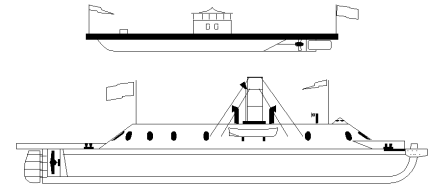


Hampton Roads Ship Model Society

Logbook!

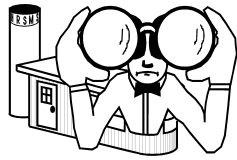


No. 360

WWW.HRSMS.ORG

June, 2016

From The Bridge



The summer is approaching which means hot weather, vacations and better times in our work shops. Which also means more models to be started or finished. But I'll stick to my cellar, it's cooler.

We will have our regular meeting in June but for July we will have a tour of the museum. This is the schedule:

10:00am - 10:30am HRSMS Business meeting (it will be short)
10:30am - 10:50am Greeting from Interim Museum President and CEO, Howard Hoegge
10:50am - 12:20pm Collections Tour with Curatorial Staff

The tour should be very interesting and educational. I hope to see everyone there.

Junes demo is to be presented by John Wyld. It will be a good one.

Gene Berger, his wife, myself and my wife took a trip to Albany, New York. There, they have a museum ship, the DE USS Slater. I must say the tour of the ship was wonderful. The ship is in very good condition and the tour well thought out. If you get a chance, go see it. You'll enjoy it very much. It's a 90 minute tour that took us 3 hours to complete. We asked a lot of questions and got a lot of answers. Hopefully Gene and/or myself will give a demo of what we saw as Gene took about two hundred pictures. And of course, I left my camera at the hotel. Sorry guys.

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

Enjoy the LogBook.

Bob Moritz
El Capitan

MEETING NOTICE

Date: Saturday June 11, 2016
Place: Mariners' Museum
Time: 1000 Hours

Mystery Photo



In the 1952 movie High Noon, the town marshal, played by Gary Cooper, is forced to face a gang of killers by himself—he wins! In 2000 George Clooney captains a fishing boat in the movie Perfect Storm. In this movie the captain is forced face the confluence of three major storms while sword fish fishing on a small boat in the open Atlantic Ocean—he loses. It's a real reach this month, but what does all this have to do with this Month's Mystery Photo? Read on...

We begin like we always begin, by cataloging the visual elements (clues) locked in the photograph. So what do we see? Well, we have a medium sized warship in obvious distress. That is if you consider sinking obvious distress. Looking closer we see that the vessel has a raised forecastle deck; 2 gun mounts forward (they may be enclosed or half shielded—not sure); a bridge with a clock reading zero atop the windows; 2 masts; three stacks with distinctive funnel caps; an undecipherable flag on the main mast; a ship's boat floating but still tethered to its falls; the faint outline of a pennant number on the hull (T-41?); no radar; what looks like the beginning of a false bow wave painted on the bow; and a huge crowd gathered on the high side of the forecastle deck. Is that about it?

So, which of these visual elements do you think are clues and which do you think are the really good clues? Choose well and the answer will be revealed or, you can read on and the answer will also be revealed. Either way, the answer will be revealed. Let's begin with the most obvious question: does the deck look overcrowded to you? It does to me and that signals that this vessel might be transporting more souls than its usual compliment. Granted they are bunched together in the highest, most dry place on this sinking ship, but if you study them close their clothing does not seem to be 'nautical.' So we can infer that the vessel is transporting a group of—we'll say men—for some reason. We can also infer that this warship has suffered some sort of mishap causing her imminent foundering. The mishap could be self-inflicted or the result of enemy action like shell fire, torpedo, or mine.

The ship looks to be of the vintage constructed after World War One (WWI) and before world War Two (WWII)—I like the decade of the 1930's for this. The lack of radar and the damage means we are looking at a casualty inflicted very early in WWII. Does that limit our time line to the years 1939 through 1941? If you think so, then you have to ask yourself who was in conflict then and what happened in that time frame that would cause a scene like this.

