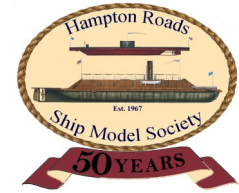


Hampton Roads Ship Model Society Logbook!

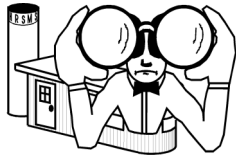


No. 416

WWW.HRSMS.ORG

February 2021

From The Bridge



Mystery Photo



A couple of weeks ago it occurred to me that we never announced the winner of last year's Founders' Award. It was the early days of the pandemic, and for several months I still held out hope that the banquet could be postponed rather than cancelled. The award eventually left my mind entirely, and perhaps yours as well, as no one has brought it up. As for this year, the skipper (if he's doing his damn job) would normally form a nominating committee at the January meeting. This did not happen, but it's not too late. I spoke to John, and he volunteered to form the nominating committee for this year. I believe the committee has normally determined the nominees internally, but given the vacuum we've endured this past year, I'm encouraging you to reach out to John to let him know of a deserving candidate, if you can name one.

A full description of the Founders' Award and guidelines for nominations can be found on our website (<https://www.hrsms.org/Content/founders-award>). Two lines of note: 1) "Whether a nominee for the Founders' Award has served as skipper (or other officer) is therefore not considered to be relevant when choosing nominees. 2) The Founders' Award was set up to honor an individual who, through club related volunteer work or work that enhanced the club's reputation, deserved separate recognition."

I've received the award twice, and both times it was largely to do with my contributions as webmaster. In light of the first note, perhaps I should not have been a nominee (no take-backsies). I am certainly out of the running this year, as everything I've done has been in the (relatively) normal execution of

(Continued on page 2)

Mystery Photo # 414: Not since Brother Chris made fun of Andrew's double barrel shotgun of a nose have we entertained a Mystery Photo with so much satirical potential. I guess the opening sentence could serve as a spoiler alert—as if you needed one. I also guess that in a pure esthetic sense, if you wanted the optimal shape for a delivery orifice in terms of efficiency and appearance you would end up with a shape eerily reminiscent of the classic pig's snout. It would appear that the vessel in this month's Mystery Photo possesses that unique characteristic.



The double barrel nose shape suits a pig quite well. The organ is naturally optimized for finding the elusive truffle. Likewise in the pure bred Pachón Navarro dog also we find the "Bifid nose" which provides this hunting breed with superior sniffing skills—move over you Tennessee bloodhounds. In fiction, I'm reminded of the caterpillar drive unit fitted to the submarine Red October—but this vessel clearly is not a submarine. On the industrial side, a quick on-line search of this characteristic yielded many instances where a bifurcated shape is used to effect in the design.



(Continued on page 2)

Dues

2021 dues are now payable.

Remit to:

HRMS
c/o Ryland Craze
5708 Oak Knoll Lane

MEETING NOTICE

The February meeting will take place online.

1000 Hours

February 13, 2021

What's Happening at the Museum

Museum Update

Don't want to get over-optimistic but plans are still aimed at a late-spring re-opening. The staff has been working off-site to be sure that we'll open with gusto and bring visitors a fresh, exciting experience as they return to America's National Maritime Museum. The intent is that when we open, we'll stay open! Meanwhile, please log on and check the Museum's website (marinersmuseum.org) for ongoing programs and lectures. The site is updated on a regular basis and I think staff is putting in plenty of hours from home, more than would have been required in a 40-hour week! We have a championship team that we can be very proud of!

Ron Lewis

(Continued from page 1)



a club officer's duties, be it skipper or webmaster. Given the situation over the past year, it seems highly improbable that anyone has had an opportunity for volunteer work or any other outreach that could "enhance the club's reputation." That being said, some past recipients were nominated (deservedly so) for general service to the club rather than for public outreach. With several precedent cases, I see no reason why we cannot make the criteria similarly broad this year. Unfortunately, there has been a dearth of opportunities for general service as well. However, I don't want to make assumptions and leave unrecognized some effort of which I'm either unaware or have callously forgotten. So talk to John if you have a good candidate.

The committee may ultimately decide to forego the award this year, as it has in several prior years (most recently in 2017). If there are nominees, we will move forward with the announcement of last year's winner at the March meeting and in the April Logbook and hope for the possibility of a social gathering (picnic, banquet, or regular meeting) later this year where we can do a proper in-person presentation for the 2021 award winner. If there are no 2021 nominees, we shall hold off announcing the 2020 award, likewise hoping we can do a proper in-person presentation sometime this year. We certainly will not delay it past the end of the year.

