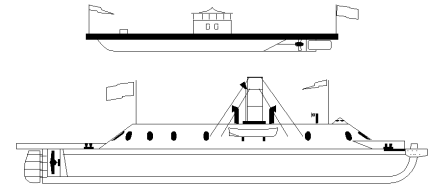


Hampton Roads Ship Model Society Logbook!

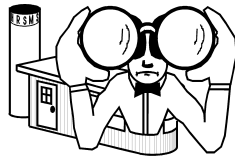


No. 362

WWW.HRSMS.ORG

August, 2016

From The Bridge



Mystery Photo



Since the July meeting, the weather has been hot. Those who have workshops in their garages have gotten very little done because of the heat. Hopefully soon the heat will cool off and we can get something done. Keep at it and do what you can.

Those of you who took the tour at the museum, I hope you enjoyed it. Very educational and interesting. I like to thank the museum staff for their time and effort in providing this tour and do hope to do it again.

In August, some of us are going to the IPMS Nationals in Columbia S.C. and entering our models. This should be a fun time with a large amount of models to see and compete with. Wish us luck. If we do win any prizes, we will let everyone know at the meeting.

Please keep bringing in the models you are working on. The more the better. See everyone at the meeting.

A log is kept of everyone who takes a tour of the storage buildings at the museum. Can everyone who took the tour please e-mail me their name to the following e-mail address (bobmoritz@aol.com).

Enjoy the LogBook.

Bob Moritz

El Capitan

For those of you who keep score, this is the second time this image to grace the Mystery Photo. I wonder how many of you would know this if I didn't just tell you. With the wealth of good images just waiting to have their stories told it's hard to grab the gear for a second telling, but since this is a good image, we'll double clutch, grab the gear, and give it a second telling—for the most part.

Only one reply this time, and it comes from the Rob Napier. And he has this to say; "I'm not an expert on these vessels. A quick look through books on my library shelf told me I'd have to cruise the net to do battle with this Mystery Photo." Since Rob didn't play the last time we ran this image, he'll be stuck in first gear with all his remarks.

"There's a three-barred flag on the after mast. Other noteworthy characteristics: low, lean hull; slightly reversed stem; raised foredeck aft more than half the length; 5 main battery turrets, two amidships; distinctive boat cranes; two shortish fat funnels, one immediately abaft the simple bridge structure, the other stand-alone amidships.

Started with the flag. Dark, white, dark. After several false starts which produced "sort-of" results for general config-

(Continued on page 2)

MEETING NOTICE

Date: Saturday August 13, 2016

Place: Mariners' Museum

Time: 1000 Hours

In Memoriam

The Hampton Roads Ship Model Society lost two long time members and friends.

Eric Harfst died on July 6, 2016.

Alan Frazer died on July 8, 2016.

Hampton Roads Ship Model Society Picnic

Saturday September 10, 2016

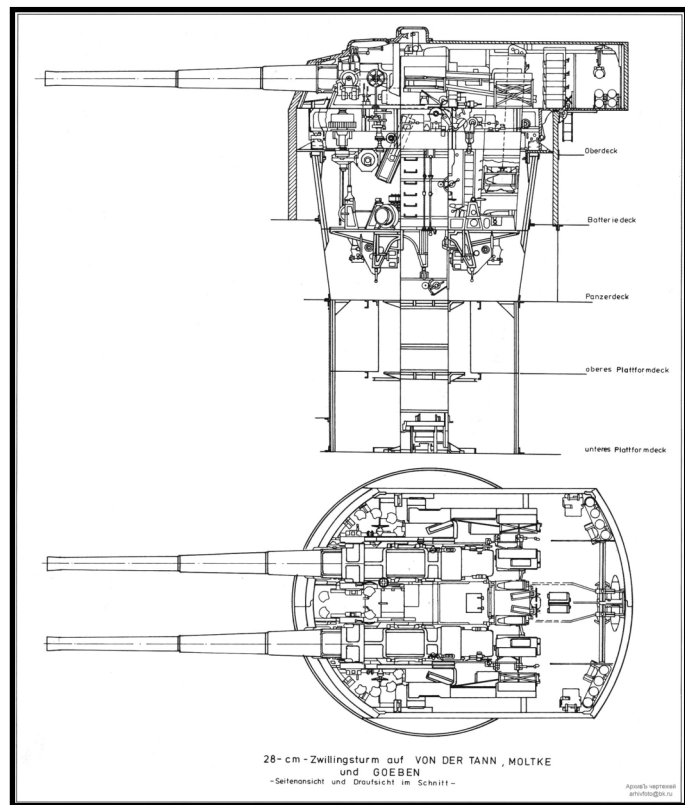
Newport News Park

(Continued from page 1)