Before we delve too deeply in that last thought, let's see what the hull pennant T41 can tell us. The most obvious choices to begin this search would be the three major players

(Continued on page 2)

(Continued from page 1)



Mystery Photo

involved in the early years of WWII: the Germans, the French, and the British. A search of Conway's *All the World's Warships 1922-1946* quickly narrows the choice to the French. They had a class of destroyers they rated as "torpilleurs d'escadre." These were not to be confused with the larger, faster "contre-torpilleurs." The class was built a little earlier than I speculated being part of the 1922 French Navy building program. Twelve ships made up the class, they were all in service by 1925, and they were all named for weather phenomena. You can sense the perfect storm forming as I type.

Two replies this month, supplied by Tim Wood and Dave Baker. And as you will learn, they were not bothered by the clock or a brewing storm as they correctly identify the vessel as the French destroyer Bourrasque (Snowstorm). Tim supplied this from a web site: "The Bourrasque class had an overall length of 105.6 meters (346 ft 5 in), a beam of 9.7 meters (31 ft 10 in), and a draft of 3.5 meters (11 ft 6 in). The ships displaced 1,320 metric tons (1,300 long tons) at standard load and 1,825 metric tons (1,796 long tons) at deep load. They were powered by two geared steam turbines, each driving one propeller shaft, using steam provided by three du Temple boilers. The turbines were designed to produce 31,000 metric horsepower (22,800 kW; 30,576 shp), which would propel the ship at 33 knots (61 km/h; 38 mph). The ships carried 360 metric tons (354 long tons) of fuel oil which gave them a range of 3,000 nautical miles (5,600 km; 3,500 mi) at 15 knots (28 km/h; 17 mph)." Dave offers the same characteristic data and that "Bourrasque was built by Ateliers & Chantiers de France, launched on 5 August 1925, and completed the following year"...and that "the crew consisted of 7 officers and 131 enlisted."

Concerning the photograph itself, Tim offers that "Bourrasque was sunk on the 30 May 1940 during Operation Dynamo." Dave elaborates: "The photo was taken on 30 May 1940 off Nieupoort, Belgium, as the ship was escorting British Army forces being evacuated from nearby Dunkirk. The photo appears on pg. 229 of John Jordan and Jean Moulin, *French Destroyers: Torpilleurs d'Escadre & Contre-Torpilleurs, 1922-1956*, London: Seaforth Publications, 1915. Sunk during the same event were her sisters Orage and Sirocco."

In this mystery photo, the gauge above the bridge face would have you believe that its high noon for a beleaguered warship. What the average layman may mistake for a clock atop the bridge striking high noon is not really a time piece, but it is a clock of sorts. If it were connected with time, then it would accurately signal high noon for those beleaguered souls crowding the heavily listing forecastle deck. Since its not, it correctly reads zero as in "zero range" since this is a range clock. A range clock lets other ships in the van know approximately how far away their shot is falling. It was usually "set" when they had found the range to the enemy. Ironically since this vessel seems to have been hit by the enemy, the zero indicator seems appropriate!

Ultimately, the movies have nothing to do with Bourrasque, its career, or its loss; I just needed a way to start the essay. In this case, the symbolism in the range clock and the ship's name allowed me to craft a better essay. If you're interested in launching a model of Bourrasque, from your ship shed, there are wonderful plans of her available for download at <http://dreadnoughtproject.org/French%20Warship%20Plans/>.

John Cheevers

AMERICAN NAVAL HISTORY

1796

March 2: Congress ratifies the treaty with Algiers. The provisions of the Navy Act of March 27, 1794, the construction of the six frigates is to cease.

March 15: President Washington wants the Congress to complete the frigates.

April 20: Three frigates are completed. They are the Constitution, United States and the Constellation. The other three unfinished frigates are put into "in ordinary" (mothballed).

November 4: Peace with Tripoli is concluded.

December 6: President Washington, in a message to Congress, recommends that the strength of the navy should be increased.

1797

February 27: Secretary of State Timothy Pickering reports in detail the French attacks and injuries against the American merchant marine.

May 10: The frigate United States is launched at Philadelphia.

May 16: President John Adams repeats Washington's recommendation to increase the strength of the navy.

July 1: The first "Navy Regulations" are approved by Congress.

