

Hampton Roads Ship Model Society Logbook!

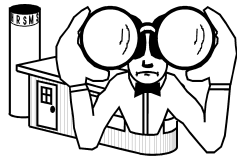


No. 388

WWW.HRSMS.ORG

October, 2018

From The Bridge



Mystery Photo



Captain's Log 10.13.18

"...what's you gonna do, when they come for you..."



The Norse have a solution for my legacy plan, and a memorable one at that. I would fit nicely in the SS United States, with room to spare. First Class, and how majestic is that? Sailing at dusk with NN Shipyard and the James River glistening with the setting sun at my back cruising to Valhalla. What a sight! Bring your umbrellas, though. With my luck it will rain that day.

Another legacy plan with fewer theatrics might be in order. How does the family view your modeling obsession? Oh!... alrighty then. This is particularly problematic for me also. It took Bob and me the better part of an hour, with tape measure in hand, to canvass the house for a wall sufficient to exhibit a 12' model. The ideal location was vetoed before it was presented to the "architectural committee." Unless you have a family with an enormous mansion or resources to care for your "progeny" in perpetuity, consider donating your lifelong endeavors to a deserving institution.

With the caliber of models I have seen come from the workbenches of our membership, any museum should be proud to possess your heirlooms in their collection. At least, in this way, your life's zeal won't go up in smoke. And, you can visit it on holidays, or at least in spirit.

Gene Berger

Mystery Photo #387: It's all in the spelling. If you search in Google images using the ship's name with ordinary spelling, you get a popular Japanese anime warrior. If you scroll down through that search, you will eventually come to see what the word identifies as a specific kind of Japanese sword, the Nidai Kitetsu, the kind that John Belushi made famous on Saturday Night Live. If you search using the ship's name with a macron over the "O" you get this month's Mystery Photo. So, it's all in the spelling. The book of definitions says that "A line over a letter in the dictionary is a "macron." When you see this over a letter (¯) it means that the vowel says its name. For instance, a line over the letter "i" would be pronounced like "eye" like in the word "pie," and a line over the letter "o" would be pronounced "oh" like in the word "toe." Now you know the code.



"The unwritten Samurai code of conduct, known as Bushido, held that the true warrior must hold that loyalty, courage, veracity, compassion, and honor as important, above all else." The same is true for all you Mystery Photo devotes. If you endeavor to become a samurai ship-modeler, you must learn the code and follow the code; then you see that accuracy, discipline, and neatness counts. Now you know the rules.

You know its part of accepted lore that some of the great ship model makers also did time as prop men for Hollywood. August Crabtree and some guy from Virginia Beach are among that group—need I say more? You have to be good to be in that elite group. But what happens if we discover—real or imagined—that a link between our Mys-

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MEETING NOTICE

Date: Saturday October 13, 2018

Place: Mariners' Museum

Time: 1000 Hours

Modeler of the Month October 2018

PAT DERBY



My interest in modeling started in 2014 just prior to my partial knee replacement surgery. I knew I would need something to keep me busy while I was healing. My first love is working in my workshop, making furniture and odds & ends for my family and friends. Since I was going to be off my feet for a few weeks, I decided to try my luck with a ship model kit from the Hobby Shop. Sounded easy enough. If I can build furniture, I could certainly build one little "boat," the Constructo Model Albatross, Baltimore 1840, scale 1:55. The picture on the box looked beautiful, and I was excited to get started. Building the Albatross would only take a couple of months at the most. This was the beginning of a nightmare. The instructions were written in seven different languages with words I was very unfamiliar with. I didn't have a clue where to begin. I've never owned a boat or even sailed with anyone. Needless to say, even the parts list was a challenge. Between the instructions, pictures, and my computer I was able to begin my build.

I guess I would still be struggling and very frustrated if I hadn't seen Bill Clarke at church on Sunday morning and told him about my impossible project. He just laughed and began to tell me about the Hampton Roads Ship Model Society. He told me to come to their next meeting and bring a few of my questions. He was sure there would be someone with some answers. What a great group of men! They not only answered my many questions but continue to encourage me to keep modeling. I have been a member since February 2015 and have been so impressed with everyone's knowledge, talent, and willingness to help a fellow member.

The Albatross is finished after 2 1/2 years and lot of help from my HRSMS friends. And I have also completed my second build: 1:50 scale 1847 Harvey from Artesania Latina. A big thanks goes to my wife, Jane, for sewing the sails for both projects. Her support and the support from all my HRSMS friends are greatly appreciated.

