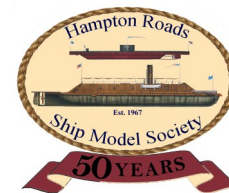


# Hampton Roads Ship Model Society Logbook!

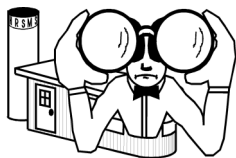


No. 409

WWW.HRSMS.ORG

July, 2020

## From The Bridge



## Mystery Photo



No course set. No courses set.

Having nothing in mind to write about, I went perusing old Logbooks looking for inspiration. I found an entry on inspiration itself, but it didn't fill the sails of my creativity. I found others that spoke to me: one regarding "getting started", another that said "screwing up" is important (an interesting term from the age of riveted plates), and a third about when an obsession over accuracy became an insurmountable roadblock. But I had nothing new to add that would make my entry worthwhile.

So instead, I will take the easy but no-less-worthy tack of saluting the day on which I write this, the 244th anniversary of the signing of our Declaration of Independence. And in the process I'll give a plug to our webmaster, whom I know well.

Our website contains many representations of ships that helped establish and maintain our independence. To find them, you should first click on Models in the menu. Then at the right (desktops, laptops, and tablets) or at the bottom (smartphones) you will find a set of controls labeled Find Models that allow you to filter the entire collection.

- Under Subject, select Naval and Privateer
- Under Countries select United States of America.
- Click Apply Settings

You will now have a listing of 46 models of American naval and privateer vessels made by our past and present members to review and admire. As they are listed in the order they were added to our website (newest first), the first entry is the gundalow PHILADELPHIA, modeled by Bill Fox. How apropos, given that the declaration was signed in that fair city.

Only want to see the new stuff? Or only the old? Change the setting under Subject to Naval and Privateer→Steel Navy or Naval and Privateer→Wooden Navy. The categories are hierarchical, and the arrow indicates a decent to a lower level within the hierarchy. Click Apply Settings to update the results.

Have a penchant for the silent service? Go one level deeper: select Naval and Privateer→Steel Navy → Submarines. By the way, you can pronounce that 'penchant' with a French accent, since as much as some like to poke fun at them (I found a reference to "French Leave" in while going thru old 'From the Pilothouse' entries) the War of Independence may have had a very different result without their assistance.

*(Continued on page 2)*

Mystery Photo #408: When I look at the ship in this month's Mystery Photo, I'm reminded of the time Bill Clarke told the story of someone getting into a fight and leading with his chin—I suppose it could be a tactic. Dudley Do-Right, the Royal Canadian Mounted Police cartoon character could be described as someone who could lead with his chin. The caricatures of Franklin Delano Roosevelt could be described the same way. And what about the comedian Jay Leno and his "anvil like jaw"? Strong chins don't necessarily mean a strong stance, but we might have



been coached and conditioned

to think so. The mental image of the strong chin creates a defining feature just like the exaggerated ram bow on our Mystery vessel. Defining features—and I've said this many times—are a great way of narrowing the playing field when it comes to identification. And all navies have them. Learning



to recognize them and knowing how to use them in identification goes a long way toward solving for the Mystery Photo.

Our Mystery vessel seems to be leading with a much exaggerated chin. The photo shows a warship pier side in a crowded harbor with an enormous building in the background. Other vessels fill the frame on either side of our subject. The ship is festooned with period fittings that should help narrow the timeline. Her livery features a white hull, a boot topping or



*(Continued on page 2)*

## MEETING NOTICE

The July Meeting  
Has Been Canceled



# What's Happening at the Museum

## July 2020

Are we tired of this yet? I surely hope that all of our members are safe, healthy and adapting to this bizarre alteration of our lives as we knew them! It's actually given me more time to work on home repair projects and the restoration of a very old (and marginally accurate) model of Constitution. Most of all, however, I've remained engaged with our super-competent Museum staff and administration and I am, every day, amazed at their flexibility and eagerness to continue to produce high quality products in our programming and visitor experiences despite a whole new work process.

