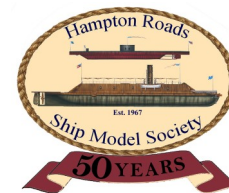


Hampton Roads Ship Model Society Logbook!

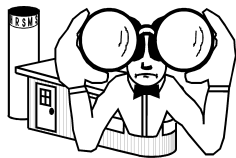


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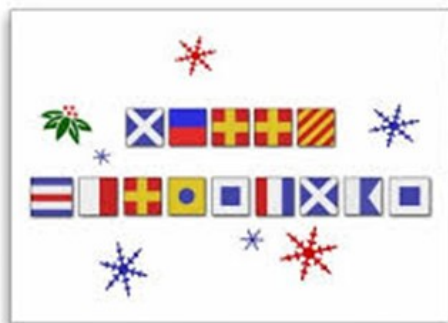
WWW.HRSMS.ORG

December, 2018

From The Bridge



Captain's Log 12.08.18



This Holiday Season comes with the satisfaction of accomplishments and resolutions for 2019. You're still building, I hope, and seeing some progress of your latest venture.

With February and the IPMS Show early next

year, the recognition of one of our members for going above and beyond in promoting the HRSMS and modeling, and selections of the club officers, we have a full docket to discuss. Please come prepared to volunteer for one of the committees to facilitate these efforts: Election Committee + Chairman, and the Founders Award Committee + Chairman.

It's not too early to prepare our presence at the Richmond Show. With our new banner and multi-media efforts showcased at last year's event, I want to amp it up further. Let's discuss how to outdo ourselves this February.

May you all have a fitful and fulfilling holiday season.

Gene

MEETING NOTICE

Date: Saturday December 8, 2018

Place: Mariners' Museum

Time: 1000 Hours

Mystery Photo



Mystery Photo #389: Let's just say this could have been the path not taken. This essay, in my mind, begins several years ago when I happened to correspond with Rob Napier about a photograph he wanted to highlight as an essay for the Nautical Research Guild Journal. I thought of it again while I was researching this Mystery Photo and wondered if it could help steer this story. It also occurred to me that the MP from about five months ago also contained data that could be useful. So the path not taken, was taken and brought us full circle in our effort to identify this month's vessel. I hope this helps to enrich our understanding of her history. Since Rob Napier provided the sole reply this month, I thought it would be fun to blend his current remarks with his old essay to help tell the story.

The story begins about 16 years ago. In the NRJ, 47:3, which may have arrived in the Fall of 2002, there appeared an essay titled New York Sojourn which detailed what Rob calls "lading the most obnoxious of fuels: coal." The image shows a large warship refueling using the bucket and shovel method. This back-breaking work was hot, dirty, sweaty, dusty, and slow! You could see why it might not be at the top of anyone's to-do list. But the article does not focus solely on the coaling, it focuses on identifying features and objects that could yield the location, the name of the vessel, and an approximate time frame—sound familiar?

Every image contains clues to its origin. Some of the more notable clues from the New York Sojourn photograph identify very unique structures and features. On the right edge of the image, we can see two small vessels that, carry portable, canvas-faced bridge structures atop their modest sails. And through the process of elimination, we can identify them as "B" class submarines. The large merchantman under construction in the background, what Rob calls an "apparent mundane steamer", was deduced to be the fleet collier USS Vestal. Later, after the coal-fired era, she became a repair ship and had a modest claim to fame as being the vessel moored alongside USS Arizona at Pearl Harbor on that fateful day. Finally, aboard the battleship that's being coaled, you can see the letters "N H" painted on the bow of one of her service boats. It was the practice at that time to identify ship's boats with the first letter of the owning vessel's christened name. From these clues, it was determined that the image captured a work-a-day evolution aboard the battleship New Hampshire at the New York Navy Yard located in Brooklyn, New York sometime in 1908 or 1909. That image will be provided with this essay. If you have access to older copies of the NRJ, look up the article and acquaint yourself. If not, you can always find the image at NavSource.org and read the accompanying photo caption.

(Continued on page 2)

Modeler of the Month, December 2018

Hank Ghittino



Growing up in the 1950's and 60's, I built plastic models of cars, planes, and ships. When slot car racing was popular I made a few of those. The only wood boat I built was a jet engine hydroplane propelled by fuel pellets lit off by a fuse. As I grew toward adulthood, life happened, and modeling went away.

