

# Hampton Roads Ship Model Society Logbook!

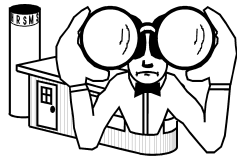


No. 393

WWW.HRSMS.ORG

March, 2019

## From The Bridge



## Mystery Photo



Captains' Log 3.09.19

Congratulations to the winners of the IPMS Old Dominion Open, February 23rd. Our club, as usual, placed well among the hundreds of modelers in Richmond. With nearly a thousand entries, it proved the best O.D.O to date. They even had to expand the vendors' tables into the adjacent building.

HRSMS member Marty Gromovsky placed in two categories. He took second place in the Maritime, Surface, Sail & Oar for his sailing fishing boat shown at a recent meeting. And, he placed third in the Maritime, Wood Construction, all types, with his 18th century longboat. In the same category, which our members swept, Stewart Winn placed second with his USS Brig EAGLE. My PT-117 placed first as well as Best Maritime.

All in all, the show was very rewarding. Our table was well-received and informative.

Don't forget to come to the auction this Saturday in Norge. See the information in this month's log. Bring an empty car and plenty of cash. John has been saving up plenty of great deals for us.

Also, while I have your ear, don't forget to cast your vote for this year's Founders Award by this meeting and auction in Norge and sign up for the banquet. Time is at an end very soon....see you there.

Dear Leader

### THE ANSWER

The answer to mystery photo 392:

HMS Anson at Devonport, March 1945

Mystery Photo #392: Sometimes a ship arrives on scene only to vanish in the blink of an eye—sometimes that's a good thing. In the wake of the battleship building holiday, about 1936, the Second London Naval Treaty allowed signatory navies to design and build a new class of capital ship restricted only by a maximum allowable tonnage. After that, with treaty expirations, they were free to produce designs without negotiated limits. Our Mystery Photo captures the compromised result from one of the participating navies.

Battleship design is relatively simple. It is the compromise of speed, firepower, and protection. The result of those compromises is what yields a superb fighting warship—or not! If it were easy and straightforward we'd see oceans covered by nearly identical ships. And from that you'd have to ask where the tactical and strategic advantages come from. The reality is it's not that simple. Politics, egos, geographic limitations, strategic goals, technology, and societal norms get in the way. After that, whatever you bring to the party can shine or grow dim based on the skill of its operators and what some refer to as luck.

This Month's Mystery Photo shows a ship at rest in calm water, she flies the proud ensign of the Royal Navy. She's

*(Continued on page 2)*

## MEETING NOTICE AUCTION

**Date:** Saturday March 9, 2019

**Place:** Norge Community Center  
7402 Richmond Road  
Williamsburg, Virginia

**Time:** 1000 Hours

## Hampton Roads Ship Model Society Banquet

**Saturday March 16, 2019**

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

(Continued from page 1)



a large vessel with some big guns set in a weird turret arrangement! She appears to be headed into the wind, I wonder if she's being held fast by her port side anchor? The absence of smoke indicates she's been there for a bit of time. That being said, I wonder if she just arrived as the ensign has not been transferred to the staff at the stern and there is no jack flying at the bow and the starboard anchor is hanging ready. Some sailors are going about their tasks on deck and the abundance of seagulls makes me wonder if the cooks just dumped the slop.

Not a hard ship—or class—to identify. Tim Wood was

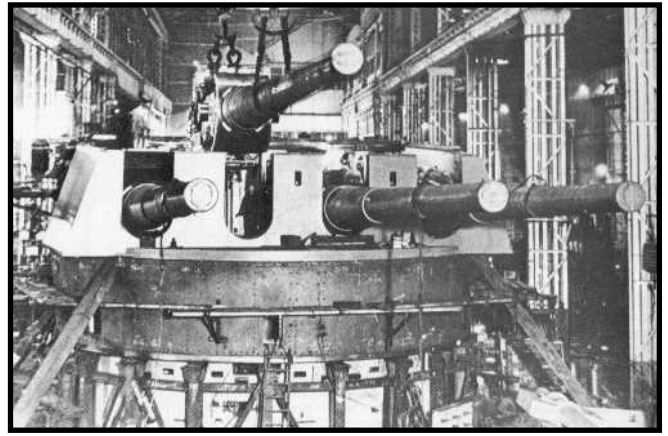


HMS Anson docked in Sydney Australia 1945.

