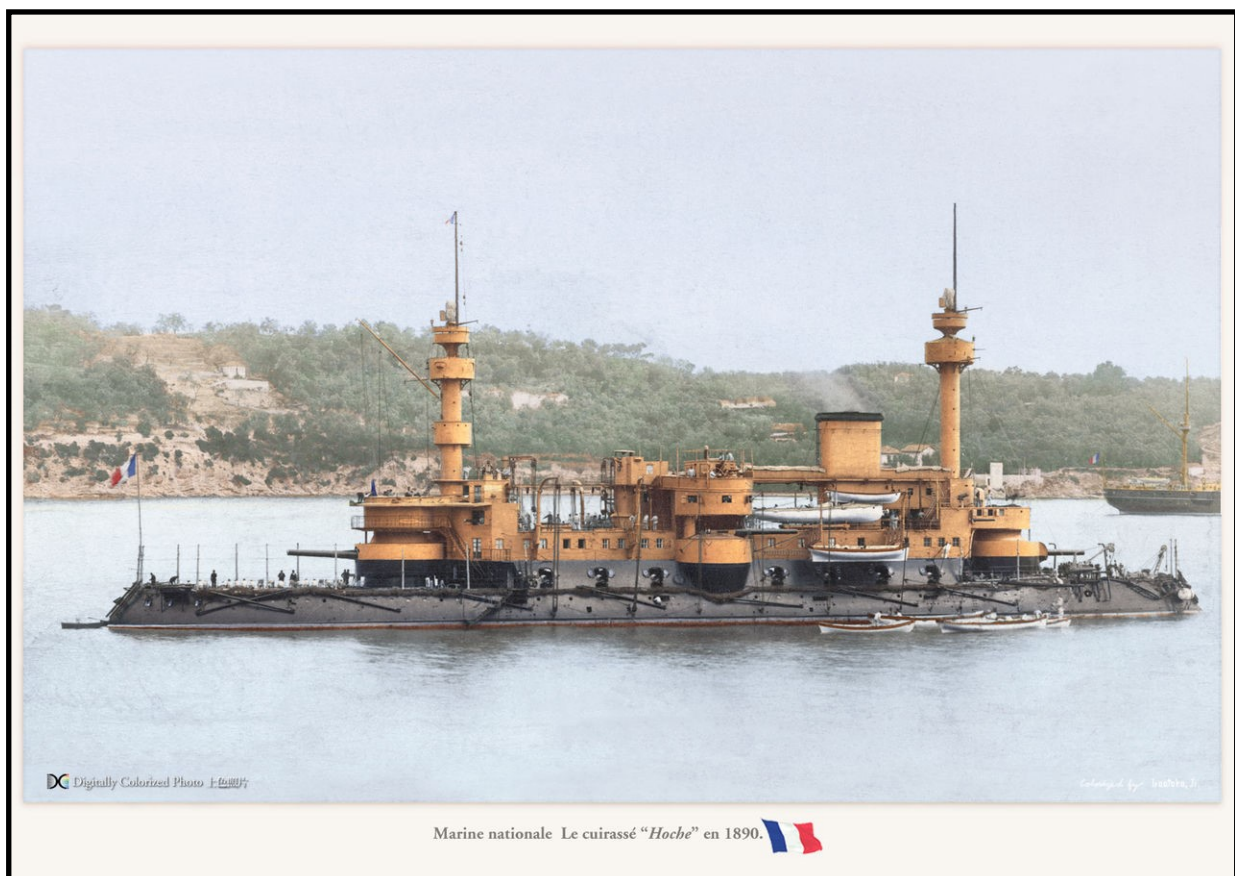
Turret and barbette guns.” Following closely on Tim’s heels is Dave Baker who cryptically adds, “This month’s mystery ship is the French pre-dreadnought battleship HOICHE. [A] truly hideous example of French battleship design” Not to be outdone, a third reply coming from Rob Napier—the fellow who spotted the flag—offers this: “On the off chance that those three vertical bands on the flag really were red, white, and blue, I took out Conway, 1860-1905. Looked to the section on France. Sure enough, on the seventh page of capital ships (pg. 292—JFC) is a profile sketch like no others—except the one in the MP. Gotta be Hoche, the only vessel of her class.”