When my late wife Eileen and I were freshening up our kitchen with a nautical theme, I enlarged some photographs we had taken from our boat of the tall ships leaving the Lynnhaven anchorage for the Parade of Sail in OpSail 2000 and Sail 2007. We wanted some ship models but everything we had seen in stores was junk.

Eileen introduced me to Pat Roll, a neighbor of her parents. Pat was a skilled, experienced modeler. While I had developed some fair armature woodworking skills from house and yard projects, Eileen had more confidence in me than I had in myself to build a ship model. Pat coached me through my first build and taught me some of the tricks of the craft. My first model turned out pretty good. I enjoyed building it and decided to continue with ship modeling.

Pat and I became friends, discovered the Hampton Roads Ship Model Society and joined together. I've learned a lot about building ship models from the other members and from the newsletters of other ship modeling clubs that are circulated through HRSMS. I had no idea that there are so many people building ship models. Now that I am retired and widowed, ship modeling fills some of my time, and I find the monthly HRSMS meetings a pleasant reprieve from the community meetings I attend and facilitate.

When I lost my rifle, the Army charged me 85 dollars. That is why in the Navy the Captain goes down with the ship.
Dick Gregory

If your ship doesn't come in, swim out to it.
Jonathan Winters

(Continued from page 1)



Fast forward: Our image shows a capital ship steaming very slowly in a flat, slightly reflective body of water. On the distant shore we see hills and mountains and some unfamiliar scrub trees and brush, a scene that Rob calls "a palm-tree-ed shore and full of snags." Peeking in from the middle of the right side of the frame we see a more detailed, and unidentified, tree branch with leaves, but they look tropical and suggest a palm frond. There are no identifying flags visible but the ship



USS BB 25 "New Hampshire" - 1918.

is screaming American predreadnought design. Napier in his own words says the "cage masts holler "America!"" Cage masts fore and aft, single big gun turrets fore and aft and two flanking



Louisiana and New Hampshire returning US troops in 1919,
Pier 4, Hoboken, NJ

medium gun turrets on the beam can only steer you to one class of battleship. Rob says that he "went to a book, a paper and ink book, mind you: Conway's "All the World's Fighting Ships 1860 -1905." First ship that looked possible was the Connecticut class: 2 vessels, the second being Louisiana. Vessel had three

(Continued on page 3)

What's Happening at the Museum

OK! I got the string of lights untangled, hung a wreath on the door, collected about 250 magnolia leaves (Thanks, Dave Kennedy!), bought a balsam fir Christmas tree, sent out some cards and now I think I'll take a nap! Christmas isn't for weaklings! The best gift for me was finishing the restoration of that four-foot-long 130-year-old clipper ship model after 1670 hours of labor, delivering it with the help of Museum staff to its rightful owner last week and passing a \$2,000.00 check to the Museum on Giving Tuesday! It's all good!

I hope you've noticed the huge wreaths around the necks of our magnificent sculptures on the Lions' Bridge. They were installed by Museum Staff and provided by the Bronze Door Society. We also held a little wreathing ceremony on Saturday the 1st with cider, hot chocolate, a bonfire and kid's games including pin-the-tail-on-the-lion, face painting, a lion roaring contest and cookies! This was an annual event a few years ago and is being resurrected; so next year, bring your kids and grandkids; it's free to the public!

Many of us are Museum members but, even if you haven't joined yet the Gift Shop is offering a 15% discount on most gifts and merchandise now through Christmas! Just show your membership card or wear your HRSMS shirt and tell the cashier that you're a ship modeler. The shop offers a number of gifts under \$10.00 including ornaments, a neat LED window snowflake that lights up in changing colors, a classy Mariners' lapel pin and more. Also, under \$20.00, neat deck prism paperweights, long sleeve USS Monitor tee shirts, a challenging RMS Titanic puzzle and more. For a valuable gift idea that gives back all year and would be most appropriate for nautical types like us, how about a gift membership! For only \$40.00 you can give full membership benefits to someone close who would appreciate the privilege of walking in to America's National Maritime Museum any time, attending lectures free of charge, getting updates regularly on projects of interest and being a part of the Mariners' family!

