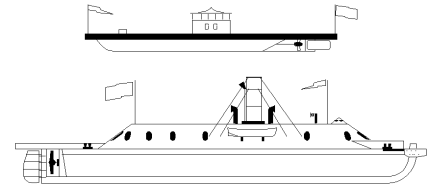


# Hampton Roads Ship Model Society

# Logbook!

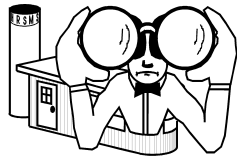


No. 361

WWW.HRSMS.ORG

July, 2016

## From The Bridge



## Mystery Photo



Summer is here and vacations have started. So has the heat. Air conditioners are on and everyone is trying to keep comfortable. Cool that is. For some, building models has slowed down while others are building more.

In June, we went to the U.S. Naval Academy in Annapolis, Maryland. Went to the museum on the campus and what a museum. If your interested in “sticks and strings” or “steel hulls”, this is one place you should not miss. First floor is all “steel hulls” while the second floor is “sticks and strings” with artifacts to go with each era and floor. Some of the models were made in the 1800's. The workshop is in the basement. And what a workshop. I've never seen one so large. I like to go back and spend more time studying the models. If you ever get the chance, go and see the museum. You won't regret it. Weekends are best for the parking is pretty bad during the working week. And go into town and visit one of the restaurants. It's only 5 or 6 blocks away from the museum. Very old buildings dating back to the 1800's and the food is great. Don't miss it.

We will have our regular meeting in August 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 Hoege

10:50am - 12:20pm Collections Tour with Curatorial Staff

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

Please keep bring in the models your working on. The more the better but not this meeting as there will not be any show n tell. See everyone at the meeting.

Enjoy the LogBook.

Bob Moritz  
El Capitan

## MEETING NOTICE

**Date:** Saturday July 9, 2016

**Place:** Mariners' Museum

**Time:** 1000 Hours

I remember as a young boy having to go downtown on Saturday to shop with my mother. One of the stores we occasionally found ourselves in was an old fashioned department store named Coppins. What made Coppins unique to me was how they handled their money. In large stores, in the days before dispersed cash registers, payment was made on goods sold via a system called the “pneumatic money tube”. After the sales clerk wrote up your order you handed over payment and it and the bill of sale was loaded into a cylindrical container, inserted into the docking station for the tube, and whisked away to parts unknown (someplace upstairs). A few minutes later the tube returned with change and a receipt marked paid. Little did we know that the cylinders all went to “a centralized “tube room”, where cashiers could make change, reference credit records, and so on.” To a child this antiquated system was cool, high tech stuff! Today, about the only places still using this kind of system are the drive through teller windows of almost every bank and that guy who shoots the T-shirts, and sometimes a hotdog, at you at the ball park.

Not counting the pneumatic tube devices already indicated, moving items using a compressed gas has been around a long time—I imagine you can think of your own examples. Some more on my mind might be the air start system used on giant diesel engines, or the nut gun used by the guys who change the tires on race cars. You have another point of reference: John Wyld, in his latest tech talk, mentioned an early use of pneumatics in the US Navy's first submarine. Do you remember what he said? If you don't, that's Ok, but just remember this: the science and engineering of pneumatics never went away, it just got better. If you think outside of the nautical box, you might realize that it's very prevalent in the building industry and, I suspect, in a few of your workshops.

What John Wyld alluded to was two of the three weapons fitted to the US Navy's first submarine USS Holland in his “Damn the Torpedoes” expose. These two items were pneumatic torpedo tubes or dynamite guns. A dynamite gun is a very simple weapon. It is a torpedo tube that uses pneumatics to expel and propel an explosive, dynamite charge which, in this case, are called aerial bombs. Torpedo, pneumatic, dynamite, aerial bomb—confused?

So we have the question: “What do pneumatics have to do with the Mystery Photo?” It's probably a safe bet that not since the 1944 hit movie *To Have and Have Not* will this group have discussed moving air in such a polite way. (How many of you remember the famous (infamous) quote from this film? It is ranked 34th on the American Film Institute's 100 best movie quotes.) But we digress. Our Mystery Photo features a vessel

*(Continued on page 2)*

## Book Report

With the Battlecruisers Life inside the Grand Fleet  
By Filson Young, (1876-1938).