By cobbling together the remaining comments from the three replies we learn that “Hoche was built at Lorient and laid down in June 1881 and launched September 1886, and completed in 1890. She was given the nickname of “Grand Hotel” due to the towering superstructure.” That is a nickname that Dave actually appreciates! Concerning the length of the build time, Rob jibbed that it “Probably took so long because they couldn’t decide if they were building a battleship or, with all those windows, a floating B&B.” Nevertheless she was completed, and on a mere 10,820 tons appeared to carry the very latest in almost everything. Besides what has already been mentioned, her armament breaks down to “Two 13.4 inch/28 cal. M1881, Two 10.8 inch/28 cal. 1881, Eighteen 5.5 inch M1881. (This was latter altered to twelve QFC) ten 3 pdr, ten 1 pdr revolvers, with another four 9 pdr later added. The 15 inch torpedo tubes (AW).” That’s a lot of firepower to spread along a short 336 foot of hull. No wonder we see layer stacked upon layer.

And what did all this layer-cake do for the ship? Well it made her a bit tipsy. “The ship suffered from poor stability and in 1898 she went in for major alterations to the superstructure and also at the same time she was re-boilered with 16 Belleville boilers and VTE engines.” This repowering might be what’s behind Dave’s remark: “Conway’s errs in stating that she had two funnels side by side. Nope, just one big one.” He also mentions that the alterations included deleting “the pilothouse from its position atop the forward 13.4-in. gun turret, where it was supported by a revolving structure that ran right into the roof of the turret; the after turret also supported some sort of deck-house.” Additionally, the after military mast was removed and replaced by a simple pole mast while the catwalks were reduced in size and complexity. And it’s important to keep in mind that as this Ugly Betty never really got any better looking after all this drastic and not really cosmetic surgery to her topsides.

This first refit was not totally successful as Hoche continued to have her speed restricted due to continuing stability issues. Apparently the hydrodynamics of her hull were not completely understood—shades of gray for the new Zumwalt, DDG 1000. Another docking period came and saw more work to reduce top hamper and her third appearance shows almost all of the structure above the “hotel” being deleted. It’s interesting to note here a statement saying that “two much smaller oval funnels mounted side by side replaced the large single rectangle funnel.” Despite all attempts to right the design, she was quickly overshadowed by “other” engineering developments and the general progressive growth and march of time that always seems to plague warship design. From her last reworking in 1898 it was just eight quick years until HMS Dreadnought burst

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(Continued from page 3)



Mystery Photo

onto the naval scene permanently sealing her obsolescent fate. "In April 1908 Hoche was decommissioned and placed in reserve. On January 1, 1910 she was disarmed but hung around for a few more years, until expended as a target in November 1913."

Regarding her livery, the MP seems to show the vessel painted overall in the same grey tone. I initially took the slight variation in shading that you find at the demarcation line between the hotel deck and the top of the tumblehome to be a shadow caused by the change in plating direction. Now I'm not so sure. Dave adds: "I've got a 1250-scale metal model of her with black hull and dark brown upper works, but the excellent photo in the newsletter shows her with an all-gray paint job." Dave is puzzled as well. Internet to the rescue?