THANKS

Thanks are in order for Ryland and Pam Craze for their work in making the picnic a success.

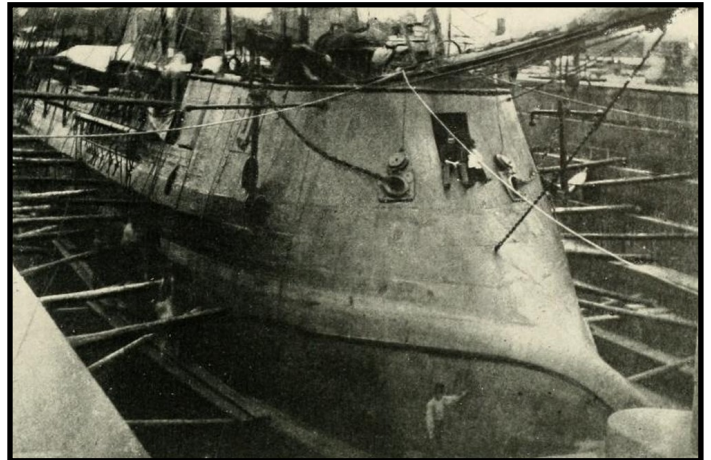
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tery Photo and Hollywood might occur? Well, we write about it in this column, of course! All else aside; if you ask me, this month's Mystery Photo might be the inspiration for Jabba's sail barge from *Star Wars: Episode VI Return of the Jedi*. The "sail barges were a class of large atmospheric transport. The Hutt crime lord Jabba owned an LO-KD57 sail barge, the *Khetanna*, which he used to travel to the Great Pit of Carkoon." You have to follow Bushido to know things like this.

Now, I no Bushido you.....

The very old photograph depicts an ugly vessel resting



CSS Stonewall in the Port Royal Drydock

at anchor in dead flat water. Her major features are the brig rig, the tall stack with sampan cap, the prominent citadel, the large catheads and old fashion anchors, the straight sheer, the large ram, the flat iron plates, and the absence of a bow-sprit. All of this adds up to ugly, but offers a unique modeling challenge. I must add, before you "strings guys" start protesting on my doorstep, that this vessel does carry a bowsprit, it's just not featured in the photo. You can see the spot where it crosses the bulwark right next to the fellow with his hands in his pockets—an iron ring locates the place. Directly below that is the forward center-line opening for the trainable bow gun. Just aft of the main mast you can see the roof of the turret-like armored casemate that carried this ship's remaining weapons. Lastly, the spars are "clean" and there is no smoke, so the ship must be in lay-up.

Ok, you already read my simile on this Mystery Photo.

Now, our first responder has this to offer: "First Ironclad of the Japanese navy, *Kōtetsu*. She started her life as *Sphinx* for the



Spy Vs Spy

CFS Navy. The mystery photo brings to mind MAD Magazine's "Spy vs Spy", a little cloak and dagger always adds spice to a story." I have to admit to never having read MAD Magazine so I had to look this up. And I have to agree, I can see why his mind went there.

Two other replies arrived as well, one from Dave Baker and one from Bob Moritz. They also identified the Mystery Phot as showing

(Continued on page 4)

