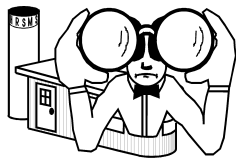


## From The Bridge



Captain's Log 11.11.17

People often ask me about how much my models cost. How much time did they take to build? What's their value? It got me thinking, what's the definition of value. Its measure ranges from material worth to merit or importance. The time in construction in terms of hours and years certainly qualifies as a valuation. Don't we put enough of that into our workmanship? When I finish a model and put it on the shelf, the same question arises, how much is it worth. I would argue that it is worthless and priceless simultaneously, sort of a Schrödinger's model. Other than time consumed, which is an unquantifiable commodity, its worth is subjective and of the opinion of an official appraisal. Relative values from the appraiser will want to compare a work with another's equivalence, but that's difficult. Is a Monet better than a Rembrandt?

What got me started down this reflective road is insurance. Should I insure a model to protect its worth? On the one hand it's irreplaceable, invaluable, unless i want to reinvest the time and expenses. Models are worthless unless marketed. It's complicated. I build for the enjoyment of the process. The creativity and accomplishment are sufficient payment for my time and effort. To put a value on something creative, built from the soul and done so over a great deal of time, in many cases, only serves to diminish the value. Thus it's invaluable, once again. I'm getting a headache.

So,...keep building those "worthlessly priceless" models and take solace in the time spent enjoying the challenge. I still haven't insured my models, and at the end of the day, probably won't. To put a price on prized possessions debases their value as works of art.

SD

"One of the best temporary cures for pride and affection is seasickness". -- Henry Wheeler Show

## Mystery Photo



Sometimes it's best to just be polite—if the baby is ugly, you should try and spare the mother's feelings; she probably already knows. I think it's fair to say that not every warship that's been built over the history of seafaring has been pleasing to the eye. In fact, not every warship ever built has had a menacing look. If looks could kill, then warships should look menacing. Folks like John Wyld should never feel the need or urge to pick up the pen and label a vessel an Ugly Betty. Yet that is exactly what happens whenever a vessel that is beyond kind words slips into the liquid media. And there should be very unkind words for their architects as well. Yesterday, we were more Victorian and we were polite and quiet. Today, we are more Kevorkian and we trend to go viral, especially on social media.

With that being said, warships are not meant to be pretty. They are intended to be killing machines and form should follow function. But, no Admiral wants to sail around the ocean in an ugly functional form. Some truly pleasing designs for warships have left the drafting table and entered the deep blue. Arguably, the last German battleships fit this category. Perhaps the latest aircraft carrier does not. And certainly this month's Mystery Photo does not.

What an odd-shaped vessel. She almost looks like someone decided to take a hotel and parking garage to sea. Maybe "hotel" is not the correct descriptor. Maybe castle is more fitting since the vessel is named after a fellow who almost certainly lived in one, and the country who built her was fond of adding citadels to their capital ships.

Where do I begin in describing the odd features of this vessel? Let's begin at the beginning or the bow, as it were, and go right to left, then up.

This vessel begins with a stem set to a reverse rake which indicates the presence of an underwater ram. Near the top of the stem is a bulge that looks suspiciously like a fairing around a torpedo tube (the photo is not crisp enough to reveal a door.) Moving left we see an old fashion anchor set in a unique vertical cradle, its chain extending forward and disappearing into the hawser. The hull itself features some extreme tumble-home. Still at the bow, you can see an anchor davit surrounded

(Continued on page 3)

### Presenters Needed

Presenters are needed for the 2018 meetings. Please contact Tony Clayton if you are interested.

