

A Few Pictures From the September Picnic



Shelter no. 10



Ryland and Pam at the grill



The Feast

Mystery Photo



Mystery Photo # 423: Writer's block this month. I don't have a good angle to approach this Mystery. I began this essay using three different themes, and I'm not happy with any of them so they are discarded. I think in the end, you will find that this story is not a mystery at all but a giant, quoted piece provided by our good friends at Wikipedia—with some selective editing, of course. Enjoy.

With no replies for this photograph, I am going to skip straight to the identification. It's a shame really that no one played, the identification is an easy one to obtain. The photo captures the arrival (I assume) of a warship as it enters a harbor or anchorage and is greeted by a flotilla of private boats and yachts. The same could almost be said if the ship was leaving harbor, only the flotilla would be sending her on her way with wishes of fair winds and following seas. I'll go with the former thought as I think arrivals generate more participation and enthusiasm from the general public.

The ship has a profile that should be familiar with anyone who has studied naval history and the development of the Capital ship. Battleships and Battlecruisers used to be the de rigueur tool of naval diplomacy and command of the seas. All the major navies had some—some way more than others. The British Navy is usually credited with leading the way in numbers built and in development since they were the preeminent sea power at the turn of the 20th century. That's an arguable fact for another time.

Battleships and Battlecruisers: what are they and why are they different? In simple terms, a battleship is armed, armored, and slow, while a battlecruiser is armed, unarmored, and fast. Appearance wise they closely resemble each other although battlecruisers usually had more funnels to support the larger power plant. Our Mystery ship has three, so a good guess might be battlecruiser.

(Continued on page 3)

MEETING NOTICE

Date: October 9, 2021

Place: Mariners' Museum

Time: 1000 Hours

The meeting will be broadcast on Zoom.

What's Happening at The Museum

Check the Museum's web site, marinersmuseum.org, to view the October calendar.

Ron Lewis



Some of the usual suspects solving the world's problems



Rylsnd Craze giving an impromptu planking demonstration

Thanks to Ron Lewis for the picnic photos.

Nautical Term

Lucky Bag: Mostly a naval colloquialism, the lost-and-found department. This is a good example of sailor's whimsy, as to recover a lost article could cost a man a fine, and earlier a piece of rope's end served to him uncomfortably.

Tim Wood

AMERICAN NAVAL HISTORY THE CIVIL WAR

August 1: Gustavus V. Fox is appointed assistant secretary of the navy.

August 3: The navy's first experience with aeronautics using a captive balloon from the US steamer Fanny to observe the Confederate batteries at Sewell's Point, Virginia, near Hampton Roads.

August 3: Congress appropriates \$1.5 million for the construction of iron- or steel- ships.

August 7: Ead's Turtles. Seven shallow-draft ironclad gunboats are built for service on western waters. The vessel's are Cairo, Carondelet, Cincinnati, Louisville, Mount City, Pittsburgh and St. Louis. Because of their humpbacked silhouettes, they are often referred to as "Ead's Trurles" or "Pooks's Turtles," after Constructor Samuel M. Pooks, USN, who is responsible for their design.

August 28-29: Hatteras Expedition. Confederate forts Hatteras and Clark, N.C. are captured by a joint army-navy expedition consisting of 8 U.S. warships. This is the first amphibious operation of the Civil War.

September 6: Capture of Paducah and Smithland. In Kentucky, the gunboats Tyler and Lexington support General U.S. Grant in the seizure of these strategic location at the mouths of the Tennessee and Cumberland rivers.

October 12: Action at Head of Passes. A Confederate force of lightly armored ram Manassas and the armed steamers Ivy and James L. Day sails from New Orleans to surprise the Union blockading squadron near Head of Passes on the Mississippi. The latter consists of the steam sloop Richmond, sloops Preble and Vincennes, gunboat Water Witch and storeship Nightingale. In a hot action, the Manassas rams the Richmond, which runs aground, as does the Vincennes. The Confederates then withdraw.

