

Hampton Roads Ship Model Society Logbook!

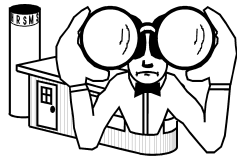


No. 369

WWW.HRSMS.ORG

March, 2017

From The Bridge



Mystery Photo



Captain's log, Star Date 3.11.17...

You probably noticed the new reference to Captain. I was thinking of promoting my moniker from mere skipper and had considered Emperor of the Seas and Modeling Domain, but that would have involved constitutional changes. Besides, it might be a little ostentatious. So, I'll just settle for Supreme Dude. That has a nice ring to it.

Seriously though, I want to thank everyone for entrusting me with HRSMS's helm. It is with reverence and excitement that I assume the responsibilities. We face several challenges in the next several months. Most notably our 50th Anniversary activities and new model builders' stand (aka Taco Stand) within the revitalized Mariners' Museum exhibit halls. I'm as giddy as a little school girl when it comes to these changes and am proud to

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I seem to be on a movie analogy kick lately. This month's Mystery Photo evokes the same feeling, so I have to ask: "Does this image constitute a "Back to the Future" moment? Or, let me ask it this way: "Have you seen something similar come through Hampton Roads harbor in the last few months?" Something with slab sides, funky sheer, and no flair in the hull....sound familiar? Do I stick with this analogy or go a more conventional route with this essay's theme? Heck, I'm at the fork in the road with this story.

On September 16, 2016 a sleek, new hull form slipped into Hampton Roads. The warship, not unlike the sleek, new hull form that slipped into Hampton Roads on the evening of March 7, 1862, is hailed as a revolutionary design. Featuring a wave-piercing, tumblehome hull, the warship is described as the stealthiest ship in the fleet. And that may be so, but she sure is ugly! That other warship from 154 years ago was ugly too. Get them together and John Wyld would have an Ugly Betty fest. Today is 2017, 155 years ago was 1862—that seems like a pretty good definition of back to the future.

Heck if we just go back 100 years to the future, we can find

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In Memoriam

Hampton Roads Ship Model Society member and our friend, Bill Dangler passed away in the early morning hours of March 7, 2017.

"Fair Winds" and "Following Seas"

MEETING NOTICE

Date: Saturday March 11, 2017

Place: Norge Hall

Time: 1000 Hours

★★ Celebrate the HRSMS 50th Anniversary ★★

Hampton Roads Ship Model Society Banquet

Saturday March 18, 2017

Warwick Yacht and Country Club, 400 Maxwell Lane, Newport News, Virginia

Reservations are due by March 13, 2017

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lead the club during this time. It took many people to pull this off gracefully. Notably, Dave Baker, Ron Lewis, Priscilla Hauger of the Mariners' Museum, who will be key in the design of our exhibit, Kimberly Sherlaw, of the Mariners' Museum for her liaison efforts. Paramount, Howard Hoege whose guidance and leadership of the museum made all of this possible.

I want to thank Bob Moritz for his leadership in setting the table for us at this year's feast of activities. Bob's energies and enthusiasm have guided HRSMS into new and rewarding waters. I, for one, thank him immensely for his efforts. Bravo Zulu, Bob.

Now, for the upcoming challenges. Our new model builders' stand will be up and running before we know it. I've monitored its progress, and can comfortably exclaim, it's all that and a bag of chips. The wide area for storage, display and work surfaces will allow us the opportunity to adequately showcase our prowess in scale ship modeling. It possesses room for growth and will evolve with our needs. Very avant guard. We need, however, more volunteers to contribute their time in manning the new model builders' stand for it to be more successful. Now is the time for all good modelers to come to the aid of their club. Don't be left standing by the curb.

Our 50th Anniversary Exhibit will be showcased in the A-Z Hall adjacent to the business entrance starting 5 August 2017 and run through 11 February of 2018. Planning for this has many moving parts and requires the efforts of everyone. As it appears now, we will have room to accommodate all those who wish to participate. Models submitted will need to remain in the care of the Mariners' Museum for the duration of the exhibition. Please don't submit a model if you cannot comply. The organization, signage and design aspects of the display would be very disrupted if models are removed during the show.

