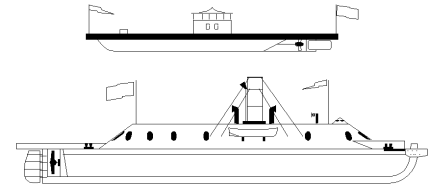


# Hampton Roads Ship Model Society

# Logbook!



No. 359

WWW.HRSMS.ORG

May, 2016

## From The Bridge



Well, I'm not having fun with my PC. This is my second time I'm writing this newsletter today and learning the art of the word 'SAVE'. I'm going to hit it right now. There it's done. Now to continue on.

I hope everyone is having a better day than me. Spring is here and going fast. Summer will be soon upon us. Time to head outside to the workshop and do some modeling inside or put in the air conditioners. Whatever the case, keep building those models.

On April 2, 2016, Gene Berger gave a demo on photoetching (PE). He started from designing the object on a computer to be etched to the finish product. Great demo. I believe 7 of us were there and drove Gene nuts but the end result was a nice piece of PE or what is called a fret. Great job Gene.

On April 12, 2016, the museum had their annual volunteer reception. Dave Baker and Ron Lewis each were given an award. Dave Baker received a book for putting in 349 hours in the Taco Stand. Ron Lewis received the Gene Cooney Memorial Award for his time as a volunteer at the museum. Congratulations to both for a job well done.

Please keep bring in the models your working on. The more the better. See everyone at the meeting.

Enjoy the LogBook.

Bob Moritz

## THE ANSWER

The answer to Mystery Photo 358  
Ben Line Cargo Ship - Benarty, built 1963  
Undated Photo

## MEETING NOTICE

**Date:** Saturday May 14, 2016  
**Place:** Mariners' Museum  
**Time:** 1000 Hours

## Mystery Photo



I suspect that most of you can visualize the scene where the heavy lift ship *Blue Marlin* brought back to the United States the severely damaged destroyer *USS Cole*. It's rather commonplace today to see vessels that look like cut down tankers transporting heavy and oddly shaped loads around the world. It speaks to the state of today's engineering that it is even possible. Thirty years ago you really didn't see objects this large being moved by sea, unless they were under tow.

And Thirty years ago would have been exactly one year after the ship in our Mystery Photo was sent to the ship breaker. Yet thirty years ago this vessel was considered a heavy lift ship. And thirty years ago the ship was just three years past its twentieth birthday. And it was at the time of her birth that the seed of modern inter-modal shipping took root causing the paradigm shift that ultimately rendered the vessel obsolete. Let's look at the vessel.

We have what appears to be a merchant ship ostensibly configured for break bulk transportation. Five distinct cargo holds are visible each fed by a series of king post derricks and booms, although the middle derrick forward is substantially larger than all the others. The vessel is flush deck, has an eye pleasing sheer at the rail. The modern feel of her hull features small, raised structures fore and aft. Her superstructure amidships is conventional in arrangement but configured to compliment her slightly modern appearance. In the black and white image, her livery and funnel shape is not suggestive of any well-known line—like you see in the winged stack of Carnival Cruise Lines ships. From a style point of view, she has a certain attractiveness that compliments her modern qualities. And it is interesting that rust streaking at three locations along the hull mars her overall appearance.

On almost any given day this is about all we could say about this vessel. And I hate to say it, but that ain't near enough to provide an identification, unless you've seen the boat before. Nevertheless an identification is possible, you just need to follow the clues. And we have a clue, a rather big clue. And, as it turns out, it's the only clue we need to solve this Mystery Photo.

No responses this month. Nothing official anyway; unofficially, I did overhear Bill Clarke make mention—while in the Taco Stand no less—that the vessel looked familiar. I have to paraphrase what he said as neither he nor I nor Tom recorded his epic thoughts. It went something like this: "Where did you get this freighter? It kind of looks like the *Benarty*, but it's too small. The forward booms are too big." Hum.....For those of you not familiar with "the *Benarty*", it's the nearly five foot long ship model that graces Bill's model/library/nautical artifact

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Mystery Photo

room—the red room. It’s a very well executed ship model and deserving of your time to study—it offers that compelling impression you sometimes hear about. Some of you may remember when it anchored a corner of our Poquoson Library ship model display several years ago.

