

## From The Bridge



Captain's Log 11.9.19

As promised, a few months ago, I compiled a working list of members who possess a skill prized by others and would, if called upon help a fellow out of his dilemma. Of the fifty members of the club, these are the few who responded to the call. Now, I'm just say'in, we have many more excellent modelers who have the chops to be revered. Consider adding your name to the list so we may all benefit. I'll bring a sign-up sheet to the November 9th meeting for you to fill out.

SD

### Modeling Experience Index

Gene Andes	Reading/interpreting/lofting from original plans Framing (Hahn method as well as traditional methods) Planking (layout, spiling, pegging) Rope-making (cotton) and rope machine design Reference sources (books, on-line) for beginners
Dave Baker	Working with paper models
Gene Berger	Photo etching (chemical milling), mold making and resin casting techniques, fiberglass
John Cheevers	Planking deck, solid hull carving, plans interpretation
Dave Chelmow	Masting, rigging and planking
Ryland Craze	Planking
Hank Ghittino	Fixing mistakes or finding a way around, sail making
Greg Harrington	Procrastination
Charles Landrum	Creating water/seascapes
Heinz Schiller	Rigging, wood bending, model cases, plan reading

## Mystery Photo



Mystery Photo #400: Humans are classification junkies. We need and manage to find ways to classify everything we think, do, or say...about anything, including classification. Take for example, the classification of living things. An on-line search says this about that: "The classification of living things includes 7 levels: kingdom, phylum, classes, order, families, genus, and species."—we like to drill down. And since the atom is the smallest consistent unit of ordinary matter, you'd think organizing it would be simple and we'd stop there. Back in my day, the atom was just protons, neutrons, and electrons. Now there's all sorts of other particles and groupings of particles with unpronounceable words best left untried. What a mess it's all become.

Now let's look at this month's Mystery Photo. In it we see a ship and we immediately classify it to a specific organizational grouping—I hope. And like living things, these grouping have subgroups, families, and levels to make things all neat and orderly. We have statistical placeholders for the size and number of guns, number of stacks, country of origin, builder, tonnage, speed, range, compliment, etc., etc.... It keeps the warplanners happy, but it drives me nuts! And we can't talk about real "classified" things. But if you ask me, I would classify these ships as "big" or "little" as the case may be. "Big" is a useful classification level as it leaves room on both sides for more subdivision of levels and classes like small, or medium, or big-gulp.

The professional warship classifiers have their own system. They like to call this type of warship a battleship (Note: We will not be talking about the battle-cruiser which is a battleship, only without pads.) And inside the "battleship" classification we find many levels; they begin with ironclad, armored warship, large armored warship, pre-dreadnought, dreadnought, and super dreadnought. Later some of these ships were further divided in fast and the slow groups. You can see why you need playbooks like Jane's to keep it all straight.

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## MEETING NOTICE

**Date:** Saturday November 9, 2019

**Place:** Mariners' Museum

**Time:** 1000 Hours

# Modeler of the Month November 2019

Yves Pochard



I was born in France in the city of Lyon. At the age of 16, I began a 3 year apprenticeship to be a chef in the city of Evian-les-Bains. My first job was to work for the French National Railroad. I then worked in Geneva, Switzerland.

I recalled my draft in the French Navy and spent 18 months in the French nuclear program in Tahiti, French Polynesia, after which I returned to France to the city of Toulon, sister city of Norfolk, Virginia.

Around 1972, I went to work for a French cargo ship line, much like United States Merchant Marine. I spent four years in this job transporting railroad cars and locomotives. I guess it was my destiny to be involved with trains, ultimately working for 30 years at Norfolk Southern Railroad. My journey to Norfolk started in 1978 when I went to Manchester, England to work for a French restaurant. A year later in 1979 I immigrated to America (what a country!)

I started building model ships in the mid 1980's thru the early 1990's. I made several different models. Then in 1996 I was married, and for more than 20 years, I didn't create any new ship models. No time and space. It wasn't until my retirement when I could resume building— with a new work shop in the garage. Finding and joining the HRSMS was a big and positive source of knowledge, with the craftsmanship of its members. I hope to be there for many years.