uration, but nothing perfect, tried Googling "Dutch dreadnought." For some reason, there was an image of SMS Seydlitz, and she was pretty damn close. Googled Seydlitz and looked in images. Many showed that she was very similar to MP, but didn't find the image. However, did find SMS Moltke. She looked a lot like Seydlitz. In fact, I couldn't really see differences. However, I had noticed that Seydlitz was a one-ship class, and Moltke was one of a multi-ship class. What were the others in her class? Wiki knows. Moltke was the lead ship in a two-ship class, the other being Goeben. Google Goeben. Bingo, there is the MP. It shows SMS Goeben "during her sea trials" before being accepted by the German navy. So the flag at the after mast is the German national flag, not the German naval ensign."

Rob sees it as we saw it. Let's see what we wrote (slightly edited and shortened) back in MP#321 found in the March 2013 Logbook:

Obviously we have a capital ship of some foreign nationality. Even more obvious is she is a coal burner--



and there were some serious fires in her boilers when this image was made. I count five major caliber turrets along her hull; one forward, one between the stacks, one just after stack #2 sited on the port beam, and 2 aft. A row of casemated secondary rifles, six in all, are arranged amidships along the main deck. Port holes at both ends betray living spaces just as the lack of ports along the central portion of the hull betray the armor belt. Top hamper is minimal consisting largely of a few ship's boats, two simple pole masts, a few searchlights, and not much more. A single flag consisting of three horizontal stripes, dark, light, and dark again, flies from the main mast. The hull has a straight stem, minimal to no sheer, and of course the step aft.

She is making speed, not great speed but good speed. What looks like a rock formation near the stern is actual-

(Continued on page 3)

AMERICAN NAVAL HISTORY

1800

February 1: The frigate Constellation under Captain Thomas Truxtun, overtakes the French frigate Vengeance under Captain A. M. Pitot and fights it out southwest of Guadeloupe. The battle last for 5 hours. Although the Vengeance is considerably superior, in weight of broadside, she receives the worst of it. Eventually the Constellation loses her mainmast and the Vengeance sheers away and limps to Curacao to report that she has been attacked by a ship of the line. French casualties are 50 killed and 110 wounded of a crew of 330; American casualties are 14 killed and 25 wounded of a crew of 310.

February 7: The frigate Essex, under Captain Preble, becomes the 1st U.S. naval vessel to cross the equator.

April 1: The frigate President is launched at New York.

July 1: The frigate Essex, under Captain Edward Preble, escorts 14 American merchantmen home from the Dutch East Indies.

August 8: The U.S. frigate Insurgent under Captain Patrick Fletcher, sails from Norfolk Va. for the West Indies. En route, she is lost with her entire crew of 340 men.

August 20: The revenue cutter Pickering, under Lieutenant B. Hillar, sails from New Castle, Delaware, for the West Indies and disappears at sea.

October 12: The frigate Boston, under Captain George Little, captures the French frigate Le Berceau, after a severe engagement, 600 miles from Guadeloupe.

December 31: This past year, the American navy has captured 49 French privateers or merchantmen and the frigate Le Berceau and recaptured numerous prizes without the loss of any American ships do to enemy action.

1800 Ends with no further actions.

Bob Moritz

Nautical Term

Marline Spike A tapered and pointed metal tool, used in rope working, especially for splicing. Earlier it was known as a marling spike.

Tim Wood

THE ANSWER

The answer to Mystery Photo 361
SMS Goeben in an undated photo

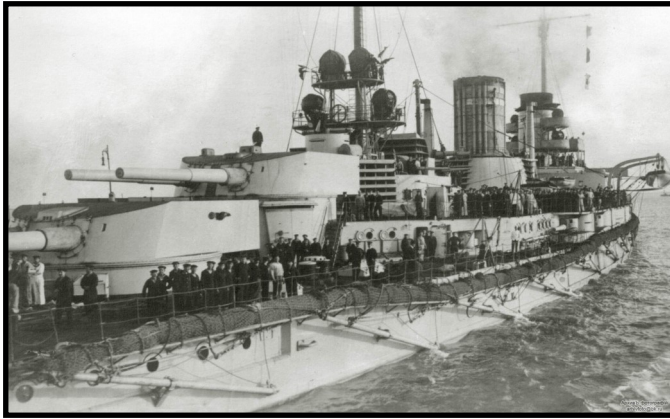
Thanks to Tim Wood for July submission.