The Museum Challenge

There were no correct answers last month so you still have till Friday Nite to submit your answer and win a prize! Now for this month: Donald McNarry is one of the most famous builders of micro-miniature scale models. Mr McNarry died in 2010 and left quite a legacy of ultra-high quality maritime models in unbelievably small scale. The Museum has one on display. It was built in 1981. What is it and where is it? rlewisclu@aol.com to win this month's prize. Good Luck and Merry Christmas!

(Continued from page 2)



funnels, but the forward one seemed too far from the mast. And, in the drawing, it was a military mast, not a cage mast.”

“However, I think I'd read somewhere that the cage mast "fashion" came and went, and they were swapped out with military masts on the same vessels. Is this true? All other items --- batteries, cranes, etc. --- seemed to be right, or right-enough.” However, he “Turned the paper page. There was the Vermont class, with 4 vessels. The text says the Vermonts were just about like the Connecticuts, except the armor differed. Who can measure armor in an old photo? Not me. But the forward funnel seemed very close to the forward mast. And the image showed cage masts. So I guessed a Vermont-class battlewagon, but didn't know which one: Vermont, Kansas, Minnesota, or New Hampshire.”

AMERICAN NAVAL HISTORY War of 1812

1813 Part 5

October 4: The British privateer Dart is boarded and captured by the revenue cutter Vigilant off Newport, Rhode Island.

October 5: General Harrison destroys Brigadier General Proctors British army regulars and Indian warriors. This leaves the Americans in control of the northwestern theater.

October 5: On Lake Ontario the British schooners Drummond, Lady Gore, Hamilton and Confiance are captured by the corvette General Pike, schooners Sylph, Governor Tomkins and Lady of the Lake.

November 19: Captain David Porter of the frigate Essex annexes Nukahiva Island in the Marquesas to the United States.

December 18-31: After the surrender of Fort Niagara, British and Indian forces advance into New York, capturing and burning Buffalo, Black Rock and several villages. The American schooners Chippewa, Little Belt and sloop Trippe are destroyed in Buffalo Creek.

December 25: The brig Vixen is captured by the British frigate Belvidera off the Atlantic seaboard.

1813 comes to a close.

The War of 1812 Continues

Bob Moritz

Nautical Term

Jib Generally any fore-and-aft triangular sail on sailing craft of all sizes, and carried forward of the fore staysails on the larger ones. Earlier the word was sometimes seen as gibb. The origin is obscure; it could be from Old Low German.

Tim Wood

Now here is a place where we can decide to be as picky as we choose. According to most references, there were six ships authorized and built to the Connecticut-class design. Several references however, including the one that Rob used, divide the group into two classes, as he describes. If you go with the two class theory, you will see that the last four were classified separately due to changes in armor protection only. If you ignore the differences in protective plating, you could make the case to split the six ships into separate classes because they were authorized in different years. This causes an additional problem when you see that the last ship, New Hampshire, was authorized separately in a different year. Furthermore, New Hampshire, had further changes in her protective plating scheme, so the case can really be made by this logic (Conway's logic?) to place her in a class by herself,

(Continued on page 4)

(Continued from page 3)



making three classes! I don't think so—for our purposes, we'll go with a single class theory. All that aside, the battleship in this month's Log-book is one of six Connecticut-class battleships. Rob is convinced we have her in southern waters in a warm climate. "All those sailors on deck in their



USS New Hampshire Battleship #25 coaling at the New York Naval Shipyard.

whites. Awnings hoisted, but (curiously) not opened against the sun. Maybe it's raining or close to raining, and they want to wash down with clean fresh water." And like the ex-sailor that he is, he adds this musing: "DANFS for New Hampshire said she was carrying Naval Academy midshipman on that trip, on her way to Hawaii. (Imagine Hawaii in 1920: coconuts and pineapples and hula girls everywhere. Only a small percentage of Americans had gone there, and those sailors would be heroes

for it later, even without a war.) So it seems likely that the swarms of whites fore and aft comprise men of the Battalion hard at work, perhaps making life for the rank-and-file swabbies a tad easier (to their great delight) for a little while." What a way to build character!