October 25: Work begins on the Monitor. At Greenpoint, New York, the brilliant, Swedish-born engineer John Ericsson commences construction of his revolutionary ironclad.

1861 End of part 4 of the Civil War.

Bob Moritz

"All of us know that a #80 drill bit will break all too easily. As of today, one more us knows how little force it takes to break a #3 tap."

Greg Harrington

(Continued from page 1)

For our Mystery, Great Britain built six of these big gunned monsters to two very similar designs. Three belonged to the Invincible class and three belonged to the Indefatigable class. Their mission was to operate independently by outgunning or out-running their opponent. They were not intended to be part of the line-of-battle. Two of the six, both class named vessels, were lost at the Battle of Jutland in 1916, because they were part of the line-of-battle.



Our Mystery ship is from the Indefatigable group as they had their three funnels almost equally spaced, making them recognizable as such. While Great Britain paid to build Indefatigable, the other two were financed and named after the colonies of New Zealand and Australia. Our Mystery photograph shows the newly commissioned New Zealand arriving at Auckland Harbor in 1913.

Now to quote Wikipedia.

Specifications:

HMS New Zealand (1911)
Namesake Dominion of New Zealand
Builder Fairfield Shipbuilding and Engineering
Laid down 20 June 1910
Launched 1 July 1911
Commissioned 19 November 1912
Stricken 19 December 1922
Fate Sold for scrap, 19 December 1922

General characteristics

Displacement 18,500 long tons (18,800 t) at normal load
22,130 long tons (22,490 t) at deep load
Length 590 ft 3.5 in (179.9 m)
Beam 80 ft (24.4 m)
Draught 27 ft (8.2 m)
Installed power
44,000 shp (33,000 kW)
31 × Babcock & Wilcox boilers
Propulsion
2 × steam turbine sets
4 × shafts
Speed 25 knots (46 km/h; 29 mph)
Range 6,690 nmi (12,390 km; 7,700 mi) at 10 knots (19 km/h; 12 mph)
Complement 800
Armament
4 × twin 12-inch (305 mm) guns
16 × single 4-inch (102 mm) guns
2 × single 18-inch (457 mm) torpedo tubes
Armour
Belt: 4–6 in (102–152 mm)
Decks: 1.5–2.5 in (38–64 mm)
Turrets: 7 in (178 mm)

“HMS New Zealand was one of three Indefatigable-class battlecruisers built for the defence of the British Empire. Launched in 1911, the ship was funded by the government of New Zealand as a gift to Britain, and she was commissioned into the Royal Navy in 1912. She had been intended for the China Station, but was released by the New Zealand government at the request of the Admiralty for service in British waters.

During 1913, New Zealand was sent on a ten-month tour of the British Dominions, with an emphasis on a visit to her



Piupiu for a male



Hei tiki (pendant in human form)

namesake nation. She was back in British waters at the start of the First World War, and operated as part of the Royal Navy's Grand Fleet, in opposition to the German High Seas Fleet. During the war, the battlecruiser participated in all three of the ma-

(Continued on page 4)

(Continued from page 3)



major North Sea battles—Heligoland Bight, Dogger Bank, and Jutland—and was involved in the response to the inconclusive Raid on Scarborough, and the Second Battle of Heligoland Bight. New Zealand contributed to the destruction of two cruisers during her wartime service and was hit by enemy fire only once, sustaining no casualties; her status as a "lucky ship" was attributed by the crew to a Māori piupiu (warrior's skirt) and hei-tiki (pendant) worn by the captain during battle.



"Pelorus Jack", the ship's mascot in the muzzle of a 12-inch gun (1914)

After the war, New Zealand was sent on a second world tour, this time to allow Admiral John Jellicoe to review the naval defences of the Dominions. In 1920, the battlecruiser was placed in reserve. She was broken up for scrap in 1922 in order to meet Britain's tonnage limit in the disarmament provisions of the Washington Naval Treaty.