### MEETING NOTICE

**Date:** Saturday November 11, 2017

**Place:** Mariners' Museum

**Time:** 1000 Hours

## What's Happening at the Museum

November really starts the Fall season for me. And there's much to look forward to. It's a time for family and friends, humongous meals, and, maybe, some down-time to sit by the fire and catch up on the stack of books on the bedside table. I'm about halfway through Dudley Pope's "Life in Nelson's Navy". Speaking of books, we had last week a very informative "Behind the Scenes" tour of our "stealth" library. As many of you know, The Museum houses the most extensive maritime library in the western hemisphere...but it's all behind walls in what was formerly the Chesapeake Bay gallery, AKA Gallery 1. Here's the good news! On or about May 23, 2018 (I know it's a long way off), the entire lower level of the gallery will be cleared and the most hard-to-find and rare volumes will be shelved and catalogued for use. That means we will once again have access (through the library staff) to a great deal of the reference we've relied upon so heavily in the past. It's not an ideal situation but it's definitely a major step forward. A new building in the near future will again house our library on site and we'll once again have full access. In other news, and sticking with books,....There once was a lady from China... No, not a limerick! "Pirate Women: The Princesses, Prostitutes, and Privateers Who Ruled the Seven Seas" was our most recent presentation in the Museum's acclaimed Lecture Series. We've all read about pirates, dressed like pirates, talked like pirates but this lecture, by the Author, Laura Sook Duncombe, shed a whole new light on the role female pirates played during the Golden Age of Piracy. And the lady from China? Her name was Ching Shih and she commanded over 1200 ships (Blackbeard had four!) and managed 80,000 outlaws! She is known as the most successful pirate in history. If you missed that talk, here's the next one: "History Below the Waves: Shipwrecks of Thunder Bay National Marine Sanctuary". Jeff Gray, the NOAA Superintendent of the Thunder Bay National Marine Sanctuary, on Lake Huron in Michigan, will speak on November 30th. You may not know that more than 200 shipwrecks are believed to rest in Thunder Bay. The sheer number of shipwrecks is impressive. However, it is their excellent state of preservation and what they represent—a century and a half of maritime commerce and travel on the Great Lakes—that make them truly special. Don't miss this one! And, last, here are a few photos from the recent "Intro to Model Building" class.

Ron Lewis



## Modeler of the Month, November 2017



Bill Altice

My interest in modeling goes back to my seventh birthday. An uncle, a model builder, gave me a stick model airplane. Armed with my modeling tool chest consisting of a dull, single edge razor blade and a tube of Duco cement, I launched my career which has lasted from 1947 to date (you do the math...it scares me).

Over time, I have done several restorations, built models for private collectors, the ARMY, NAVY, and the State Department. I have changed my interest in ship modeling from wind and wood to steel and steam. All the while knowing that one day I may come across a little Brig that has to be built and will cause me to revert back to wind and wood.

My present project is a 1/4"=1' scale model of the R.J. BOWMAN, a C&O railroad tug, which I started in 1992 and hopefully will finish in 2018. This project has been very interesting. It has involved research, wood work carving, electro-forming, photo etching, and the machining of plastic, brass and Stainless steel. When finished I think the model will be a good one.

Gene Berger





# AMERICAN NAVAL HISTORY

1806

April 23: Nonimportation Act. Unless Britain agrees to abandon maritime policies injurious to American interests, especially the impressment of American seaman, a ban will go into effect on November 15, 1806 of specified British imports. President Jefferson later extends the deadline, but no agreement is reached.

May 16: Fox's Blockade. The British government imposes a blockade on the coast of Europe from Brest, France to the mouth of the Elbe. By the end of 1807, the blockade will have extended to every port under French control.

November 21: Berlin Decree. France counters the blockade by a decree prohibiting all trade with the British Isles. This marks the birth of Napoleon's "Continental System" of economic warfare against Britain.