I am requesting everyone to update and re-inventory your final list for submission and remit a photo of your models to my email gberger@cox.net . In lieu of email, bring them to the meeting no later than April 8. The photos will aid immeasurably in arranging the models and design of the showcases. Your models will be displayed without vitrines or cases, since they will all be in the glass enclosures in the gallery; very safe and secure. So, please prepare your models as such. The deadline for submissions is April 8, and actual surrender of the models to the museum may occur as early as May. These dates are, as always, subject to change. I suggest you finish, dust off or otherwise make ready your projects... ASAP! The current display in the gallery is scheduled to come down 12 June to make way for our 50th Anniversary Exhibition. There will be further announcements and requests for help as time draws nearer. I leave you to your tasks. I've my own humongous undertaking, namely the SS United States to make ready.

The upcoming meeting, March 11, will be the auction in Norge. I welcome everyone to come out, bring your donations and spend copious amounts of cash. We have some projects that we

would like to fulfill this year and your generous donations will go a long way in seeing these to fruition.

See you at the auction and the 50th Anniversary HRSMS Banquet.

Captain's Log, Signing off....or should that be,

Supreme Dude, Emperor of the Seas and Modeling Domain... still too much?

Gene Berger



John Cheevers' Deck Planking Demonstration

Always Good Ships Histories of ships built in Newport News

HRSMS member Bill Fox will give this free lecture at the Hampton History Museum, details below.

Wednesday, March 15, 2017
Hampton History Museum
120 Old Hampton Lane
Hampton, VA 23669
12:00 pm—1:00 pm

Norge Depot Tour
Bill Fox has offered to give a tour of the Norge Depot Museum following the auction at the March meeting. The depot is a museum of railroad and community interest. Plan your day to include this opportunity. The museum is located at 7770 Croaker Road, next to the James City County Library.

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another warship that totally reminds me of the sleek, new warship of 2016. In fact, their underwater hull shapes are eerily similar. Today we call the new design destroyer USS Zumwalt, and it's hailed as a revolution. Detractors abound; but then again, like everyone today they have opinions—and today opinion shapes fact. That very similar hull form from 100 years ago was not hailed or considered revolutionary. 100 years ago, fact shaped opinion. In fact, this one-



Eagle No. 1 under construction , 16 June 1918



PE 2 , 30 October 1918



Eagle Boat under construction at the Ford plant

hundred year old ship might be accepted as the ugliest warship ever produced for the US Navy—and a very poor sea boat. I wonder if the builder tried to stipulate that the US Navy “could have it in any color they wanted so long as it’s black.”

In 1909 the model T was hailed as the car for the masses. In 1914 the masses went to war in a big way. War erupted on a global scale and it was not going to be fought in what was then considered a conventional manner. Technology and the industrial age would change that. One of the new technologies that developed was the submarine and, with that, the enemy’s ability to sink ships almost at will. To combat the threat, it quickly became clear that something more substantial than the “already building” 110’ wooden hulled sub-chaser, and something quicker and easier to build than the full-fledged destroyer, was needed. Is this it?

The image is a good one, well-lit and tightly framed. The hull is unremarkable in its shape and features. The features she has are a ruler straight, vertical stem, flat slab sides, no sheer forward, a pronounced slope to the after deck, a small boxy deckhouse topped by a true box sided bridge perforated all around with large viewing ports, a simple pole mast with a single yard, a small stack, and forward and aft awning framing. Her narrow foredeck is totally occupied by anchor handling gear. Aft the deck house and another small house we find the two deck guns nicely bagged in canvas. Additional navigational gear sits atop the bridge and on an exposed platform forward of the after gun. I see ventilators and ship’s boats—the boats might be the

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only parts of the vessel that are not regular geometrical shapes. The people on board seem to be a mix of navy personnel and civilians. One poor soul looks to be entrapped in a medieval-market fixed case atop the mast. The flags, or lack thereof, indicates the vessel is not yet under US Navy ownership so the image obviously documents a builder's trial.

