



O.H.M.S.

Oklahoma Historical Modelers' Society

NEWSLETTER



Volume 44, Issue 8

August, 2014

Coming Events

August 2--HAMS 8th Annual Model Car Show and Contest. Cypress Creek Christian Community Center Annex Building Gym, 6823 Cypresswood Drive, Spring TX. IPMS Houston Automotive Modelers Society (HAMS)

August 6-9--2014 IPMS/USA National Convention & Contest at the Hampton Convention Center, Hampton VA.

August 15--OHMS Meeting. Program night. Building kit and aftermarket tracks for armor.

September 5--OHMS Meeting. MOM contest. **OFFICER ELECTIONS.**

September 13--Fort Worth Scale Modelers SuperCon 2014. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433

September 19-- OHMS Meeting. Program Night. Slides from Nationals.

September 20-- AutumnCon 2014, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the American Legion Hall, Post 16, 2031 Ronald Regan Hwy (formerly Old Hammond Hwy). Northshore Scale Modelers. Contact [Andy Useman](#) 225-229-8204

September 27--13th annual CASM Spoo-Doo Contest & Swap-Meet, Statehouse Convention Center, 101 E Markham St., Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact [Brianna Childres](#) 501-269-9086

Meeting Reports

Business Meeting—July 18

We added another program to fill in the schedule for August. Dave will do a program on the various types of tank tracks on the market and give pointers on when and how to use them.

As you can see above, the MOM and meeting that would have been on the Fourth of July will be rolled into a

single meeting on the program night. That is a build night, so bring both something to work on and something you have finished.

Model of the Month— July 18



'63 Dodge Coronet

Tyler Bonner



A6M2 Zero

Rick Jackson

To Preserve the Past for the Future

Est. 1967—The tenth oldest chapter in the United States
Region 6 Newsletter of the Year 2011, 2012 and 2014



Richthofen and Galland

Butch Maurey



Ersatz Tiger I

Dave Kimbrell

New member Tyler Bonner struck gold on his first try with a classic Revell kit.

Program Night—July 18

In addition to the MOM, this evening was a quarterly build night.

A few thoughts from the Head Chicken...

Out in the Wilderness



A Quiet Wood

Melyssa Smith



The picture above is my 1/35 scale vignette **DIRTY JOBS**. I have been told by an anonymous source....a reliable anonymous source....that at the Loveland National a judge, on seeing it, said, "I don't get it." Now, I have to ask, how hard is it to figure out? Mine detecting, and explosive ordnance disposal of any kind is a dangerous, unpleasant job. In fact, both the Russians and Germans.....perhaps others.....used it as a punishment detail. Hence, it is a dirty job.

I have spent several decades out in the wilderness preaching that dioramas and vignettes should have a story.....a realistic, logical, and easily understood story.....and this is important to the diorama judging. Now days, the pendulum seems to have swung so far the other way that I have found myself in an argument with a judge because a very dramatic winning diorama had white plastic showing and mold seams on the figures! When I look at dioramas, I am looking for Spielberg's *Saving Private Ryan*, but what I see, too often, is Michael Bay's *Pearl Harbor*. (And Kate Beckinsale, notwithstanding, that was a really bad movie.) When I heard about the comment I mentioned above, I began to understand why there are so many dioramas on over kill for a story, but lacking in craftsmanship. Subtlety is a lost art.

Of course, dioramas are the ugly step children at an IPMS contest. They usually get pushed to the back or sides of the room, even though they should be out in the middle where you can see them from all around. And there never seems to be enough space for those there. But the middle is reserved for classical main stream aircraft and armor. And it seems (based on personal experience) most judges for dioramas come from the newbies, while the old hands are working in the more prestigious classes. These categories than require the most experience seem to rarely get it.