1807

June 22: Chesapeake-Leopard Affair: The American frigate Chesapeake, under Captain Gordon, sails from Hampton Roads, Virginia, with Commodore James Barron to assume command in the Mediterranean. The British frigate Leopard with Captain S. P. Humphreys in command, intercepts the Chesapeake just outside of the the month of the Chesapeake Bay. The British demand to search the ship for British deserts presumed aboard. When Barron refuses to allow this, the Leopard opens fire. The American ship is completely unprepared for action. After 15 minutes of action, Lieutenant William Henry Allen saves the ship's honor by firing a single gun in her defense and Barron strikes his colors. Four are killed, 20 are mortally wounded including the Commodore. The British board and seize four crewmen, one who is really a British deserter. He is taken to Halifax, Nova Scotia, and hanged. After four years of diplomatic protests, the United States secures the release of the two surviving sailors. Commodore Barron is court-martialed, found guilty and suspended from the navy for five years.

July 2: Because of the Chesapeake-Leopard affair, all British naval vessels are ordered to leave American ports.

August 11: The steamship Clermont makes her maiden voyage up the Hudson from New York to Albany.

August 25: Commodore Preble dies in Portland, Maine.

November 11: British Orders in Council. Feeling the pinch of the Berlin Decree, Britain responds by declaring all neutral ships trading with the Continent must obtain a license from a British port, those without a license will be subject to a lawful capture.

December 11: Milan Decree. The French counters the British Orders in Council. Neutral ships that submit to them will be treated as an enemy vessel. The United States is squarely in the middle of the two rival systems of economic warfare.

December 14: The Nonimportation Act goes into force.

December 18: Congress approves the construction of 188 gunboats for coastal defense.

December 22: Embargo Act. The act prohibits American ships from trading with any foreign country. This does not work. The British economy is scarcely effected while the American economy is nearly ruined

1807 Ends with no further actions.

Bob Moritz

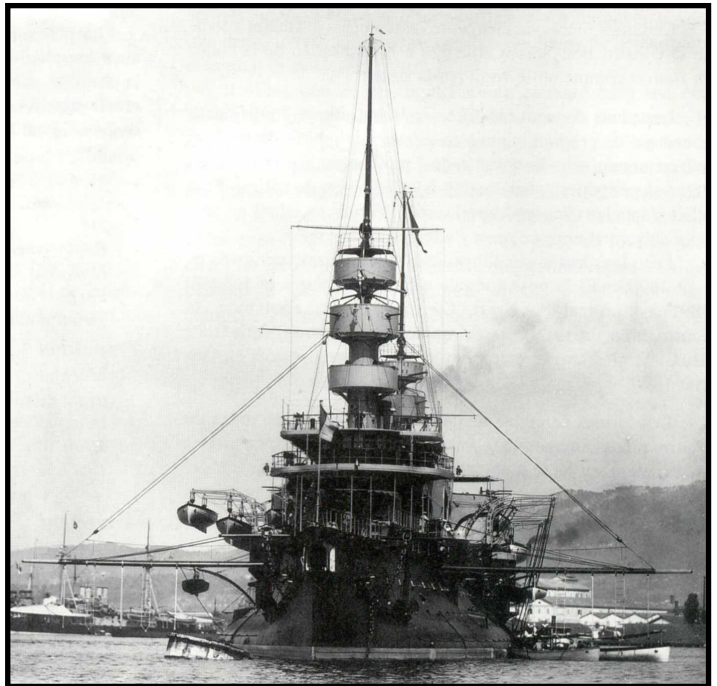
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by sailors. Also there you can see a break in the forecandle deck and an unusual step up. Continuing left we see the first of two, stacked rows of square air ports—all open. Heavy eyebrows are fixed above each port. This amount of natural ventilation would suggest a vessel designed to operate predominantly in a warmer climate. Along the hull we see at least six sponsoned, single gun turrets in several calibers. Two more single gun turrets (fore and aft) sit atop the deck, they have the largest rifles. This arrangement is called the lozenge layout. (The tumblehome provided for a very narrow main deck and some very interesting trainable arcs for the "big" guns.) Suspended by large curved davits, above the largest side mounted gun, is a ships boat. The rest are parked in that garage that I mentioned earlier.

