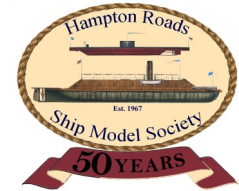


Hampton Roads Ship Model Society Logbook!

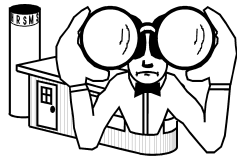


No. 381

WWW.HRSMS.ORG

March, 2018

From The Bridge



Mystery Photo



Captain's Log 03.10.18

CONGRATULATIONS to the winners of the IPMS Old Dominion Open show and contest in Richmond. Again we celebrate those who took away trophies and accolades. In the Wood construction category Ulrich Guenther, who is quite familiar with the podium, placed First with his Yacht "Mary." Greg Harrington and his Cule & Chata took the Second Prize, and Stewart Winn placed Third with his 18th Century Revenue Cutter. Another category sweep by the HRSMS. In other categories, Ships on Water All Scales, Charles Landrum, a regular visitor to the stage placed Second with his amazing DKM Scharnhorst. In the Civil Marine category I placed First with my "diminutive" SS



(Continued on page 2)

MEETING NOTICE

Date: Saturday March 10, 2018

Place: Norge Hall

Time: 1000 Hours

Mystery Photo #379: Sikh, and you shall find. That's what it says in the good book; Matthew 7:7-11. If you seek, you shall find—sounds easy enough. Or if you wish, you can go to Helen Hunt for it. Doing your own thing has become very mainstream. It seems that many of the DACA folks, the dreamers, and the schemers are apparently seeking to do the same thing with little luck—according to the press. What are the good ship modelers doing?

This essay is about discrimination; it's a hot button topic. Discrimination is human nature. Racism is human failure. Establishing a pecking order is as natural a human condition as you can get; all breathing creatures establish a pecking order in their social groups. The pecking order helps ensure the survival of the fittest. But a pecking order can create prejudice. And prejudice causes resentment and discrimination. Prejudice can disrupt the social group, so learned man is taking steps to remove it from the social construct. In today's world, efforts to remove prejudice come with tools to create inclusion and recognize diversity, and ways to connect and control your subconscious (or is that unconscious) bias.

If you made it this far and haven't unfriended me, please continue because we must not forget the historical mantra: "Those who do not learn history are doomed to repeat it." Really? Aside from the obvious grammar faux pas, what can we read into this? How does all this bilious schmatta relate to the Mystery Photo?

Well, for beginners we can see that the photograph is inclusive, at least on one level. It is also very diverse. If you look closely you can see a warship and a freighter; you can see sail and steam; you can see wood and steel; you can see engine power and paddle power. Probably, if you asked, you can see richer and poorer and old and young. Quite a diverse range of ships and boats and human conditions to choose from. What

(Continued on page 2)

Hampton Roads Ship Model Society Banquet

Saturday March 17, 2018

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

Reservations are due by March 12, 2018.

See the banquet menu and reservation form.

(Continued from page 1)



United States, Best Maritime, and Contestants Choice Awards...I'm just sayin.

It was a great show and well attended by our club. We had the most participation by our members ever. Our booth stood out with multimedia displays and plenty of attractive show & tell items to illustrate our craft. Thanks to everyone who came out to support HRSMS.

Next on the agenda is the annual auction this Saturday, March 10th. Don't forget to clean out your closet to help support the club. Deals are the name of the game, and we have some great ones this year. Lastly, the HRSMS Annual Banquet is rapidly approaching. Please sign up now so you won't miss the deadline to be a part of our annual tradition. You won't be disappointed with the venue or menu.

See you Saturday and remember to bring copious amounts of cash.

SD



(Continued from page 1)



you can't readily see is how this image captures, from a century ago, one of the major hot button topics driving our news today. History does and will repeat itself because humans are what they are. Do you agree that this Mystery Photo is truly an inclusive and diverse offering? You can only dream.

Let's dissect the photograph. We have a print that looks like it came from a glass plate negative, one whose emulsion is starting to go south. However, the juicy bits remain. We have a nautical scene in calm water featuring twenty seven boats and ships. I did not count the three dinghies tied to their head boats, the one tender tied to the warship, or the freighter(?) way out in the distance. With twenty seven vessels on tap, it might be hard to select the most appropriate one. The good news is...you don't have to. There are several stories contained in this 8 X 10 frame. Let's explore them.