## THE ANSWER

The answer to Mystery Photo 400

From the caption,  
French battleship Lorraine in 1934.

(Continued from page 1)



Let's take a look this month's Mystery Photo, again, and see if we can confuse the issue even more. Our Mystery Photo presents well, it's a fine looking vessel. The photographer had a fine, bright day with the sun in the right place— shadows are minimal. He is able to capture quite a bit of detail as the ship steams into harbor. The ship itself seems to combine two, distinct eras in naval construction. The hull is old school with its raised forecastle, vertical stem, flat sheer, casemated secondary armament, and stodgy funnels. Above that she is more modern (new school) in that she has a built-up superstructure, an aircraft catapult, and relatively modern—for the time—main armament directors. There is no radar and the dipole radio antennae speak to a certain age. If you know your capital ship history and are up to date with your classifications, narrowing the time window should be a cinch.

Let's make it more interesting.

Two replies this month, and from the usual suspects. Dave Baker is first to bat and he believes the vessel in the photograph "is the French battleship LORRAINE and was taken late in 1935 off Toulon at the conclusion of her 18 September 1934 to 20 November 1935 refit when the twin 13.5-in. turret between the two funnels was replaced by a hangar and catapult for a complement of three Gourdou-Leseurre GL 813 reconnaissance floatplanes. She also got four twin 100-mm Model 1930 dual-purpose gun mounts added abreast the catapult/hangar space." Tim Wood came in after the stretch with thoughts along the same line: "I feel the dual-purpose guns look French in design. At this point I pulled out my copy of Jane's Fighting Ships of World War I and on page 183, I found the answer to the type and class of ship." They drive a convincing argument as "the photograph", when found on line, has about the same caption: "French battleship Lorraine, 1934."

The French navy, as did all major naval powers, built succeeding classes of bigger and more capable capital warships. The apogee of this effort might have been the cessation of hostilities that came to be known as The Great War, had that war been over. When the intermediate peace broke out, these navies found themselves with a lot of relatively new and expensive battleships. The main antagonists on the world stage had just lost theirs so it seemed like a good economic move to organize a treaty to ban new construction for a while and putz around with what you already had. To varying degrees the big players agreed and had their hands tied on further development for the foreseeable future.

But, it wasn't long before trigger fingers began to itch and the naval yards began programs to rebuild/upgrade their existing platforms to keep them somewhat in line with current technology. For political reasons, many of these rebuild/upgrades were lists as "refits." Our Mystery Photo contains an example of one such "refit." And following this work, the classification groups had new avenues of organizational collectivism to populate.

For my part, I agree with Dave and Tim— now! But in the beginning, I was probably from Missouri based on their choice, they had to show me. And that's because my first Google search revealed our Mystery Photograph with this caption: "Another beauty from WWI: the French battleship Bretagne. Here she is pictured sometime after her 1919-20 refit as

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## What's Happening at the Museum

Wow! Halloween's passed, Thanks Giving's on our doorstep and I haven't even thought about Christmas shopping! Well, I'm thinking of wrapping up a bunch of unfinished models and sending them out to all my relatives! If you, on the other hand, are beginning your annual holiday buying spree, consider the Museum's Gift Shop. It's an excellent source for all things nautical AND if you show up in your HRSMS or Mariners' garb and tell the gift consultant who you are, you'll not only receive expert gift ideas but also a regular member's discount of 10%! Your discount is valid from December first through Christmas! Now, how about out-of-town guests? Here are some neat ideas for events they'll thank you for over the holidays.

November 9 @ 10:00 AM - 3:00 PM

Join us for a special recognition of Indigenous People's Day during Native American Heritage Month at The Mariners' Museum and Park.

What is the difference between Native Americans, First Peoples, Native Peoples, Indigenous Peoples, and Virginia Indians? How many different tribes and peoples inhabited the area we call home?

Discover answers to these questions as we explore the diverse cultures, traditions, and stories of indigenous people in the Continental US and Canada. Hear compelling and insightful stories, and enjoy activities suitable for the entire family, which include:

Make a unique bracelet to take home

Get a rare look at Edwin Tappan Adney's collection of the bark canoe, and other artifacts not typically on display

View America's first coloring books, and more! This event is free with admission.