Alright, you have a description and a clue—several clues, in fact. Let's see who needed them and who didn't. It looks like two members didn't. We have replies from David Martin and Dave Baker. This Mystery Photo was not really a mystery for either as they both immediately recognized the vessel. (For sanity's sake we'll use last names this month.) Martin says, "The mystery ship is an Eagle Boat, one of dozens built for the USN in, or for, WWI." Baker adds, "Well, it's obviously one of Henry Ford's Eagle boats, and from the number of civilians in the photo, I'll make a guess that it's Eagle 1 (PE 1) with the photo taken on the day of her trials..."

Are Martin and Baker right? Let's see...



PE 38 Mare Island, 14 March 1921

The timing was right. The design of the Eagle Class patrol vessel was governed by war need. According to The Dictionary of Naval Fighting Ships (DANFS): "Late in 1917, the Navy realized that it needed steel ships smaller than destroyers but having a greater operational radius than the wooden-hulled, 110-foot submarine chasers developed earlier in the year. In their construction, it was necessary to eliminate the established ship-building facilities as possible sources of construction as they were totally engaged in the building of destroyers, larger war-

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Gene said that he would talk to Bill Fox about giving the history.

New Business: None

Show & Tell: Bruce Brown showed his work-in-progress of the first aircraft carrier, *Langley*.

Bruce then talked about restoring a model of the Moore House done by Bill Bowditch. Tony Clayton circulated several items of *NS Savannah* memorabilia. John Proudly showed two books, *The Battle of the Atlantic: How the Allies Won the War*, by Jonathan Dimpleby and *The Fleet at Flood Tide: America at Total War in the Pacific, 1944-1945*, by James D. Hornfischer. Hank Ghittino showed a jig for aligning deadeyes and jig for spacing stays. Dave Chelmow showed the progress on his *Echo* cross section model. Jim Tarantino showed a paper models of the *Arizona* and *Monitor*.

The meeting was adjourned to the round table demonstrations by John Cheevers, Tony Clayton and Pat Roll.

It's scary to have a 30 foot wave chasing you. If you are steering, you don't look back. The crew looks back for you, and you watch their faces. When they look straight up, then get ready!

Magnus Olsson

Nautical Term

Serve (1) To wrap a line or wire to protect it from chafe or weather. The derivation is probably Old French, servir, one meaning of which was to protect, and which came from Latin, servare, to preserve or protect.

(2) To be a member of a ship's company, epically in the services. The origin in this sense is Latin, servire, to serve in the sense of duty; and came to us via Old French and Mid-English.

Tim Wood

**Get you models ready
for the
HRSMS 50th Anniversary
Exhibition**

THE ANSWER

The answer to mystery photo 368:

USS Eagle 2 (PE-2) on builder's trials in 1918.

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ships, and merchant shipping. Accordingly, a design was developed by the Bureau of Construction and Repair which was sufficiently simplified to permit speedy construction by less experienced shipyards." Another source adds: "President Wilson summoned Henry Ford and convinced him to serve on the United States Shipping Board. He also inquired of Ford for means of tackling the submarine chaser problem. Ford advised that what was needed was an assembly line process, like he used in producing cars. The ships must be built to one set of plans and must have a simple design such that shipbuilding experience would not be needed in their construction. Once on the Shipping Board, Ford advised that the steel plates for the hull must be flat to further simplify construction." This all fits with the size and the simple construction we see in our Mystery Photo.

Martin cements the class identification when he writes: "My father sailed on one, Eagle 35, in 1919, to take her through the Panama Canal to put her in moth balls in San Diego. I first saw one in Key West in 1942, (age 13) and rushed home to our quarters, on the base, to ask my Dad, Captain of the Yard, "Dad, what in the world is that on Pier Baker!?!?????" "That, son, is a marine monstrosity!" was the answer, but not from my dad, it was from a fellow officer of the Key West Naval Operating Base, NOB."



Eagle Boat under construction at the Ford plant

Pretty darn convincing if you ask me.