Getting out the glass and focusing on the large warship you can make out three letters on the stern: "BOW." Above these letters you can see the White Ensign, or St George's Ensign, of the British Navy. The cross of the union is in the upper left canton. Coincidentally, from 1911 to 1965, Her Majesty's Canadian Ships flew the same ensign. The Jack at the bow is just too obscure to identify, as are the few flags found on some of the small boats. However, if you crank up the magnification while studying the jack, it sure looks like the jack used by Canadian warships prior to 1965. If we take Royal Navy and "BOW" as our clues we can search under "Great Britain" in any prominent ship reference series and eventually find a match. Or you

(Continued on page 3)

AMERICAN NAVAL HISTORY

1812 Part I

June 1: Congress is asked by President James Madison to declare war on Great Britain.

June 17: The British cabinets revokes the Orders in Council to which Americans so objects in hope to head off war with United States.

June 18: War of 1812. Congress votes for war. The U.S. Navy consists of 17 seaworthy ships: 9 frigates and 8 smaller ships. The Royal Navy consist of more than 1,048, including 120 ships of the line and 116 frigates. With these odds, the American ships will be used as they had in the Revolution, for coast defense and commerce raiding. In this conflict, the Americans will capture approximately 1,800 British merchantmen. On land, The U.S. Enjoys an immerse advantage, with a regular army of 6,700 men and state militias several hundred thousands to oppose the British garrison of 4,500 regular troops and a modest Canadian militia. But many American units exist only on paper, undisciplined and ill-trained. American military leadership leaves much to be desired.

June 21-August 29: Commodore John Rodgers sails from Boston with a squadron consisting of the frigates President, United States, Congress, sloop Hornet and brig Argus to raid British commerce in the North Atlantic. On June 23, they encounter but not overtake, the British frigate Belvidera. Altogether, they capture only seven merchantmen, not a good showing. The strategy of squadron operations is abandoned and American warships cruise singly or in groups of two or three.

The War of 1812 Continues

Bob Moritz

Norge Depot

If you are interested in seeing Norge Depot, Bill Fox can open it after the meeting.

2018 Dues

Membership dues for 2018 are due and payable by the March 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:

HRSMS
c/o Ryland Craze
5708 Oak Knoll Lane
Midlothian, VA 23112-2405

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can shorten your search by understanding that the warship is a certain kind of cruiser from a certain age.

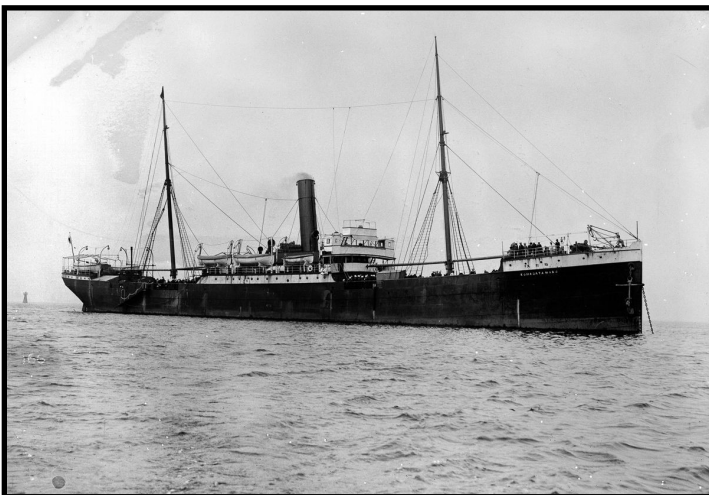
Take a look at the folks in the small boat found in the lower left of the image. Pay particular attention to their hats and the sleeve garters. What do they tell you? They help define our timeframe. If you don't already feel the vibe that the image was made about 100 years ago, do the bowler and boater hats help? Do the sleeve garters help? Garters were popular in the latter half of the 19th century up through the end of the prohibition era. Bowlers and boaters were in style at that time as well. It's probably safe to say our time line is between 1890 and 1920.