the only member to do so, and he nailed it: "It's pretty easy to tell this month's mystery photo is of a KGV-class battleship of the Royal Navy, but which one? Five of the class was built, starting with King George V, Prince of Wales, Duke of York, Anson and finally HMS Howe." They were all commissioned between 1940 and 1942.

With Tim having a little salt water in his veins he adds this expert commentary: "This month's mystery gives us the country of ownership by the flag flying from the aft mast; it is the White Ensign, at one time called the St. George's Ensign due to the simultaneous existence of a cross-less version of the flag, is an ensign flown on British Royal Navy ships and shore establishments. It consists of a red St George's Cross on a white field with the Union Flag in the upper canton. The ship in question is making little to no headway and is preparing to drop the forward anchor of two located on her starboard bow. We know she is getting ready to drop the hook because it's clean and not covered with mud. Her paint is in excellent shape with no visible rust streaks or stains. The ships forward section sports 6 large caliber rifles, with four to six smaller caliber dual purpose guns on the starboard beam. The vertical armor belt is clearly visible on the starboard hull, we can also see to large funnels located midsection of the hull and they are of the same size, also she carries a large superstructure with modern fire control equipment for the period. Our Mystery Photo is the HMS Anson at Davenport, March 1945."

So, we have our vessel identified. The class represented the British Admiralty's compromise for a battleship built to the "theoretical" 35,000 allowable displacement. And you've heard it before: compromise is at the heart of all ship design. When designers and engineers returned to their drafting tables



Quad Mark III turret under construction.

in the early 1930's to whip up these next generation capital ships, they not only found that technological progress allowed for more ship fit in the targeted displacement but they pretty much found that the same old compromises of speed, firepower, and protection were in place. Had the Second London Naval Treaty not occurred, and had the British Government not pushed the 14" main caliber rifle onto the Admiralty of the Royal Navy, these ships might have looked very different.

If we discount the quad turrets of the French resurgence, and the US Navy's brief side study into 14" quad turrets for the North Carolina's, The Royal Navy was the only force to adopt the quadruple turret. Had there been three quads or three triples, the arrangement might have been pleasing and made sense. As it was, the one forward, one aft with a twin superposed turret forward arrangement just looked weird.

Let me explain compromise. For this exercise, length, beam, and displacement remain the same. The Admiralty insist-

(Continued on page 4)



## What's Happening at the Museum

It's BOHR! Or, for those not connected, The Mariners' Museum Battle of Hampton Roads Day! Yeah, it's the same day as our annual auction but one of the most attractive offerings is the "History Bites" tasting orgy! Lots of food from numerous culinary Meccas and it begins at 6:30 Saturday night. So you can get in on this one easily. Hampton Roads' top restaurants, caterers, and culinary schools will prepare their best interpretations of 19th-century dishes at this fan-favorite event. Guests can sip and savor while mingling with others—including Abraham Lincoln—and vote for favorite entrees, sides and desserts.