Let's look at one more thing. New Hampshire as seen in our MP carries cage masts. Rob mentions these masts but only in that they replaced the original military masts and that the forward one was sited slightly more aft than the old, steel pole mast. This caused him a bit of confusion because at the time he was trying to reconcile the two class theory. When he wrote "New York Sojourn," [he] stated that New Hampshire was a Connecticut-class ship...citing Alden's American Steel Navy, which lumps vessels of the Connecticut-class and Vermont-class as a single class." As for the foremost location, Rob unknowingly answered his own question: "Or maybe, when they built the cage mast on the Connecticuts, the masts were farther aft than the military masts had been for foundation reasons." What he didn't discuss is that the mast carries a searchlight platform and an enclosed spotting platform at the top with wind deflectors. Those were later additions to the mast's rig. He also failed to mention the vessel's wartime navy gray livery. These two items mark the image as post Great War.

At this point Rob says he let "Google Images do the walking" and got the image right away. I have to confess to doing the same; I typed "Connecticut class battleship in the Panama Canal" in the search window and got the same fast result. In his own words Rob says: "So I got the class right. And the place in general: Panama Canal. I didn't venture that the ship was transiting Gatun Lake, but the caption said it was, indeed, on 15 June 1920." Kudos! The copy of the image that I reviewed was

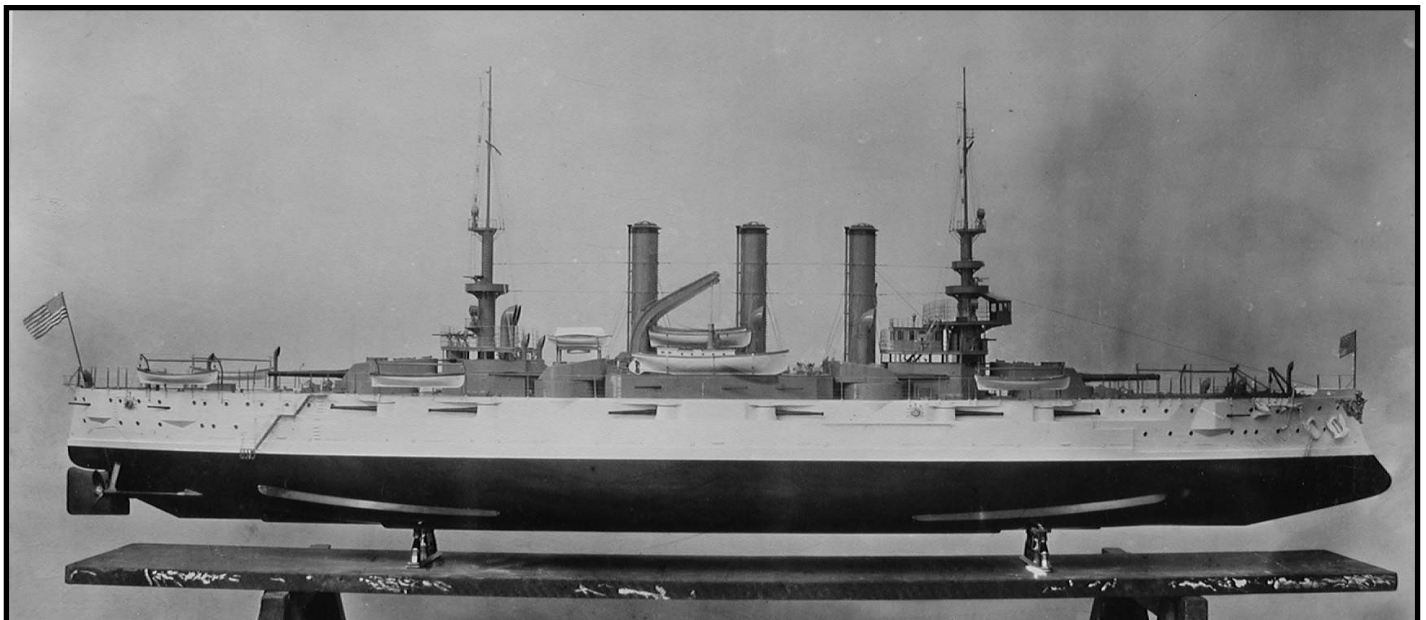
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THE ANSWER

The answer to mystery photo 389:

USS New Hampshire in Lake Gatun, June 16, 1920

Model of *New Hampshire* (BB-25), as built, dated 23 March 1928.