Checking references for British cruiser types at that time we see they fall into three classes which really means that these ships fit into certain "loosely defined" size groupings. Using Conway's 1860-1905, I was able to find one British cruiser whose name ended in "BOW".

The replies this month all agree on the identities of the large steel vessels. They even tap into the circumstance surrounding their mutual anchorage. The last reply goes a step further and includes rich text about the vessel that he finds to be truly at the center of things...not the story, but the image. Dave Baker, Tim Wood, and Rob Napier who threw their pens in the ring this month.

Story, ripped from the headlines. Dave starts us off...

"This month's mystery ship is a unit of the British-built APOLLO class of Second Class Cruisers. Which one of the 21 ships of the class, however, is a bit of a challenge. I'm going to



The Japanese steamship Komagata Maru at sea

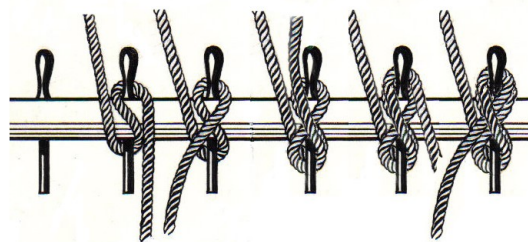
take a stab at it and guess it's H.M.S. RAINBOW, which was transferred to Canada in 1910 and sold for scrap in 1920 (ingrates!). Just something about the photo reminds me of the area around Vancouver or Victoria in British Columbia. Since the ship is still flying the British ensign, the photo would have had to have been taken prior to the transfer of the ship." Tim refines the story a bit: "Bingo.....HMCS Rainbow an Apollo class Protected Cruiser: Photo of her anchored in Vancouver's English Bay, where she was sent to protect the Japanese merchant ship Komagata Maru, loaded with Sikh immigrants from India."

(Continued on page 4)

What's Happening at the Museum

March, a big month for us, our annual auction, celebratory dinner, Founders' Award announcement, installation of officers for the coming year, wow! Lots of STUFF! But let's start with a more or less philosophical observation. Something that I cherish and reflect upon in my 26th year as a Mariners' Museum volunteer, in a number of roles, is the prestige and privilege of being a part of America's National Maritime Museum. How many of our brother (and sister) modelers have the good fortune of adding that distinction to their resumes? How many had the prospect of thousands of visitors from around the country viewing their works of maritime art in a museum setting? It's at once gratifying and humbling! And I believe that The Museum's offer to provide a location for our monthly meetings is one of the best things that could have happened for the strength and growth of our membership. So a big thanks to TMM and its crew for your hospitality over the years. Now, last year we set some records (attendance, income, number of gallery changes and installations, acquisition of the Oracle AC72) that set us apart from pretty much every other maritime museum. The challenge? What's next? If you've not tuned in to the Lecture Series, go to the Museum website and check it out! A regular series of lectures and presentations on virtually every aspect of man's experience with the sea is offered to us and the community at very reasonable cost (or, if you're a member, free). And the speakers are top-notch! Well-known local historian John Quarstein is coming up. Also, it's "The Battle of Hampton Roads" weekend. Yep, our auction falls on the Saturday of that weekend but there's still Friday and Sunday. AND you'll get back from Norge in time for History Bites! On Sunday come in to meet President Abe Lincoln and John Ericsson, the designer of the ironclad ship that changed Naval History for all time. There will also be a climb-in replica of the Civil War submarine *Hunley* on site! Don't miss this weekend! Some more gallery changes are coming but that will be for next month. You know, museums used to be called "Cabinets of Curiosity" and the most oft-quoted parental guideline was "DON'T TOUCH!" Those days is gone, folks. I can't imagine anything that excites the senses and fulfills our thirst for knowledge as effectively as museums and, particularly, Our Museum! Put it in your "favorites": marinersmuseum.org.