(Continued from page 2)

ly a large swell caused by the power of this vessel and the somewhat shallow water depth as she plows the sea. She seems to be tipped down at the bow a bit. Perhaps a wave expert like "The Wyld One" can confirm from the image that a sudden speed change has occurred causing the bow to bury somewhat allowing the stern wave to gain on the hull and lift the stern. If you don't buy that theory, how about we just say she is initiating a



Mystery Photo



turn to port.

Anyway, the photographer captured the moment and produced a clear, properly framed image waiting for identification. Those of you who fancy yourselves ship identification aficionados will no doubt recognize the stack/ventilator arrangement and proceed directly to the correct navy.

I wish I could say that our three players did that but, sadly, only two out of three correctly advanced. Ulrich Guenter, sending his best regards, "[took] a wild guess at this month's mystery photo: German Battlecruiser "Moltke", 1910." He was, as the comedian Ron White is fond of saying, "Close!" Charles Landrum admittedly "stumbled upon the answer. SMS Goeben! [He] found the exact same picture online." And, in a powerful observation, he writes, "Narrowing it down further, I think that it is a photo taken on her trial run before delivery to

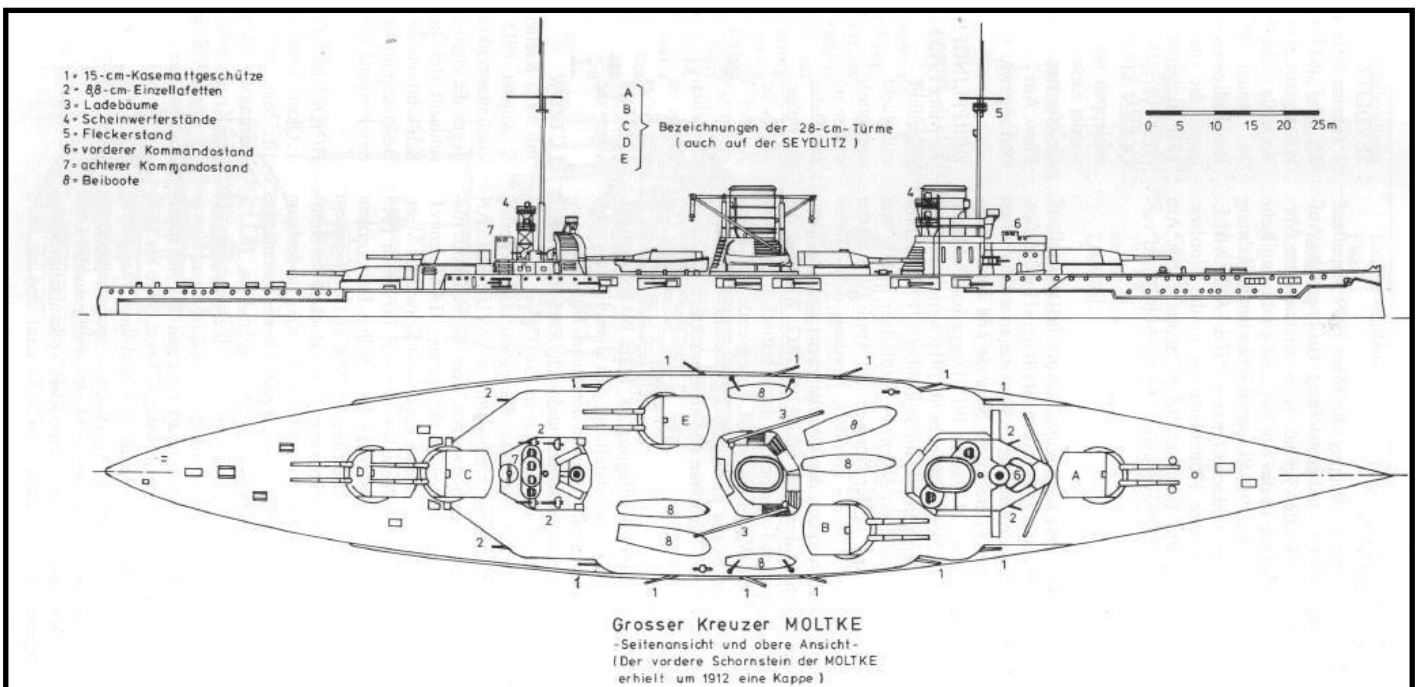
the Imperial German Navy. Why? The flag on the mainmast looks like the Imperial German Flag, but it is not the Naval Ensign (which would include an Iron Cross on the field)." Also he largely confirms my observation when he adds; "The stern wave and the smoke indicates full power. The people gathered on the quarter deck are also an indication of a full power run – the wake at that speed is impressive. The hull is clean before the installation of the torpedo net booms that were installed soon after delivery. Missing from the foremast and main mast are the crows nests installed after deliver, probably when the net booms were installed." And for fun, he "attached another picture in the series."

