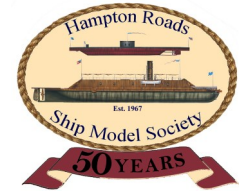


Hampton Roads Ship Model Society Logbook!



No. 397

WWW.HRSMS.ORG

July, 2019

From The Bridge



Mystery Photo



Happy Fourth of July 2019. (belated)

The din of fireworks and rampant politics are in full swing during this “summer of discontent.” I am comforted by the fact there exists a haven of decorum and camaraderie amidst these agitated times. An oasis of civility and of contribution to a common goal endures among the swirl of restlessness. This watering hole occurs every second Saturday of every month to salve the turmoil of the world. I look forward to these sessions to escape reality and enter a realm of which I can exercise some measure of control. At least for a brief few hours. Have a great summer.

Dear Leader

THE ANSWER

The answer to mystery photo 396
ADZUMA [Japanese warship]
Author / Creator Allan C Green 1878-1954 photographer.
Date [ca. 1924]

Nautical Term

Trade Winds Relatively steady winds, between about 30 degrees latitude and the region of the doldrums near the equator; they are northeast in the northern hemisphere and southeast in the southern. The origin of the term is uncertain; it could well be that in early English any steady wind was so called.

Tim Wood

MEETING NOTICE

Date: Saturday July 13, 2019
Place: Mariners’ Museum
Time: 1000 Hours

Mystery Photo #396: With my time crunch to finish two ship models by the middle of July, I find that I do not have time to devise an interesting introduction to this month’s Mystery Photograph. That being said, we will have to make do with whatever springs from the keyboard. A lot has transpired since I last filled this column; notably, that I am now eligible to collect Social Security. I said eligible to, not actually doing so. For the time being, you will not see a noticeable reduction in the fund. Also, my mother began her ninth decade—a truly notable achievement! And I have reinforced my belief that aliphatic resin is the proper medium to join two pieces of wood on a ship model.

This month’s Mystery Photograph could be titled Smoke On The Water as the vessel is emitting a profuse amount from her forward stack—the nasty, black sooty kind. We are looking at a vessel that might be under tow, and I wonder if the tow is intended to shift her anchorage. The vessel is in a harbor, the built-up shoreline is visible in the distance. She has the arrangement and appearance of a warship constructed in the early era of iron and steel which places the image at about 100 to 120 years ago.

This is one of those Mystery Photos where you either know what it is, have a fairly good idea where to look, or you find that one nugget in the image that breaks the mystery wide open. A couple of replies this month, and with Dave Baker’s it is evident that he knew what it was almost from the start. But, then again, maybe he didn’t; maybe he found that one nugget.

“The principal clue to her identity was the furled Japanese ensign at the stern in the excellent photo” was how Dave wrapped up his remarks. I saw it too, and initially mistook it for the United States ensign. That is, until I noticed that the white stripes were more radial on the field. Excellent find! The second most telling clue comes from the engineering division with the spacing of the three funnels. It’s odd and unique at the same time and hints of separate boiler rooms on either side of the engine room.

Another reply came from Tim Wood who hints at additional confusion with the mystery. His reply included another photograph which his keen eye tells him is better than our Mystery offering and a single line of text that says the ship’s name may or may not include the letter “D”. Based on the weight of the info that I gathered, we will use the spelling which includes the letter “D”.

Dave’s reply begins: “The June 2019 mystery ship is the Imperial Japanese Navy’s armored cruiser ADZUMA, which was launched on 24 June 1899 at Ateliers et Chantiers de

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Modeler of the Month

July 2019

Sean Maloon



I was born and raised in Maine. My modeling adventures started when I was six. My dad bought and helped me make two models, a F4U Corsair and a Coast Guard Cutter. My love of ship modeling had begun and I was hooked for life. As a teenager, I would ride my ten speed bike into town to the local hardware store where they had a small section of model kits, glue and paint. Much of my mowing allowance went to that store. My first attempt at scratch building a model was also during this time. My step dad took me to see the Queen Elizabeth 2 in Bar Harbor. I came home from that trip, borrowed some 2x12's and proceeded to build my version of the luxury liner. The results taught me a valuable lesson in negative metacentric height. My attempt had so much upper structure and nails that as soon as I launched it; it rolled right over and sank.