I found our MP image on a chat line called warshipsdiscussionboards.yuku.com. Go there, or you can Google Predreadnoughts-at-speed-and-or-in-weather. Take the result and jump to page 3 to see incredible images of French Pre-dreadnought battleships including or Mystery Photo of Hoche. But don't limit yourself to just page 3 like the Brits do, check all 5 pages out and then explore the rest of the site—but that's getting ahead of ourselves. Looking deeper on the web using a Pinterest search for French Pre-dreadnoughts, I found a digitally colorized version of our MP and the colors match the various color paintings and things defining Hoche. Also, someone has plopped a copy of the colorized version into Model Ship World—search French Pre-Dreadnought Battleship Carnot. Perhaps Dave's dark brown is too dark and something closer to a buff color should define the upper works.

Hoche arrived on the naval scene at a time when men were just beginning to learn how to build steel and iron warships fitted with very large caliber rifles and heavy, bulky machinery. There were many competing ideas as to how this should occur. All of the major powers were designing in semisecret environment and producing nearly identical vessels in terms of capability with each type along the way. That time period may have been chaotic, but it is rich in terms of choices for

## AMERICAN NAVAL HISTORY

1792

April 20: The French Legislative Assembly declares war on Austria. This initiates a struggle that will keep Europe in turmoil for 23 years. In 1793 Great Britain enters the conflict. President George Washington proclaims American neutrality and calls upon countrymen to be friendly and impartial. At sea, the efforts of each antagonist to prevent trade with other will result in a disregard of neutral ships. Grave injury to the American merchant marine is the result. A lasting peace is concluded on 1815. The United States will have been drawn into conflict with both Britain and France.

July 18: John Paul; Jones dies in Paris at the age of 45.

1793

April 22: Six frigates are constructed to protect American commerce from Algerine corsairs.

July 8 – 25: No fewer than eight American merchantmen are captured by the Algerines.