As for player number three, John Wyld writes: "For once I'll play it straight-ish. I never doubted from the first the ship was a battlecruiser. I first thought it might be an RN ship, but the unique turret arrangement of a single turret on the foc's'l and a pair on the after decks led me away from the RN to the German Navy. Looking for a photo match (which I never found exactly) never-the-less led me to a photo which was probably shot a few moments before or after the MP." John did not



supply this incriminating photograph but I wonder if it's the same one that Charles supplied. "As far as differentiating which

(Continued on page 4)



(Continued from page 3)

ship of the class - MOLTKE or GOEBEN - after finding the backstory of GOEBEN and her 'sale' to the Turks, I knew the devious submitter of the MP would have chosen that ship for that reason - intrigue and history - over the more routine story of MOLTKE who spent her time in the North Sea."



Mystery Photo

Before we explore this backstory, let's dig a bit into this Imperial German flag clue. The flag Charles refers to is formally known as the Imperial German Tricolor, and it was used from 1892 to 1918. From a web source: "The black-white-red striped German imperial flag was adopted by the North German Confederation in 1867, as a combination of the black-white of Prussia and the red-white of Brandenburg. In 1871 it was adopted as merchant flag for the German Empire, and in 1892 declared to be the national flag of the Second Reich and continued in use until 1918. It was briefly reintroduced later just prior to World War II between 1933 and 1935, and used jointly with the Nazi swastika flag, then banned as a symbol that could be used by "reactionary" groups." Most contemporary data agrees that this flag is either the Ensign or the Jack.

But upon further review, including studying images of other commissioned Imperial German Navy warships, I never found one where that flag was flown from the main mast yard. I do agree with Charles that "the German Naval Ensign or Jack, in use from 1903 to 1919 was indeed the same flag with the Iron Cross on the field." But standard flag protocol dictates that this flag be flown from the jack staff at the bow when at anchor or in port. The naval flag, the Imperial War Flag, would have flown from the Ensign staff at the stern. The position on the main mast yard was reserved for the Commander's flag or pennant. In our mystery Photo the bow and stern flag positions appear to be empty. This leads credence to Charles theory that the vessel was still in the hands of the builder.

A curious twist to this thinking, or maybe just an amusing aside, is this fact: If you surround the Imperial German Tricolor with a field of white it becomes the General Pilot's Flag introduced in 1876. The on-line source says that "the German General Pilot's flag was designated as the Civil Ensign of smaller size, surrounded by a white stripe of the same width as the other stripes. This flag was flown when a ship was under the temporary control of a local "maritime" pilot. Pilots are required in restricted waterways where there are congested waters or navigational hazards, such as harbors or river mouths. The pilot was



German Naval Jack 1903-1919



German Merchant Flag 1871-1918

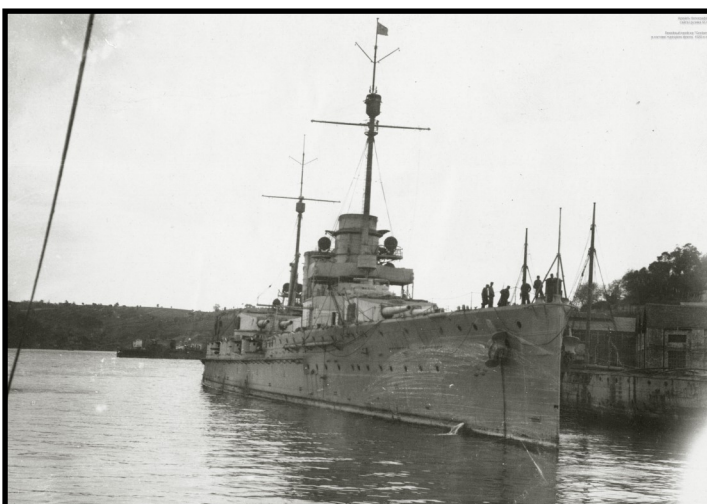


Imperial German Navy Flag

hazards." I don't really see a surrounding white stripe on the Mystery image, and the big glass didn't find it either so it's tough to say if a pilot is aboard. But the absence of other flags leads me to believe that Charles is correct in his assessment that we are seeing "the merchant flag for the German Empire."