Ron Lewis



Nautical Term

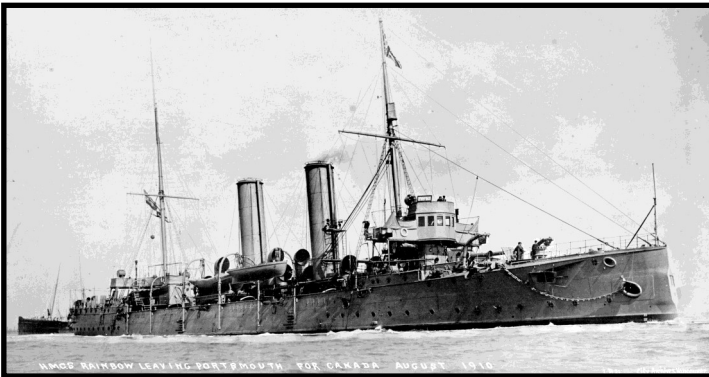
Battens (1) Flat bars secured along hatch coamings to hold tarpaulins in place. (2) Shaped boards of strips of plastic used to improve the set of fore-and-aft sails. The word comes to us from Old French, *baston*, strip or stick of wood.

Tim Wood

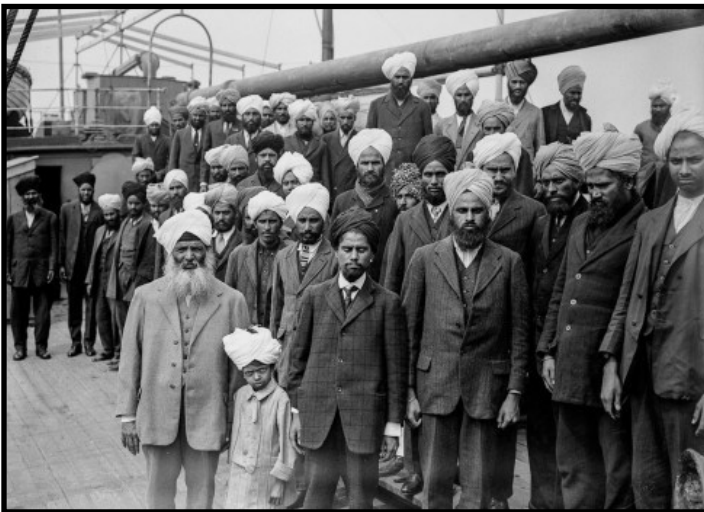
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In a roundabout way Rob finishes the identification of the big boys: “I see that the big gray boat...is flying at her stern the British White Ensign, or some flag that reflects British propriety. I find that that the focal vessel might actually be the steamer in the left background, a Japanese passenger ship named Komagata Maru that is carrying people from India who hope to land in Vancouver, British Columbia. The landing of the Indians would have been, evidently, a violation of Canadian immigration law, and a big flap ensued.



HMCS Rainbow Leaving Portsmouth, August, 1910



Indian passengers on board the Komagata Maru

The Canadian naval vessel Rainbow...was sent to the scene, as were lots of police and other officials. After much wrangling, Komagata Maru was provisioned and fueled and sent back to India. All this occupied two months from 23 May to 23 July 1914.” Tim closes round one of this essay by stating that “In an ironic twist of fate, the ships passengers weren’t allowed to disembark the ship even though they were British Subjects.”

Rob says the story can be found here: <https://mashable.com/2016/02/09/komagata-maru-incident/#4sqIto4Z8kqy>. Tim and I also found this site during our search. It tells a story of discrimination. “In 1908, the Canadian government passed an order-in-council which prohibited the immigration of people who did not “come from the country of their birth or citizenship by a continuous journey and or through tickets purchased before leaving their country of their birth or nationali-

ty. This “continuous journey” regulation was a masked attempt to restrict the entrance of immigrants arriving from India, a lengthy journey which necessarily included a stopover in Hawaii or Japan at the time.” A clever tactic but one made necessary due to Canada’s then in force “Whites-only” immigration policy, a policy that apparently was in place from 1867 to 1967.