The top of the garage features the citadel and you can see a few light gun mounts spread along its length. The citadel surrounds the forest of ventilators, the boat nest, and twin smoke stacks. The amount of smoke coming from them signals a coal fired steam plant. Since she is making some headway the amount of smoke would be somewhat heavy like we see. Two stout military masts anchor either end of the citadel. The one on the right also carries the bridge and other observation decks and verandas. What we see for flags hang limp offering no clue to this vessels country or origin. There is a rudimentary radio antenna strung between the masts, its presence helps with the

(Continued on page 4)



French battleship Charles Martel bow view circa 1896

## Nautical Term

**Bulkhead** A shipboard wall or partition. Seen up into the XVII as two words, it comes from the Old Norse balker, partition.

Tim Wood

(Continued from page 3)



timeline.

Maybe this vessel had a chance to avoid the “Ugly Betty” moniker if the “garage” had not been installed. We don’t know. But, there is a near sister of this vessel that does not feature the “garage” and it has a better profile. Whether we like her looks or not, we have to get on with the identification. We have two replies this month, Rob Napier and Tim Wood, and this is what they offer: “Jeez. Big-ass battleship with tumble-home a skateboarder could love.” And this second one that asks: “How does one say “Ugly Betty” in French? The answer is “laid betty”, and this month’s mystery photo is no exception!” The second replier says he ran “Ugly Betty” through Google Translate. I tried it and got “moche laide” which I translated back to English and got “Ugly ugly.” To that Rob ads, “that big rectilinear girder-work box on top. All those little ports. The beast screamed "France!" I guess we know their answer.

Thinking French, they both googled something like "pre-dreadnought French battleship." And both were quickly rewarded with images of “the French battleship ‘Charles Martel’.” They both mention that “Charles Martel was one of several vessels built to the same specifications but by different designer/builders, so they differed enough to be individual, one-off vessels.” And Tim provides their names: “Carnot, Jauregui-berry, Bouvet and Massena.” To put the vessel’s size into perspective, Rob observes, “Regular boaty behemoths, these pre-Dreadnoughts looked so enormous, yet at 380 feet, this one was only slightly longer than our slicket Second World War destroy-