Come explore the vibrant and resilient Native American culture with the entire family as we highlight the rich maritime heritage of many tribes!

November 16 Opening Day for Toys Ahoy!

Toys Ahoy! is a new and fun exhibit that connects the young and the young at heart. With 100 different items on display such as children's books, games and toys, this exhibit will excite everyone of all ages! The collection includes wood and paper battle-ships, board games, card games, puzzles, motorized miniature engines and other historic toys and collectibles from years gone by. And take a look at the Lego room in the Model gallery, where a continuation of the Lego ship building competition is on display. For the holiday season, the Museum plans to sponsor a maritime toy drive in conjunction with "Toys for Tots."

And November 21st brings us Bygone Beacons: The James River Lighthouses and Their Lightkeepers

Hear co-authors Larry Saint and Karla Smith discuss the important role of the James River lighthouses in our country's history, and how technology and the decline of river commerce led to their demise in the 1930s.

Larry Saint and Karla Smith are co-authors of *Screw-piles: The Forgotten Lighthouses*. Published as a fundraiser for Suffolk Riv

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## AMERICAN NAVAL HISTORY 1822

January 7: West Indies, the brig Spark, recaptures a Dutch merchantman taken by pirates and lands a party to destroy the pirate base.

January 7: Bahia Honda, Cuba, a boat expedition from the schooner Porpoise, destroys a pirate base and 6 vessels.

March 7: The schooner Revenge captures a pirate barge in the West Indies.

March 8: Seven pirate vessels are destroyed off Cape San Antonio, Cuba, by the brig Enterprise.

March 26: Foundation of the West India Squadron. This force consist of the frigates Congress, Macedonian, Cyane, the sloops Hornet, Peacock, the brigs Enterprise and Spark, the schooners Alligator, Grampus, Porpoise, Shark, Revenge and Gunboat No. 168.

April 30: The schooner Alligator captures the Columbian privateer Cienega near the Windward Islands.

May 1: Four pirate schooners and a pirate prize are captured near Sugar Key, Cuba, by the Alligator, Grampus and the chartered ship Jane.

June : The schooners Shark and Grampus captures the pirate schooner Bandera de Sangre off the northern coast of Cuba.

August 16: The privateer Palmyra surrenders to the schooner Grampus after a brief action off Puerto Rico.

September 28-30: Five pirate ships are captured and the pirate settlement at Bahia Honda, Cuba, is destroyed by the sloop Peacock and the revenue cutter Louisiana.

November 9: Three pirate schooner in possession of 5 American merchantmen are attacked in shoal water 45 miles east of Matanzas, Cuba, by boat parties from the schooner Alligator. One pirate schooner is captured and the merchant ships are freed.

November 19: The Alligator wrecks without loss of life on Carysfort Reef, Florida.

December 21: Commodore David Porter is appointed commander of the West India Squadron.

1822 Ends with no further actions.

Bob Moritz

### Nautical Term

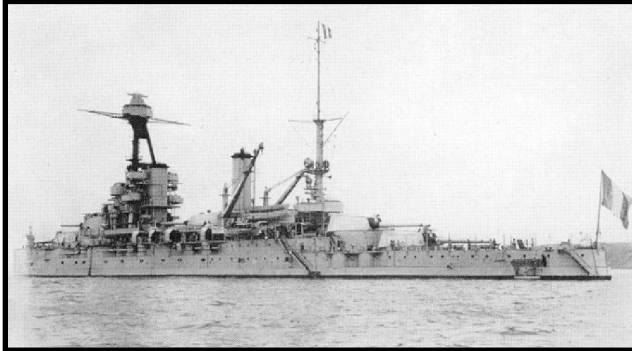
Graving Pierce A shaped piece of wood to repair damage or rot, as to the decks, rails, etc. The term's derivation is the Old English grafen, to dig or carve.