We are optimistic now as the Commonwealth moves into Phase 3 of Governor Northam's "Forward Virginia" Plan! A little more than three weeks ago, we reopened the Park and Noland Trail. It has been most encouraging to see people back using this valuable community resource that Mariners' has the honor to care for. We even placed staff and a couple of volunteers along the trail last Saturday with one thousand bottles of water and a clever binocular viewer as gifts to those who walk and run the trail! While museums are permitted to open, we will be taking additional time to reopen our Museum galleries to ensure an optimal (and safe) experience for our guests. In the interim I strongly urge you to go to the Museum website, [www.marinersmuseum.org](http://www.marinersmuseum.org) look at all the opportunities to expand your nautical knowledge and, particularly, go to "MUSEUM BLOGS", "Read More" and read President Howard Hoegge's first blog "The Anatomy of a Mission". This is leadership on a grand scale. By the way, most of us know the story of Matthew Fontaine Maury, often referred to as the "Pathfinder of the Seas" because of his extensive and thorough cartography of the oceans of the world (he circumnavigated the globe), primarily the North Atlantic. Sadly, his position on slavery was not up to the standards we would attribute to him. So, after consultation with the Museum's Board, our Lake Maury will become "The Mariners' Lake"! Actually, I'll bet most folks thought that was its name!

Hoping to see all in August! Stay Safe, Stay Well.  
Ron

Ron Lewis

(Continued from page 1)



You can add a date range under Era, if you wish to narrow things down further. Note that only models that meet all criteria will be listed. So you won't find any listings if you select both 1700-1815 and Naval and Privateer→Steel Navy → Aircraft Carrier. To clear a field, set it back to All <xxxx>, e.g. All Eras.

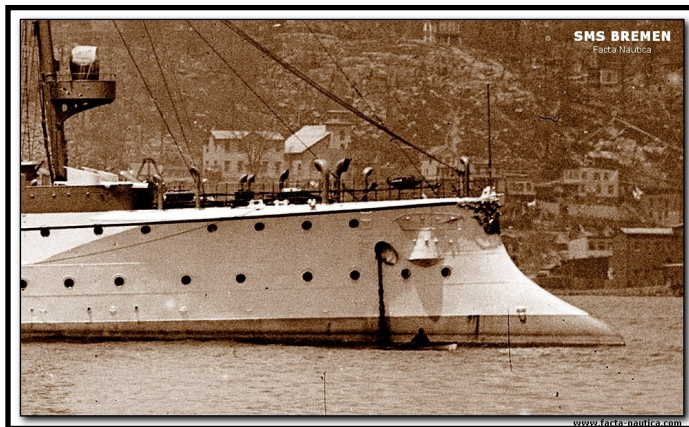
Happy Independence Day, Everyone!

Greg.

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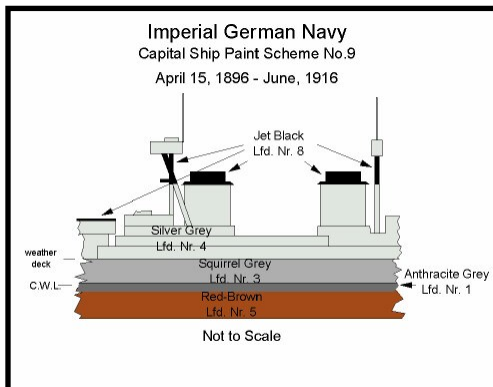


bottom color that may or may not be the usual red, and topside colors that may or may not match the hull; it's difficult to say, but it's probably buff. The vessel features an open waist design with a decked over forecandle and poop. A slightly raised bridge sits forward of three identical funnels. Each funnel sports seven or eight equally spaced painter's rings—a



signature feature of Imperial German navy and Dutch navy warships. There is evidence of at least five sponsored gun mounts. The second one from forward also features a notch cut into the edge of the forecandle deck designed to improve this weapons field of fire. And, of course, there are the ship's boats, their associated davits, and awning stanchions throughout. There is no forest of visible funnels, but there are one or two oddly shaped ones located near the main mast. Two tall masts, each with a searchlight, finish the look.

Lots of hints in that last paragraph. The average researcher could take them and fairly quickly make a class match which would reduce the pool candidates to seven. You could then turn to the Internet and search that class to find the Mystery Photo. Or, you could stay with the printed references and hope to get lucky. Or, you could use the printed references and through deduction make a really good guess at our Mystery. Or, you could base a Google search on that warship type and an educated guess of the navy based on the identifying features and find the Mystery Photo.