What's Happening at the Museum

Have you seen the “kelpies”? Kelpies are the dreaded shape-shifting water spirits that inhabit the many lochs (over 30,000) in Scotland. It's said that they can take the form of humans but more often are depicted as horses. A captor, jumping astride his purloined beast is inextricably stuck to it as the kelpie dives into the loch, drowning the horse thief! There are two jaw-dropping sculptures depicting the kelpies in Falkirk, Scotland, each nearly 100 feet high, weighing about 300 tons each and clad in stainless steel! What has this to do with The Mariners' Museum or maritime knowledge in general? Not a thing. I just thought it was interesting. Anyway, it was one of the many wonders we encountered on a recent trip to London, Scotland and Paris. Now, here's my advice. If you're planning a trip, stateside or abroad, research the museums in your chosen destination. Been there, done that? Museums change over time. Remember the Great Hall of Steam? The Chesapeake Bay Gallery? Here's a wee bit if trivia. The Mariners' Museum, one of the largest maritime museums in North America, can display and feature only about 4-5% of its vast collection in our 90,000 square feet of display space! So what happens to all that stuff? Galleries change. Collections rotate in and out of the public eye. The broad and world-renowned collection of builders' models from the 17th and 18th century, once a feature of the National Maritime Museum in Greenwich, is no more! The space is now the Battle of Jutland gallery commemorating the centenary of the battleship action in June 1916 which was the last major battle fought with battleships. It changed history. But I wanted to see the models! The *Cutty Sark*? If you haven't seen her lately, you haven't seen her! The new and innovative structure that houses this world-famous clipper ship allows you to walk under the keel! You can almost feel the power of her 32,000 square feet of sail! So if museums are regularly changing, and renewing themselves periodically, doesn't it make sense to visit often and stay on top of your interests? Here's what's happening at our museum: October 13th is our meeting date AND the 243rd birthday of the U.S. Navy! If you're a member and stay after the meeting, you'll meet costumed interpreters from several periods in the life of the USN. Then, Sunday the 14th, *Arrrrtober* Festival! Bring the kids and grandkids for this family day filled with all sorts of pirate activities, music, libations and food trucks! *Ales, trails and pirate tales!* There's a small charge for a tasting ticket. On Thursday, the 18th, hear Coast Guard archivist Nora Chidlow discuss the history of the Coast Guard cutter, *Tampa*, from the time she was built right here in Newport News in 1912, to her sinking in 1918 during World War I. *Tampa* was one of six Coast Guard cutters sent overseas for convoy duty during World War I, and the only one that never made it home. Chidlow will specifically focus on *Tampa's* crew who perished during the conflict. If you're a member this one's on me! Well, it's free to members. Saturday the 20th showcases that teller of historical tales, our own Emeritus, John Quarstein. John will tell us about the USS *Cairo*. One of the first Union ironclads constructed, USS *Cairo* was a City-class gunboat built at Mound City, Illinois, by James Eads. This class of ironclads gave the Union a tremendous advantage during operations along the Mississippi. The *Cairo* fought at the battles of Plum Point Bend and Memphis before being assigned to the Yazoo Pass Expedition. On 12 December 1862, *Cairo* became the first warship sunk by a hand-detonated torpedo. Attend this presentation at 2:30 at no additional cost. It's free with admission. By the way, if you're not a member, now might be a good time to join! Why? The holidays are around the corner and members get a discount in the gift shop. But also, on the 26th of October, the Museum is offering an exclusive “Members Night” for members only. It's to be a “don't miss” event. See me for

AMERICAN NAVAL HISTORY War of 1812

1813 Part 3

June 3: British gunboats capture the sloops Growler and Eagle in the Sorel River, at the northern end of Lake Champlain.

June 13: Admiral David Dixon Porter is born on this day in Chester, Penn.

June 18-August 14: The brig Argus carries US Minister W. H. Crawford to France. And captures 20 British merchant ships in a daring raid in the English Channel.

July 14: The armed whaler Greenwich captures the British privateer Seringapatam in the South Pacific. What makes this unusual is that the Greenwich is captured by a Lieutenant James Marshall USMC. This remains to this day, the only marine officer to ever command a ship. He was given the Greenwich when the Essex ran out of naval officers to use as a prize captain.

August 7-11: Lake Ontario. Commodore Chauncey's squadron of 13 vessels spars with Captain Sir James L. Yeo's British squadron of 6 vessels. Two American ships, the schooners Scourge and Hamilton sink in a storm on August 8 and the gunboats Growler and Julia are captured on August 10.

The War of 1812 Continues

Nautical Term

Plimsoll Mark The marking on the side of any ocean-going vessel, indicating the depths or drafts to which she may be legally loaded under various conditions. It was named after Samuel Plimsoll, a British “M.P.,” who was very much involved with safety at sea and who was responsible for the regulation being enacted into law in 1876. It has long been international in scope.

Tim Wood

THE ANSWER

The answer to mystery photo 387:

CSS Stonewall (later Japanese battleship Kotetsu) in the Washington Navy Yard c. 1865

membership info and the complete program. Now...when did August Crabtree build the first of the vessels in the museum's collection? Which one is it? rlewisclu@aol.com. A prize to the first right answer.

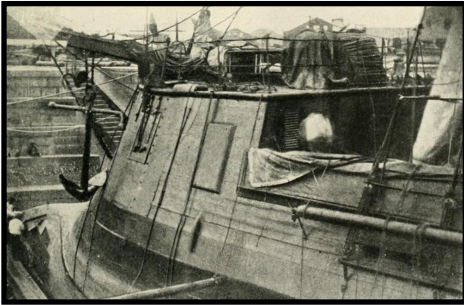
Ron Lewis

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Kōtetsu or *Sphynx* (*Sphinx*) or *Stonewall* or I can add *Staerkodder*, or *Olinde* or *Azuma*: it all depends on your bushido. Suffice it to say, this vessel got around.