This as a book about the author's time spent serving on the staff of Sir David Beatty aboard his flagship, *HMS Lion*. At the outbreak of the war in 1914 he was able (through the influence) of Admiral Sir John Fisher, First Sea Lord, to enter the Royal Navy Volunteer Reserve and be assigned to Beatty's flagship from November of that year. Young was aboard *HMS Lion* at the Battle of Dogger Bank; unfortunately he left the navy in 1915 before the Battle of Jutland.

His account combines an intelligent analysis of the grand strategy with detailed and humorous first-hand accounts of the life and thoughts of the men of the Grand Fleet. He also points out the many shortcomings of the British Admiralty to capitalize with the "Lessons learned" from the Battle of Dogger Bank; they may not have lost as many ships during the Battle of Jutland.

The book was an enjoyable read and I recommend it to anyone interested the North Sea Fleet during WWI. I give it 3.5 stars.

Tim Wood

*(Continued from page 1)*



Mystery Photo

that carries three of these misnamed weapons, and they are the key to identifying this month's Mystery vessel. The photograph is good and clear and sharp. The vessel is not large. In fact, she's long and low and lean with little freeboard, a straight stem, and a canoe stern. A semi-raised forecastle deck extends for about one half the hull length. Portholes line the hull fore and aft, but not in the center which is the fireroom. The stack does not look round, it looks more like a flat oval pipe indicating more than one boiler feeds the thing with smoke and gasses. There is a noticeable absence of ventilators over the fireroom until you notice the two, large ventilators located at either end of the boiler space. The after pair are tucked neatly into the aft end of the small deckhouse. The deckhouse is topped by an open bridge and a boat deck.

Now, let's start at the bow and work our way aft along the deck. The first thing you notice is open jack staff. Our navy veteran friends tell us that it is always a naked pole when the vessel is underway—so far, so good. Then we come to a low, single ventilator that is intended to feed air to the boson's locker and presumably the next space aft. We see old fashioned anchors stowed at the forecastle break and their davits. Then three tubes protrude from the deck at a shallow angle. The first of two masts is next, this one is fitted with a boom that more than like-

*(Continued on page 3)*

## THE ANSWER

The answer to Mystery Photo 360  
USS Vesuvius in 1891. US Navy Photo

## AMERICAN NAVAL HISTORY

1798

January 27: France declares any vessels trading with Britain will be liable to seizure and sale.

March 27: The three frigates launched in 1797 are to be equipped for active operations.

April 27: Another 12 ships mounting up to 32 guns each are authorized by Congress.

April 30: Congress creates the new department and office of secretary of the navy.

May 4: Congress authorizes 10 small vessels to be build or purchased for the defense of the American coast.

May 18: Benjamin Stoddert is nominated by President Adams to be the first secretary of the navy. He is confirmed three days later by the Senate.

May 24: The ship *Ganges* leaves Philadelphia to become the first ship in American's new navy to actually get underway.

May 28: Quasi-War with France. U.S. warships are to capture any French vessels found near the coast preying upon American commerce. The number of American fighting ships in service will reach a total of 54 ships.

June 25: American merchant vessels are to resist interference by French ships.

June 28: Lawful captured ships are to be sold and part of the proceeds are to be used to pay prize money to American crews.

July 7: All existing treaties with France by the United States are revoked. The slope-of-war *Delaware* captures the French privateer *Le Croyable* off the Delaware coast. She is renamed *Retaliation* and taken into U.S. Service.

July 9: Congress authorizes privateering against French vessels. In the next nine months, 365 letters of marque and reprisal are issued.

July 11: John Adams approves the act "for Establishing and Organizing a Marine Corps". William Ward is appointed major commandant. The strength of the corps is set at 33 officers and 848 men.

July 16: Congress authorizes the completion of the three unfinished frigates named *Congress*, *Chesapeake* and *President*.

November 20: The schooner *Retaliation* is overtaken by two French frigates, surrendering to *L'Insurgente*.

December 31: To date, three French privateers have been captured.

1799

February 9: Between the Caribbean islands of Nevis and St. Kitts, the frigate *Constellation* captures the French frigate *L'Insurgente*. The captured vessel is taken into the U.S. Navy as the *Insurgent*.

August 15: The Congress, the 4th of the six frigates authorized by the Navy Act of 1774 is launched in Portsmouth, New Hampshire.

October 2: Washington Navy Yard is Established.