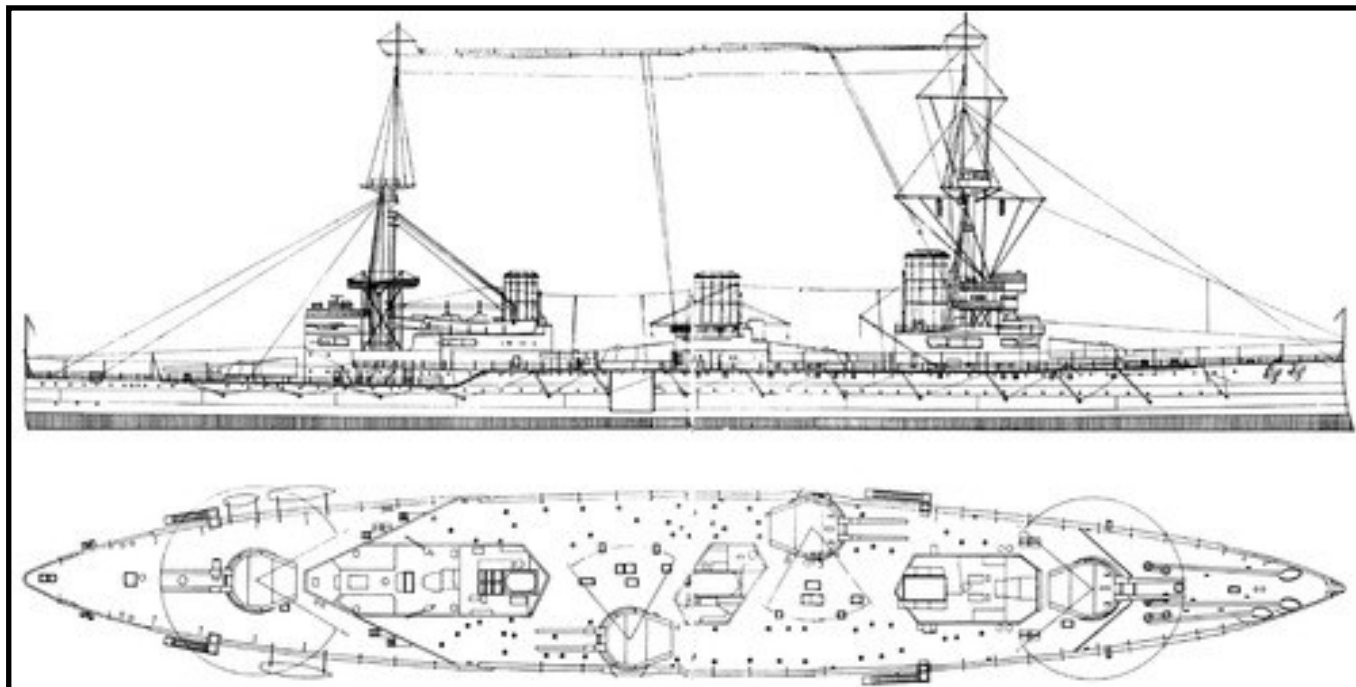
The Indefatigable class was not a significant improvement on the preceding Invincible class; the main difference was the enlargement of the dimensions to give the ships' two wing turrets a wider arc of fire. The ships were smaller and not as well protected as the contemporary German battlecruiser SMS Von der Tann and subsequent German designs. While Von der Tann's characteristics were not known when the lead ship of the class, Indefatigable, was laid down in February 1909, the Royal Navy obtained accurate information on the German ship before work began on New Zealand and her sister ship HMAS Australia.

New Zealand had an overall length of 590 feet (179.8 m), a beam of 80 feet (24.4 m), and a draught of 29 feet 9 inches (9.1 m) at deep load. The ship displaced 18,500 long tons (18,800 t) at load and 22,130 long tons (22,490 t) at deep load. She had a crew of 800 officers and ratings.