To build "the Monstrosity", the key to the design was its simplicity. But this simplicity was also the downfall of the design. Too much of the good, "shippy" things that a small vessel needs to operate effectively in a seaway was sacrificed in order to make the vessel producible by workers with limited shipbuilding experience. Martin elaborates: "[They] were designed for mass production, not anything concerning marine perfection." Circumstance dictated that the ships were built by the automaker. Again, from the Internet: "In January 1918, Secretary of the Navy Josephus Daniels awarded Ford a contract to construct 100 such vessels. Ford had a new factory constructed on the banks of the Rouge River in Detroit." Baker adds, "The construction of 60 of these ships was authorized by Congress

on 4 March 1917, and the final unit was delivered on 15 October 1919."

"Originally, the plan called for a moving assembly line like that used for automobile construction, but the ships proved to be too large at a length of 200 feet and a displacement of 615 tons." Ford's moving assembly line was put into play but, then, adjusted: "The size of the craft made this too difficult, however, and a "step-by-step" movement was instituted on the 1,700-foot line." I guess the workers couldn't walk and shoot rivets at the same time! Surviving photographs reveal how the entire vessel was built from large flat panels. All, that is, except for the rounded bilge plates which were fitted last. Study the connection and you will notice that the frames do not contact the bilge strake.

Following their time in the assembly hall, the vessels were rolled out on their building platform and transported to the launch cradle. From DANFS: "Not built on ways from which they could slide into the water, the hulls moved slowly from the assembly line on enormous, tractor-drawn flatcars. They were then placed on a 225-foot steel trestle alongside the water's edge which could be sunk 20 feet into the water by hydraulic action." Does this sound familiar to modern shipbuilding?

Here is the make-up of the boat:

Baker supplies: "Eagles were built by the Ford Motor Co., Detroit, Michigan and were 209-ft, 9-in. overall (200-ft. pp) by 25-

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Congratulations to IPMS Winners

The following HRSMS members won awards at the IPMS Old Dominion Open on February 25th.

Ulrich Guenther

Wood Construction, all types, First Place, Merchant Brig "Volante", Best Maritime, Merchant Brig "Volante"

Stewart Winn

Wood Construction, all types, Third Place, U.S. Frigate "Essex"

Tim Wood

Submarines, Second Place, Type XXI U-boat

From The Purser

Membership dues for 2017 are due by the March meeting. The annual dues have increased from prior years as approved by the membership at the January, 2016 meeting. The annual dues for Regular members are \$24.00 and Associate members are \$18.00.

I will be collecting dues at Saturday's meeting or you can mail a check payable to "HRSMS" to:

Ryland Craze

HRSMS

5708 Oak Knoll Lane

Midlothian, VA 23112-2405

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ft. 6-in, beam and with a mean draft of 7-ft. 3-in. (8-ft. 6-in. aft at full load). They had a single Poole geared turbine provided steam by two Bureau of Engineering express boilers and providing 2,500 shp total. Full load displacement was 615 tons. Eagle 1 made 18.32 knots on trials at a very light displacement of only 494 tons. Fuel capacity was 105 tons of oil with an additional 45 tons of additional tankage available. Endurance was 3,500 nautical miles at 10 knots. The ships had two 10 kw, 125 volt G.E. generators. Armament was two 4-in./50-cal and one 3-in, 50-cal. gun (23-cal. in later units) for AA work, plus two machine guns. Oddly, the armament listing has no ASW weaponry, but I think it was two depth charge racks and one Y-gun double depth charge mortar. The crew was five officers, four chief petty officers, and 52 enlisted. A handful survived into WW II, with one at San Diego being used for radar and communications system training.”

One of those “handful” was USS Eagle No. 27, or more correctly for the time PE-27. The one that Martin “saw was captained by [his] sister’s future father-in law, Captain Speed, who helped sink a German sub off Key West in 1942.” Captain Speed, or more correctly, LCDR H. C. Speed, USNR, commanded PE-27.