December 2: The frigate *Chesapeake*, 5th of the original 6, is launched in Norfolk, Virginia.

1799 Ends with no further actions.

Bob Moritz

(Continued from page 2)

ly doubles as a fitting for a storm sail. Aft of the mast, located at the aft end of the raised forecastle just before the forward ventilators is an enclosed, perhaps armored, cylindrical pilot house. Aft of the deckhouse, just before the main mast, is the raised coaming of the engine casting. It seems to nest a field of ventilators and skylights. And then you proceed on to the stern with not much of recognition other than the short companionway and a life ring or two. All along the fore deck space and aft we see the poles and rigging for deck awnings, not needed now (except in way of the ships boat) as the few folks aboard seem to be buttoned up a bit.



Mystery Photo



USS Vesuvius dynamite gun breeches



USS Vesuvius dynamite gun muzzles

For dressing, we see the flag of The Unites States flying from the ensign staff and an unidentified burgee waving from the top of the foremast. Also at the top of the foremast was see a very confusing round ball day shape. Also in the frame we have two chase vessels, perhaps just informal escorts. One appears to be a yacht and the other a gaff-rigged cat boat.

Three replies, three correct answers as the identity of this Mystery photo is hardly a mystery. And since it was no mystery, they add their own bit of mystery to the discussion. Tim Wood kicks off with “There’s nothing like naming a US Navy test ship after an Italian volcano, don’t we have our own volcanoes in the United States? At the point in time Mt. St. Helen would have been a better choice.” Dave points out that “This month’s mystery photo shows the “Dynamite Cruiser” U.S.S. VESUVIUS and was probably taken very shortly after her completion. Now, can either of you gents tell me which other USN warship had a dynamite gun?” And not to be outdone, Rob Napier offers: “I love it when I can look at the Mystery Photo and think, “I don’t even need to look that up.” We have USS Vesuvius, the US Navy’s only dynamite cruiser. (Well, I served on a dynamite aircraft carrier, but that’s using the word in a different way, if you know what I mean.)”

Since we aren’t in the US Navy ship naming business and it seems that our own John Wyld might have already answered Dave’s question, we’ll have to focus the rest of the essay on one “Dynamite cruiser. According to Tim and Dave “the dynamite-gun cruiser Vesuvius was built by the US Navy to test the dynamite gun invented by Lieutenant Zalinski of the US Army.” From the Internet we learn that “Edmund Louis Gray Zalinski, (December 13, 1849 – March 11, 1909) was an American soldier, military engineer and inventor. [He] was born in Kórnik, Prussian Poland on December 13, 1849, and immigrated with his parents to the United States in 1853.” Following service in the Civil War he later “served at the Massachusetts Institute of Technology as professor of military science. He graduated at the Artillery School, Fort Monroe on May 1, 1880, and at the school of submarine mining, Willets Point, New York, in July of the same year. [He] also helped John Philip Holland raise money for the development of one of his submarines, which was armed with one of Zalinski’s pneumatic guns.”

Vesuvius came first, predating Holland by 10 years. Information supplied by Dave and gleaned from DANFS shows where Vesuvius was commissioned into the US Navy “on 7 June 1890.” Perhaps she was just intended to be the trials ship for the new weapon but was pressed into service as Dave says, “the ship...actually did go into action during the Spanish American War. Her three dynamite guns were not very accurate; range was determined by the amount of compressed air forced into the launch tube (there were three of them), and since the tubes were fixed, the ship had to be aimed at the intended target. Windage anyone? In the attack on Santiago, the ship launched a number of rounds, which produced spectacular bangs but didn’t do much damage, since it was almost impossible to hit a specific target with the weapon.” It would seem that the weapon might have been better suited for submarine use as that would greatly reduce the aiming problem. Tim adds, the weapons worked “using compressed air as a propellant, the guns fired a 980lb with a 500lb warhead.”