The ship was powered by two sets of Parsons direct-drive steam turbines, each driving two propeller shafts, using steam provided by 31 coal-burning Babcock & Wilcox boilers. The turbines were rated at 44,000 shaft horsepower (33,000 kW) and were intended to give the ship a maximum speed of 25 knots (46 km/h; 29 mph). However, during trials in 1912, the turbines produced over 49,000 shp (37,000 kW), which allowed New Zealand to reach 26.39 knots (48.87 km/h; 30.37 mph). The ship carried enough coal and fuel oil to give her a range of 6,690 nautical miles (12,390 km; 7,700 mi) at a speed of 10 knots (19 km/h; 12 mph).

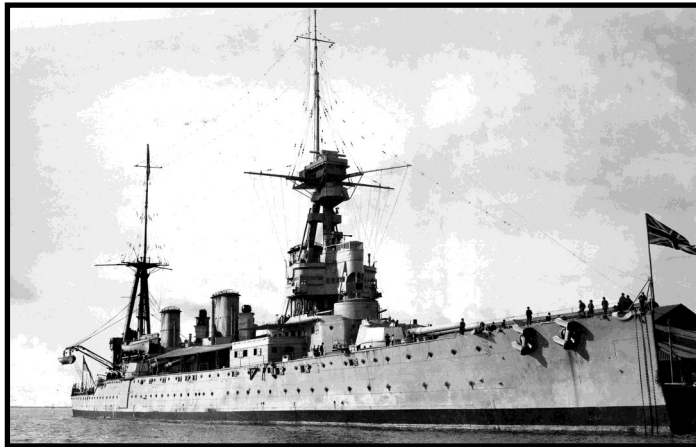
The ship carried eight BL 12-inch Mk X guns in four twin gun turrets. Two turrets were mounted fore and aft on the centreline, identified as 'A' and 'X' respectively. The other two were wing turrets mounted amidships and staggered diagonally: 'P' was forward and to port of the centre funnel, while 'Q' was situated starboard and aft. Each wing turret had a limited ability to fire to the opposite side, but if the ship was full broadside to her target she could bring all eight main guns to bear. Her secondary armament consisted of sixteen 4-inch BL Mk VII guns positioned in the superstructure. She mounted two 18-inch submerged torpedo tubes, one on each side aft of 'X' barbette, and twelve torpedoes were carried.

(Continued on page 5)



(Continued from page 4)

The Indefatigables were protected by a waterline 4–6-inch (102–152 mm) armoured belt that extended between and covered the end barbettes. Their armoured deck ranged in thickness between 1.5 and 2.5 inches (38 and 64 mm) with the thickest portions protecting the steering gear in the stern. The



Battlecruiser H.M.S. New Zealand at Adelaide, May 1919.

turret faces were 7 inches (178 mm) thick, and the turrets were supported by barbettes of the same thickness.

New Zealand's 'A' turret was fitted with a 9-foot (2.7 m) rangefinder at the rear of the turret roof. It was also equipped to control the entire main armament in the event that the normal fire control positions were knocked out or communication between the primary positions and the gun layers was disabled.

Wartime modifications:

The ship was fitted with a single QF 6 pounder Hotchkiss anti-aircraft (AA) gun from October 1914 to the end of 1915. In March 1915, a single QF 3 inch 20 cwt AA gun was added. It was provided with 500 rounds. The battlecruiser's 4-inch guns were enclosed in casemates and given blast shields during a refit in November to better protect the gun crews from weather and enemy action. Two aft guns were removed at the same time.

New Zealand received a fire-control director sometime between mid-1915 and May 1916; this centralised fire control under the director officer, who now fired the guns. The turret crewmen merely had to follow pointers transmitted from the director to align their guns on the target. This greatly increased accuracy, as it was easier to spot the fall of shells and eliminated the problem of the ship's roll dispersing the shells when each turret fired independently. An additional inch of armour was added to the top of the magazines and turret roofs after the Battle of Jutland.