August 14: Peace with Tunis. The United States agrees to pay the Barbary power \$107,000 not to attack its shipping.

September 7: The frigate Constellation is launched at Baltimore.

October 4: An American delegation is sent to France in an attempt to repair relations between the two countries and bring an end to French harassment of American merchant shipping. In Paris they are met by three French agents-- "X, Y, and Z" who inform them that they must pay a substantial bribe to and so much as see the foreign minister. The Americans refuse. News of the bribe provoke a storm of outrage in the United States and sets the stage for the Quasi-War with France.

October 21: The frigate Constitution is launched at Boston, Massachusetts.

1797 Ends with no further actions.

(Continued from page 6)

Wood showed a brochure from the Philadelphia Ship Model Society. Bruce Brown showed his Model Shipways



Bluenose and an Amati keel clamp. Ryland Craze talked about his visit to Northeast Club Show and showed a 1:64 ships wheel kit from Chuck Pasarro.

Kevin Ritten showed his Model Shipways Picket Boat No. 1 and talked about modifications he made to the kit. Henry Clapp showed his 3 log canoe. Tom Mathews the progress on his solid hull of the Sultana. Stewart Winn showed his completed Eagle and his nearly completed model of the Essex. Charles Landrum presented Dave Baker's 1:700 3D printed model of the British DE Hunt II.

The Meeting was adjourned a presentation "Bread And Butter Hulls", by John Cheevers.

THE ANSWER

The answer to Mystery Photo 359

The French destroyer Bourrasque sinking during the evacuation at Dunkirk after hitting a mine, May 1940

ATELIERS & CHANTIERS
DE FRANCE
DUNKERQUE

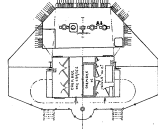
Marine Nationale.
Torpilleur BOURRASQUE

PLAN DES EMMENAGEMENTS

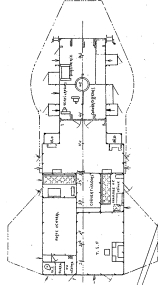
COUPE LONGITUDINALE

Échelle 1/200

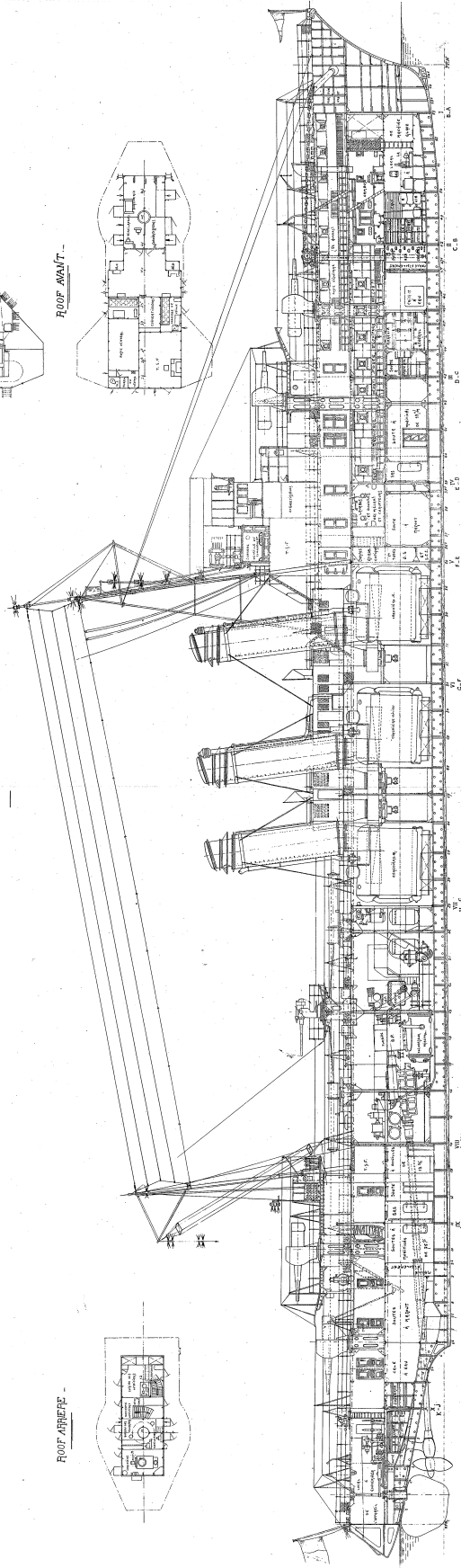
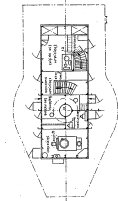
PASSERELLE de NAVIGATION