That's all for now. I look forward to seeing you all (virtually) again this Saturday.

Mañana Man

Nautical Term

Clew: Lower or leeward corner of a sail. The word is derived from Old English and Old Norse, the latter word being *kle*, of this same meaning.

Tim Wood

(Continued from page 1)



The sawed-off double barrel shotgun, the Bell X14 VTOL aircraft, the prototype Russian IL-40 ground attack aircraft, and certain BMW coupes come to mind—you don't lead with your chin if you can lead with your nostrils. The shape's success or failure I suppose lies in the eye of the beholder. I remember an engineer once telling me that if your design physically looks good, it usually is good—nature tells us this.



Ok, I'll admit that up to now, what I say is a bit of a stretch. But you cannot discount that the twin openings we see at the bow of this month's Mystery Photo might have been the most optimal, elegant solution for the mission of this vessel. So you have to ask, "What is the design intent?" In the sole reply this month, Tim Wood provides a clue when he calls the vessel a "torpedo boat." Unlike the more familiar World War Two era torpedo boat with its side launched trainable tubes, or the failed, sliding stern-launch design, this early model had fixed tubes located at the bow. One has to assume that the aiming mechanism was the Mark 1 eyeball with bearing established using an extended hand with upturned thumb and one eye closed. If that's the case, then tubes at the bow is good design. Point and shoot, keep it simple.

Let's look at the Mystery Photo. In it we see a smallish, ram bowed vessel with the bifurcated nose leading to a long, turtle-back forecastle that terminates at a round cupola topped by a searchlight and cantilevered running light platforms. The bow shape seems to be optimized and intended to split and then shed waves as the vessel holds course while driving toward an enemy. Just aft of the bridge cupola we have side-by-side stacks. Going aft from here, the rest of the deck seems to be stripped bare, most likely awaiting additional gear. There are no people in sight to establish scale, but the height of the rails gives a good sense of her small size. Judging from the cleanliness and crispness of the paint, I would say she is brand new having recently been launched.

The vessel poses before an interesting background. It is reminiscent of a typical English or European dock were you have basins leading to basins, and cut through passages all controlled by locks to maintain constant water depths. The buildings are all brick and mortar and have that Victorian style. Besides the barge on the right and the stack of lumber on the left we see a cut through leading to another basin. In the distance we see buildings, tall stacks, and a forest of masts.

Outside of that hoggish nose, the best clue in this image contains the letters "oplar dock" that appear on one of the buildings. Using a bit of common sense, I expanded the clue to read "Poplar Dock" and added the words "torpedo boat" to see what would fall from the cloud. Searching on-line what a phrase can yield interesting results, not to mention a top result that is our Mystery Photo. Along with, or actually as part of his one-sentence reply, Tim gives us the vessel's identity, and possibly dates and locates the image, when he writes,

(Continued on page 3)

(Continued from page 2)



“Dutch torpedo boat ARDJOENO, built by Yarrow in 1886.”

The top online search result confirms Tim’s reply, and tells us that the “Poplar Dock” was located in a section of London that was an industrial area but is now occupied by luxury apartments (flats?) and marinas. To find it, go to the River Thames and look for the large bend where the river goes around the Isle of Dogs and look just north for Blackwall and then Poplar. And just as it should be, Poplar Dock is in a neighborhood



Warehouses at Poplar Dock, London, c 1898

called Poplar. And just like the photograph and Tim allude, Yarrow and Company Shipbuilders was once located at Poplar Dock.

The search result sends us to an interesting history of the Yarrow Company. Written and posted by Mick Lemmerman at Islandhistory.wordpress.com, under the section called Isle of Dogs—Past Life, Past Lives, many of the local shipyards are covered. Titrting the piece Yarrow & Co. – Shipbuilders of Cubitt Town, Lemmerman gives us a fairly detailed review of the company that build Ardjoeno. Our Mystery Photo appears in the article and carries this caption: “Torpedo boat Ardjoeno built by Yarrow’s for the Dutch government in 1888. Photo: NH 70423 courtesy of the US Naval History & Heritage Command.”

The article:

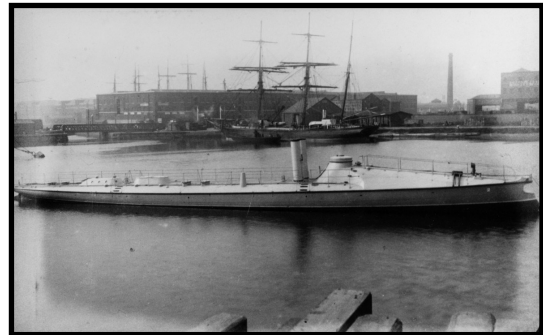
“Yarrow’s was a major shipbuilding company – specializing in military vessels – which in the 1980s was taken over by GEC Marconi Marine and which is now part of BAE Systems.