As a young adult, I joined the Down East Shipmodelers Guild when it first started in Bath, Maine. The experience introduced me to a whole new world of modeling and helped provide me with the confidence to start scratch building scale models. Many of the techniques that the experienced modelers taught me, I still use today.

When my career as a ship designer led me to Hampton Roads, a very good friend, John Cheevers, introduced me to the Hampton Roads Ship Model Society. I have been a member now since 2011. I continue to learn new techniques from my fellow modelers.

My ship modeling interests are mostly US Navy subjects focusing on the sailing warships during the 1799-1820s and US battle-ships and cruisers of WW1 and WW2. My interests have grown

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La Loire, St. Nazare, France on 24 June 1899 and completed on 28 July 1900. Tim agrees, and as proof, he supplied his 'better-found' image of Adzuma with the ensign standing strong in the breeze and in full view. In this second image a pendant flies from the fore yard probably indicating to the shore what honors are required.

Dave supplies the rest of Adzuma's pertinent data: "As configured in the photo, the ADZUMA was of 9,307 tons normal displacement and was 542 ft. overall (431-ft. 6-in. between perpendiculars) by 68-ft. 9-in. beam by 23-ft. 9-in. draft. She was powered by two vertical reciprocating steam engines and, at 17,000 indicated horsepower, she was capable of 20 knots. Range was 3,900 nautical miles at 10.5 knots on the 1275 tons of coal in her bunkers.

ADZUMA's armament including two twin 8-in. mounts, 12 single 6-in. quick-firing mounts in shields or casemates, 12 single 12-pounder (roughly 3-in.) quick firing guns, 12 single 3-pounder (37-mm) mounts, and five 18-in. torpedo tubes.

The ship had a main armored belt tapering from 7-in. down to 3.5 in. at the ends and stretched over 210 ft. amidships, where it was 7-ft. high; an upper belt of 5-in. thickness amidships; 2.5-in. armored deck; 6-in. on the 8-in. gun turrets and their barbets; 2 to 6-in. on the casemates; 6-in. on the torpedo tube compartments; and 14-in. maximum on the conning tower (gotta keep the admiral happy?). Crew was 650 total as completed.

The ship participated in most of the action during the Russo-Japanese war and was turned to training duties in. In 1921, her armament was considerably reduced to the original 8-in. mounts, with the 6-in. guns reduced to eight and light armament reduced to four 12-pounder and one 12-pounder AA mounts, and four 18-in. torpedo tubes. She was completely disarmed in 1941 and in July 1945 was severely damaged by bombings, being finally scrapped during 1946."

And he lists [Conway's All the World's Fighting Ships, 1860-1905](#) as his source of data. I was tickled with this photograph as I got a chance to use my Cabin Fever Auction find as a reference...my [1914 Jane's Fighting Ships](#)—same info.

But what of the photograph? We already know the what, but about the where, when, why, etc.? The photographs provided in the two listed sources are either of poor quality or non-existent. By way of contrast, our Mystery Photo is quite good and a great deal of detail can be lifted from it. But are there other, better images and will any help answer the additional questions? Tim already provides one with the ship dressed exactly the same way. If I was a betting man, I'd say it came

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beyond just modeling. I enjoy learning about the history of the subjects that I model and learning about how they were actually built.

I want to thank the members of the Hampton Roads Ship Model Society for all of the encouragement and advice that they have given me over the years. I specifically wish to thank John Cheevers, Tom Saunders, Bill Clarke and Tim Woods for all the road trips and adventures.

What's Happening at the Museum

Don't quote me but there's a good possibility that our Museum may have its own fireworks show at some point in the foreseeable future! That will make us the place to be on July Fourth! Imagine, on a warm summer night, relaxing in a lawn chair on the banks of the James, sipping a cold brew and watching a glorious pyrotechnic display to honor America's independence! Meanwhile, however, the summer is full upon us and the kids are out of school. That means our Education Staff has shifted into full kid-program mode!