1793 Ends with no further actions.

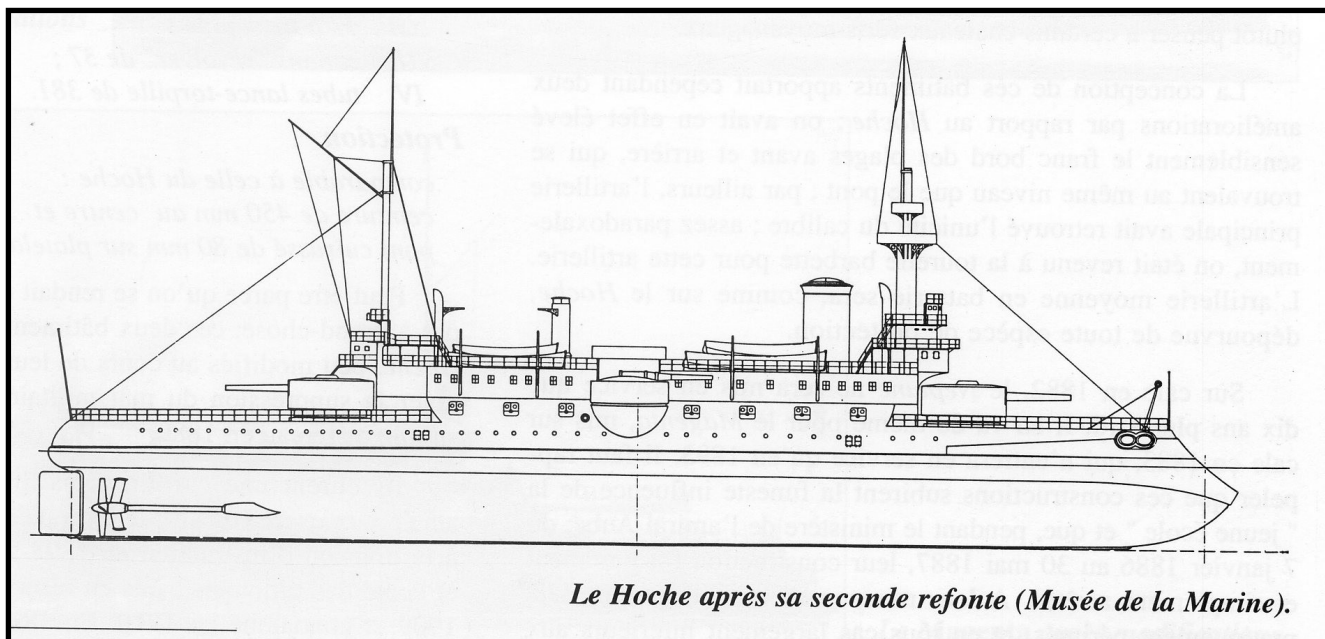
Bob Moritz

model makers. Hoche, while a bit of an ugly Betty and quite possibly a candidate for inclusion in The World's Worst Warships, offers much to the modeler who chooses to model a unique period piece.

John Cheevers

### THE ANSWER

French predreadnought (ironclad) battleship Hoche before her 1895 refit.



*Le Hoche après sa seconde refonte (Musée de la Marine).*



Marty Gromovsky  
Holding the 2016  
Founders Award



Eric Harfst Being  
Presented A  
Plaque in Appreciation of His  
Service as Purser



HRSMS Banquet  
Riverwalk Restaurant  
March 19, 2016



## 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

### APRIL

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Dave Baker, Monitors of the World, 1862-2016

### 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

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

### FEBRUARY

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers

### MARCH

- 11 HRSMS Monthly Meeting: Mariners' Museum

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Bob Moritz (804) 779-3365  
Mate: Gene Berger  
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  
Chaplain: Alan Frazer (757) 867-7666  
Photographer: Marty Gromovsky

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
April 12, 2016  
Mariners' Museum

Guests: Kevin Ritton, 1st meeting

The meeting was called to order by the Skipper, Bob Moritz at 1005 hours. The Skipper distributed a survey form and asked that the members return them at the end of the meeting. The form will be used to determine the members' interests. The guest, Keven Ritton was recognized and he told of hi modeling experience. There was no correction to the minutes as published. Eric Harfst gave his final Purser's report, detailing expenditures and our account balance. Eric reported that the membership now stands at 54 regular, 2 associate and 2 honorary members. There was no Webmaster's report. Gene Berger talked about the society's computer. He said that the computer was in his possession and that he had spent considerable time updating it. Gene then asked if anyone would take custody of the computer. Ryland Craze stepped up and took on that task.

Old Business: Ron Lewis reported that the model builders' (Taco) stand is on the back burner as far the museum concerned due to personnel constraints will not be addressed until 2017. This led to much discussion about the Taco stand. The subject of a monitor to display photos of member's models reared its head again. Tom Saunders reminded everyone that the original concept was to have an electronic picture frame inside the Taco stand scroll through the photos. This concept could be implemented at minimal cost with no involvement required by museum personnel. After discussion Tim Wood said that he would get information on a picture frame.

New Business: The Skipper asked that members that won awards at the IPMS show in Richmond bring their models and awards to the banquet for display. Charles Landrum gave a heads up on an IPMS event that will be held at the Aviation Museum in Pungo on September 30 and October 1, 2016. Details will be forthcoming. Gene Berger said he was interested in hosting a workshop on photo-etching. Anyone interested in attending should contact him to coordinate a date.

Show & Tell: Tom Wood showed his type 21 U-boat, discussing the use of weathering powder. John Cheevers showed the progress on his sardine carrier. Sean Maloon showed the state of his 1:92, 1941 West Virginia. Sean discussed details of the construction of the superstructure. Charles Landrum showed his work-in-progress USS Onondaga, a 1:192 kit from Flagship Models. Dave Chelmo displayed the progress on his Echo class schooner cross section model. Henry Clapp showed his completed 1:92 model of the Model Shipways Phantom NY Pilot Boat. Tom Matthews showed his start on the 1:64 Model Shipways Sultana. Tom also had a Model Shipways catalog from 1977.

The meeting adorned to round table demonstrations by Tim Wood – Trunnel Making, Ryland Craze – Planking and Gene Berger – Photo-Etching.