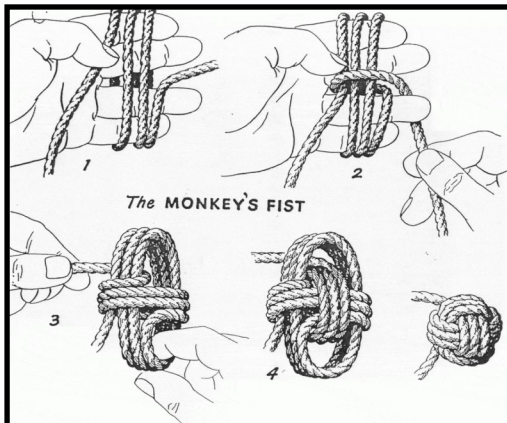
Now, because it's BOHR day, the iconic and history-making Ericsson turret should have a starring role...and she does! The turret tank will, barring any unforeseen circumstances, be drained and the turret will be on full display. If you've never seen the whole thing, now's your chance. It's pretty big... and heavy... and upside-down! The conservation crew is undertaking a restructuring of the cribbing that supports the turret and provides a degree of clearance underneath while conservators work on the roof, a roof that was certainly not designed to support the two nine ton Dahlgren cannons that had fallen onto the "ceiling" as the Monitor sank into about 240 feet of the Atlantic!

Next up...Seizing the Moment: The Evolution of Action Photography is our newest gallery. It's a riveting collection of images from The Horace Havemeyer III Collection, some of which have never before been seen, along with work by contemporary photographers, showing the evolution of marine photography from a documentary approach to more of an artistic perspective. The collection includes gelatin silver prints by early 20th-century master marine photographers Edwin Levick and Morris Rosenfeld, as well as work by others. Levick and Rosenfeld pushed the limits of the photographic medium, capturing exciting, point-of-view images over a nine-year span. This is a compelling exhibit of powerful photographic images!

### The Museum Challenge

The challenge for March is a photograph also. It's of a ship, of course. But the ship is not ship-rigged! It should be, if for no other reason than we, nearly all of us, know exactly what the ship looks like with the proper sail plan. Is it a mistake? Is it the wrong ship? Did an improper label copy escape the curator's professional scrutiny? How is it not "ship-rigged"? Where is it and what's wrong with it? A number of answers present themselves and more than one may qualify! Win the prize at rlewis-clu@aol.com. Good luck!

Ron Lewis



## AMERICAN NAVAL HISTORY War of 1812

### 1814 Part 3

August 12: British parties led by Captain Alexander Dobbs, of the brig Charwell, carry six boats 28 miles overland from Lake Ontario to Lake Erie. They surprised and captured the American schooners Somers and Ohio led by Lieutenant Augustus Conkling.

August 14-17: British forces, already operating in the Chesapeake Bay, are joined by a squadron under Vice Admiral Sir Alexander Cochrane with transports carrying 5,400 veteran troops under Major General Robert Ross for the attack on Washington.

August 19: The advance on Washington begins. General Ross's army lands unopposed at Benedict, on the Patuxent River, Maryland.

August 22: Commodore Joshua Barney, burns the boats of his Chesapeake flotilla on the upper Patuxent, takes his crews, about 400 seamen and marines, to join the land forces to defend Washington.

August 24: A force of 6,500 men, mostly militia, are routed by the advance guard of General Ross's army in an action east of the capital. Only Commodore Barney's naval brigade and a handful of U.S. Regulars stand by their guns. Commodore Barney and marine Captain Samuel Miller are wounded and captured covering the retreat.

August 24-25: British army occupies Washington, setting fire to the White House. At the Navy Yard, the frigates Boston, General Greene, New York, two ships under construction, the frigate Columbia and sloop Argus, are destroyed to prevent their capture.

August 28: A 2nd British force occupies Alexandria, Virginia.

August 30: The British army, under General Ross, reembarks at Benedict on the Patuxent and proceeds up the Chesapeake Bay to Baltimore.

The War of 1812 Continues

Bob Moritz

## 2019 Dues

Membership dues for 2019 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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ed on a weight of broadside equal to or better than foreign contemporaries. This required ten big guns. The “A” turret (a quad) required a large diameter barbette. The barbette required the fore-body to be fuller. The fuller fore-body required more power to have the hull reach design speed. That required a larger engine or power plant. The large power plant required more space, so weight was spent in a larger armored protection zone. To save weight and to maintain an acceptable kinetic center of gravity, turret “B” was built with the two rifles we see in the Mystery Photo. You see how the design spiral works. Eventually, all of the requirements come into a loose, acceptable balance.