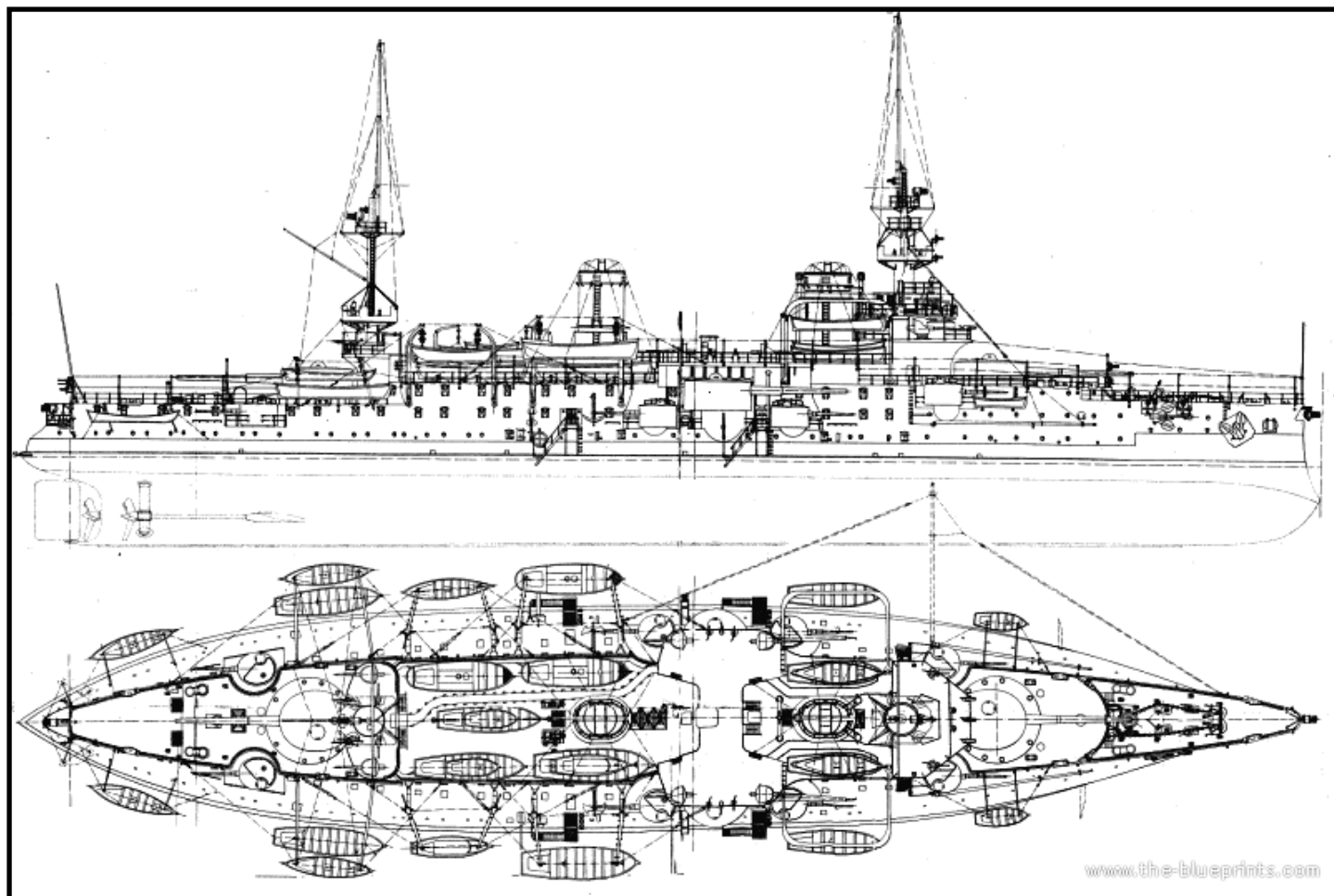
ers. I wonder if crewmen had to use that jacob's ladder to the anchor when the ship was at speed.”

Rob, ever the careful researcher, followed up on his use of the term ‘slicket’ lest we all think he was maligning Second World War destroyers (I assume U.S. Navy versions only) and lumping them into the Ugly Betty bin. “Hmmm. Slight language problem in my commentary about "Charles Martel." I used the word "slicket" thinking I was spelling it correctly. It looks and sounds good, but it doesn't mean the same thing as "sleekit", which is what I meant. They both come from the Scots: "Slicket" means a low depression that might be a hindrance in a golf game --- I certainly didn't mean that. "Sleekit" means smooth or glossy, deceitful, crafty, sly --- much better for our destroyers.” And much better for you, Rob. I’d hate to see the angry crowd take to social media.

Alright, back to our swim lane.

*Charles Martel*, the battleship, had a short career being “laid down in 1891 and launched in 1893. She was out of service by the First World War, and was broken up in 1922.” This was a time of very rapid naval development and even quicker obsolescence. She “spent her active career in the Mediterranean Squadron of the French fleet, first in the active squadron, and later in the Reserve Squadron. Her only note in the history came while participating in 1901 fleet maneuvers, during the exercises, the submarine *Gustave Zédé* hit her with a dummy torpedo, which was widely hailed in the French press. *Charles Martel* was out of service by the outbreak of World War

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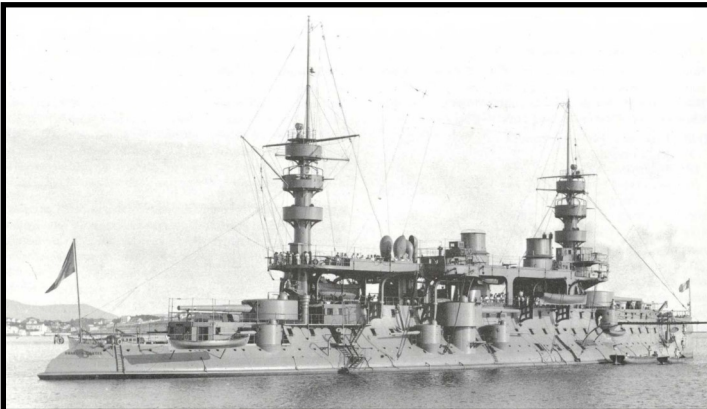
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I in 1914.”