Tim Wood

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flagship of the Mediterranean Fleet. She was sunk by HMS Hood and other battleships during the attack on Mers-el-Kébir.” It seemed reasonable, it was on line, and it fit with what I suspected to be the logic behind the image’s choice for Mystery Photo. I was lazy and hadn’t fact-checked anything yet.



The classifiers and sorters could have gotten me straight. But, in the end, I really didn’t have to fact-check at all as Dave provided the nugget we needed to place this warship into its proper classification lane. “Her sisters BRETAGNE and PROVINCE retained the amidships mount throughout their careers.” And the vessel in our MP is missing hers.

Dave provides the particulars: “The LORRAINE was laid down at Penhoët shipyard at St. Nazaire on 7 November 1912, launched on 30 September 1913, completed on 1 July 1916, and commissioned on 10 March 1916. As built, the ship had a full load displace-

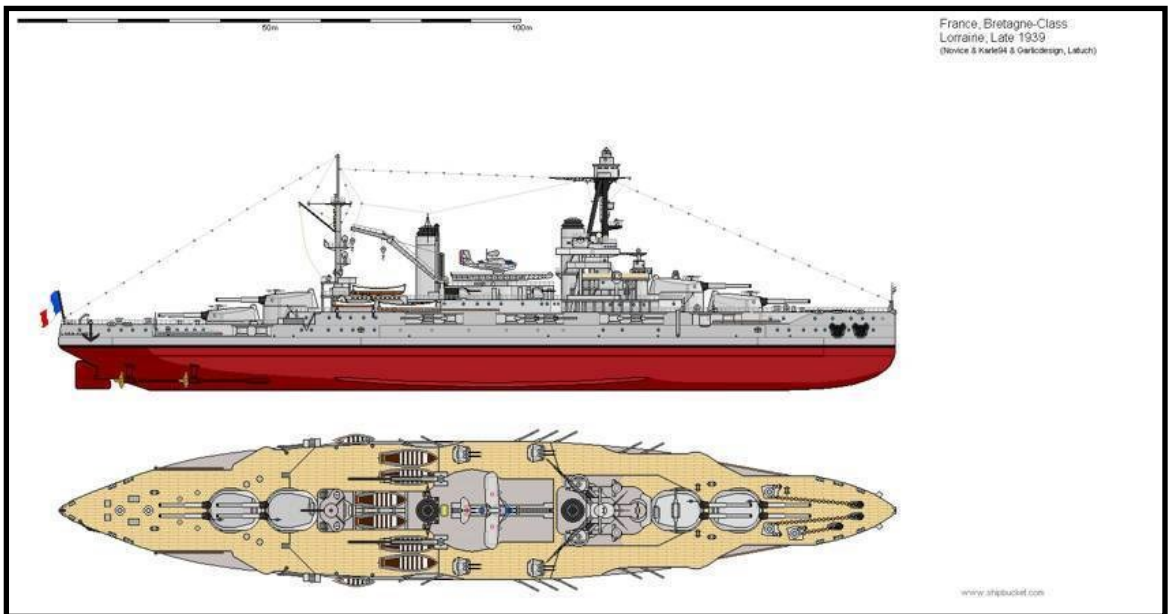
ment of 26,600 tons and was 166 meters long by 27-meters beam and with a mean draft of 9.1 meters.

The ship had 24 Belleville boilers (each of the three ships had different boilers), and Parsons steam turbines produced a total of 28,000 shaft horsepower for a designed speed of 21 knots. The boilers burned coal, of which up to 2,700 tons could be carried, and her range was 600 nautical miles at 20 knots and 4,700 n.m. at 10 knots.