Back to the clue. Remember that middle boom forward? The one that is substantially larger than all the others? It’s the clue. It consists of two, heavy, un-stayed Sampson-posts angled outboard in a narrow “V”, with four light derricks and a heavy, center boom. The heavy boom is fitted with a harp shaped head piece. And because this gear was so much more robust than all the others, I focused my search on “booms and derricks” to see if I could find out why. And I did! This, very specific type of mast and boom arrangement is called the Stülcken heavylift derrick.

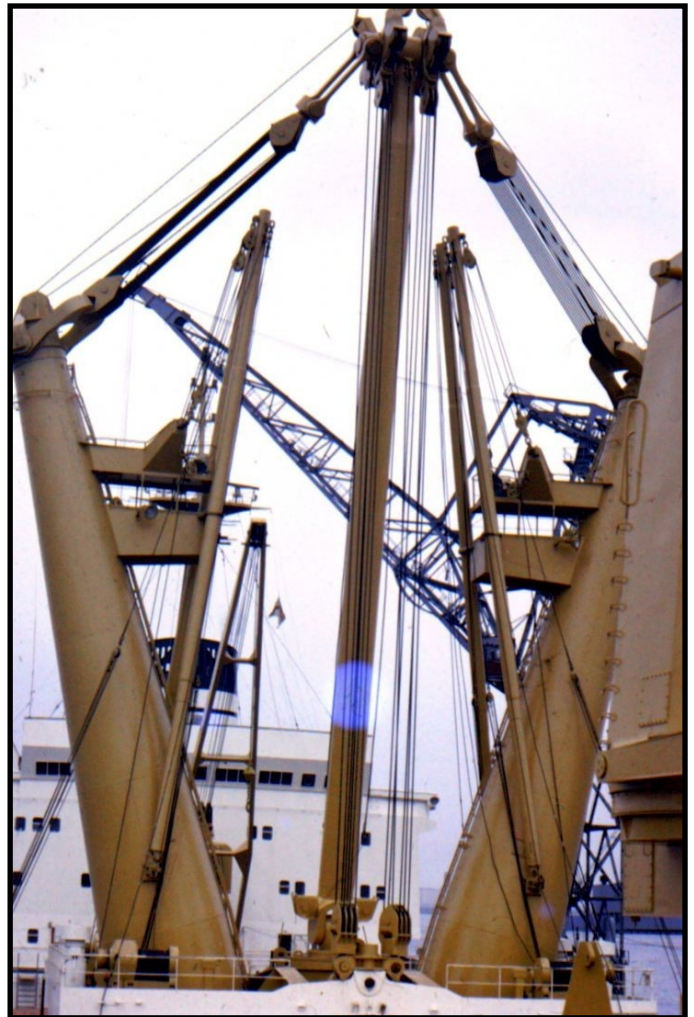
“The patent Stülcken derrick is used for very heavy cargo. It stems from the German shipyard HC Stülcken & Sohn which has been taken over later by neighboring yard Blohm & Voss. This derrick can handle up to 300 tonnes. The Stülcken can be made ready in few minutes, dramatically faster than a traditional heavy derrick, doesn't require lots of space and is operated by four winches. Between two v-shaped, unstayed Samson-posts is the Stülcken secured. This makes it possible to let the derrick swing through the posts to reach another hatch. For each post is a hoisting winch, a span winch and a lever that is run by one man only.” Seems fairly straightforward, but I suggest you get with Heinz if you need further details.

With that precious nugget of information, I refined my search to “Stülcken heavylift derrick” and hit the bonanza. I found the rig fitted to a number of vessels, one or which just happens to be a dead ringer to our Mystery vessel, right down to the livery and rust streaking. I also turned up an excellent reference. Now if you’re one of those cats who just happens to have a copy of Cargo Liners: An Illustrated History written by Ambrose Greenway and published in 2009, you’re in luck, because on page 150 the Mystery can be revealed. I don’t have the book but it is available on Google.

Anyone want to hazard a guess to this MP’s identity? From the reference we learn that the ship was “delivered by Caledon Shipbuilding & engineering Company in 1963. The



USS Cole (DDG 67) awaits transport on the Motor Vessel Blue Marlin



Stülcken Derrick

10,294 ton [vessel] was Ben Line’s only purpose built heavy-lift ship and was fitted with a Stülcken mast capable of lifting 180t. Unlike the four former Ministry of War Transport heavy lift ships the company had been operating for some fifteen years, [the vessel] was fitted with tweendecks and her hatches and tank tops were specifically strengthened for carrying Centurion tanks.” You’ll get the ship’s name later, and you just got your second clue—if you need it.