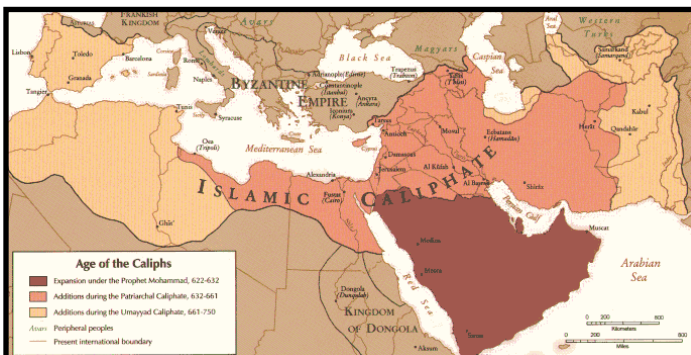
Why we study history....

Charles Martel, the man, had a much longer, more varied, and highly decorative career. And it's fitting that the French honored him by naming one of their capital ships after him. Charles was born in 686 and died in 741. Dying young in today's terms, I suppose 55 years was a very long life in those days. Since he was part of the ruling and founding family of modern France, I suppose he had things available to him that helped ensure that long life. Charles Martel



French battleship Charles Martel circa 1896

was the second of five paternal rulers of early France. The line of succession is this: “The kingdom was founded by Clovis I, crowned first King of the Franks in 496. Under the nearly continuous campaigns of Pepin of Herstal, Charles Martel, Pepin the Short, Charlemagne, and Louis the Pious—father, son, grandson, great-grandson and great-great-grandson.” Charles was the real driving force. “Building on his father's work, he restored centralized government in Francia and began the series of military campaigns that re-established the Franks as the undisputed masters of all Gaul.”



While his place in history was probably assured, he didn't rest. His “attention was called to foreign conflicts, and dealing with the Islamic advance into Western Europe was a foremost concern. Arab and Berber Islamic forces had conquered Spain (711), crossed the Pyrenees (720), seized a major dependency of the Visigoths (721–725), and after intermittent challenges, under Abdul Rahman Al Ghafiqi, the Arab Governor of al-Andalus, advanced toward Gaul and on Tours, "the holy

town of Gaul"; in October 732, the army of the Umayyad Caliphate led by Al Ghafiqi met Frankish and Burgundian forces under Charles in an area between the cities of Tours and Poitiers (modern north-central France), leading to a decisive, historically important Frankish victory known as the Battle of Tours (or *ma'arakat Balâz ash-Shuhadâ*, Battle of the Palace of Martyrs), ending the "last of the great Arab invasions of France," a military victory termed "brilliant" on the part of Charles.”

“Charles further took the offensive after Tours, destroying fortresses at Agde, Béziers and Maguelonne, and engaging Islamic forces at Nimes, though ultimately failing to recover Narbonne (737) or to fully reclaim the Visigoth's Narbonensis. He thereafter made significant further external gains against fellow Christian realms, establishing Frankish control over Bavaria, Alemannia, and Frisia, and compelling some of the Saxon tribes to offer tribute (738).” These actions earned him the nickname Charles “The Hammer” Martel.



“Apart from the military endeavors, Charles is considered to be a founding figure of the European Middle Ages. Skilled as an administrator as well as a warrior, he is credited

with a seminal role in the emerging responsibilities of the knights of courts, and so in the development of the Frankish system of feudalism.” Life as we knew it....