And what of Goeben? Why should this image be of Goeben rather than Moltke? I think John hits the mark when he says "intrigue and history." Indeed, the story of Goeben is far more interesting and covers a far longer span of time. Charles begins to peel back the layers when he says, "It is not the TGC Yavuz Sultan Selim, the Goeben's more famous persona after she was sold to the Ottoman Empire after escaping the British. In Turkish service her anchors were painted black and she had the torpedo net booms and crows nests." But John peels the cover completely off and spins a credible story of deja-vu--if you excuse the juxtaposition of facts in time. He begins: "...As pictured, the MP is the Turkish Navy's YAVUZ SULTAN SELIM (or, alternatively in Massie's 'Castles of Steel': JAWAS SULTIN SELIM). She has quite a story with elements of 'Sink the Bismarck' and 'be careful what you wish for' as well as, ultimately, the fall from grace of none other than Winston Churchill."

"She was deployed to the Mediterranean in 1912 to threaten the passage there of French troopships. In the days just prior to the outbreak of The Great War in August 1914, she set about the purpose for which she was sent to the Med, bombarding, with her consort, the light cruiser BRESLAU, ports in Northern Africa but damaging none of the French troopships. She was pursued by a collection of British dreadnoughts and battlecruisers (of older design) in what could be characterized as a 'Sink the BISMARCK' chase circa WWI. Churchill as First Lord of the Admiralty had directed the RN to shadow and then engage GOEBEN (sound familiar?) when the British were actually at war with Germany. Two RN battlecruisers did discover and close GOEBEN, but at the exact hour of the encounter, a declaration of war between the two countries was still several hours away. GOEBEN escaped eastward as her higher speed capability than the pursuing RN battlecruisers enabled her to draw away and break contact setting the stage for another high stakes search for a German warship. 'Castles of Steel' describes the events in greater detail in pages 26 - 55 than



technicality only an advisor, as the captain always remained in command of the vessel, but in most cases the captain followed the advice of the pilot because of their knowledge of possible

(Continued on page 5)

(Continued from page 4)

I shall here. Suffice it to say that GOEBEN chose the option to evade the RN by forcing passage into the Dardanelles controlled by then-neutral Turkey. At first, Britain thought this a 'capital idea' since it removed the Germans' most capable warship in the Med. However, as things would transpire, events took a decidedly nasty turn when Germany pressured Turkey not to intern the ship, but to 'buy' her and commission her as a Turkish warship. Owing to [a] lack of qualified Turkish seamen to man her (qualified crews were in the UK waiting to man two warships built for Turkey which, in the event, the Brits took possession of for the RN), the German crew was outfitted with fez's (true!) and became part of the Turkish Navy. All was well for a number of weeks until the German commander decided his calling in life was to attack Germany's enemy Russia which he proceeded to do as a member of the Turkish Navy. The resulting attacks on Russian cities and ships was to force Turkey into the war on Germany's side. This in turn cut the major trade route into Russia for supplies from the West. This also led to the disastrous attempt by the RN (engineered by Churchill) to force entry to the Dardanelles to break the blockade. After this and the land campaign to take Gallipoli failed, Churchill resigned in disgrace. Ultimately the failure of these campaigns led to the slow starvation of Russia as well as her inability to export goods for needed cash to support the war. Of course, the deteriorating conditions in Russia led to the October Revolution which deposed the Tzar."

"All this from one mystery photo? Well, actually, yes." says John. I think he figured out the motivation of the photo contributor. It was all so elementary. It was not so elementary for the second contributor and the editor whose motivation is murky at best as they colluded to run the image a second time.

Now, about the ship itself. Goeben's keel was laid on Aug 12, 1909, at the Blohm & Voss dockyard in Hamburg, Germany. Launch was on March 28, 1911, and commissioning was on July 2, 1912 into the German Imperial Navy (known as Kaiserliche Marine). Goeben was the fourth German battlecruiser and the second and last of the Moltke class. She was named after "General August Karl von Goeben a Prussian infantry general awarded the Iron Cross for his service in the Franco-Prussian War." Her characteristics are as follows:

Displacement: 22,616t standard, 25,300t full

Dimensions: 612'x98'x30'

Machinery: Steam-reduction: 24 coal-fired Schulz boilers, 4 Parsons geared steam turbines, 4 shafts w/3-bladed non-CP props