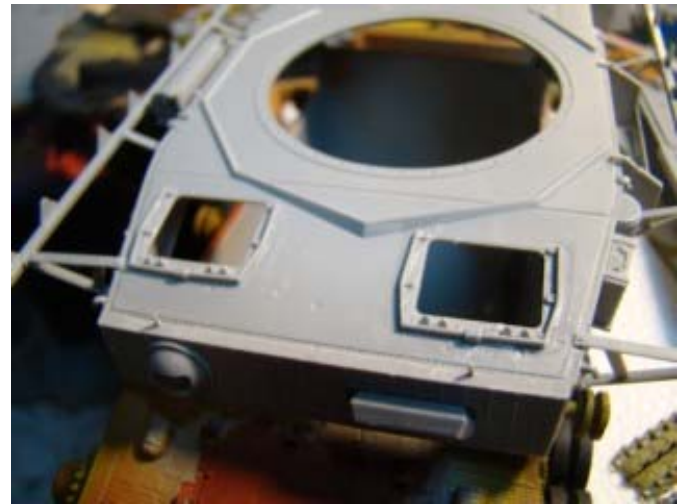
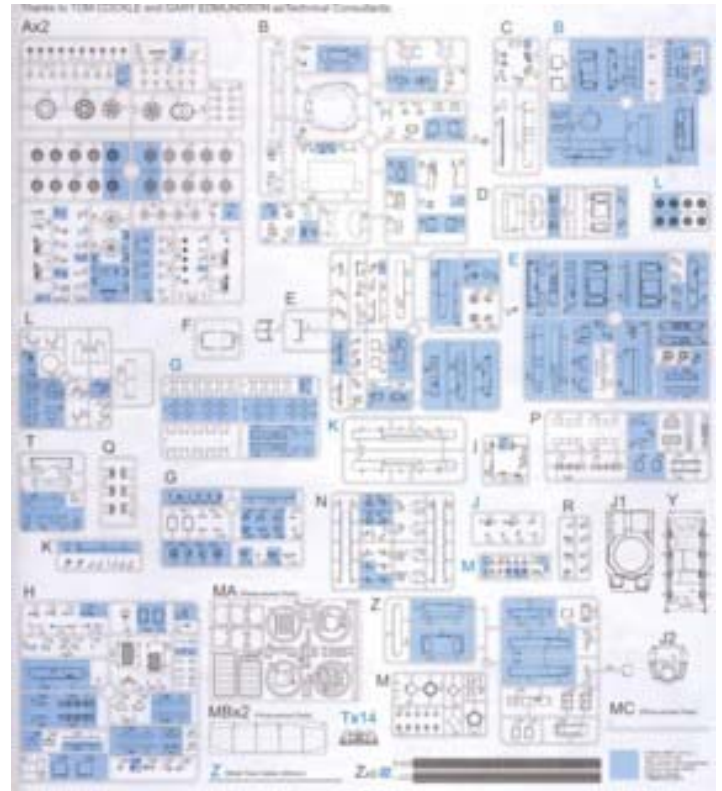
Dak

The Dark Side

Come to the Dark Side.....we started with nothing and have most of it left.

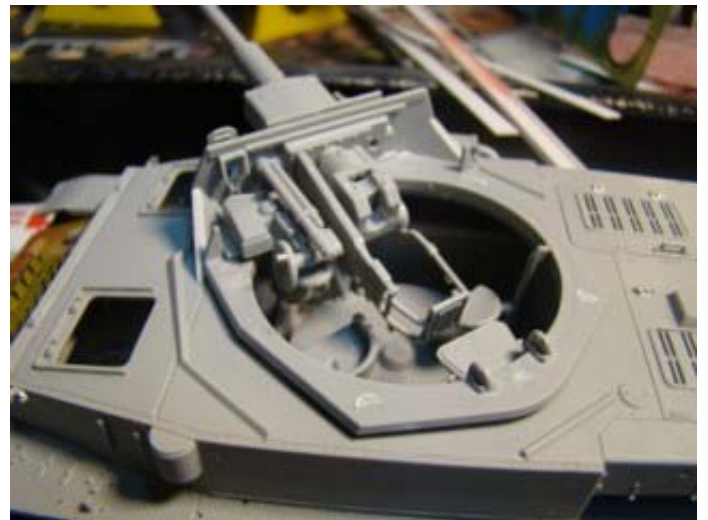
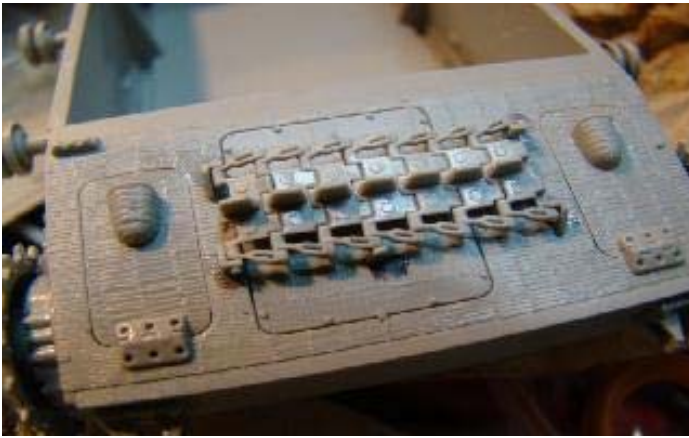
Panzerkampfwagen No.635, the saga continues....

DML manufactures some very nice kits, but heck darn, there are a lot of parts. As I started to near the painting time, I began looking back through the instructions to see what I might have missed. Sure enough, there was the splinter guards around the hull hatches. I knew I had seen a separate pair rattling around the box. This required me to carve off the existing ones and replace them with these separate....and delicate....parts.