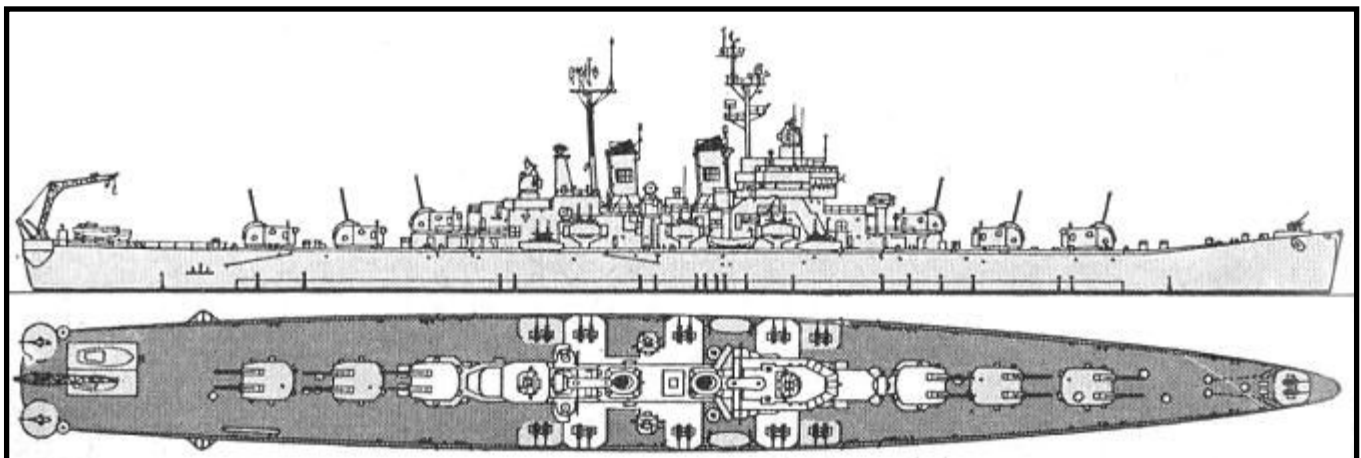
The armament as completed was ten 13.5-in.(34 cm) 45 caliber Model 1912 guns in five turrets; 22 single 14-cm 55-cal. Model 1902 secondary guns in individual casemates, and four submerged 450-mm torpedo tubes with a total of 12 torpedoes carried. She carried 100 rounds per 340cm gun and 275 rounds per 14-cm gun.

Armor protection included a mail bet of 250-mm thickness, and upper 160-mm belt, 30 to 48-mm deck armor, and 300 to 360-mm armor on the five turrets, while the conning tower had 266-mm armored at its thickest point. The complement was 43 officers and 1,208 enlisted as a private ship.” (Huh?)

Tim provides the operational history: “Lorraine spent the bulk of her career in the French Mediterranean Squadron. During World War I, she was stationed at Corfu to prevent the Austro-Hungarian fleet from leaving the Adriatic Sea, but



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**MM**er Heritage, the book is the result of years of extensive research, interviews, and writing about the lighthouses of the Chesapeake Bay, James River, and North Carolina Sounds.

The James River lighthouses played an important role in our country's history, first exhibiting their lights in 1855 in response to increasing steamship traffic. Hear fascinating stories of the people and places that made the James River lighthouses so important during the golden age of steamship travel, and how changing technology and declining river commerce forced their demise starting in the 1930s. The presentation begins at 7:00. Members are free, non-members, \$5.00.

December will offer something new and something you may have missed last year! First up, on the 7th, and continuing, make your own holiday décor!

Create wreaths using existing resources found at The Mariners' Museum and Park! Come learn how to make an unbe-wreathable creation using dried grapevine from The Museum's Park with Daina Henry, President of the Peninsula Master Naturalists. The Nature Workshop Series are family-friendly workshops to introduce every one of all ages how to make beautiful creations using natural resources inspired by The Mariners' Museum Park.

The workshops are held on the first Saturday of each month, beginning at 10:00 A.M. and meet in the Monitor Classroom B. Pre-registration is suggested. There is a \$10.00 member fee and \$20.00 non-member.

If your family, near or far, includes children or grandchildren, how about inviting them to have breakfast with Santa! The jolly ol' elf will be here on the 14th and 21st to share breakfast, stories and crafts from 10 to 12:00. These events will fill early so register now!

That's it for today! It should keep you busy and active through the holidays!