One reply this month from our resident expert in all things naval, Dave Baker, who had this to say about his "less than intense research for this Mystery Ship". "Some guesswork here, but the ship is definitely a unit of the Imperial German Navy's BREMEN class of small cruisers, with the overseas-posting color scheme (white hull, yellow-brown upper works) that BREMEN wore between completion and her return to German home waters in 1914. She had six sister ships: HAMBURG, BERLIN, LÜBECK, MÜNCHEN, LEIPZIG, and DANZIG." And through careful observa-

(Continued on page 3)

(Continued from page 2)



tion Dave begins to sort them out. “The BERLIN and MÜNCHEN had a different arrangement for the 1.1-in. machine-gun gun positions at the extreme bow and can be ruled out, while there were small differences in the compass platform supports abaft the third funnel and differences to their searchlight arrangements.” From the original seven, Dave has narrowed his choice to the remaining five. And that was as close as he could get. So he chose to lead with his chin and picked Bremen. Lacking competing replies, we’ll go with that.

Dave defines the ship’s characteristics: “BREMEN, was built by the A/G Weser firm at Bremen and was launched on 9 July 1903 and commissioned on 19 May 1904. As completed, the ships of the BREMEN class displaced between 3,651 and 3,816 tons full load and were 113.8 meters overall, except LÜBECK, which was 111.1 meters overall. They had 13.3-m beam and drafts of up to 5.53-m. All had two vertical 3-cylinder reciprocating engines developing around 12,000 indicated horsepower total except LÜBECK, which was the first German Navy ship to be fitted with Parsons steam turbines (and briefly had eight propellers, while the others had two 4-bladed props. Ten double-firebox boilers of around 220 p.s.i. pressure were fitted. Maximum speed for all was on the order of 22-23 knots, and range at 12 knots was between 4,270 and 4,690 nautical miles, except for LÜBECK, which had a range of only 3,800 n.m. at that speed. Their armament was ten single 105-mm (4.1-inch) quick-firing guns, with 1,500 rounds in the magazines, plus ten machine guns and two 450-mm submerged torpedo tubes (5 torpedoes could be carried). Crews included 14 officers and between 274 and 287 enlisted personnel.”

With the class defined and Bremen chosen as the best candidate, it’s time to see if it was a good choice. As already hinted to earlier, I recognized the vessel as being an armored cruiser of the Imperial German Navy. But I didn’t know which one. So I did the logical thing and made a Google image search for “German armored cruiser” and almost immediately saw a result for the Bremen – class cruiser. Physically it was a match to our Mystery vessel. But I also found the six other members of the class which Dave has previously named. I refined my search to “SMS Bremen” and was rewarded with a result for flickr.com that contained our Mystery Photo. The image is credited as “SMS Bremen German Cruiser early 1912 NARA165-WW-337B-001”. Clicking on the site reveals the caption “The German cruiser Bremen, with several other German naval ships, visited the East Coast of America in 1909 and again in 1912. This picture was taken in Galveston, as the Bremen made a swing thru the Gulf of Mexico visiting New Orleans, Galveston and Vera Cruz in early 1912. The large structure in the distance is a grain elevator. Galveston was a very busy port at that time.” Huh!

Leading with your chin—seems to be the theme this month. Our Mystery Photo has been timed to 1912. Galveston, at that time was nearing the end of a long rebuilding program after she led with her chin in a fight against Mother Nature. If you visit Galveston today you will notice that the topography of the city is basically a sand bar with no real elevation—it’s listed at 7-feet. You will also notice a seawall along the shoreline that protects about 10 miles of waterfront. Here’s why: In 1900 a monster, unnamed hurricane “came ashore the night of Sept 8, 1900 with an estimated strength of a Category 4. It remains the deadliest natural disaster and the worst hurricane in U.S. history. From 6,000 to 12,000 people died on Galveston Island and the

(Continued on page 4)

## AMERICAN NAVAL HISTORY

1836

January 21: Blockade of Florida. Blockade of southern Florida, whose settlers are certain that the Seminoles are receiving arms from Cuba and the Bahamas. Not a single gunrunner is ever apprehended. State and military authorities remain convinced that the arms traffic exits and the blockade is maintained throughout the war.

January 21: Marines reinforce Fort Brooke.

March 16-30: US Marines, reinforced by 15 seaman explore the shores of Charlotte Harbor for signs of the Indians and land parties that push inland as far as 10 miles.

March 17-28: A boat expedition from the sloop Vandalia makes a reconnaissance of the Manatee River and the keys around Tampa Bay.

April 1: Action with the Seminoles. On a second expedition from the Vandalia, Powell sends a detachment to intercept a band of Seminoles who have plundered a fishing village on Josefa Island, killing 2 and capturing 2 others.

July 12: First engineering officer. Charles H. Haswell, who designed the engines for the second steamship built for the navy, Fulton, is the first engineer to be commissioned in the US Navy.