USS Zumwalt Under Construction

The action, as near as I can determine, was the sinking of U-157 a Type IXC U-boat of Nazi Germany’s Kriegsmarine during World War II (think U-505 in Chicago).

U-157 faced a very short life. After commissioning in September of 1941 and a work-up, “The U-boat left Lorient on 18 May 1942 and sailed across the Atlantic to the Caribbean Sea. There, on 11 June, she torpedoed and sank the unescorted 6,401-ton American tanker Hagan about five miles off the north coast of Cuba. The ship, loaded with 22,676 barrels of blackstrap molasses, was hit in the engine room, destroying the engines and causing at least one boiler to explode. About a minute later a second torpedo struck, and the tanker began to sink by the stern. U-157 was sunk two days later, on 13 June 1942, south-west of Key West, Florida, in position 24°13’N, 82°03’W, by depth charges from USCGC Thetis, a U.S. Coast Guard cutter assigned to the Eastern Sea Frontier Squadron at Key West. All 52 crew were lost.” My research does not show another U boat sinking in that area at that time.

Baker makes a noble stab at identification by choosing PE-1 as the ship in the Mystery. He was oh so close! By going to the Navsource site and choosing “Patrol Vessels” and the sub set “Patrol Craft” you see the category for “PE – Eagle Class Patrol

Vessel”. If you already knew, as Martin and Baker did, that the vessel was an Eagle boat you would do just that. And with only “dozens built” as Baker writes, matching the Mystery Photo with one at that site would not take long to accomplish. The rest of you would naturally wait for this essay to provide all of the useful clues and prods. Had Baker gone there and indexed the list from PE-1 to PE-2, he would have completely solved the Mystery for the month. The undated image, from the National Historical Center, shows USS Eagle Boat No. 2 on trials in 1918. That explains all the civilians on board, which explains the great photo op!

The accompanying build photos, and a few from the Zumwalt build, give you the opportunity to compare the Eagle hull with the modern destroyer. Both of them feature a wave piercing hull. The Internet tells us that “A wave-piercing boat hull has a very fine bow, with reduced buoyancy in the forward portions.” The way it operates is “When a wave is encountered, the lack of buoyancy means the hull pierces through the water rather than riding over the top, resulting in a smoother ride than traditional designs, and in diminished mechanical stress on the vessel and crew. It also reduces a boat’s wave-making resistance.” The obvious down side is that it also produces a very wet boat. Modern boats have considerably more power on demand to help them pierce the waves. Boats in the Eagle’s day did not enjoy a nice reserve of extra power and were faced with riding the waves rather than slicing through them. Green water over the bow is not your friend!

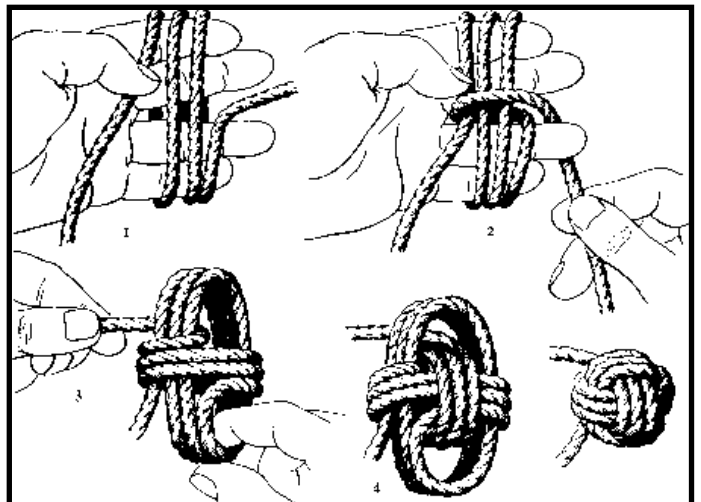
It’s hard to say from the information at my disposal whether the Eagles were disliked because of their overall style, their wet ride, or that they were Fords. But it seems to be a universal tenet that they were bad boats. DANFS says that their “sea-keeping characteristics...were far from ideal.” Another sailor tenet is “a bad ride means a bad boat, usually leading to bad luck.” Back to the future may not be such a good thing.