By 1918, New Zealand carried two aircraft, a Sopwith Pup and a Sopwith 1½ Strutter, on flying-off ramps fitted on top of 'P' and 'Q' turrets. The Pup was intended to shoot down Zep-

THE ANSWER

Mystery photo 423:
HMS New Zealand arriving Auckland 1913

pelins while the 1½ Strutter was used for spotting and reconnaissance. Each platform had a canvas hangar to protect the aircraft during inclement weather.”

Following several long paragraphs that detail New Zealand's actions in the three previous battles we read this:

“New Zealand fired 420 twelve-inch shells during the battle, more than any other ship on either side. Despite this, only four successful hits were credited to the battlecruiser: three on Seydlitz and one on the pre-dreadnought SMS Schleswig-Holstein. She was hit only once during the battle, confirming for the crew the piupiu and tiki worn by her new captain, J.F.E. (Jimmy) Green, brought good luck.

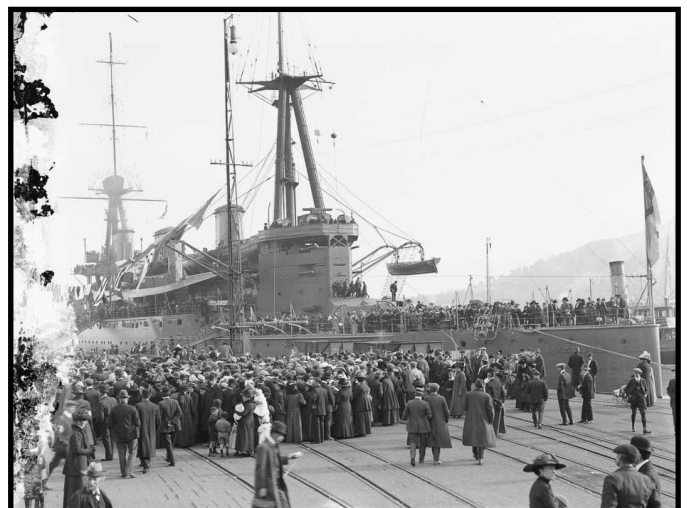
Post-Jutland career

The ship's company were firm believers both in the old chief's prophecy and in the ability of the piupiu and tiki to ward off trouble. More than a year after the Battle of Jutland, on the last occasion that New Zealand sighted enemy ships and went to action stations, a seaman was seen to climb a ladder to the bridge and take a quick look around. "It's all right," he called to his mates below, "he's got them on"—a shout that assured them that the captain was wearing the piupiu and tiki.

Following the war, Admiral Jellicoe was tasked with helping to plan and coordinate the naval policies and defences of the British Dominions. New Zealand was made available for his transportation, and was refitted between December 1918 and February 1919 for the tour; the main changes were the removal of her flying-off platforms and the lower forward four-inch guns. The first stop was India, with New Zealand arriving in Bombay on 14 March 1919 and departing six weeks later. The battlecruiser arrived at Albany, Western Australia, on 15 May, where Jellicoe and his staff disembarked to take an overland route across the country. New Zealand sailed via Melbourne and Hobart to depart from Sydney for New Zealand on 16 August.

The ship called upon Christmas Island (Kiritimati), southeast of Fanning Island, on 19 November 1920, thinking it uninhabited. Instead, they were greeted by Joe English, of Medford, Massachusetts, who had been manager of a copra planta-

(Continued on page 6)



A crowd gathered by the British battlecruiser HMS New Zealand, Lyttelton. Aprox. 1913

(Continued from page 5)