15-inch Zalinski projectile - note the twisted fins

Rob adds: “USS Vesuvius’s idea of a good time was to load a charge of dynamite (not a friend of heat) into each of those angled-up cylinders near the bow and then blow them out with compressed air toward a target that didn’t know anything

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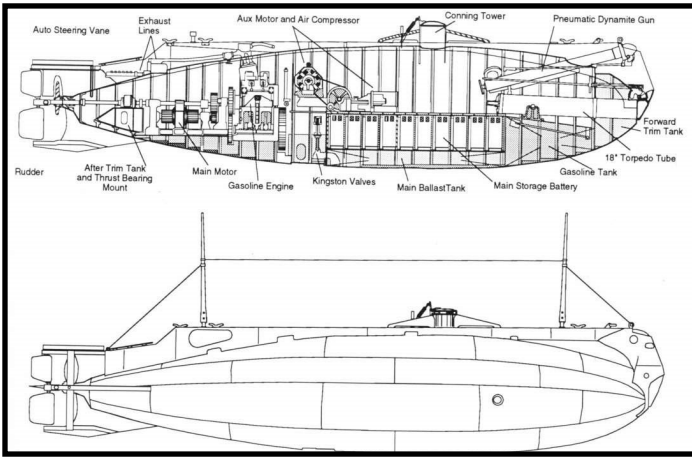
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was coming because there was no discharge explosion. Big surprise for the victims! But there weren't too many victims, because aiming the guns required aiming the whole vessel for range and training."



Mystery Photo

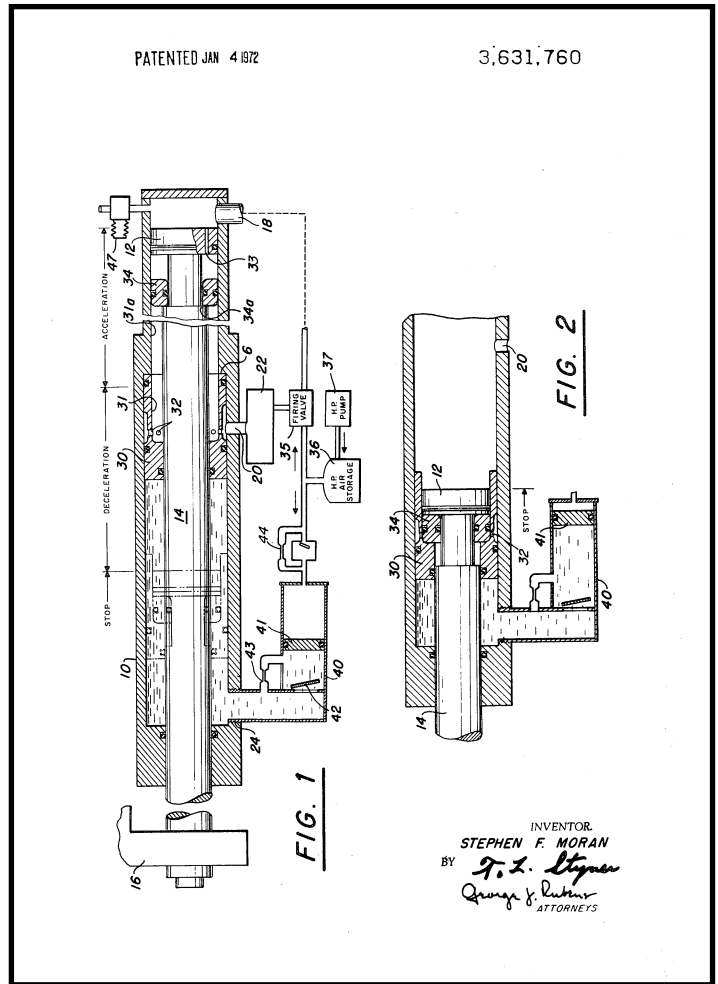
Vesuvius the ship, not the volcano, was not large. Dave provides the particulars: "[Her] dimensions



Holland (SS-01)

were 252-ft. 4-in. overall (but the same table gives that length as being between perpendiculars and waterline!), 26-ft. 6.5-in. beam, and 10-ft. 7-in. mean draft, and displaced 790 tons on trials, when she achieved 21.65 knots. DANFS, however, lists her full load displacement as 930 tons. The ship was powered by two vertical triple-expansions steam engines that had two low-pressure cylinders each and producing a total of 3,975 indicated horsepower on trials (maximum 4,295 ihp) was reached. There were four Normand boilers. The total weight of machinery was 215 tons. The ship had one 10-kilowatt General Electric steam generator set operating at 125 volts. The original crew complement for the ship was 70 total."