Dave fits it all into one paragraph: “Originally ordered on 16 July 1863 by the Confederacy and launched on 21 June 1864, her transfer to the Confederacy was denied by the French government, which then did allow her sale to Denmark. The then-ongoing war between Denmark and Prussia being over, the Danes then refused to accept the ship, which was then again sold her to the Confederacy (which gave her the name STONEWALL) in December of 1864 at which time she was located at Copenhagen. The ship, initially named SPHINX by the builder, left Danish waters in January



CSS Stonewall in the Port Royal Drydock

1865 under the names STAERKODDER and later OLINDE. Encountering Union naval vessels off El Ferrol on 24 March 1865, she offered battle but was refused. The STONEWALL arrived at Havana in May of 1865, only to learn that the War Between the States was over. After surrendering to Spanish authorities, she was handed over to the U.S. government. In 1867, she was sold to Japan as the KOTETSU (later AZUMA) as a warship and in 1891 was sold commercial for use as a fishing vessel.”

For a location of the image the parties are either silent or different. Tim is uncharacteristically silent about where this image might have been made. He said that “more [was] to come later”, but it never came. Dave vacillates this way: “This month’s somewhat scruffy-looking mystery ship is the Confederate Navy’s Armored Ram C.S.S. STONEWALL, possibly at or near her builder’s, Arman, at Bordeaux, France, with the pho-

to probably taken prior to December 1864 while she was still in her builder’s hands, although it might also have been taken at Havana, Cuba, in May of 1865 when she became U.S. Government property.” Bob is firm by saying “The mystery photo is the ship as the CSS Stonewall. At anchor off the Washington Navy Yard, Washington D.C., circa 1865-67, while awaiting disposal.” The caption that Google provides for this image supports Bob: “*Kōtetsu*, Japan’s first ironclad warship, as CSS *Stonewall* c. 1865.” I have no clue as I cannot discern identifying features in the background. If you ask me, I would say that perhaps Dave is correct in choosing Cuba because it feels right.

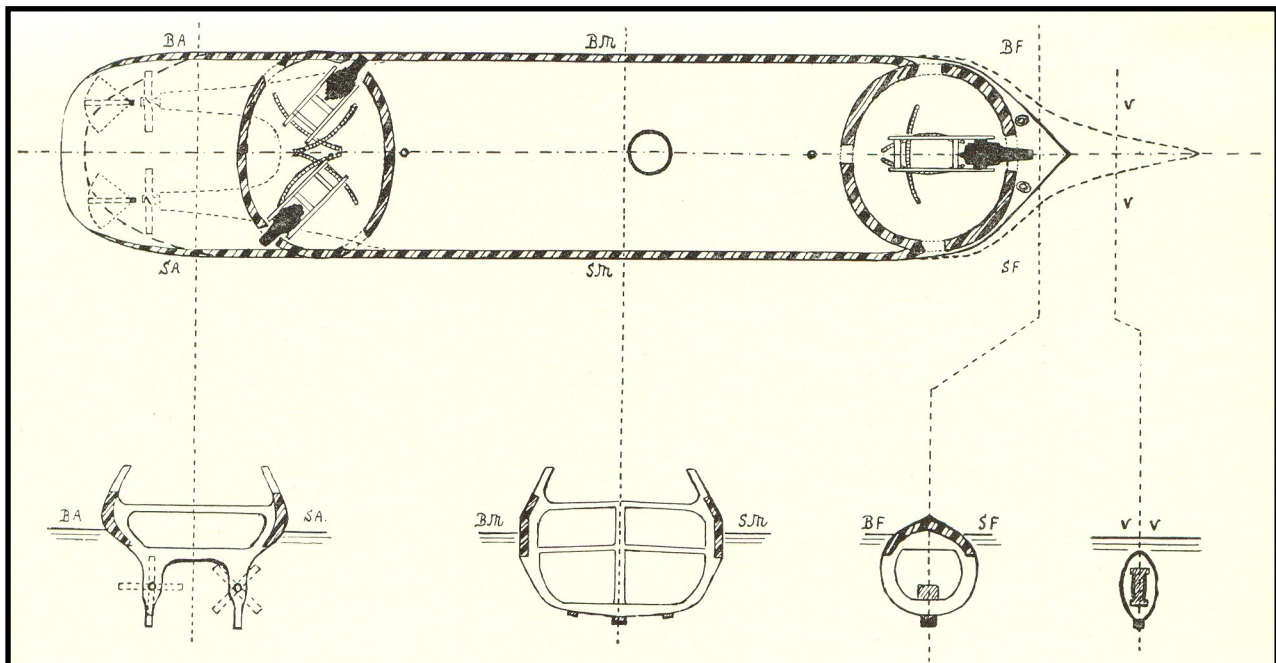
Dave provides the vitals:

“As completed, the STONEWALL displaced 1,400 tons normal and 1,535 tons at full load. Some 187-ft. overall and rigged as a brig (with a retractable bowsprit), her beam was 32-ft. 8-in. and mean draft 14-ft. 4-in. The armament consisted of one Armstrong 10-in. (300 pounder) gun mounted in a fixed turret at the bow with a centerline port and one on each side and two Armstrong 6.4-in. (70-pounder) guns that could fire through ports on the ship’s sides and at the stern. All three guns were muzzle-loaded and had rifled barrels. Her main armament, of course, was the long, protruding iron sheathed ram bow. Of composite construction (iron frame with wooden planking shell), she carried 4.5-in. of iron armor on the fixed turret, 4.75 to 3.5-in on the sides, and 4.5-in plating protecting the 6.4-in. guns aft. The machinery consisted of two tubular boilers providing steam to two return connecting rod reciprocating engines that produced a maximum of 1,200 indicated horsepower to drive her at a maximum of 10 knots under power. The ship could carry up to 180 tons of coal to fire the boilers and had a nominal crew of 130 total.”

There certainly was a fair amount of intrigue in getting this ship built. And there certainly was a fair amount of spy-craft in preventing her delivery. And there certainly is a fair amount of French design influence in her appearance. And some interesting sidetracks in trying to identify the Mystery Photo. The code is very strict and necessarily so. It takes great commitment and some personal sacrifice to become good at what you do. No bushido!

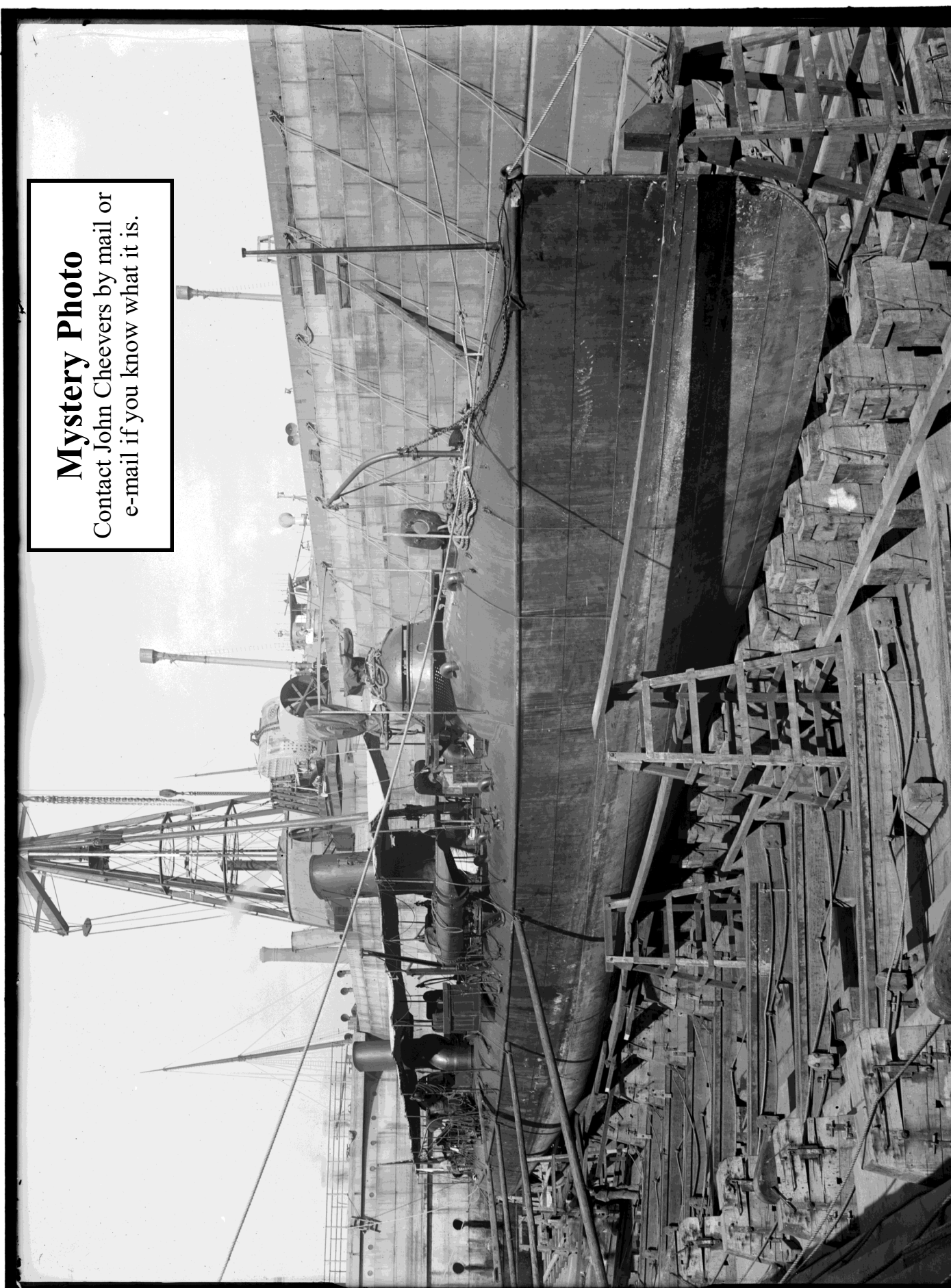
‘Til next time...