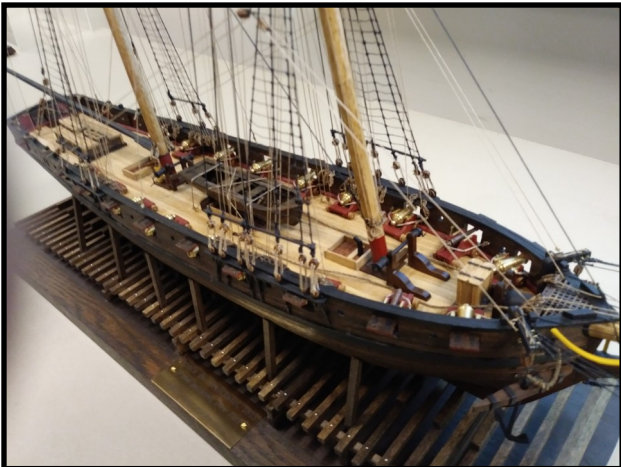




Bruce Brown's tug, Taurus



Stewart Winn's 1812 brig, Eagle



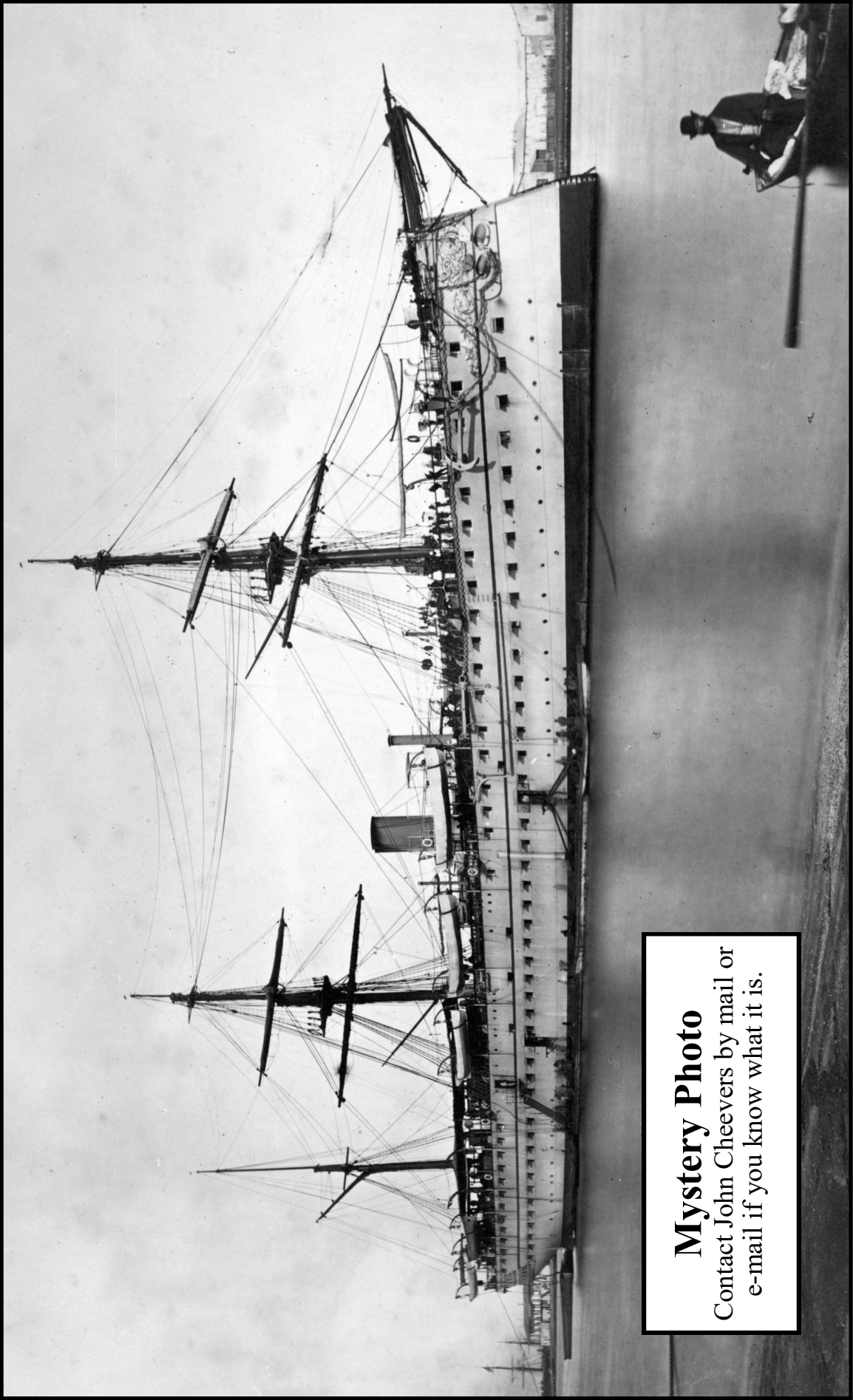
John Proudley's *Prince De Neufchatel*



Bill Fox's HMS Bounty



Cory Houseworht's Virginia Pilot Schooner



Mystery Photo

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

NOTABLE EVENTS

DECEMBER

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

JANUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum
Presentation, SPRY, the last Severn trow, Tony Clayton
Nomination of officers,

FEBRUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Making Gratings, Dave Chelmow
Election of officers
- 23 IPMS old Dominion Open, Richmond Raceway.

MARCH

- 9 HRSMS Monthly Meeting: Auction, Norge Hall
- 16 HRSMS Banquet, Warwick Yacht Club

APRIL

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Round Table, Bruce Brown, Dave Chelmow,
A.N. Other

MAY

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Air Brushing, Charles Landrum

JUNE

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

JULY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Stewart Winn, Intrepid

AUGUST

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

SEPTEMBER

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

OCTOBER

- 12 HRSMS Monthly Meeting: Mariners' Museum

NOVEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum

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
November 10, 2018
Mariners' Museum

The meeting was called to order by the Skipper, Gene Berger. The first several minutes of the meeting were lost to posterity by the late arrival of the clerk due to a coal train and the inability of the clerk to locate a note passed to him by Ron Lewis,