And programs for us grown-ups continue to draw visitors. This Saturday, for instance, at 2:30, hear our noted historian, John Quarstein tell us about the famous CSS Hunley civil-war submarine! Originally known as Fish Boat, CSS H. L. Hunley was the first submarine to sink a warship. Even though this Confederate weapon sank twice during testing, Hunley was able to destroy the blockader USS Housatonic with its spar torpedo on February 17, 1864. Following the attack, Hunley sank, taking with it the submarine's crew. Over a century later, the National Underwater and Marine Agency (NUMA), led by New York Times bestselling author Clive Cussler, finally found the Hunley in 1995. News of the discovery traveled quickly around the world. A ground breaking effort began to retrieve the fragile submarine from the sea. Sound familiar? His talk is open to the public and free with admission.

Then, on Sunday, July 14 @ 1:30 PM - 3:00 PM, an interesting and fact-filled Members-Only presentation, "White Sails Over Blue Waters". Featured speakers will be Brian Nehrbass and our collections manager, Cindi Verser. Enjoy shared nautical tales and interpret artifacts that celebrate the spirit of the ocean. Learn how explorers discovered the world through navigation and cartography, trace the development of steam-powered ships, and get an insight into the history of sailing in our International Small Craft Center with a guided tour. Continue on this journey with our Collection's Staff for a look at the Lipton Cup—a trophy that was presented to the winner of the 1906 race credited as the founding event for modern ocean racing. Will you be able to guess the race? It's free to members but space is limited so make your reservations now.

But wait!!! There's more! On Wednesday, July 17 @ 2:00 PM - 3:00 PM, Kevin P. Gilheany, author and founder of the US Coast Guard Pipe Band, will present "Minding the Helm: An Unlikely Career in the US Coast Guard". As a boy growing up in New York City, Kevin had two dreams: to join the Coast Guard, and to play the bagpipes. But by the time he finished high school he was overweight, had a drinking problem, and couldn't swim. Undeterred by the doubts of the folks at home, he decided to enlist in the Coast Guard anyway. Join Gilheany, a retired US Coast Guard chief warrant officer, as he shares a memoir of determination to fulfill those childhood dreams, and eventually establishing a lasting legacy of his own as founder of the US Coast Guard Pipe Band. The lecture will be held in the Huntington room. The talk is free with admission but reserving a seat is suggested as seating is limited.

And that's a wrap! Please go to www.marinersmuseum.org for up-to date info and reservations!

Ron Lewis

AMERICAN NAVAL HISTORY 1815 Part 2

March 2: War with Algiers. The Dey of Algiers has expelled the U. S. consul and renewed the attack on American merchant shipping. He captures the brig Edwin of Salem and enslaves her crew. President Madison urges Congress to declare war on Algiers and does so on this date.

March 23: Hornet vs. Penguin. The sloop Hornet takes the British sloop Penguin off the island of Tristan de Cunha in the South Atlantic.

May 20: Three frigates, Guerriere, Constellation and Macedonian and seven smaller vessels leave New York under the command of Commodore Stephen Decatur to prosecute the war with Algiers.

June 17: The Algerine flagship Mashouda is captured by the Guerriere, Constellation, Ontario and Epervier. Thirty of her crewmen are killed and 406 made prisoner.

June 19: The Algerine vessel, the brig Estedio, is run aground by 4 of Decatur's smaller ships off Cape de Gata.

June 30: Peace with Algiers. The Dey of Algiers accepts a treaty of peace.

June 30: Peacock vs. Nautilus. The final action of the War of 1812 is fought in the Sunda Strait by the sloop and Nautilus. After a brief action, the Nautilus surrenders with six men killed and eight wounded.

July 3: A second American squadron of nine ship under Commodore William Bainbridge sails for the Mediterranean to reinforce Decatur.

July 14: Disappearance of the Epervier. The sloop Epervier sails from Gibraltar to the United States and disappears en route.

1816
April 29: Congress appropriates \$8,000,000 to spend over an eight-year period to complete or begin construction of nine 74-gun ships of the line and twelve frigates of 44 guns.

December 23: End of the Barbary Wars. A treaty of peace is signed by the United States and Algiers.

1816 End of the Barbary Wars.

Bob Moritz

"I once knew a writer who, after saying beautiful things about the sea, passed through a Pacific hurricane, and he became a changed man."

— Joshua Slocum

(Continued from page 2)



from the same series made by the same photographer on the same day.