Some 1200 years later a unified, democratic France chose to honor this man by naming one of their early, armored Capital warships after him. *Charles Martel* joined the fleet despite the musings of “an anonymous French officer who grumbled tartly: ‘it is impossible to know what one of our ships will be like when completed, but it is very easy to see what she will not be; look at the design on which they begin her construction.’” Looking past the vessel's rather odd appearance, *Charles Martel* and other French warships established a familiarity in design which became the French Navy's signature. And the form was tried out in other navies; look at the *USS Brooklyn* if you doubt this. But, in superficial terms, the vessel is ugly. Probably in warfighting terms, the vessel is modest. But in terms of nationalistic identity and patriotic furor, the vessel is well named. Perhaps the sophomoric term we hang on this ship is unwarranted. So, maybe, we do need to be polite.

John Cheevers





Sean Malloon's West Virginia hull



John Proudley's USS Perry



Stewart Winn's Duke William



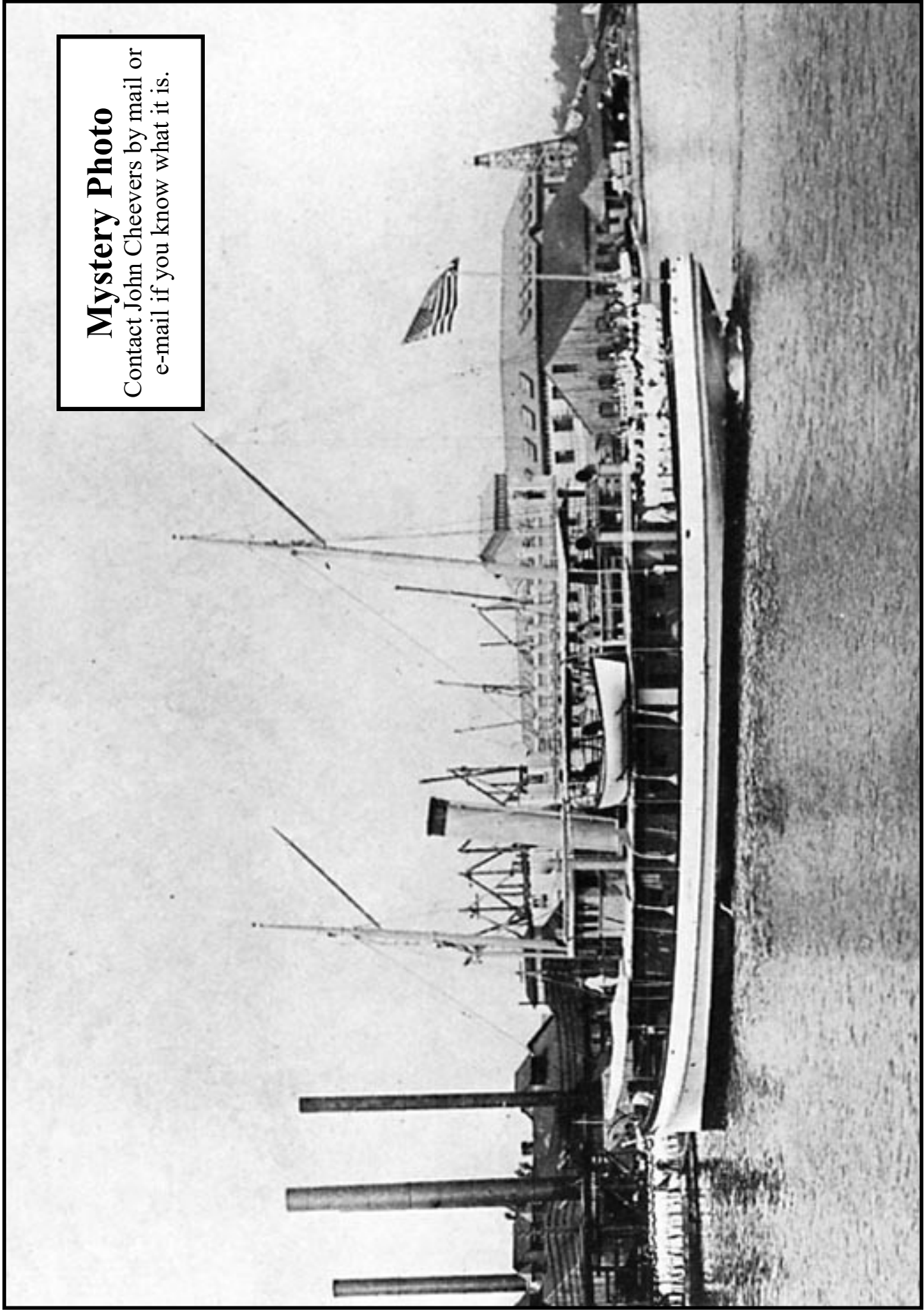
Marty Gromovsky's Clare E Randell



Marty Gromovsky's Lumber Schooner Mother of Pearl

# Mystery Photo

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



## NOTABLE EVENTS

### NOVEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Greg Harrington

### DECEMBER

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

### JANUARY

- 12-14 Cabin Fever Expo, Lebanon, Pa.  
13 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers, Presentation—Tony Clayton

### FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation,  
Election of officers  
24 The Old Dominion Open Scale Model Show & Contest

### MARCH

- 10 **HRSMS** Monthly Meeting:

### APRIL

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

### MAY

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

### JUNE

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, John Cheevers

### JULY

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

### AUGUST

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation,

### SEPTEMBER

- 8 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

### OCTOBER

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

### NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Marty Gromovsky

## WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
Mate: Ron Lewis (757) 874-8219  
Purser: Ryland Craze (804) 739-8804  
Clerk: Tom Saunders (757) 850-0580  
Historian: Tim Wood (757) 481-6018  
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  
October 13, 2017  