November 21: Battle of the Wahoo Swamp. Fought in eastern Central Florida between the hostiles and a mixed force of regulars, volunteers and friendly Creeks led by marine officers.

1836 Ends with no further actions.

Bob Moritz

### THE ANSWER

The Answer to Mystery Photo 408

SMS Bremen German Cruiser early 1912

NARA165-WW-337B-001

This picture was taken in Galveston, Texas

### Nautical Term

Helm The simplest definition is “tiller,” but the term could be said to refer to the steering apparatus of any craft. There are several words from which the term could have been derived, one of which is the Old Norse *bjalmbvob*, meaning rudder-handle.

Tim Wood

(Continued from page 3)



mainland.” Prior to the storm Galveston was a major port along the gulf coast. After the storm it was difficult to get investors to put their money into keeping it that way. They turned to Houston instead. Strategically, Galveston reverted to being a barrier island to help protect the great Texas flood plain. We all remember what hurricane Harvey did

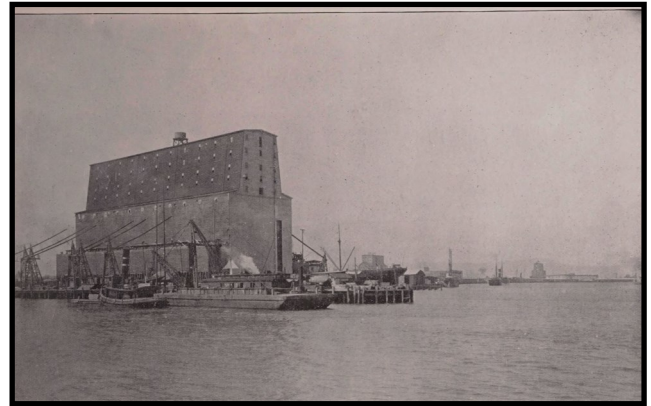
to that flood plain in 2017 with its torrential rain.

In Dave’s reply, there was a guess as to location. “The immense storage building in the background is typical of those found in German ports from the 19th century on, and from the cleanliness of the ship's paint job, I'd guess the photo was taken



June 3-8, 1912: SMS Bremen seen at Hampton Roads.

at the time of her completion in 1904 at her namesake city of Bremen.” Contest rules say you have to pick a place. I picked a different place as I have seen images of very similar grain elevators in images of other US ports. There was one right here in Newport News back in the day. But, I didn’t choose Galveston or Newport News. For some reason my mind wanted to place the ship in Philadelphia—go figure. However, that grain elevator, grain elevator “A” belonging to the Galveston Wharf Com-



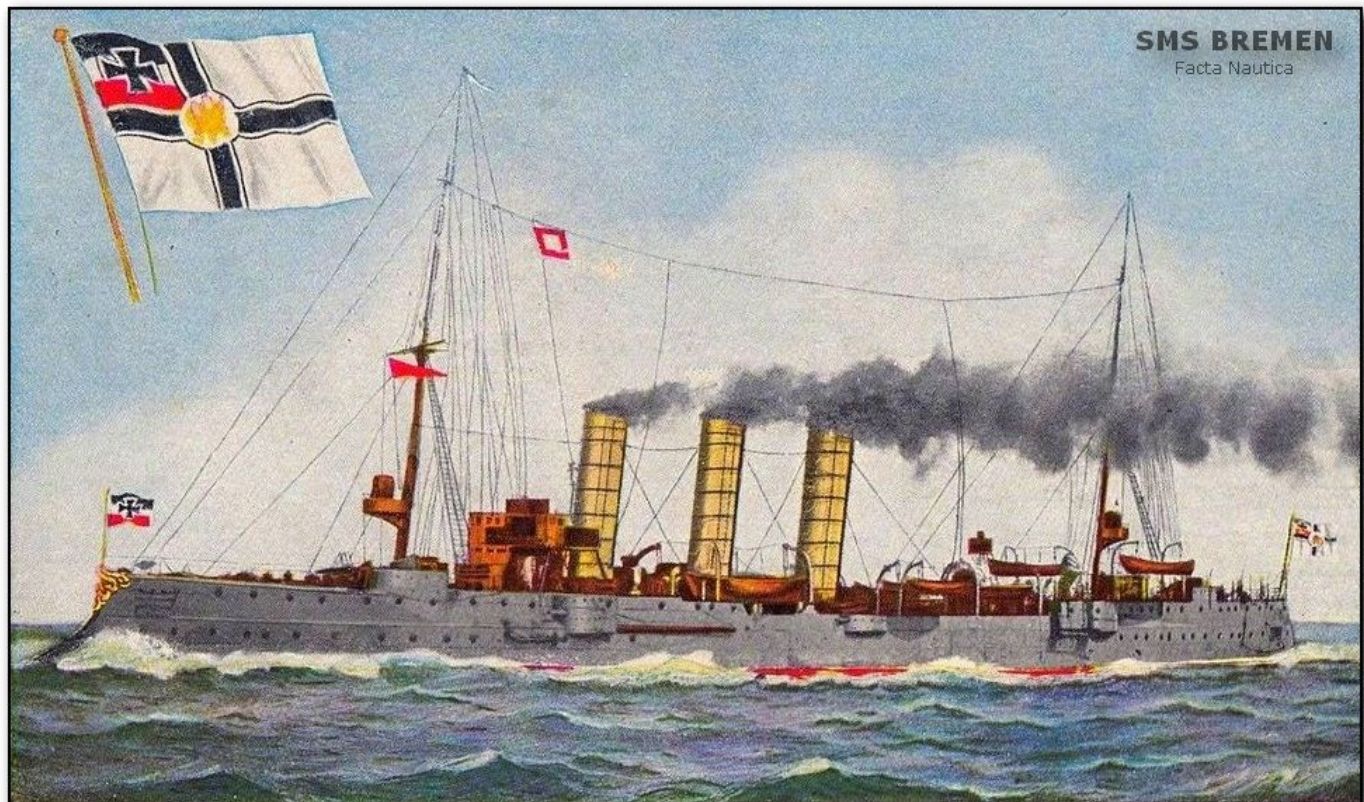
Grain elevators Galveston, Tx. Circa 1900