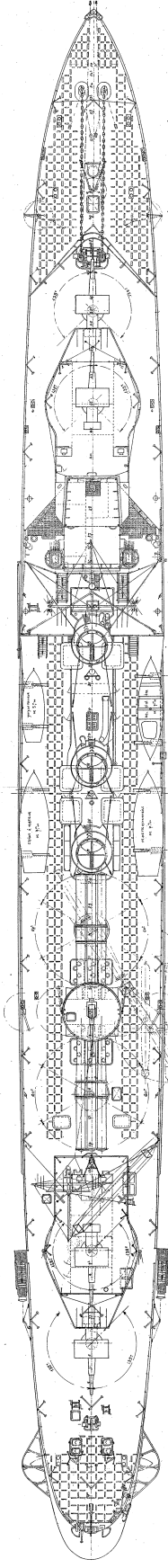
ROOF AVANT



ROOF ARRIERE



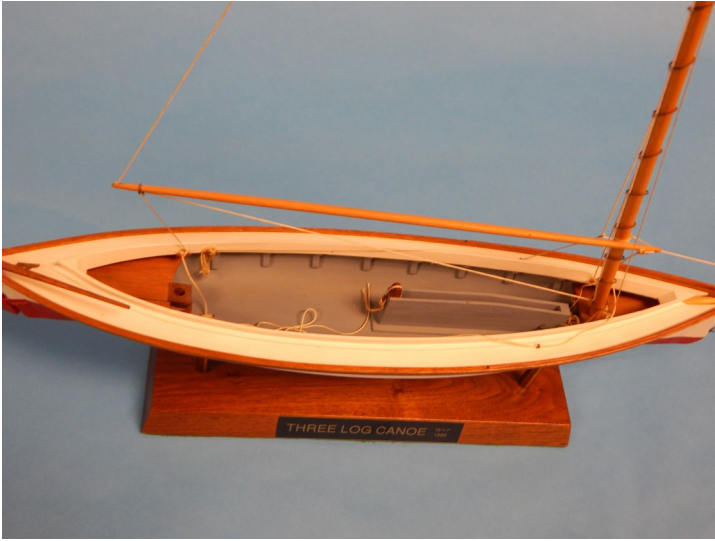
VUE en PLAN



Construit par les Ateliers
et Chantiers de France
à Dunkerque le 27 Mars 1907

L'ingénieur de Génie Maritime, Conception

(Signature)