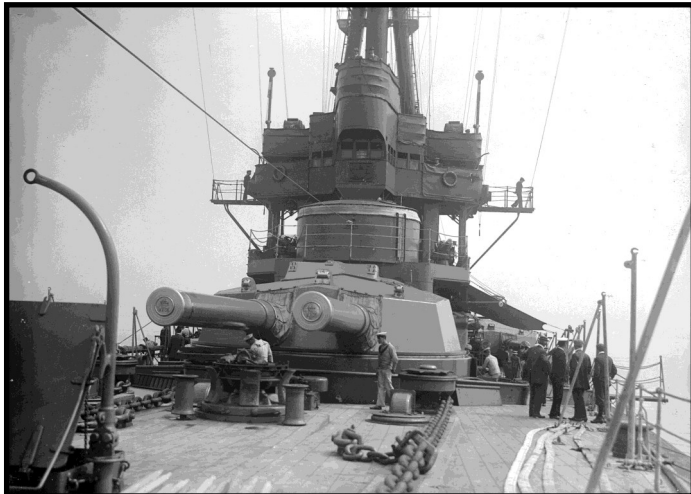


tion on the island, but had become marooned with two others, when the war had broken out. The men were rescued.

The ship was particularly popular in New Zealand, where crowds flocked to visit her as they had done in 1913. Jellicoe, too, was popular and he later returned to New Zealand to serve as



HMS New Zealand May-August, 1919



HMS New Zealand forward main guns Vancouver 1913



Visitors on the upper deck of H.M.S. "New Zealand" at Vancouver. 1913



HMS New Zealand Arriving in Auckland 1913



Remains of New Zealand, at Rosyth, 1924

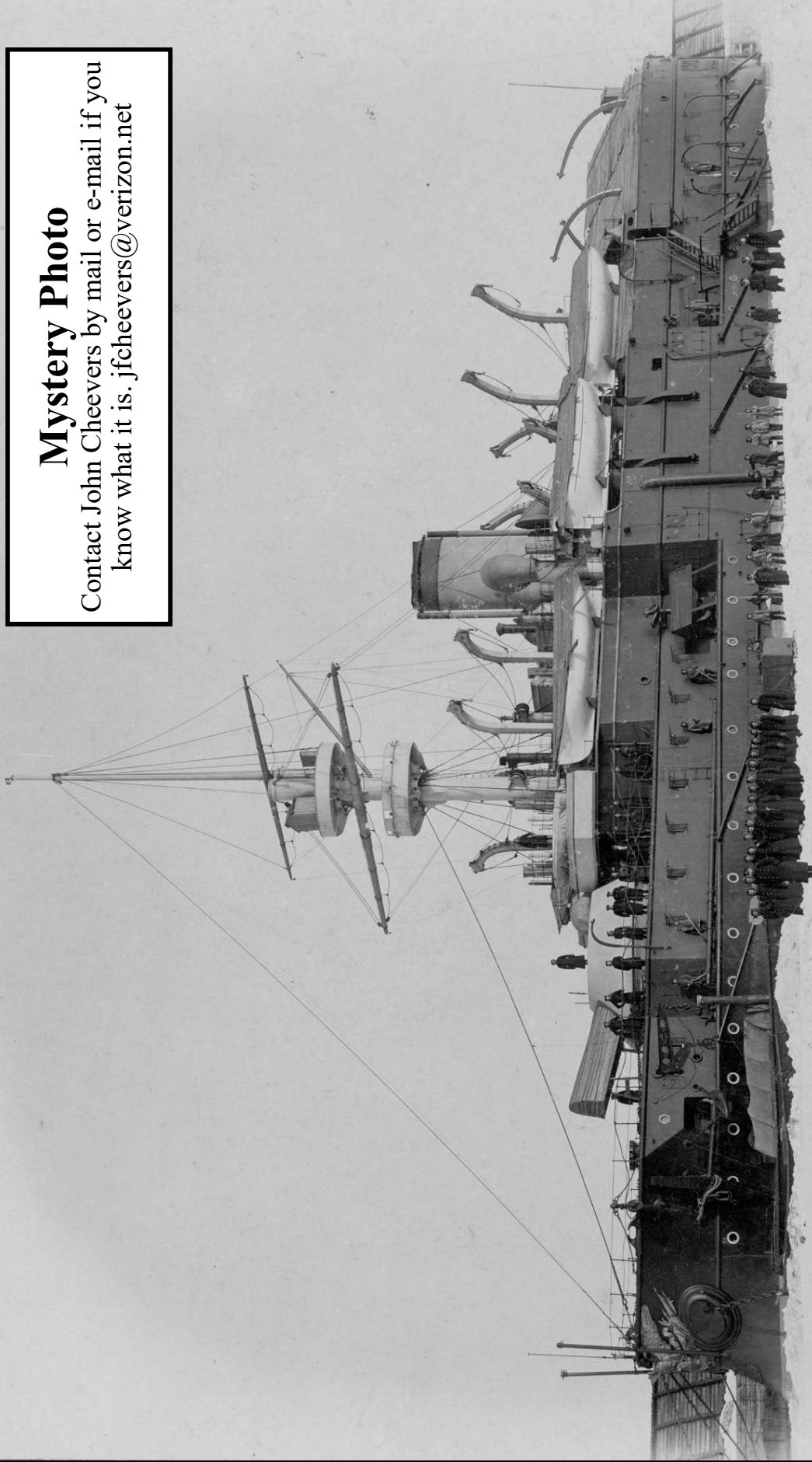
Governor-General from 1920 to 1924. The ship stopped off at Fiji and Hawaii before arriving on 8 November in Canada, the final country to be assessed. After returning to the United Kingdom, the battlecruiser was paid off into reserve on 15 March 1920. New Zealand was regarded as obsolete by the Royal Navy, because her 12-inch guns were inferior to the 15-inch (381 mm) guns deployed on the latest generation of battlecruisers. She was sold for scrap on 19 December 1922 to