Tim lays more ground work for the design, "The US was anxious to get ahead in one field of technical naval development, and preferred the dynamite gun to the torpedo, hence the torpedo boat found little favor in the US during the 1880's. However, money voted for a second dynamite cruiser was eventually allocated to torpedo boat construction." As far as new things go, Rob thinks the "Ship was sort of a cool idea, but having been commissioned and decommissioned four times each in her 32-year career indicates that maybe she wasn't that useful to the Navy, after all." Dave goes along with Rob's assessment. "VESUVIUS was decommissioned to reserve on 16 September 1898 and laid up at the Boston Navy Yard until 1904 when converted to torpedo trials vessel. The pneumatic guns were removed and replaced with three 18-in. and one 21-in. torpedo tubes. Recommissioned on 21 June 1905, she served at the Naval Torpedo Station, Newport, R.I. until being laid up again on 27 November 1907. Was recommissioned on 14 Feb. 1910 after further conversion to "torpedo training vessel" and stationed again at Newport, R.I., her crew consisted of four officers and 31 enlisted personnel. As torpedo trials vessel, VESUVIUS was armed with one 18-in. and one 21-in. submerged torpedo tubes and two 18-in. above-water tubes; she also carried one 3-pdr. saluting cannon. The ship remained active until decommissioned and placed up for sale on 21 April 1921; she was sold for scrap on 21 April 1922."



Pneumatic torpedo launcher

All three found the image published, at NavSource and elsewhere, and credited this way: "underway at an unknown location. Photo dates between 1890-1901. Library of Congress, LC-D4-21047." Is this correct? Is this all we know? Dave offers, "DANFS, Vol VII, has a very nice set of plans for the ship on pg. 500. The plan appears to have been drawn prior to her commissioning, however, and shows her carrying no less than eight single-mounting 3-pdr. In the photos of the ship in the LOGBOOK and DANFS, however, she appears to be carrying no guns at all, just the dynamite guns. My guess is that the mystery photo taken on 1 October 1890 at Gardiner's Bay, Long Island." I agree that she appears a bit naked without her deck guns. She also seems to be in excellent material condition—like she was new.

Rob after commenting on the image found at NavSource says, "But I think I can do better than that. Behind the naval vessel is a dark-hulled, two-masted, single-funneled vessel." He continues, offering several possibilities: "This is a steam yacht of the sort very popular in the American Northeast at the time the photo was indicated, the last decade of the nineteenth century. The yacht is small for her type. The white awning rigged aft tells us that she likely has owners aboard taking shelter from the sun, so it's summer. At her fore truck is flying what is probably the burgee of the New York Yacht Club. Further, just over Vesuvius's stern is a little single-masted, single-sailed boat. This is a perfect example of a catboat type indige-

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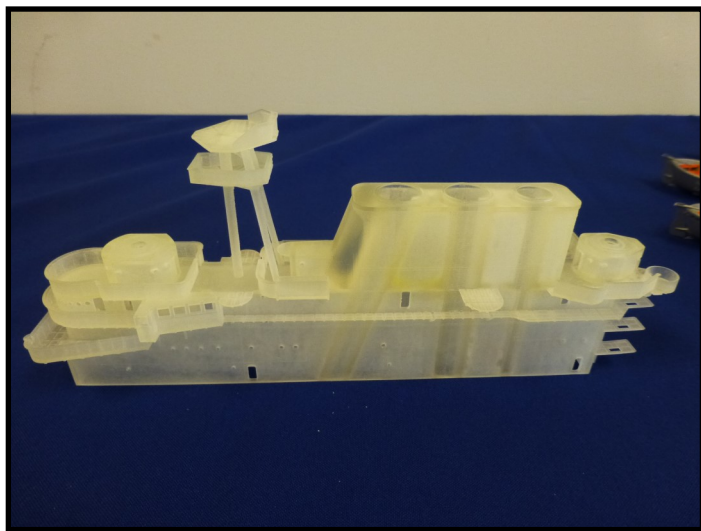
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nous from the waters of Narragansett Bay, east to Cape Cod, around the Cape and up to about Boston. Not found so much north or east of Boston. This location agrees, more or less, with Vesuvius's activities as outlined in DANFS for that period. There are many old photos of all sorts of vessels in the Narragansett Bay area (especially of yachts around Newport, Rhode Island) and in the Boston Harbor area. To my eye, the lands masses in the background could be in either area. However, right above Vesuvius's stern ensign staff can be seen what appears to be an urban skyline in the haze — so maybe this is the greater Boston area."