I am not sure why the Sikhs came or what they sought, but they did and they were turned away, and boy did they find something! This story and many others like it make up the ugly side of human history—a history that continues. However, in May of 2016, the current Canadian Prime Minister, Justin Trudeau, made amends by issuing “a high-profile public apology related to the fate of those on that ship.” From his speech we learn that today Canada “is an inclusive country and continues to demonstrate that our diversity is one of [the nation’s] biggest strengths.” Words are one thing, it’s the deeds that count. But we’re not about politics, we’re about ships and ship modeling, and we have much to discriminate right here in this Mystery Photo. Let’s put a discriminating eye on some of the vessels. We’ll start with HMCS Rainbow. Dave gives us the bits and pieces:

“Data for these ships was pretty uniform, considering that they were built at eleven different yards. They displaced 3,400 tons at normal load, but ten of them, including RAINBOW, were sheathed with wood and copper for tropical service, adding 200 tons to their displacements. They were 314-ft. overall by 43-ft. beam (43-ft. 8-in. for the sheathed ships) and drew 17-ft. 6-in. at load (add a foot for the sheathed ships). Armament included two single 6-in. and six single 4.7-in. quick-firing guns, eight single 6-pounder quick-fire guns, one 3-pounder, four machine-guns, and four fixed 14-in. torpedo tubes (one bow, one stern, and two firing athwartships and trainable over a very small arc). Only the 6-in. guns had shields.

Not surprisingly, they needed large crews, 273 in all, both for the weaponry and for the engineering plant, which employed 3 double-ended and two single-ended boiler to provide steam to drive two triple-expansion reciprocating engines; these provided 7,000 indicated horsepower for 18.5 knots under natural draft or 9,000 ihp for 20 knots (19.75 knots for the sheathed ships). The ships had bunkers for 535 tons of coal and had an endurance of 8,000 nautical miles at 10 knots. Armor was pretty light: 1.25 to 2-in. on the protected deck (these were what was called “Protected Cruisers” vice “Armored Cruisers,” which had side armor; the protected deck was usually flat at the centerline, curving down as it neared the ship’s sides, where in the APOLLO class it thickened to 2-in.). Other armor included 3 inches on the small conning tower, 4.5-in. on the 6-in. gun shields, and 5-in over the engine room.

RAINBOW was built by Palmers at Jarrow in Scotland and was laid down in 1890, launched on 13 December 1891, and first commissioned the following year. During 1907-1910, seven of the class were converted to minelayers, while five were sunk as blockships at Zeebrugge and Ostend in 1918, one was wrecked in 1901, five had been sold for scrap before the onset of World War I, and the last was stricken in 1922. With only the bow 6-in. gun being able to fire on forward arcs and the 4.7-in and 6-pdr guns not being mounted in sponsons, the design was criticized for lack of ahead and astern firepower. They were also said to be poor sailors in heavy seas.”

And now the freighter; and she just happened to find fame through her involvement in the Sikh incident. Christened in 1890 as S.S. Stubbenhuk the 3,040 ton vessel was very generic for her type in her time. By 1911 she was the Komagata Maru. Following one more name change she was wrecked at Cape Soldoman, Hokkaido in 1926. As freighters go, she would

(Continued on page 5)

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make an ideal candidate to model. I especially like her fancy counter stern. With a length of 329 feet, a beam of 41.75 feet she would only take up about 42 inches of shelf space at 1:96 scale. Plans?



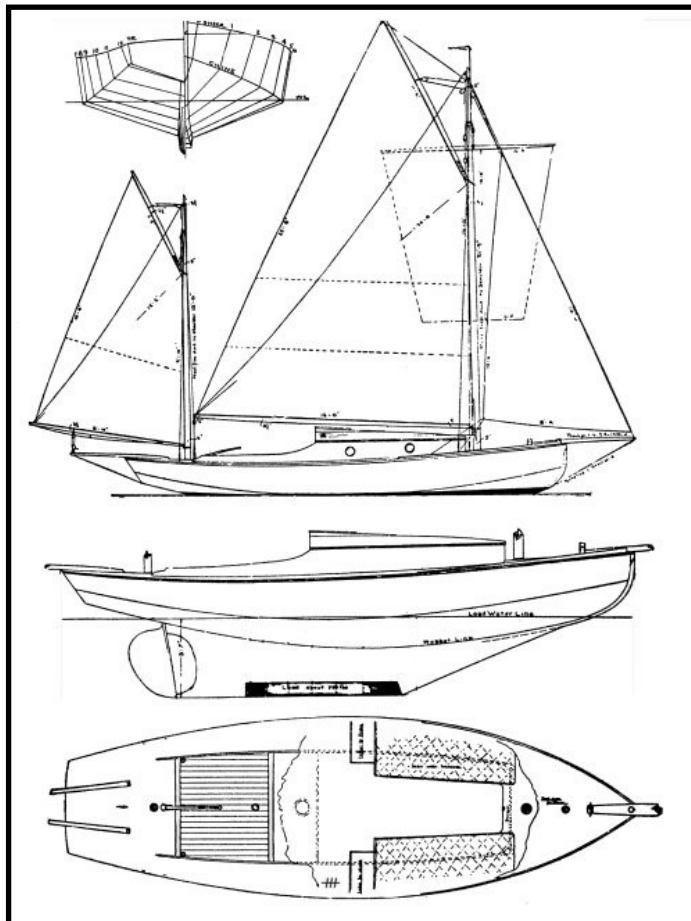
And that leaves us with Rob's true vision from the Mystery Photo. In his words:

"Very interesting MP. This is more up my alley than you can imagine. Let's assume the focal vessel is the little white sailboat smack in the center of the image. I don't even have to move to know her. She is a Sea Bird yawl. Sea Bird was conceived by Thomas Fleming Day, the editor of The Rudder magazine, in 1901. She was his reaction to the mega-gold-platers of the day, the huge steam yachts and enormous America's Cup racers and other boats that no regular person could ever aspire to owning. The only non-privileged people who got aboard were crew members who worked in uniform. Sea Bird was a tidy little 27-foot yacht for the masses. Her hard-chine design was simple to build, and hundreds of Sea Birds were produced over the years by many professional and amateur builders. They pop up frequently in harbor views (like the MP). Originally conceived as a centerboarder, Day believed he could sail one to England. And did. But the centerboard trunk occupied too much of the cabin, so he developed a keel model as well."

There you have it, prejudice in all its glory. Maybe 55 modelers had a chance to pick one of twenty seven choices. And yet, only three modelers played and they called out three vessels and focused on two clear favorites. If this doesn't describe discrimination, then nothing will. But wait, we're not prejudiced when we discriminate, we're inclusive and diverse. We learned our history and we'll model anything, once it comes to the top of the pecking order. Those who don't model can only dream.

BTW - Helen Hunt is not Canadian.

John Cheevers



Sea Bird

THE ANSWER

The answer to mystery photo 380:
H.M.C.S. Rainbow in Vancouver Harbor, 1914

(Continued from page 8)



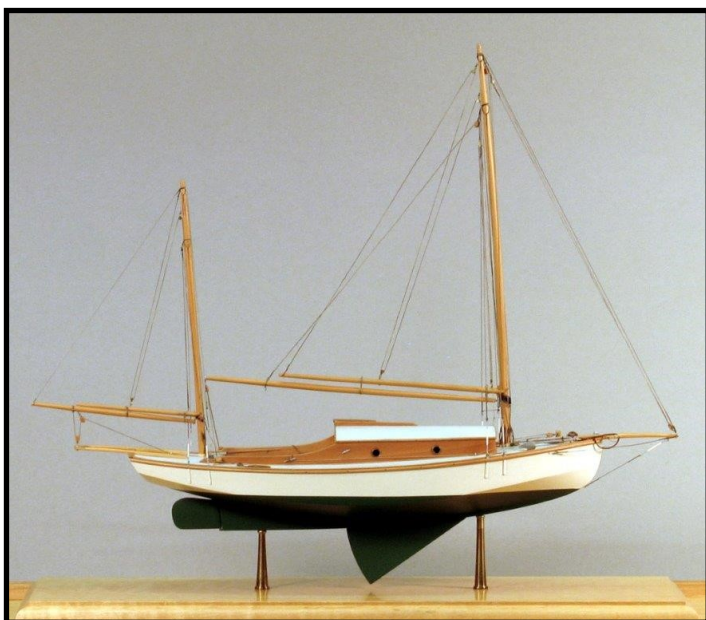
east Ship Model Conference and Show to be held on the last weekend in April in New London, Connecticut.

Show & Tell: Sean Maloon showed the progress on his 1:192 West Virginia. Charles Landrum showed several examples of simulated water for his Bismarck diorama. Ron Lewis showed a Fuller Mini Maid vacuum cleaner. Dave Chelnow showed his Echo cross section model.