From Wiki: “Anson displaced 42,600 long tons (43,300 t) on trials in 1942 and 45,360 long tons (46,090 t) fully loaded in 1945. The ship had an overall length of 745 feet (227.1 m), a beam of 103 feet (31.4 m) and a draught of 31 feet 3 inches (9.5 m). Her designed metacentric height was 6 feet 1 inch (1.85 m) at normal load and 8 feet 1 inch (2.46 m) at deep load. She was powered by Parsons geared steam turbines driving four propeller shafts. Steam was provided by eight Admiralty 3-drum water-tube boilers which normally delivered 100,000 shaft horsepower (75,000 kW), but could deliver

110,000 shp (82,000 kW) at emergency overload. This gave Anson a top speed of 27.62 knots (51.15 km/h; 31.78 mph). The ship carried 4,210 long tons (4,300 t) of fuel oil. At full speed Anson had a range of 3,150 nautical miles (5,830 km; 3,620 mi) at 27 knots (50 km/h; 31 mph) while burning 36 long tons (37 t) of fuel per hour.”

What if? What if the main guns were 15” which the navy wanted as the rest of the battleship fleet, with the exception of the severely compromised Rodney’s, had? What if the speed requirement was one knot less? What if a different stern configuration, or hull form in general, was used? This, what if, second guessing game could go on for a long time. But decisions were made, orders were followed, and the compromise design became the Royal Navy’s offering to the new generation of dreadnought.

Was it good enough. Hard to tell, really. They were only on scene for about nine years. And those nine years saw the emergence of the Aircraft Carrier as the new capital ship. History tells us that battleships were vulnerable to the big gun but also vulnerable to attack from the air—indeed, no warship has proven to be invulnerable or invincible. The stories of the demise of Bismarck and Yamato are cases in point. But also the demise of our mystery vessel’s sister, the Prince of Wales proves that these new designs could be defeated.

As a class the King George V battleships “had rather unremarkable careers for the most part with the exception of the Prince of Wales and King George V in the hunt for the Bismarck and the Duke of York sinking the Scharnhorst. They had a number of technical problems which limited their operations in the war. However they and their brave crews deserve to be remembered as helping to hold the line against the Axis in the early years of the war and sank two of the four German Battleships lost during the war. This alone was as remarkable achieve-

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## Nautical Term

**Dead Rise** The vertical distance from the point of intersection of the top of the keel to the turn of the bilge. The term’s origin is not known.

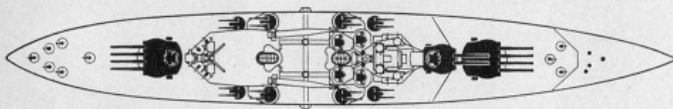
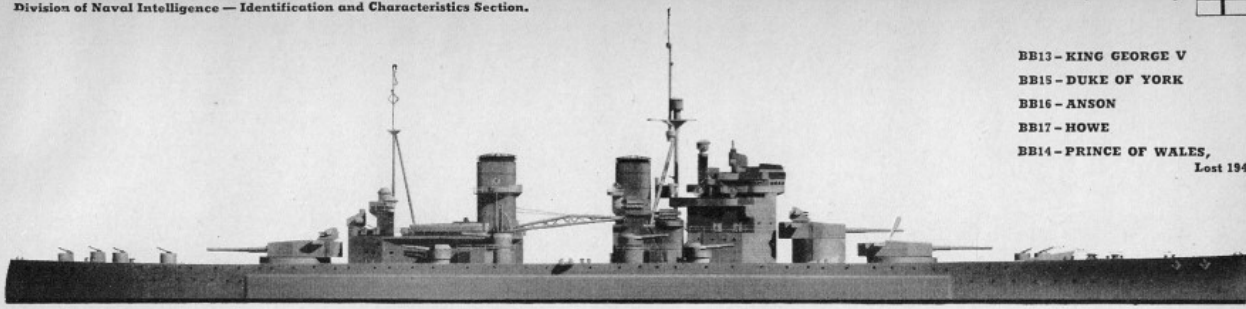
Tim Wood

**ONI 201 RESTRICTED** CONDENSED AND PRINTED FOR FM 30-00, NAVAER 00-20V-57  
Division of Naval Intelligence — Identification and Characteristics Section.