Max speed: 25 1/2 kts (28kts sprint)

Complement: 1053

WEAPONS: Guns x10 (5 twin) Krupp 11" x12 6" casemate guns

ARMOUR SCHEME: Belt: 11" w/3" tapers Turrets: 9" faces, 7" sides, 3 1/2" roofs Fwd conning tower: 13 3/4"

Aft conning tower: 7 3/4" Casemates: 6"

Deck: 3" critical areas, 1" non-critical areas, 1 1/4" over casemates

Torpedo bulkheads: 3"

Near the end of World War One Yavuz had the misfortune to strike three mines nearly sinking as a result. She was beached south of Constantinople and after emergency de-flooding was eventually towed back to the city. When the war ended Yavuz was still badly damaged and inoperable. In 1926 repairs were attempted, however the damage was so severe that they failed. The ship appeared headed for the scrap

yard until the Greek navy purchased two obsolete USN pre-dreadnoughts and she once again appeared useful. In 1930 Yavuz was restored to service."

"Yavuz made a port call to Valetta, Malta (then still a British colony) in 1936 that did much to repair ties with the Royal Navy. In 1938, Yavuz carried the coffin of modern Turkey's first president, Mustafa Kamal Ataturk, from Istanbul to Izmit. The voyage cemented the ship in the Turkish public's memory."

"For the rest of her career, Yavuz remained basically unaltered from her WWI appearance. She was never converted to oil and never received radar or modern weapons. After Turkey joined NATO in 1952, Yavuz was assigned a battlecruiser pennant number (and was in fact the honorary NATO "flagship" for that day). In late 1948 the ship was reassigned as a gunnery training vessel. Yavuz was still carrying out exercises as late as 1956, after which she served as a pier-side receiving

(Continued on page 8)



Whalebone scrimshaw



Half hull model of schooner yacht "America"



HRSMS member checks a museum artifact



Tappan Adney 1:3 scale canoe model



A sea captain's chest



Charles and Bill's diorama of America's Cup race



Silver & gold model of "Commonwealth" side wheel steamboat with musical box base

Thanks to Tony Clayton for providing this month's photos of the museum tour.

Mystery Photo

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



NOTABLE EVENTS

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:

JULY

- 8 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
July 9, 2016
Mariners' Museum

Guests: Kevin Ritton, 3rd Meeting
Henry Hartman, 2nd meeting

The meeting was called to order by Skipper Bob Moritz at 1000 hours. Bob announced that Eric Harfst and Alan Frazer had died the previous week. George Livingston gave some particulars on Eric's passing. No details of Alan's or Eric's service was known at the time of the meeting. A short discussion on making memorial donations was had. The Bridge was authorized to make appropriate donations. Kevin Ritton was attending his 3rd meeting. After indicating that he would like to join the HRSMS, Kevin was asked to leave the room. A vote was taken and Kevin was welcomed as a new member. There was no correction to the minutes as published. Ryland Craze gave the Purser's report, detailing expenditures, receipts and account balance. Greg Harrington gave the Webmaster's report noting a backlog of pictures that need to be added to web site.

Old Business: Charles Landrum made an announcement about the IPMS conference to be held in Columbia SC during the first week of August. Bill Dangler circulated signup sheets for the September picnic. Ron Lewis talked about a meeting he had with museum staff about a HRSMS 50th anniversary display of models. This subject will be of ongoing discussions with the museum.

After a short break, the meeting was addressed by the museum's interim President and CEO Howard Hoeg. The meeting was adjourned and the members were divided into two groups and given a behind-the-scenes tour of the museum's collection.

(Continued from page 5)



ship. In 1960 she was finally decommissioned and placed into mothballs; after this her "crew" consisted of a lone retired WWI veteran who lived onboard and checked her daily for leaks."

"West Germany offered to buy the ship in 1963 to display at the U-boat Memorial near Laboe, however Turkey refused. In 1966 the Turkish government changed its mind however by that time the new West German government was left-leaning and viewed the vessel as "militaristic". After sitting in limbo for several more years, Yavuz was finally stricken in 1971 and sold to a scrap yard in Aliaga, where scrapping was completed in 1973. The memory of the ship remains a fixture of the Turkish navy in the minds of the Turkish public, somewhat akin to USS Constitution in the USA or Aurora in the Russian Federation. It is unfortunate that Yavuz wasn't preserved like those two vessels."

So Goeben part two didn't really plow any new ground and we merely disked over the field in another gear.

John Cheevers