The meeting was adjourned to a presentation on the build of his SS United States model by Gene Berger.

There is a rule in sailing where the more maneuverable ship should give way to the less maneuverable craft. I think this is sometimes a good rule to follow in human relationships as well.

Joyce Brothers



Rob Napier's
Thomas Fleming Day yawl Sea Bird of 1901



Gene Berger and his SS United States at the ODO



The HRSMS table at the ODO



Stewart Winn displays his award at the ODO

**2018 36th Annual
Northeast Joint Clubs Conference**

The conference will be held at the Port N Starboard Convention Center at Ocean Beach Park in New London, Connecticut on April 28th 2018 from 9:00 AM to 4:00 PM.



Gene Berger displays his award at the ODO

Mystery Photo

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



NOTABLE EVENTS

MARCH

- 10 HRSMS Monthly Meeting: Norge Hall, Auction
- 17 HRSMS Banquet, Warwick Yacht Club.

APRIL

- 14 HRSMS Monthly Meeting: Mariners' Museum Presentation, Pat Roll, Celestial Navigation

MAY

- 12 HRSMS Monthly Meeting: Mariners' Museum Presentation, Marty Gromovsky, TBA

JUNE

- 9 HRSMS Monthly Meeting: Mariners' Museum Presentation, Tony Claton, TBA

JULY

- 14 HRSMS Monthly Meeting: Mariners' Museum Presentation, John Cheevers, TBA

AUGUST

- 11 HRSMS Monthly Meeting: Mariners' Museum Presentation, Gene Berger, TBA

SEPTEMBER

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

OCTOBER

- 13 HRSMS Monthly Meeting: Mariners' Museum Presentation, Gene Berger, TBA

NOVEMBER

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

DECEMBER

- 8 HRSMS Monthly Meeting: Mariners' Museum Presentation:

JANUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum Nomination of officers,

FEBRUARY

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

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
February 11, 2018

Guests: Yves Pochard, 3rd meeting
Wayne Brown, 1st meeting

The meeting was called to order by skipper, Gene Berger at 1003 hours. The first order of business was to recognize Yves Pochard third meeting. After indicating that he would like to join the HRSMS, Yves was asked to leave the room while the ritual vote was taken. Yves returned and was welcomed as a new member. The Skipper reminded everyone of the Old Dominion Open to be held in Richmond on February 24th. Guest, Wayne Brown from Stone Mountain Georgia was recognized. The Founders' Award committee members, Dave Baker, Greg Harrington and Ron Lewis were thanked for their work in selecting candidates for this year's award. Members were told that Ryland Craze was collecting dues for 2019. Greg Harrington was thanked for making arrangements for the March banquet. Gene distributed ballots for the contested office of Mate. There was discussion of the auction to be held at Norge Hall during the March meeting. John Cheevers described several items to be offered for bid (Unimat lathe, tool chest and models). Gene asked the members to bring the forms they were given when presenting model to the museum for the HRSMS 50th anniversary exhibition, as it would facilitate their model's retrieval. Bruce Brown was recognized as modeler of the month. There was no correction to the minutes as published. Ryland Craze gave the Purser's report. Gene stated that there will be no refund of banquet reservation payments after March 12th. Greg Harrington said that he had contacted Bill Dangler's sister about recovering HRSMS archival material that Bill had in his possession. Bill's sister said that she would get back to us in several weeks.

Old Business: Ryland Craze said that the deposit has been paid for the picnic shelter at Newport News Park. This year we will be in shelter #10. Ryland went on to say that the Richmond IPMS could use volunteers to help set up the Old Dominion Open on Friday evening March 23rd and the morning of the 24th. Contact Ryland if you can help. Gene collected the ballots for the office of mate.

New Business: Ron Lewis asked the members to explore the gallery on the left as you come through the bronze doors. The exhibit is artwork made by sailors while at sea. John Cheevers said that he had been in contact with the shipyard Apprentice School and there has been discussion about possibly putting models on display in celebration of their 100th anniversary (2019). John said that he would keep us apprized as plans are developed. Ryland Craze talked about the 35th Annual North-

(Continued on page 5)