Ron Lewis

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she saw no action. She was modernized significantly in the 1920s and 1930s, and in 1935 her amidships 340 mm gun turret was removed and aircraft facilities were installed in its place. After the outbreak of World War II, Lorraine carried a shipment of gold from the French treasury to Bermuda before returning to operate in the Mediterranean. At the French surrender in July 1940, Lorraine was moored in Alexandria, where she was disarmed by the Royal Navy. After joining the Free French Naval Forces in December 1942, Lorraine was refitted for active service. She provided gunfire support for the landings in Operation Dragoon in August–September 1944 and bombarded German positions around La Rochelle in April 1945. After the end of the war, Lorraine was used as a gunnery training ship and then a barracks ship until late 1953, when she was stricken and sold to shipbreakers.”

Finally, Dave offers a bit on Lorraine's sisters: “Sister PROVINCE was scuttled at Toulon on 27 November 1943 having been interned there since the German invasion in 1940. BRETAGNE blew up and capsized at Mer-elel-Kebir on 3 July 1940 LORRAINE saw action during June 1940 off the coast of Libya and was essentially interned with a reduced crew at Alexandria, Egypt, from 1940 through 1943; She then proceeded to the UK for a refit and participated in the bombardment of Toulon's naval base on the Mediterranean coast and bombarded German positions on the coast of France on 15 April 1945. The Ship was scrapped not long after the end of WW II.”

It seems like much ado when we begin to classify certain things. But the reality is that without classification the chaos that would reign would put our society into a mighty tail spin. We like order, we need order, especially when we communicate. The order gives us a basis to begin, a logical stepping off point for rational discourse. It was this order that allowed for the solution to this Mystery Photo. And it was this order that allowed me to correct a faulty identification. Those who choose to tear down the existing order fail to realize how much order they need and use on a daily basis. Ironic, isn't it?