Old Business: Tony Clayton said that Norge Hall has been reserved for our auction and it can be put on the calendar. Greg Harrington reported that he secured the third Saturday in March for our banquet to be held at the Warwick Yacht Club. Greg said that he would pursue a menu similar to the one that we have had in the past with beef, chicken or fish options. Ron Lewis reminded everyone that admission to the museum was going to be \$1.00 "for all time". Ron then said that Tony Clayton received the prize for his response to Ron's question in his column by naming Crabtree's first model.

New Business: Ryland Craze reported that there were no new developments with the IPMS and the Old Dominion Open. The Skipper broached the subject of donating several of the plastic kits we have on hand to the IPMS for the raffle at their show. Gene said that he would take stock of the plastic kits we have and see what is appropriate. Gene then said that Bob Moritz had donated a picture viewer to the club and it would be stored in the ~~Fare~~ Model Builders Booth. Lee Martin said that he is making a model of the Constitution for the Hampton Roads Naval Museum and showed a block of wood from the Constitution's restoration that he wants to incorporate in the model.

Show & Tell: Greg Harrington showed a plank bending jig that he made. Kevin Ritton showed a book from anatomy of a ship series on the Bounty by John McKay. Marty Gromovsky showed an Okree kit of the Apostol Felipe. John Cheevers talked about a plank steamer that he is building using Shark Euro-Pro steam cleaner as his steam generator. Stewart Winn showed the progress on his Eagle with silk span sails. Cory Houseworth showed his first model, a Virginia Pilot Boat. Tony Clayton showed a kids coloring book, American Sailing Ships. Bruce Brown showed his Model Shipways tugboat Taurus and pilot boat Katie. Bill Fox showed his long built Bounty in its present state needing restoration.

The meeting was adjourned to a presentation "Making Sails", by Marty Gromovsky.

(Continued from page 4)



found here: laststandonzombieisland, but you could always go to NavSource.org and search the Battleships.

Had we not taken this path, you wouldn't have had this excellent essay to help you properly celebrate the Holiday Season. Til next year.....

John Cheevers