### KING GEORGE V Class (4 units)



BB13 - KING GEORGE V  
BB15 - DUKE OF YORK  
BB16 - ANSON  
BB17 - HOWE  
BB14 - PRINCE OF WALES,  
Lost 1941



#### HEIGHT IN FEET:

from W. L.	to Top of Stack - 82'	to Top of Foretop - 118'
from Main Deck	to Top of Stack - 60'	to Top of Foretop - 96'

LENGTH: 740' (W. L.). BEAM: 103'

#### DISTINGUISHING FEATURES:

- Two widely spaced tall, flat-sided stacks; athwartships catapult set in well deck between stacks.
- Massive tower bridge with tripod foremast stepped close abaft bridge; light tripod mainmast.
- Main battery mounted in one quadruple and one high twin turret forward, and one quadruple turret aft.
- Relatively low flush-deck hull; wide quarterdeck.
- Secondary battery is disposed in two pairs of super-firing twin mounts; each pair is abreast of a stack.

#### STRONG SIMILARITY TO:

RENOWN (Brit. - CC)      LONDON (Brit. - CA)  
FIJI Class (Brit. - CL)      ARETHUSA Class (Brit. - CL)  
LITTORIO Class (Ital. - BB) from the air.

#### RESEMBLANCE TO:

ALMIRANTE LATORRE (Chile - BB)  
LA ARGENTINA (Argentina - CL)  
CAVOUR Class (Ital. - BB) from the air.

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ment as of their contemporaries only the USS Washington sank an enemy battleship in combat.”  
“HMS Anson was built by Swan Hunter and Wigham Richardson Shipyard and launched on 24 February 1940, being completed on 22 June 1942. Her completion was delayed to allow the fitting of fire-control radar and additional anti-aircraft weapons. She was originally to have been named Jellicoe, but was renamed Anson in February 1940.”

“Anson saw service in the Second World War, escorting nine Russian convoys in the Arctic by December 1943. She took part in diversionary moves to draw attention away from Operation Husky in July 1943. In October the same year she took part in Operation Leader. In February 1944 she provided cover for Operation Tungsten, the successful air strike against the German battleship Tirpitz. She accepted the surrender of Japanese forces occupying Hong Kong on 15 August 1945 and after the end of the war she became the flagship of the 1st Battle Squadron of the British Pacific Fleet.”

“Anson arrived back in British waters on 29 July 1946, spending the next three years in active service with the post-war navy. She was finally placed in reserve and "mothballed" in 1949, spending eight years in this condition. On 17 December 1957 she was purchased for scrap by Shipbreaking Industries, Faslane.”