John Cheevers

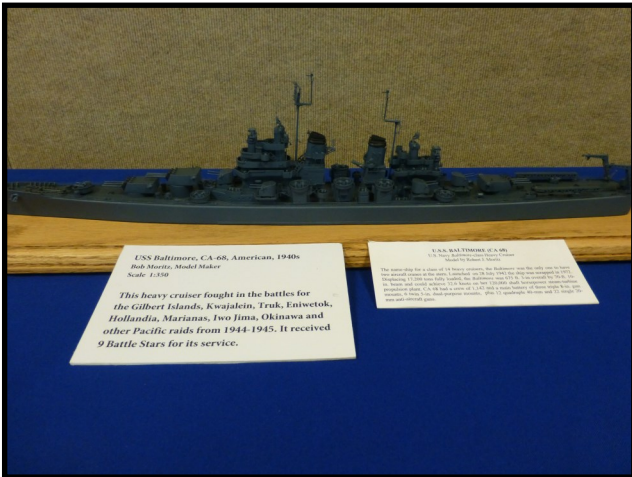




Stewart Winn's Half Moon



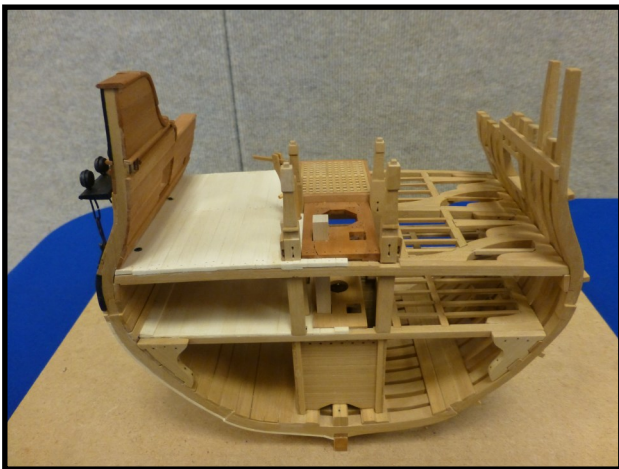
John Cheevers' Sardine Carrier



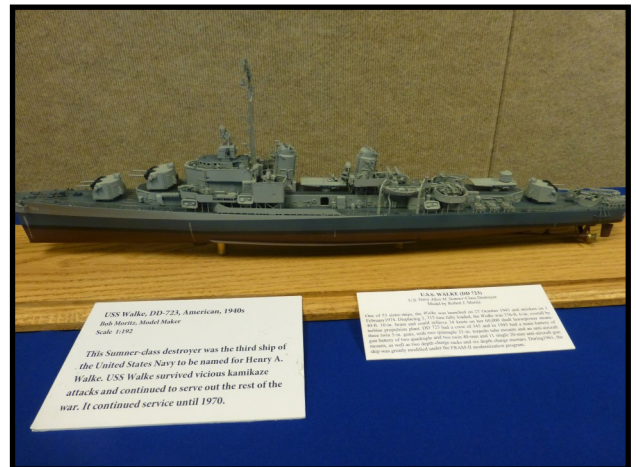
Bob Moritz's USS Baltimore



Gene Berger's Olympia



Dave Chelmow's Echo



Bob Moritz's USS Walke



## **Mystery Photo**

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



## NOTABLE EVENTS

### NOVEMBER

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

### DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: TBA

### JANUARY

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

### FEBRUARY

- 8 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers  
28 IPMS Richmond Old Dominion Open, Richmond Raceway

### MARCH

- 14 HRSMS Monthly Meeting:

### APRIL

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: TBA

### MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum

### JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum

### JULY

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: TBA

### AUGUST

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

### SEPTEMBER

- 12 HRSMS Monthly Meeting  
19 Talk Like a Pirate Day

### OCTOBER

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

### OCTOBER

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

## 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) 218-5368  
Photographer: Marty Gromovsky

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
October 12, 2019  
Mariners' Museum  
Guests: None

The meeting was called to order by Skipper, Gene Berger at 1009 hours. Gene noted that no guests were present. The Skipper commented on the lack of participation in displaying models at the Model Builders Stand and emphasized the need to rotate models through the display. Gene announced that Rich Carlstedt will be at the museum on September 17th at 1400 hours to give a presentation on his model of the Monitor's engine. Also, Bill Fox will be giving a talk at the Williamsburg Regional Library on the history of the James River at 1400 hours on October 13th. There was no correction to the abbreviated minutes. Ryland Craze gave a 3-month Purser's report, bringing everyone up to date on our financial status. Greg Harrington thanked John Cheevers for supplying hard copies of the early issues of the Logbook. Greg has now scanned all issues from May of 1986, added filters on ship searches and added notifications for changes in the web site. Greg noted that the members would have set a new password when they visit the new web page.

Old Business: The Skipper talked about developing a list of members' areas of expertise so other members would know whom to ask to help on solving a particular problem. Gene said that he had gotten a good response and a list would be forthcoming. Tim Wood said that he had an order form for shirts and hats with the HRSMS logo. Ron Lewis talked about the Williamsburg Occasion for the Arts held on October 5th and the Newport News Fall Festival at Newport News Park.

New Business: Bob Moritz was announced as Modeler of the Month. Ryland Craze said that IPMS Richmond will hold the Old Dominion Open on February 28th, 2020 and that we are in line to sponsor several awards in the amount of \$145.00. John Cheevers mentioned the donation of several kits from a woman whose husband passed away. Tony Clayton asked about an auction next year. Gene said that we would put off discussion about an auction until November. Ron Lewis noted that books that are unsold at the auction may be of use in the docents' lounge. Tony Clayton circulated a program signup sheet for 2020. The Skipper broached the subject of the March banquet. Greg and Ron will explore banquet options. Gene said that he would put together a Founders' Award committee at the November meeting. Ron Lewis said that we would have to move our meeting room to the first floor sometime in the next several months.

Show & Tell: Bruce Brown showed his Artesania Latina Endeavor. Stewart Winn showed his Half Moon from a Corel Kit. Ryland Craze showed his longboat from Syren Ship Models, planked with Alaskan yellow cedar. Dave Chelmow showed his Echo cross section. John Cheevers showed the progress on his sardine carrier. Bob Moritz showed a 1:192 resin destroyer and a 1:350 resin cruiser. Gene Berger showed the renovation he is doing on his Olympia.

The meeting was adjourned to the presentation "Making a Compelling Impression", by John Cheevers