Building on clue number two:

In 1825, “Two brothers, Alexander and William Thomson, set up their own account as ship brokers and subsequently ship owners in Leith, Edinburgh.” In 1853, their company began operating under a new name. “The prefix Ben, an English approximation of the Gaelic word for mountain, was first used for Bencleuch and later the name of the owning company became Ben Line Steamers.” In 1859, “Araby Maid (1) began an exploratory voyage to Chinese and Japanese ports which took nearly two years. This signified the company’s first foray into the Far East which later became the company’s major trade route.” Following tough and lean years involving two World Wars with a great depression squeezed in between, the company by 1950 had rebounded enough to “develop its liner services between Europe and the Far East, operating fast, custom built tween deck vessels. Ben Line pioneered a number of new trade routes, and became one of the leading liner companies in the trade.”

(Continued on page 3)



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It was during this latter period where the heavy lift ship that is our Mystery vessel was acquired. "During the 1970s the company also became involved in oil drilling, containerization and chemical transport."

Following the sale of the Line's ships and rigs in the early nineties, the company centralized its operations in the Asian theater and concentrated on logistics and Port Agency Services. The company continues to this day operating under the banner "Ben Line Agencies". Prior to this restructuring the proud Scots thought of Ben Line ships as "The Scots Navy" and all ships were registered at the port of Leith, Scotland. You could identify the ships by their flag—"A white rectangular flag with broad red border and a blue anchor in the centre."

So, I guess by now you're starting to think that our Mystery Photo shows a Ben Line vessel at sea. And you would be right! Are you also starting to get the idea that just maybe Bill Clarke knows what the vessel is? I hope so because the Mystery Photo shows the mighty *M/V Benarty*—all 155 meters of her. She operated for the Ben Line from 1963 until being sold in 1981 "to Pacific International Lines Pte. Ltd." Her name was changed to *Kota Petani* and she operated under this name until being sold for scrap in 1985. She was "broken up at Guo Feng Steel Enterprise Col Kaohsiung, Taiwan."



Benarty, November 16, 1977

wan & Co Ltd – United Kingdom – 1 x 6RD76, 2 Stroke, Single Acting, In-Line (Vertical) – 6 Cy. 760 x 1550, Mcr: 6,620 kW (9,001 hp).

**Subsequent History:** 81 KOTA PETANI

John Cheevers

## AMERICAN NAVAL HISTORY

1794

January 2: A Congressional resolution calls for the establishment of a navy to protect American ships from the Algerines. Alexander Hamilton supported the Federalist Party which was for the northeastern mercantile and maritime community. The bill was opposed by Thomas Jefferson's Republicans, who represent the South and inland areas. The latter feared that a navy would be expensive, drag the country into unwanted adventures overseas.

March 27: A compromise is reached. Congress authorizes the construction or purchase of six frigates. The stipulation is that they will be canceled if peace is made with Algiers prior to their completion.

June 28: Joshua Humphreys, a shipbuilder, is engaged to design the two classes of frigates authorized by the Navy Act of March 27, 1794. The largest and most powerful frigates are built. These revolutionary vessels will prove their worth in the Quasi-War with France and the War of 1812.

June 28: Their are six captains appointed: Joshua Barney, John Barry, Richard Dale, Samuel Nicholson, Silas Talbot and Thomas Truxtun.

1795

February 23: Congress establishes the Office of Purveyor of Supplies.

September 5: A treaty is negotiated with the Dey of Algiers. Attacks on American merchantmen will cease in exchange for the payment of a \$525,000 ransom for the seamen already captured, the gift of a 36-gun frigate and an annual tribute of \$21,000 in naval stores.

1795 Ends with no further actions.

Bob Moritz



Ben Line House Flag

Heavy lift today easily dwarfs heavy lift from just thirty years ago. Vessels like *Benarty* are no longer constructed, their functionality was largely replaced by RO/RO ships. But in her day and in her way she carried some impressive cargos. "Some of the cargoes that she carried included a German steam locomotive bound

for a British railway museum and a British 'Austerity' type 2-8-0 locomotive in War Department livery. '*Benarty*' also carried naval crafts to/from Hong Kong, and even a fire engine which was destined for Kedah in North West Malaysia"—must have been a very large fire engine!

Next time you see Bill, ask him to bring the *Benarty* to a meeting for Show and Tell.