The company was founded by Alfred Fernandez Yarrow who was born in 1842 in London, the son of Esther (Lindo) and Edgar William Yarrow. His mother was of Spanish Sephardic Jewish background and his father – a clerk working for a West India Merchant in the City – was from an English Christian family; Yarrow was raised a Christian.

After completing an engineering apprenticeship in Stepney, Yarrow invented – along with a friend – a steam plough which earned him enough money to save £1000 within a couple of years, a considerable amount of money at the time. With this money, in 1866, in partner-

ship with Robert Hedley, he set up as a builder of steam boats at Hope Yard south of the Folly House pub.

Hope Yard ... had a river frontage of only a little over 90ft and the further drawback that a right of way ran across it to the Folly House. The freehold of both the yard and the adjoining area on which the Folly House stood was purchased in 1875, however, and the residue of the lease of the public house was acquired soon after. The yard then became known as Folly Shipyard.



Portuguese torpedo boat no. 2,
built by Yarrow in 1886

Yarrow and Hedley ventured into military vessels from the early 1870s, building torpedo boats for the Argentine and Japanese navies, among other customers. In the period 1868-75, they turned out no fewer than thirty-five steam boats, but at the end of the period – after many acrimonious disagreements between them – Hedley and Yarrow dissolved their partnership, and Yarrow continued as sole owner.

Yarrow was successful at a time when Island shipbuilding was in steep decline thanks to his specialisation in relatively small, fast steam boats designed to carry and launch a recent invention: the self-propelled torpedo.

A lease of the ground between the yard and Samuda Street, taken in 1866, was renewed in 1878, with the addition of a strip of ground along the southern edge of the premises. The yard was further enlarged by the purchase in 1875 of the residue of the lease of land to the north from the widow of Nathaniel John Hudson, a barge-builder.

The torpedo boats were designed to be sea-going, but it was usual to transport them on ships over larger distances. One exception was the sail-assisted torpedo boat, Centella, built for the Argentine navy. It sailed from Plymouth to Buenos Aires, a journey of 72 days!

In 1892 Yarrow built the first two destroyers for the Royal Navy: Havock and Hornet of the Havock class. He struck up a strong friendship and correspondence with Lord Fisher (“Jackie Fisher”), and subsequently Yarrow Shipbuilders became a lead contractor for the Royal Navy for smaller, but almost always fast, boats.

Although torpedo boats were fundamental to the success of the company, Yarrow also continued to build other kinds of vessel. Stern wheel paddle steamers were still popular....

(Continued on page 4)

(Continued from page 3)



By 1896 it was already apparent that Yarrow's were outgrowing their 'Folly Yard' and they were keen to move to a larger yard. In 1898 they took over the nearby London Yard which had recently been vacated by Westwood's, where they carried out extensive redevelopment. In addition to the room to make larger boats...

...the new premises included a large workshop for the manufacture of water-tube boilers, a variety of which Yarrow had himself invented (its greater water capacity within a relatively compact size made it attractive for use as a marine engine)...

Alfred Yarrow's business had suffered badly during the engineers' strike of 1897-8, and the high rates in London, coupled with the increasing costs of materials and labour, eventually made it impossible for him to compete with the firms on Clydeside and Tyneside.

At the start of the 1900s, there were fears that the firm would not be able to continue at its Isle of Dogs yard, fears that were allayed by the Evening Standard in 1911.

Showing just how reliable newspapers have never been, the yard was gradually wound down between 1906 and 1908 and the firm moved to new premises on the Clyde in Glasgow. 300 employees and most of the machinery also made the move north. The departure marked the end of significant shipbuilding on the Isle of Dogs."

And so we end our porcine tale of the mysterious torpedo boat. We certainly detailed her beginning, but her career still remains somewhat of a mystery. This is about all I can find: From Conway's All the World's Fighting Ships 1860-1905, we learn that Ardjoeno heads a group of ten first class torpedo boats loosely grouped together as a class for the Netherlands (Dutch) Navy. Weighing in at 82 tons, she was 125 feet long, could do 21 knots, and carried 2 - 18" torpedo tubes. I could not find any service history or disposition notes other than being stricken in 1911.

We need to acknowledge Tim for sniffing the whole thing out. His olfactory prowess provided the only reply that passed the sniff test—in fact, as pointed out, it was the only reply. It is important to know that no animals were harmed in the preparation of this essay, no structures were dismantled to find clues, and that much political satire had to be ignored. But, I was tempted to consume some Pig's Nose scotch whiskey near the end of this investigation. You may now return to your modeling project.