Guests: Rich Battone, 1st meeting

The meeting was called to order by Skipper, Gene Berger at 1006 hours. Gene announced the passing of Lee Martin's wife, Roslyn and circulated a copy of her obituary. Gene recognized the guest, Rich Battone and welcomed him to the meeting. Ryland Craze was thanked for his work on setting up the September picnic. There was no correction to the August minutes. Ryland Craze gave the Purser's report detailing receipts, expenditures and account balance. Webmaster, Greg Harrington had nothing to report.

**Old Business:** Gene said that he would like to rotate models in the display case at the model builders' stand every few months. He would like to start that rotation. He asked the members submitting a model to provide a card with a description of the model and he would create a label for it and coordinate the model swap out. The next item of business was a donation to the Mariners' Museum. After discussion an amount was decided upon. The Purser was directed to send the museum a check. Participation in the IPMS Old Dominion Open was discussed. Gene asked members to bring models for display on our table. It was noted that the supply of brochures in the Model Builders Stand is waning. It was decided to order another batch of brochures and be more judicious in their distribution. Gene said that he would like to start a model builder of the month column and he would be contacting individuals to get brief history of their modeling career.

**New Business:** Tim Wood said that Bill Clark needs clarification on the rules of the "Bill Clarke Challenge" (Several members pledged money to the HRSMS if Bill Clarke completes a recently procured kit). Bill said that if he did not complete the model he would match the pledge. Tony Clayton announced changes to the presentation schedule. Greg Harrington asked if the society wants to return to the Warwick Yacht Club for our March banquet. Greg said that he would make inquiries at the yacht club for available dates.

**Show & Tell:** Bruce Brown showed his kit bashing of his Model Shipways Constitution. Stewart Winn showed the progress on a German kit of the Duke William that he is building for the museum. Tony Clayton showed a card model kit of the canal boat Ian. Marty Gromovsky showed the progress of his Lindberg kit of the lumber schooner Mother of Pearl. Sean Maloon showed the hull of his 1941 West Virginia in 1:192 scale. John Proudley showed his Bluejacket 1843 USS Perry>

The meeting was adjourned to a photo presentation by Marty Gromovsky.

## THE ANSWER

The answer to mystery photo 376:  
French Battleship Charles Martel