On to your favorite browser. The trail begins with Tim's photograph. If you google the vessel's name—now that you have it—you get an immediate result. But that's not how the game is played. I started with something more generic like "Armored cruiser." I perused the results looking for a ship with the odd funnel spacing we noted earlier. That search wasn't good enough, so I refined my parameters to include "Japanese" based on a hunch about that limp ensign. The results were much better. There I found the second image that Tim supplied, and that led me to a Wikipedia entry for IJN Adzuma.

The image is credited to "Allan C. Green 1878-1954 photographer" and dated "ca. 1924". A direct search of "Adzuma" was not all that helpful but when I appended the photographer's name to the search criteria, I again struck out! So I changed the search to just the photographer and hit pay dirt! The results included an Eastern European forum site (<http://forums.airbase.ru>) that caters to warships among other things. There I found six images (including our Mystery Photo) that shows *Adzuma* docking in a foreign port. But I could not find where the guy on the forum got the images.

I went back to the photographer to see what I could



Armored Cruiser Adzuma

learn about him and his career. The first thing I noticed was that he was Australian and that he specialized in photography of ships. On Flickr I found this written by Horatio J. Kookaburra:

"He was born in Daylesford, in the Central Victorian goldfields on Dec. 23, 1878. His father was a miner. We do know that as a young man Allan Green and his brothers set out for the goldfields of Western Australia, in the roaring days of Kalgoorlie and Coolgardie, but - not striking it rich - eventually opened a grocery store in the remote mining settlement of Day Dawn well north of Perth, inland from Geraldton [it is now a ghost town]."

"Allan Green was never a miner. A photograph of wheat wagon out in WA also suggests he was already working with a camera. Information about his introduction to photography, however, is completely lacking, but everything about the stunning clarity of Green's plate glass images, and his care in composition, compellingly suggests that he also had some for-



Armored Cruiser Adzuma

mal training in this art. Returning to Victoria in the early years of the 20th Century Green opened a photo studio on Williamstown's Front Esplanade, which he lived above."

"Of the 10,000 or so images Green donated to the State Library of Victoria in 1940 [the number, nominally 8025, is much understated as a result of by multiple images under single subject listings], there are just a few family portraits and few general scenes. The rest is entirely of ships, one of the great collections of its kind."

"His first love had been sailing ships, billowing under full sheets out at sea, and there are thousands of such images in the SLV's Green Collection, augmented by his highly regarded colour paintings from the 19th-early 20th Century's end of sail era, many of them published in the Melbourne 'Punch,' and later the maritime 'Port Phillip Quarterly.' Allan Green captured just



Azuma at anchor in Australia, 1910s

about every ship, and certainly all the warships of all nations, that ever appeared in Port Phillip Bay."

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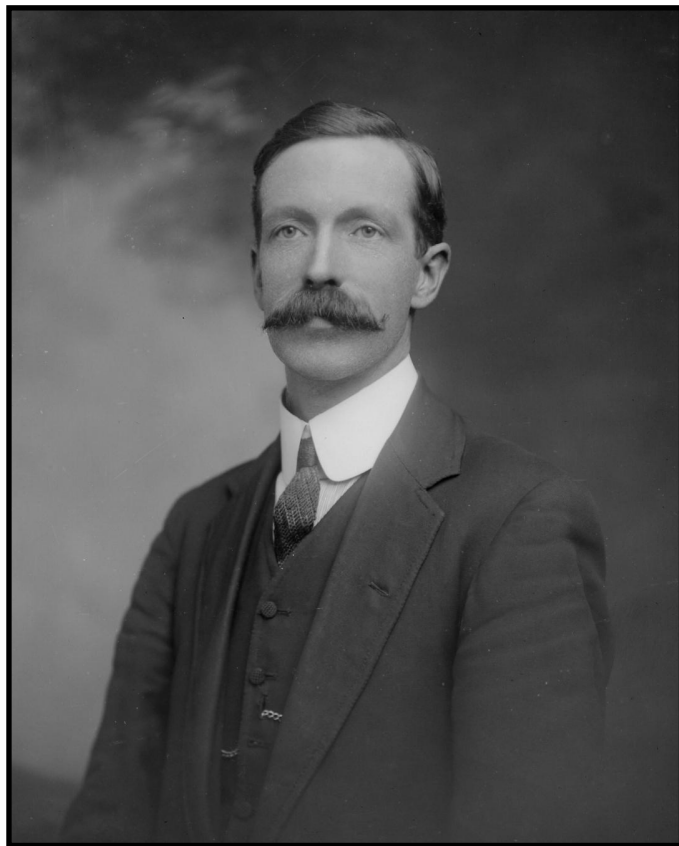