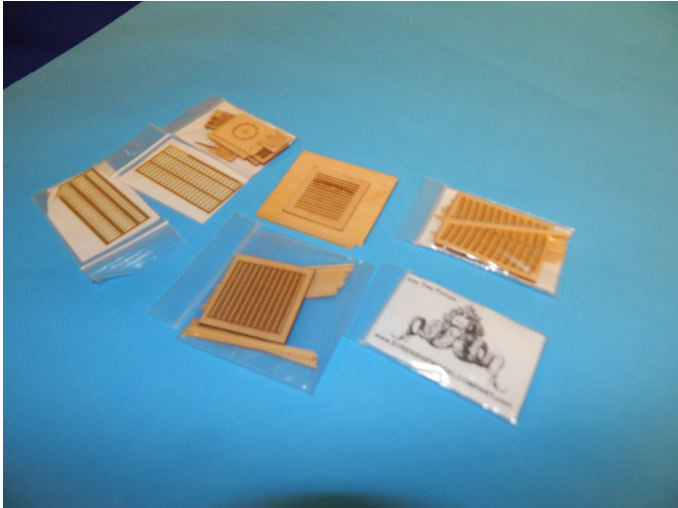
Hery Claps 3 Log Canoe



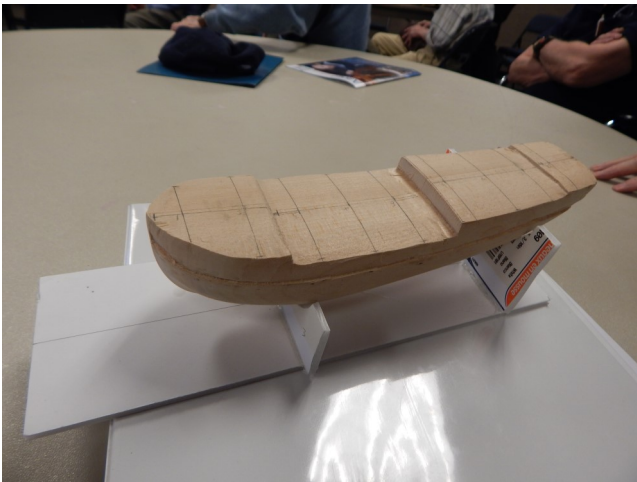
Kevin Rettin's Davenport Desk



Stewart Winn's Eagle



Syren Ship Model Ships Wheel and Grating Kits



Tom Mathews Sultana



Sean Maloon's Early West Virginia Hull

Mystery Photo

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



NOTABLE EVENTS

JUNE

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: John Wyld, "Damn the Torpedoes"

JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Mariners' Museum Tour

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: George Livingston, TBA

JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tony Clayton, TBA
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

MAY

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

WATCH, QUARTER AND STATION BILL



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



Hampton Roads Ship Model Society
Monthly Meeting
May 14, 2016
Mariners' Museum

Guests: Bob Hurd, 1st meeting
Kevin Ritten, 2nd meeting

The meeting was called to order by Skipper Bob Moritz at 1005 hours. The Skipper recognized the guests and welcomed them to the meeting. Bob congratulated Ron Lewis on receiving the Jean Cooney Memorial Award for his service to the Mariners' Museum and congratulated Dave Baker for the recognition he received for his 349 hours of volunteer service at the museum. There was no correction to the minutes as published. Ryland Craze gave the Purser's report detailing receipts, expenditures and account balance. Greg Harrington gave the webmaster's report. Greg said that he corrected an issue with browsing the website.

Old Business: The Skipper asked Tim Wood about the status of the digital picture frame for the model builder's (Taco) stand. Tim said that it was in the Taco Stand and functional. Tony Clayton thanked Dave Baker and Pat Derby for their support in providing the tug boat kits for the Taco Stand.

New Business: The Skipper said that the museum staff offered to give the members a guided tour of the museum on July 9th. Bob circulated a signup sheet for the members to note their interests so those areas could be addressed. Dave Baker asked if we had made a contribution to the museum this year. It was determined that we had not made a contribution this year. After much discussion a motion was made, seconded and passed to donate \$500.00 to the museum. In the midst of the discussion about the contribution to the museum, Greg Harrington offered to get information from the Warwick Yacht Club concerning their banquet facilities for our next banquet. Next, Bob noted that the HRSMS business cards have outdated information on them. It was decided to use the cards we have and make the next printing more generic using only the web site as contact information. There was some discussion on maintaining a minimum balance in our account as not to incur a service charge. It was decided not enact any restriction on the account. Ryland Craze broached the proposition to create an additional category of membership. Ryland asked if we should consider making a "Life Member" category. There was discussion about the criteria for such a membership classification. Ryland and Tim Wood will work on a proposal for a bylaw change to create the new membership category. Ron Lewis said that the museum's model of the Prince William will be going on tour. The model needs some restoration work. Ron was looking for a source of thin plastic to replace the original porthole backing.

Show & Tell: Sean Maloon showed his plastic West Virginia hull. Tim Wood showed the progress on his half-hull of the French schooner Panduit. Bob Hurd showed his 1:12 Davenport desk. John Cheevers showed his homebuilt version of a power arm. Pat Derby had some small plastic bags to give away. Tim

(Continued on page 2)