John Cheevers

THE ANSWER

The Answer to Mystery Photo 415
Dutch torpedo boat ARDJOENO, built by Yarrow in 1886. NH
NH70423

AMERICAN NAVAL HISTORY

1846

April 23: Beginning of the Mexican War.

May 14: Blockade of Mexico. Commodore David Conner proclaims a blockade of the Mexican Gulf ports of Matamoros, Tampico, Alvarado and Veracruz. Not a single Mexican vessel will put to sea during the war.

August 7: First attack on Alvarado. On the Gulf coast of Mexico, Commodore Conner's Home Squadron, the Princeton and Mississippi bombard the forts and gunboats guarding the mouth of the Alvarado River.

September 23: Californian revolt.

October 15: Second attack on Alvarado. The Home Squadron makes another attempt to enter the Alvarado River. They withdraw when the McLane, which is to tow three sailing ships into the river, proves unable to cross the bar.

October 23: First Tabasco Expedition. A squadron of seven vessels under Commodore Perry enters the Tabasco River, capturing the coastal town of Frontera and briefly occupy the city of Tabasco. Next day, Mexican troops reoccupy Tabasco and open fire on the ships. Perry shells the city until their firing ceases and returns to the coast.

November 14: Commodore Conner leads a force of six ships into the Panuco River, on the Mexican Gulf coast. On November 19, the steamer Spitfire and schooner Petrel capture the town of Panuco. The town will be held by US forces for the remainder of the war.

December 8: Loss of the Somers. Blockading off Veracruz, the brig Somers, is capsized by a sudden squall. Of her 76 crewmen, 32 are lost.

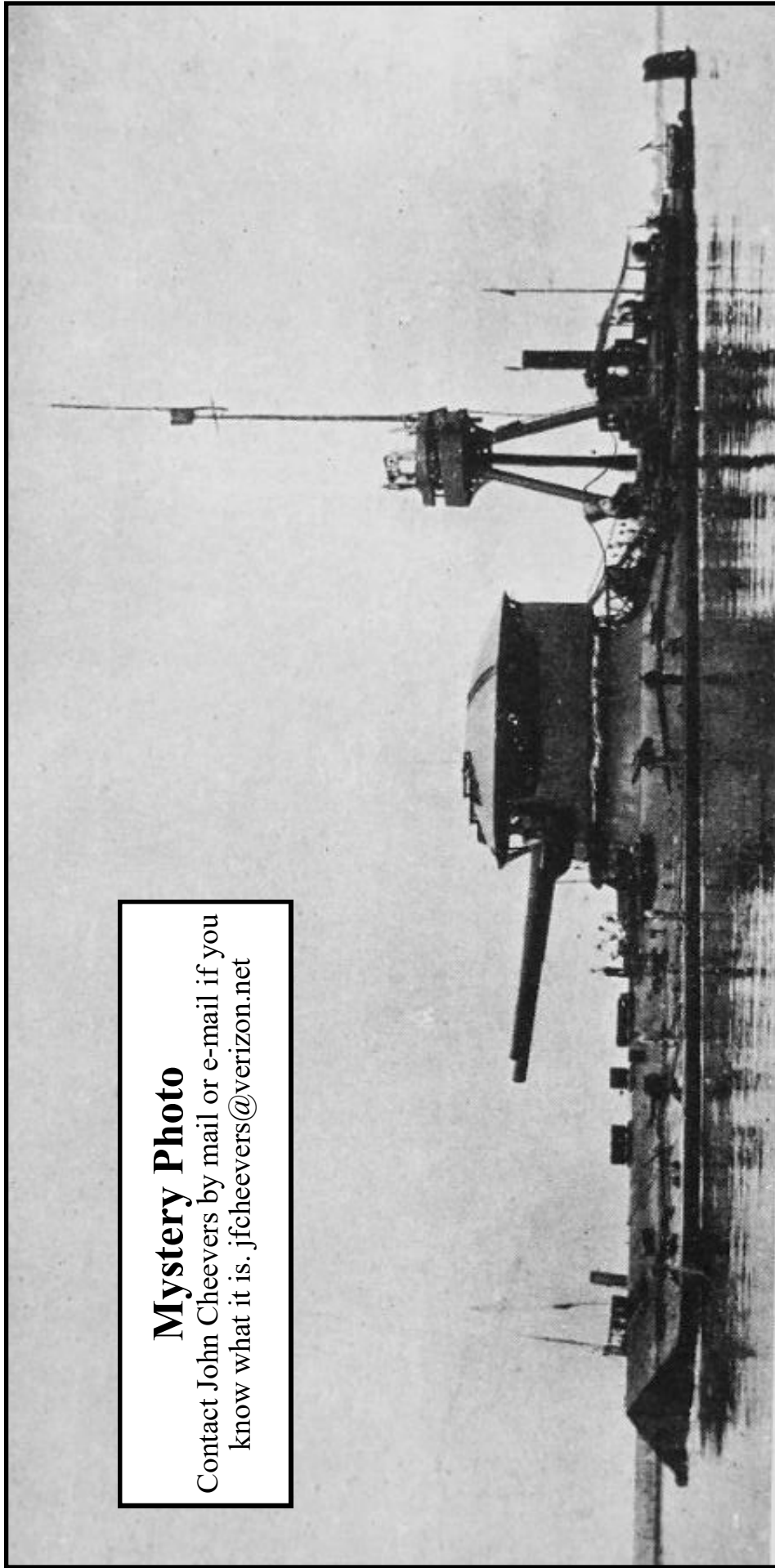
1846 Ends with no further actions.