So in the end Dave and Rob offer three possible locations for the image. And while Dave offers a time frame, Rob does not. My own assessment is slightly different still. The vessel was built "ordered for \$350,000 on 11 February 1887 from the Pneumatic Dynamite Gun Co., which subcontracted her building to William Cramp & Sons at Philadelphia, Pennsylvania." If you look closely at the image you will notice that not everyone on deck is wearing a naval uniform. Also, still looking closely, you will see that the running lights are missing their lamps. This coupled with the missing 3-pdr guns and the unidentified burgee and mysterious day shape (the single ball signifies "at anchor".) makes me wonder if the image wasn't taken on the Delaware River during a builder's trial? We really don't know....the mystery continues.

Let's all agree on one thing, it's a dynamite cruiser. The kind of vintage warship that makes you want to whistle at the ingenuity and craftsmanship she exhibits. You all remember how to whistle (which is also a pneumatic exercise) don't you, "You just put your lips together and ... blow ..."!

John Cheevers



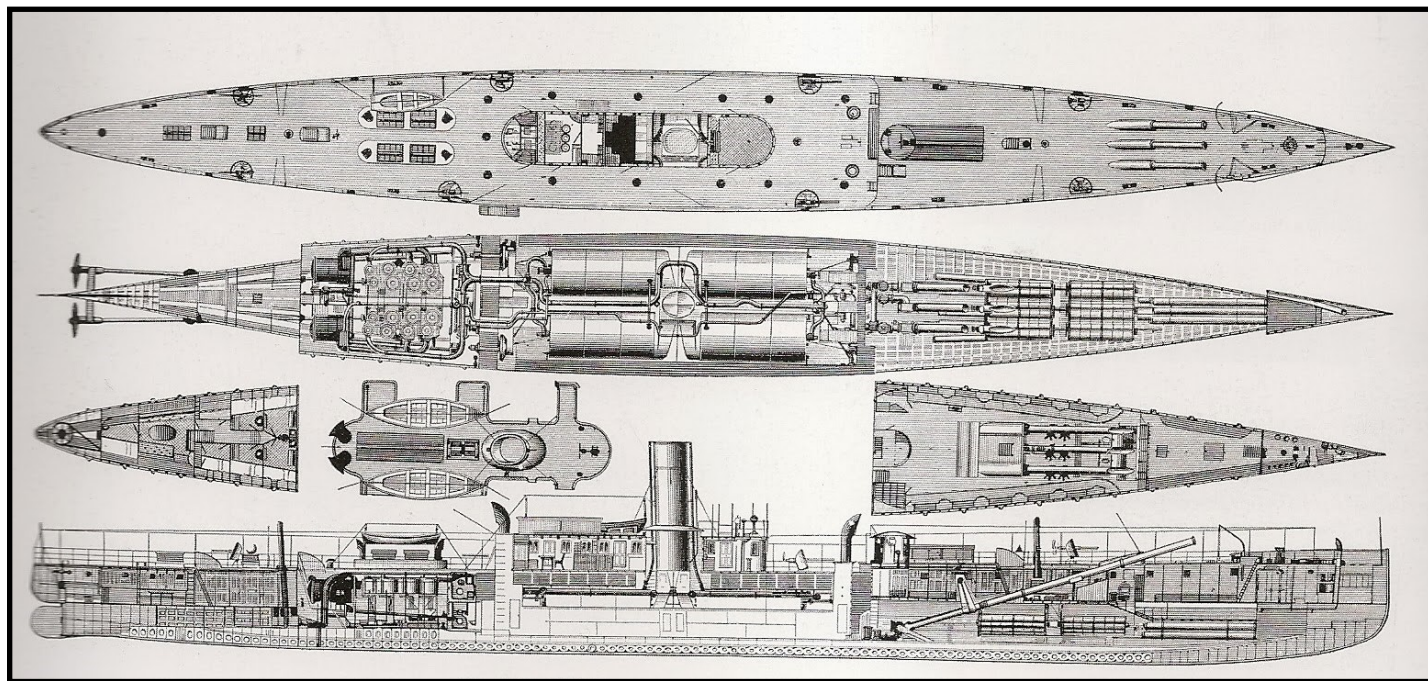
Gene Berger's 1:200 3D Printed Island

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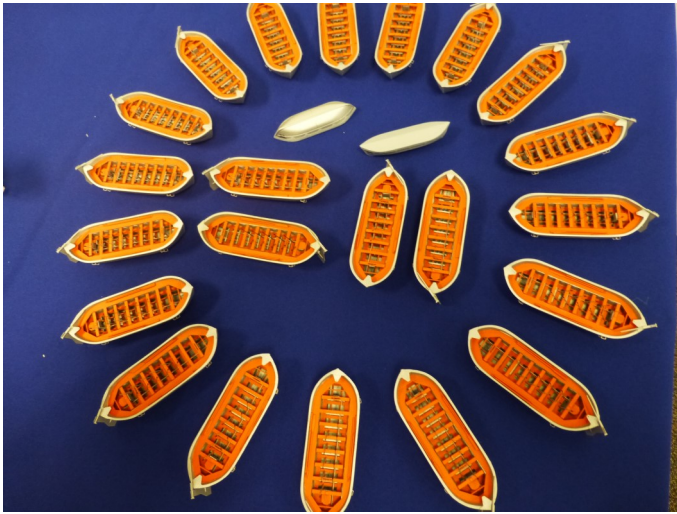
The Ship of the Line (A History in Ship Models) by Brian Lavery. Tony Clayton showed his 1/26 steam launch and his coracle. Tony also talked about the Portuguese shipwreck on the coast of Namibia containing many gold coins. Hank Ghittino showed his Pride of Baltimore II from the Model Expo Kit. John Wyld showed photo etched parts and a 3D printed island for his 1:350 Hornet. Gene Berger showed a 1:200 3D printed island for his Hornet and lifeboats for his United States.



The meeting was adjourned to the presentation "Damn the Torpedoes", by John Wyld.