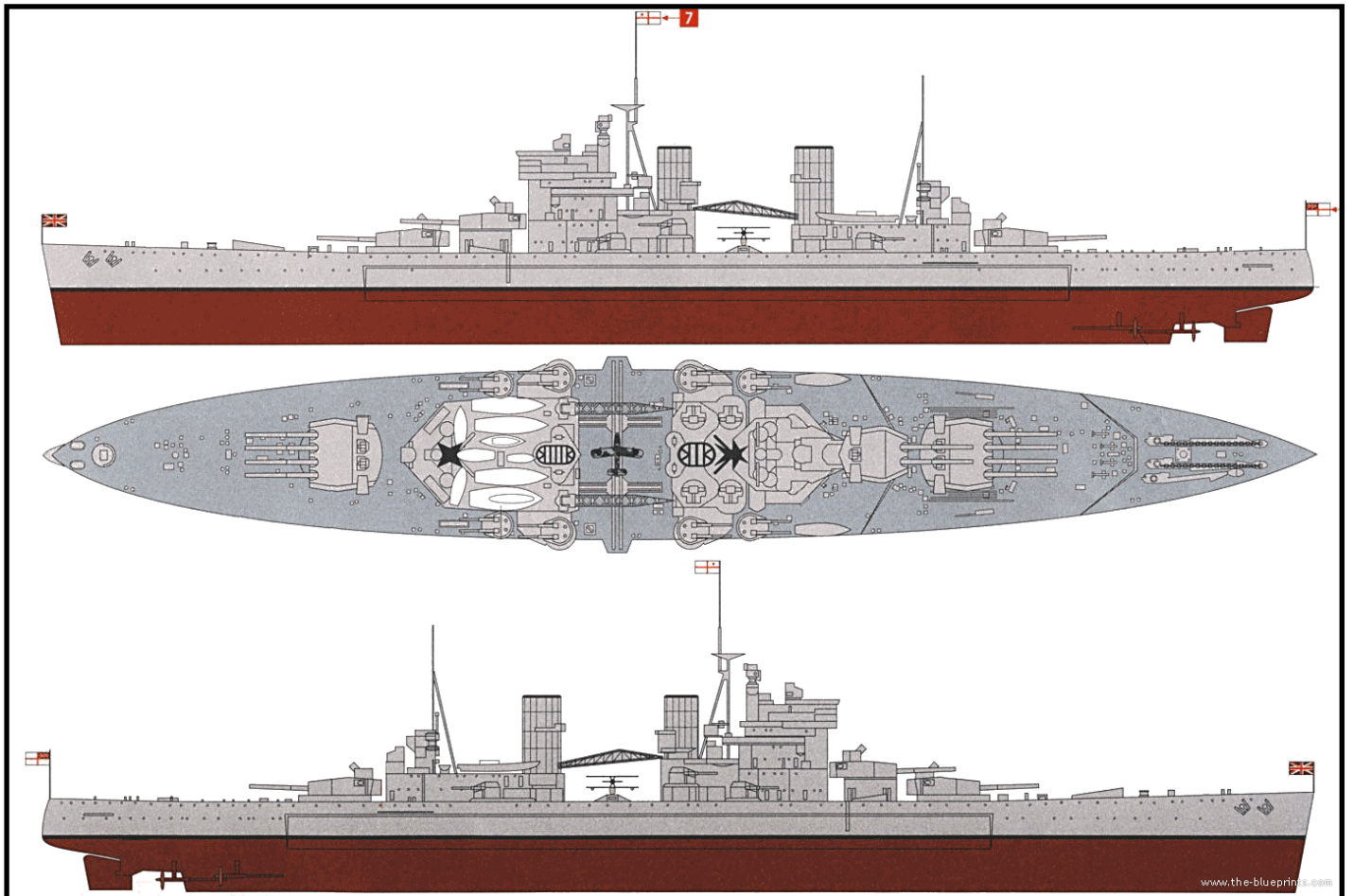


### King George Class Battleship

Seven year of active service: a blink of the eye in ship life terms. A difficult design arriving in a fast changing naval environment meant a short career.