From the web site [7seasvessels.com](http://7seasvessels.com):

IDNo: 5401625 – Year: 1963 – Name: **BENARTY** – Keel: 19.2.62 – Type: Cargo ship – Launch Date: 12.10.62 – Flag: GBR – Date of completion: 2.63 – GT: 10294 – DWT: 12420 – Yard No: 534 – Length overall: 155.0 – LPP: 142.0 – Country of build: GBR – Beam: 20.4 – Builder: Caledon SB. & Eng. Co. Ltd. – Dundee.

**Machinery Overview:** 1 oil engine driving 1 FP propeller – Total Power: Mcr 6,620kW (9,001hp) – Service Speed: 16.00 kts.

**Prime Mover Detail:** Design: Sulzer, Engine Builder: D Ro-

### Nautical Term

**Sextant** A navigation instrument for measuring the angle of altitude of a celestial body. The term comes from Latin, sex, six or sixth, and ans, part of.

Submitted by, Tim Wood



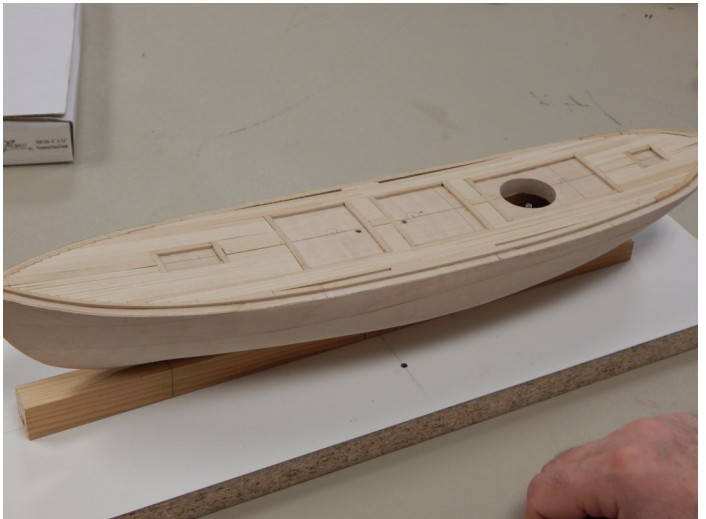
Stewart Winn's Tamiya Kit Drill



Dave Baker's Paper Armada



Tim Wood Receives a Plaque for His Service



John Cheevers' Sardine Carrier



Tim Wood's type 21 U-Boat

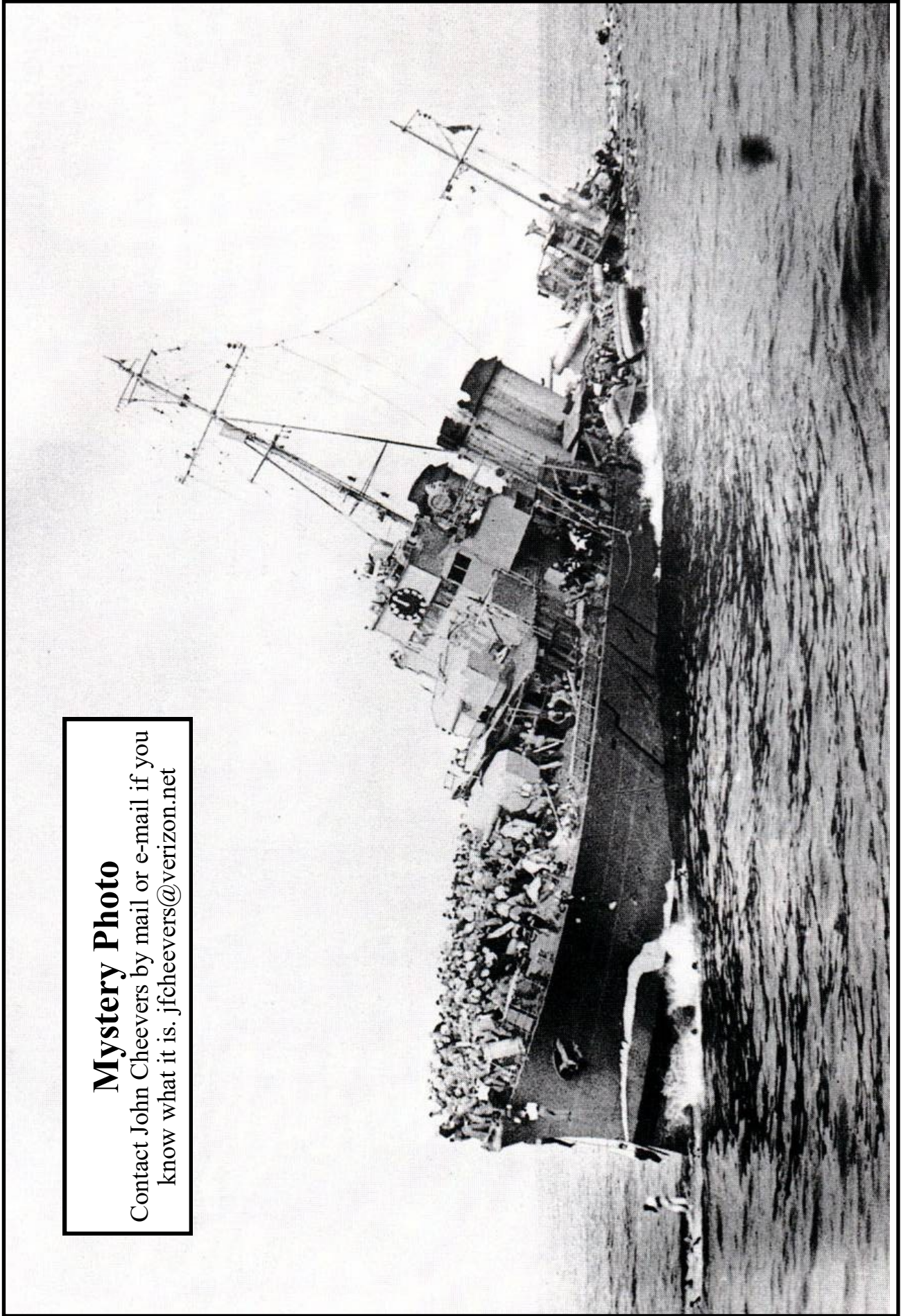


Kimberly Sherlaw Addresses the April Meeting



## 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

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### MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers, Bread and Butter Hulls

### 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

### APRIL

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

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**WATCH, QUARTER  
AND  
STATION BILL**



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Skipper: Bob Moritz (804) 779-3365  
Mate: Gene Berger  
Purser: Ryland Craze (804) 739-8804  
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



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

Guests: None

The meeting was called to order by Skipper, Bob Moritz at 1005 hours. After determining that no guests were present, Bob introduced Kimberly Sherlaw, the Director of Individual Giving at the Mariners' Museum. Kimberly talked to us about her role and wanting to get to know the various groups that support the museum. Kimberly then took questions from the group, many of which were about the museum's library. Bob then talked about Dave Baker using a webcam during his presentation and asked for feedback