meet the tonnage restrictions set on the British Empire by the Washington Naval Treaty. The New Zealand Government completed paying off the loan used to fund the ship in the 1944/45 financial year.

(Continued on page 8)

Mystery Photo

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



NOTABLE EVENTS

MINUTES



OCTOBER

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Northeast Club Conference, Ryland Craze
- 13 US Navy birthday

NOVEMBER

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Aboard a Nuclear Submarine, Gene Brger

DECEMBER

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Greyhounds of the Sea, Ron Lewis

JANUARY

- 8 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: John Cheevers, TBA

FEBRUARY

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

MARCH

- 12 HRSMS Monthly Meeting: Mariners' Museum

APRIL

- 9 HRSMS Monthly Meeting: Mariners' Museum

MAY

- 14 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 11 HRSMS Monthly Meeting: Mariners' Museum

JULY

- 9 HRSMS Monthly Meeting: Mariners' Museum

AUGUST

- 13 HRSMS Monthly Meeting:

SEPTEMBER

- 10 HRSMS Monthly Meeting
- 19 Talk Like a Pirate Day
Presentation: TBA

Hampton Roads Ship Model Society
Monthly Meeting
Newport News Park
September 11, 2021

There was no business meeting as the members met for the scheduled picnic.

Many thanks go to Ryland Craze and his wife Pam for coordinating the picnic.

(Continued from page 6)



Many items from the battlecruiser were sent to New Zealand after she was scrapped. Equipment including several 4-inch guns, a range finder and laundry equipment, were used by military units while other artifacts were placed on display in museums. During the Second World War, the 4-inch guns were the main armament of the land batteries which protected the entrances to the harbours at Auckland, Wellington and Lyttelton. The captain's piupiu was returned to New Zealand in 2005, and is on display at the Torpedo Bay Navy Museum in Auckland alongside the ship's bell and other artifacts. The Museum of New Zealand Te Papa Tongarewa in Wellington also holds several items from the ship in its collection."

There you have it, it was all there with the push of a button for an on-line search. New Zealand did not enjoy a long life, her design was weak and quickly overhauled by advances in technology. In the end, she went to the breaker at the tender age of eleven having been lost in a poker game somewhere in Washington D.C.

John Cheevers

WATCH, QUARTER AND STATION BILL



Skipper: Greg Harrington (757) 218-5368
Mate: Gene Berger (757) 850-4407
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



HRSMS Bridge practicing their dance routine for the 2022 banquet.