John Cheevers

### King George Class Battleship

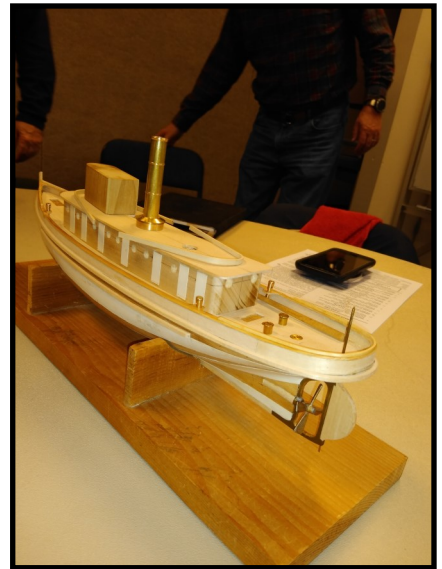


www.the-blueprints.com





Two views of John Cheevers' tugboat Dorothy



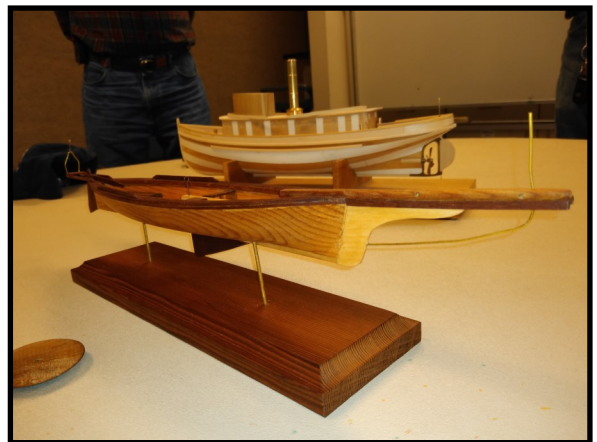
Marty Gromovsky's Gertrude L. Thebaud



Stewart Winn's Half Moon



George Livingston's Virginia Sloop

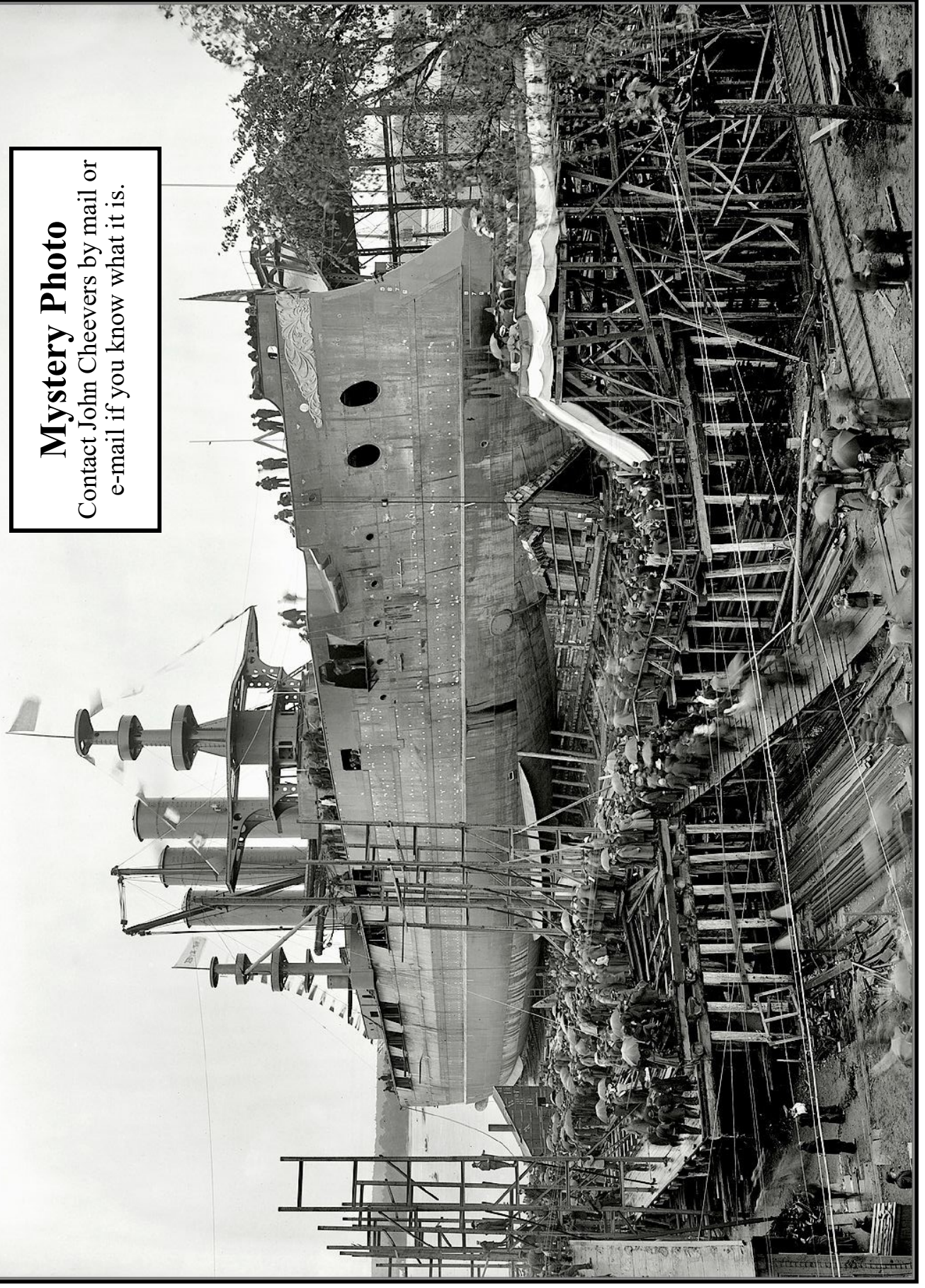


Pat Derby's Log Canoe



## Mystery Photo

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



## NOTABLE EVENTS

### MARCH

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

### APRIL

- 13 HRSMS Monthly Meeting: Mariners' Museum Presentation, John Wyld, "Doolittle Raid"

### MAY

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

### JUNE

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

### 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 Presentation, John Cheevers, TBA

### NOVEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum

### DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum Presentation:

### JANUARY

- 8 HRSMS Monthly Meeting: Mariners' Museum Nomination of officers

### FEBRUARY

- 8 HRSMS Monthly Meeting: Mariners' Museum Election of officers

## 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



Mariners' Museum  
Hampton Roads Ship Model Society  
Monthly Meeting  
February 9, 2019  
Mariners' Museum

Guest Frederico Quondamatteo, 1st meeting

The meeting was called to order by Skipper, Gene Berger at 1013 hours. The guest was recognized and welcomed to the meeting. Frederico introduced himself to us and told his modeling history. The Skipper reminded everyone that dues are due and that the banquet reservation forms are due by the March meeting. Gene said that he had a ballot box for the Founders' Award or the members could email or call him with their vote. Tony Clayton said that all was set for the March Auction and that he would