USS Vesuvius



Gene Berger's SS United States lifeboats



Hank Ghittino's Pride of Baltimore II



Pat Derby's Albatross



Henry Clapp's Skipjack



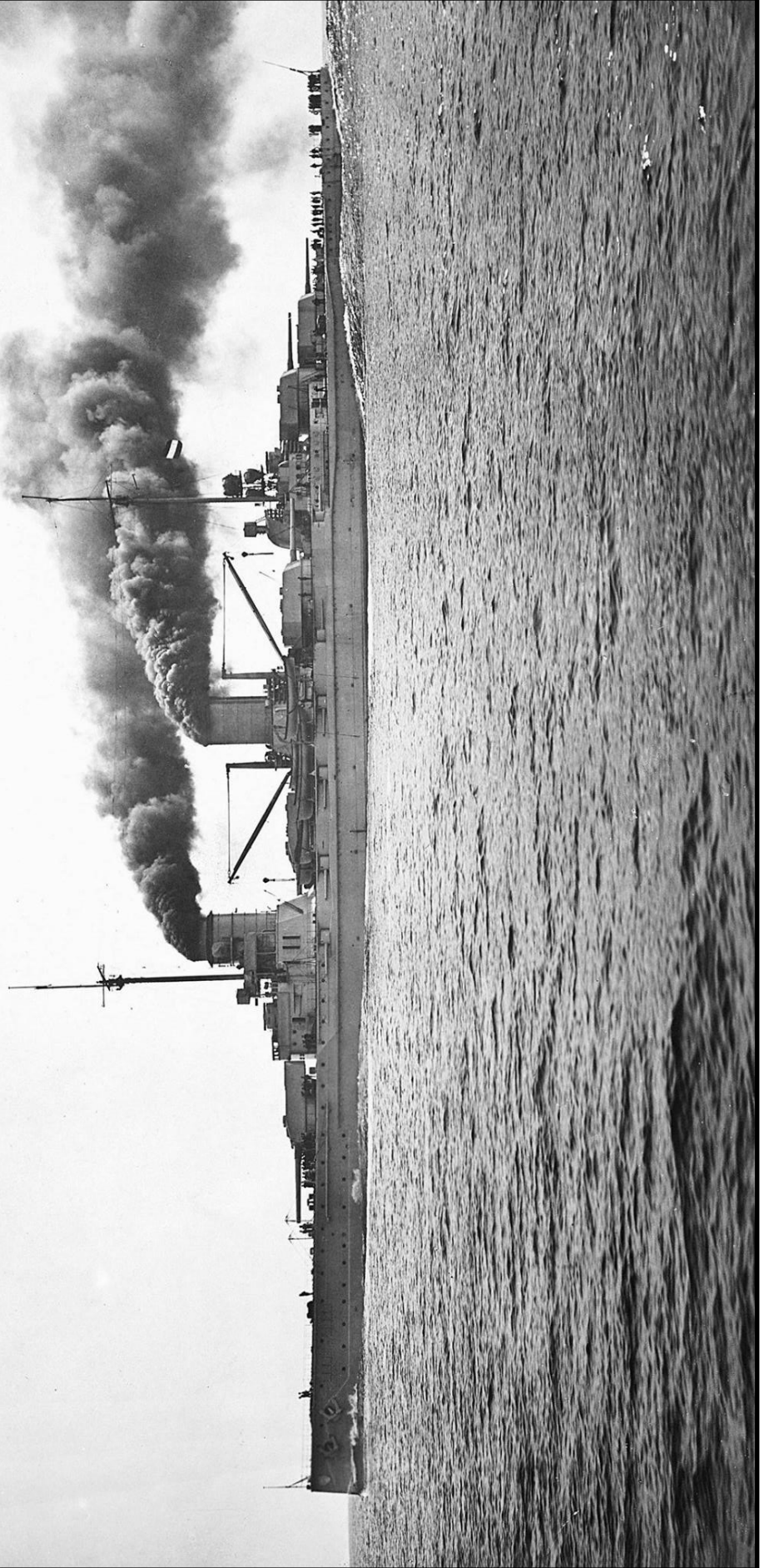
Tony Clayton's Steam Launch



Bruce Brown's Bluenose

## 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

### 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

### JUNE

- 10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## 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  
June 11, 2016  
Mariners' Museum

Guests: Rob Brewer, 1st meeting  
Henry Hartman, 1st meeting

The meeting was called to order by Skipper Bob Moritz at 1005 hours. The Skipper asked the guests to introduce themselves and relate their interests. Next, the Skipper asked if there were questions about the museum tour scheduled at the conclusion of the July meeting. Eric Harfst wanted to know if the tour would be handicapped accessible. Bob said that he knows of no reason why it would not be. He then went on to give details of the tour. The only correction to the minutes was a spelling error noted by eagle-eyed Tim Wood. Ryland Craze gave the Purser's report, noting expenditures, receipts and account balance. Greg Harrington gave the Webmaster's report saying that an additional model page had been added to the website.

Old Business: The Skipper asked about the status of new business cards. The Skipper was reminded that no action was to be taken until the current stock is exhausted. Ryland Craze said there had been no activity in exploring the addition of a "Life Membership" category to the bylaws. Ryland then read a letter from the Mariner's Museum thanking us for our contribution.