Detail of Blocking between bulkheads in Sean Maloon's Siren

Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is. jfcheevers@verizon.net



NOTABLE EVENTS

MINUTES



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:

JULY

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

AUGUST

- 14 **HRSMS** Monthly Meeting:
Presentation, TBA

SEPTEMBER

- 12 **HRSMS** Monthly Meeting, Presentation: TBA
19 Talk Like a Pirate Day

OCTOBER

- 9 **HRSMS** Monthly Meeting:
Presentation, TBA

NOVEMBER

- 13 **HRSMS** Monthly Meeting: Zoom
Presentation, TBA

DECEMBER

- 8 **HRSMS** Monthly Meeting:
Presentation: TBA

JANUARY

- 8 **HRSMS** Monthly Meeting: Online Zoom
Nomination of officers

Hampton Roads Ship Model Society
Monthly Meeting
Zoom Video Meeting
January 9, 2021

Guests: None

The meeting was called to order by Skipper Greg Harrington at 1004 hours. Ryland Craze gave the Purser's report, noting the Ford - Tragle donation and the auction proceeds. Ryland said that he was not able to make reservations for the picnic site at Newport News Park as reservations were not being taken at this time. There was no correction to the minutes as published. Greg Harrington gave the Webmaster's report. Greg noted several additions to the web site including tips for submitting photos and a page for George Livingston as Molder of the Month.

Old Business: None

New Business: The nomination of officers took place with the following results. Greg Harrington was nominated for Skipper, Gene Berger nominated for Mate, Ryland Craze for Purser and Tom Saunders for clerk. The election process will be concluded at the February meeting.

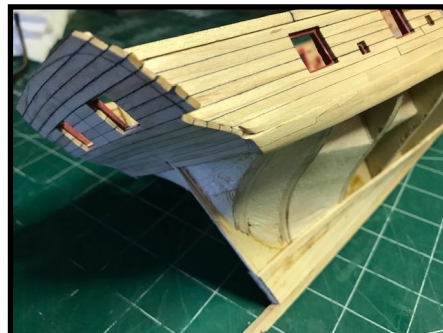
Show & Tell: Ryland Craze showed the rigging progress on his longboat. Bill Fox talked about the model of the USS Missouri that he received from the Mariners' Museum. After restoration he will donate the model to the Surry County, VA Historical Society museum. Gene Berger showed the progress on 26-foot whaleboat and gun parts for his destroyer escort. Bill Brown thanked Ron Lewis for his lead on Chris Craft information. Tom Ruggiero showed his progress on his Medway longboat. Sean Maloon showed a sample of how he is going to do the treenails on his Siren and the progress of the planking. Ulrich Guenther showed the progress on his Berlin. Stewart Winn showed his scratch-built 18th century Mediterranean merchant vessel, based on the HMS Revulsion. John Proudley showed his Royal Caroline. Dave Chelmow showed his clamping jig for bending Swiss pear parts for his sharpie. Don Good said that he looking to construct photo-etched oyster tongs. Gene Berger that he would work with Don to help him get what he needs. Joshua Fichmann showed work on the yards for his Black Pearl.

The meeting was adjourned to a presentation about working in Iran by Bill Fox.

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Greg Harrington (757) 218-5368
Mate: John Cheevers (757) 591-8955
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Tim Wood (757) 481-6018
Editors: John Cheevers (757) 591-8955
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 218-5368
Photographer: Marty Gromovsky



**Planking on
Sean Maloon's
Siren**