John Cheevers



Mystery Photo

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



NOTABLE EVENTS

OCTOBER

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Gene Berger, TBA
26-27 NRG Conference Las Vegas, Nevada

NOVEMBER

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

DECEMBER

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Dave Baker, TBA

JANUARY

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

FEBRUARY

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

MARCH

- 9 HRSMS Monthly Meeting:

APRIL

- 13 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation,

JUNE

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation,

JULY

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

AUGUST

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

SEPTEMBER

- 14 HRSMS Monthly Meeting
19 Talk Like a Pirate Day

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407
Mate: John Cheevers
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

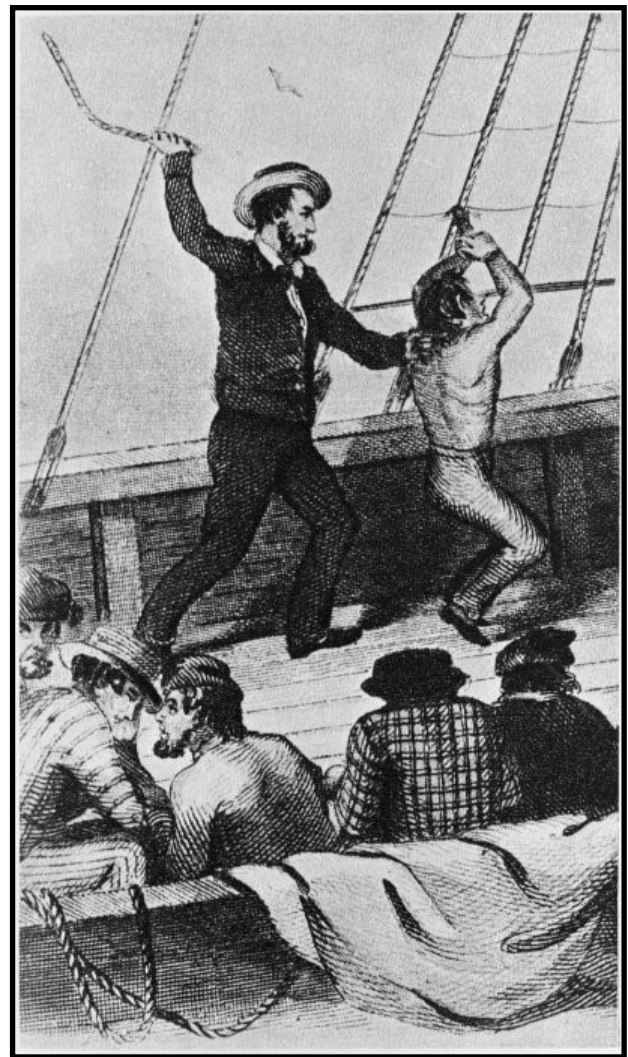
MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
September 8, 2018
Newport News Park

Guest Cory Houseworth, 3rd meeting

Skipper, Gene Berger welcomed everyone to the picnic. It was Cory Houseworth's third meeting and he indicated that would like to join the HRSMS. A vote was taken and Cory was welcomed as a new member. All other business was deferred until the October meeting and the meeting was adjourned.



The Logbook editor was reminded to proofread the
Logbook before it is published.