New Business: The Skipper asked Tim Wood if he would put instructions on back of the picture frame in the Model Builders Booth (Taco Stand) to facilitate its use. Ron Lewis asked if there will be anything special to celebrate the 50th anniversary of the HRSMS. It was said that nothing was done to commemorate other significant anniversaries. Ron said he would talk to the museum about the possibility of having a display of our models. Ryland Craze noted that the Washington Ship Model Society is forming a committee to explore the possibility of holding a joint mid-Atlantic conference to be held at the Calvert Maritime Museum in Solomons, Md. Ryland said he would keep us apprised of developments so we could plan for our participation. Ron Lewis asked about the status of David Tagg's LST model that is currently in storage behind the Taco Stand. Gene Berger said that he would make an inquiry as to its disposition. Bill Dangler stated that he would bring sign-up sheets for the September picnic to the July Meeting.

Show & Tell: Tim Wood showed his work on the 1/27 Constructo kit of Ernest Hemingway's yacht, Pilar. Pat Derby showed his Constructo model of the 1840 clipper ship Albatross. Stewart Winn showed his Essex longboat. Bruce Brown showed the progress on his Bluenose and asked for a source for decals for gold filigree to be used on models. Gene Berger asked Bruce to get with him after the meeting. Bruce informed us that the Bowditch family is looking for someone to complete a model of Yorktown's Moore House to be placed in the new museum at Yorktown. Henry Clapp showed his scratch built oyster pirate skipjack. Ron Lewis showed two books, The Sailing Frigate: A History in Ship Models by Robert Gardiner and

*(Continued on page 5)*