open the facility at 0900 hours, Ryland Craze gave the Purser's report with his usual attention to detail. Ryland then talked about the IPMS show in Richmond. He said the Richmond club could use our help on setting up the vendors tables on Friday evening and helping the vendors move in on Saturday morning. He noted that there are over 50 vendors occupying 170 tables. The only correction to the minutes was the name of the vessel in Tony Clayton's presentation. The vessel's name is "Spry" not "Spray" as reported.

Old Business: Ron Lewis informed us that Chuck Pasarro will not be producing any more black rigging line. Next Ron asked if anyone had a model of the Edmond Fitzgerald that they could lend to the Mariners' Museum for a day to support a speaking engagement. There was no response to his request. Then Ron asked if anyone wanted to take the position of museum liaison. He said he would continue in that role but, he would relinquish the spot if someone else wanted it.

New Business: None

Show & Tell: George Livingston showed the progress on his kit of the Virginia Sloop. Stewart Win showed the progress on his Half Moon. Marty Gromovsky had his Gertrude L. Thebaud back for review. Marty commented on the weight of the 3/16 glass case. Mike Amicone talked about procuring cut parts for an acrylic case from Acme Plastics in New Jersey for a very reasonable price. John Cheevers showed the progress on his tugboat Dorothy. Pat Derby showed the progress on his Chesapeake Bay Log Canoe.

Ryland Craze prodded the skipper about the election of officers. The clerk was directed to cast a single vote for the unopposed slate of officers. The current bridge remained intact.

The meeting was adjourned to the program "Miss Ellany", by Tony Clayton.

Sailing - The fine art of slowly going nowhere at great expense while being cold, wet and miserable.

Irv Heller