By closely examining a few of the web sites my search provided, I began to see more references to "Victoria." Victoria is a state in Australia. The principle city in Victoria is Melbourne. And Melbourne is on the shore of the large, natural harbor Port Phillip Bay. Square in the center of downtown Melbourne is the State Library Victoria (www.slv.vic.gov.au). This library houses the collection of Allan Green's large plate glass negatives of his ship photography. There I found the same images that I saw on the forum, only now they have provenance.

While the image captions do not yield a definitive location, they are dated. I would hazard a guess that they show *Adzuma* arriving and docking at Melbourne sometime in 1924 for an official state visit.

You can check all this mess out on your own time. I see the paint has dried, so it's back to work on the model. Thank you Dave for allowing me to copy and paste your reply verbatim.

John Cheevers



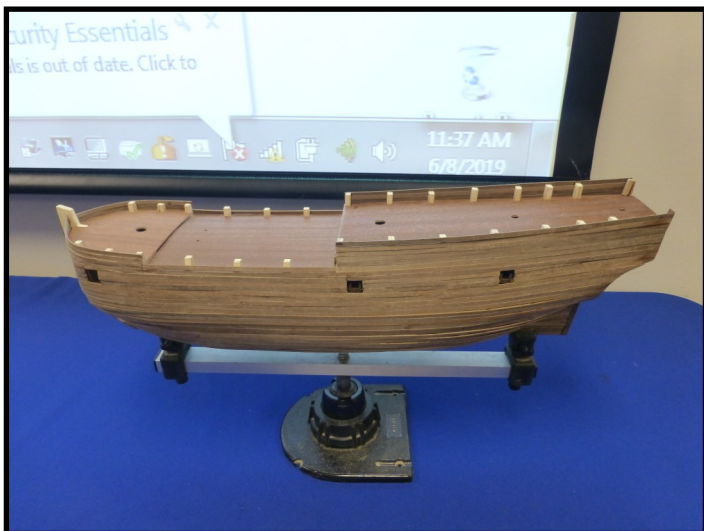
Allan Green, Photographer



Gene Berger's Casting Presentation



Bruce Brown's presentation on Adhesives



Bruce Brown's HM Endeavor

Mystery Photo

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



NOTABLE EVENTS

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
Presentation, Karol Budniak ---Making paper models look
like wood

DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

JANUARY

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

FEBRUARY

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

MARCH

- 14 HRSMS Monthly Meeting:

APRIL

- 11 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum

MINUTES



Hampton roads Ship Model Society
Monthly Meeting
June 8, 2019
Mariners' Museum

The meeting was called to order by the Skipper Gene Berger at 1010 hours. There was no correction to the minutes as published. Kevin Ritton noted that his name was put on Hank Ghitino's America. Ryland Craze gave the Purser's report. Ryland noted that we now have 49 regular members.

Old Business: Ron Lewis said that he received more information on model building project being requested by a patron of the museum. He said that he received six sheets of barge plans and asked if any of the members had interest in undertaking this project. Next, Ron talked about his previous museum challenges and said that Tom Saunders had correctly answered the questions pertaining to the Cape Charles Light and that Ryland Craze answered the questions about the IX inch Dahlgren gun.

New Business: Ron Lewis reminded everyone of the museum's Wine Classic is to be held on June 15. The Skipper noted that Ron Lewis was Modeler of the Month. Gene then reminded everyone, if they needed a membership certificate, to contact him. Ryland Craze read a letter from the Mariners' Museum thanking us for our donation.

Show & Tell: Bruce Brown showed and talked about the progress of his *HM Endeavor* from a Corel kit. John Cheevers stood in for Dave Baker and presented two books, *HMS Gannet: Ship and Model*, by William Mowll and a copy of *Warship 2019*, by John Jordan. John then showed the progress on his tug *Dorothy* and sardine carrier.

The meeting was adjourned to a presentation on "Adhesives", by Bruce Brown and a presentation on "Resin Casting", by Gene Berger.

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
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Photographer: Marty Gromovsky



Tug Dorothy