Tip of the month:

If you want to have some fun, go to Google and type in “Maritime.org.” Select the first result – “San Francisco National Maritime Park Association.” Under “About us”, select “search maritime.org.” In the custom search window, type in “plans.” After the results come up, select the first result - “Booklet of General plans.” Scroll about ¾ of the way down until you see the entry for PE-60. Drool. Wipe your mouth. Drool again.

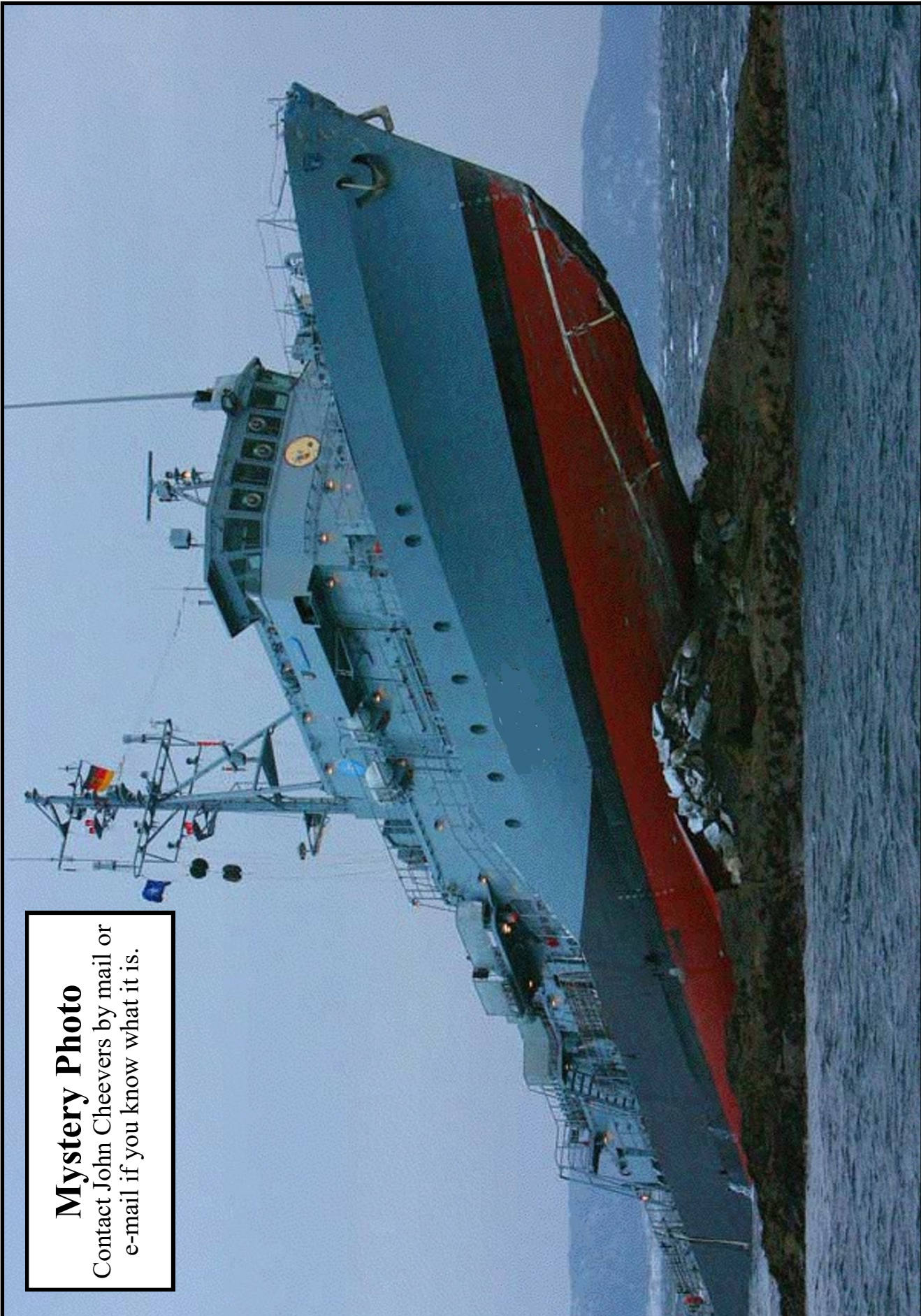
John Cheevers

P.S. In sports, this just in - Boys Varsity Football: The Sandburg High School Eagles defeat the Fort Zumwalt West High School Jaguars 32 to 29.



Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is.



NOTABLE EVENTS

MARCH

- 11 HRSMS Monthly Meeting: Auction, Norge Hall
- 18 HRSMS Banquet, Warwick Yacht Club

APRIL

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Tom Matthews, Bicycles + Battleships = ?

MAY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Bill Fox The James River: Boats and Steam boats

JUNE

- 10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Ron Lewis, AC 35 (w/AC50s)

JULY

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, John Cheevers, Carving the Chine Hull

AUGUST

- 12 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Greg Harrington, Building the Clue & Chata

SEPTEMBER

- 9 HRSMS Monthly Meeting
- 19 Talk Like a Pirate Day

OCTOBER

- 14 HRSMS Monthly Meeting: Mariners' Museum
Picnic, Newport News Park
Presentation, Marty Gromovsky, TBA
- 26-28 NRG Conference

NOVEMBER

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Tim Wood TBA

DECEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: George Livingston, TBA

JANUARY

- 13 HRSMS Monthly Meeting: Mariners' Museum

FEBRUARY

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

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger
Mate: Ron Lewis
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
Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
February 11, 2017

Guests: Ralph Smith, 1st meeting (former member)
Roy Daniels, 1st meeting
Jeff Ross, 1st meeting
Jim Tarantino, 3rd meeting

The meeting was called to order by Skipper Bob Moritz. The Skipper recognized the guests and had them introduce themselves to the group. Jim Tarantino indicated that he wanted to join the HRSMS. The guests were asked to leave the room while the vote was taken and upon return Jim was welcomed as a new member. The skipper then announced that Bill Dangler in the Riverside Hospital and is undergoing treatment for cancer. Mark Arduini from the museum's education department broached the subject of teaching a ship modeling course during the late summer over the course of several weeks. After discussion, it was decided to form an ad hoc committee to decide how to approach this subject. Bob stated that the nomination of officers did not occur at the January meeting as scheduled. Bob indicated that he would not continue as Skipper due to health reasons. The following officer nominations were made: Gene Berger – Skipper, Ron Lewis – Mate, Ryland Craze – Purser, Tom Saunders – Clerk. The Clerk was directed to cast one vote for the unopposed slate of officers. There was no correction to the January minutes. Ryland Craze gave the Purser's report noting expenditures and our account balance. Ryland said that banquet forms were due by March 13th and that dues were due at the March meeting. Greg Harrington gave the Webmasters report and talked about emails he received as Webmaster.

Old Business: Ron Lewis gave the latest information on the HRSMS 50th anniversary display. It was indicated that model sizes and information would be needed in the March-April timeframe and the tentative date for the display will be August 2017 through February 2018. The Skipper said that an invitation had been extended to Howard Hoege and his wife to attend the March banquet. Bob reminded everyone of the IPMS Old Dominion Open and that judges are needed for the wooden ship category. Next there was discussion of the Founders' Award. It was decided to forgo the Founders' Award this year. Ron Lewis talked about several lathes that were being donated by a modeler in Mathews County. Ron then said that he need someone to go with him to look at other tools that may be donated to us. Next, Ron related that author, Colin Sargent needs restoration work on several ship models with the caveat that the models remain in his possession. No interest was shown in this project. Gene Berger broached the subject of HRSMS plaque on the exterior of the model builders' stand. This matter will be investigated further and brought back at a later date. Ron Lewis said that he would extend to Jane Frazer an invitation to the banquet. Bob talked about proposed changes to the bylaws related payment of dues. After too much discussion, it was decided that no change was necessary. Gene Berger asked if someone would be able to give a talk about the HRSMS history at the banquet.

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