on its use. The next order of business was to present Tim Wood a plaque in recognition of his service as the previous Skipper of the HRSMS. There was no correction to the March minutes as published. Ryland Craze gave the Purser's report. After receipts, expenditures and account balance was noted, Ryland said there were four last-minute cancelations at the banquet. The restaurant did not refund those reservations as the head count was not adjusted before the banquet. After discussion a motion was made and passed to refund monies to the groups that could not be in attendance. Bob

Old Business: Tim Wood gave information on a 15 inch digital picture frame for the model builder's booth. After discussion a motion was made and passed for Tim to procure the picture frame while it was on sale. Dave Baker asked that members bring in models for display in the model builder's booth.

New Business: Bob asked if members were interested in taking a behind the scenes tour of the museum. Kimberly Sherlaw indicated that it may possible to set up tours in groups of 10-15 people. Members should contact the Skipper if they are interested. Bob then asked if any member was interested in being interviewed for the museums internal newsletter. Again, contact Bob. Tony Clayton developed a small Monitor kit to be given away to children at the model builder's stand. Dave Baker stated that over time, Tony had delivered 400 tug boat kits for distribution.

Show & Tell: Tim Wood showed his type 21 U-Boat. Tim talked about his use of a weathering powder. John Cheevers' sardine carrier made a return visit with deck planking in place but not glued down. Dave Chelmo showed the progress on his cross section of an Echo class schooner. Dave showed photo-etched hinges that were part of Gene Berger's demo to be used on the model. Ryland Craze said that he had a HRSMS hat for sale. Ryland then stated that he would be attending a Joint Club Conference in New London Ct. and that he would be willing to pick up wood from the vendor if anyone wanted him to do that. Bruce Brown showed a Nico 1:350 kit if the Roger B Taney. Stewart Winn showed a drill made from a kit by Tamiya.

The meeting was adjourned to the presentation "Monitors of the World, 1862-2016", by Dave Baker