pany was located on the 17th street pier for those of you needing to feed your GPS craving. It suffered tremendous damage from the 1900 hurricane, but was rebuilt in time to pose as a backdrop for Bremen’s portrait.

Finally we see that Bremen, too, led with its chin. Dave tells us that “BREMEN herself hit two mines on 17 December 1915 near the Spon Bank in the Baltic and was lost, along with steam torpedo boat V191 and 250 of their crew members.”

I find it ironic, after I mention going to the Internet for information concerning our Mystery vessel, that I found Dave’s reply to be very complete. About all I had to look up was the data concerning one Texas City. Well done Dave! If you wish to go behind Dave and fact check here are the titles he used: “References used in my less than intense research for this Mystery Ship included various editions (including one thankfully in

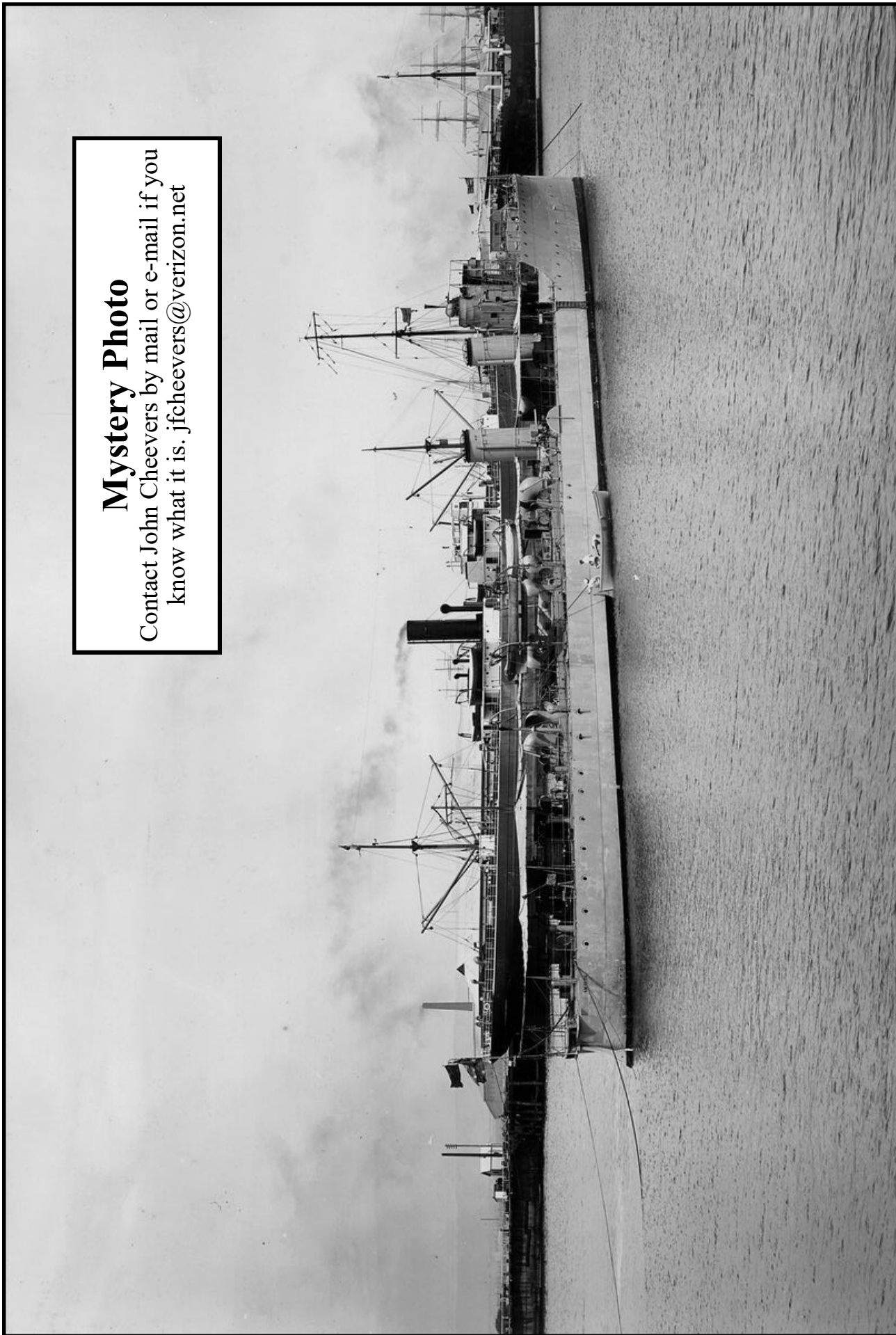
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www.facta-nautica.com

## **Mystery Photo**

Contact John Cheevers by mail or e-mail if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

### JULY

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

### AUGUST

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

### SEPTEMBER

- 12 **HRSMS** Monthly Meeting  
Picnic, Newport News Park
- 19 Talk Like a Pirate Day

### OCTOBER

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

### NOVEMBER

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

### DECEMBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: TBA

### JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers

### FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers

### MARCH

- 13 **HRSMS** Monthly Meeting:

### APRIL

- 10 **HRSMS** Monthly Meeting:

### MAY

- 8 **HRSMS** Monthly Meeting:

### JUNE

- 12 **HRSMS** Monthly Meeting:

## WATCH, QUARTER AND STATION BILL



Skipper: Greg Harrington (757) 218-5368  
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



The June HRSMS meeting was cancelled.

Greg Harrington facilitated a virtual meeting

The Clerk is up on charges of dereliction of duty for not properly documenting the June virtual meeting.

Thanks to Greg Harrington for these notes.

Three guests:

Tom Rugeiro - Ship Model Society of New Jersey

Bill Brown - Ship Model Society of New Jersey

Don Good - Mathews area (2nd meeting)

Tom and Bill both joined as Associate members and are now listed in our roster

We discussed the cost/benefit of paying for Zoom meetings and the possibility of streaming from our normal meeting location once that resumes. I said I would pursue getting more bandwidth in that part of the building if it is necessary. If all else fails, we'll hold secondary meetings online. This is for the current members that still feel unsafe joining a live meeting and for those that are too far away.

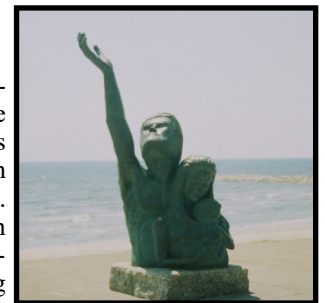
We voted to make a donation to the museum

The Clerk will do better at the July Meeting

*(Continued from page 4)*



English) of the enormous multi-volume German Warships 1815-1945, which first appeared ca. 1935 and was begun by Erich Gröner and later completed and revised by Dieter Jung and Martin Maass. No photos, but immense amounts of data and a vast number of well-executed drawings. I could only find one photo of any of these ships as built and it was in an early edition of Weyer's Flottentaschenbuch." I would add the large format book The Ships of the German Fleets 1848-1945 by Hans Jurgen Hansen to that list.



Monument to the victims of the 1900 Galveston hurricane,.

John Cheevers