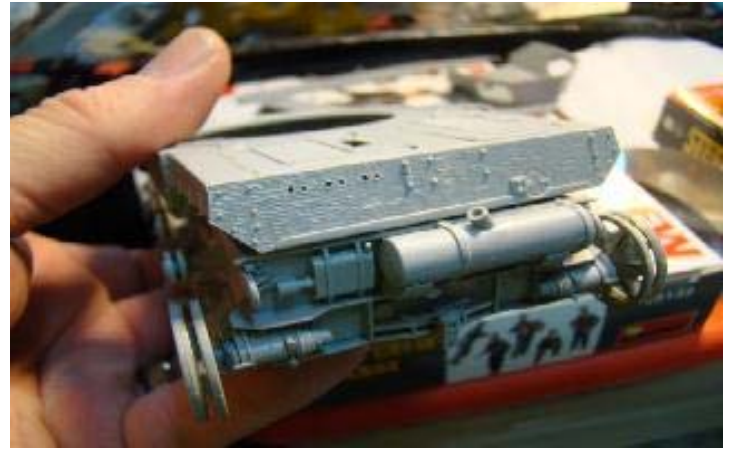
Then there were the spare tracks on the hull rear...holes had to be drilled. Then the attachment points for a track section on the transmission cover. These are six, little, tiny parts with no exact mounting points. They can also be replaced with kit provided photo-etch. After looking at both, I opted for the plastic ones. Nothing wrong with the P.E. parts, but I wimped out and went of the parts that would be the easiest to glue. AHH! First, I had to assemble the track section that would fit there....and these the mold release marks removed. With that done and the seven links glued together, I began work on the attaching brackets. There are six, and the outer four went on with just a wee bit of nudging and swearing. The middle two were tiny, but flat parts. One was carefully placed with

tweezers, but as I carefully ever so gently took the last one in the points of the tweezers.....I heard the dreaded TINK! Part number K7 took flight never to be seen again.



So, now it was out to the garage to retrieve the other Panzer IV H kit without zimmerit. I don't know if I will ever build that kit, but if I do, I will steal the part from one of the J model kits. I have enough of these kits that I figure I can go for many years without having to make the part.

Here are a few more images of the assembly....



The transmission section is from **R&J Enterprises**. As you can see, the turret parts from the E model kit went in with no problem.

My building philosophy on this project is to do enough interior that there is something to be seen as a background. I am making no attempt to super detail the interior. I think those model tanks with crew or other figures, yet have all the hatches closed, look silly; a wonderfully done exterior and a big hollow space in the hatches, silly, silly, silly.

The schurzen are die cut aluminum and very soft. The holders...parts G1 & G7 are plastic. The forward end piece...N16... is also plastic. I roughed the surface of the aluminum with sand paper in hopes that it will help it hold paint better.

PAINTING

As I noted last month, I primed the model with **Floquil** zinc-chromate red. The Panzer Yellow I chose was the **Vallejo** German Dark Yellow RAL 7028. I think it might be a bit dark, but the photos are taken in bright sun light. I think this would tend to make the colors look lighter. The pictures here show the model freshly painted, with no filters or weathering. So we will have to wait till it's all

done to see how it turns out. The images were also taken under florescent light.

Fortunately, this time, I had no mishaps with the airbrush clogging. The **Vallejo** paint worked ok, although I am not in love with the paint. It seems to want to dry in the tip, more than I think it should. I'll see how it goes with the next step which will be to paint the camo pattern. Since this is a specific vehicle, I will try to duplicate some of the visible pattern.



After painting, I was handling the turret with the schurzen and dropped it. *Yes, the entire turret!* And it disappeared! It took five minutes of crawling around with a flashlight before I found where it had bounced to!

Sources:

ACHTUNG PANZER NO.3

OSPREY-VANGUARD 18

PANZERKAMPFWAGEN IV by Bryan Perrett

PANZER IV and its variants, Walter J. Spielberger

PANZER IV IN ACTION, by Bruce Culver

PANZER COLORS I, II, AND III, by Bruce Culver

STEEL INFERNO, BY Michael Reynolds

ENCYCLOPEDIA OF GERMAN TANKS, by Chamberlain, Doyle, and Jentz.

PANZERS IN NORMNDY, THEN AND NOW, by
Eric Lefevre

GENERAL KNOWLEDGE AND PRIVATE INFORMATION

Rommel's Daughter



Browsing the web, I came across the bit of information that Erwin Rommel had a daughter. It seems Rommel developed a relationship with a Walburga Stemmer in 1913 and produced a child, Gertrud Stemmer, born December 8, 1913. Although the relationship with Walburga did not flourish, he did take care of his daughter and she was known to the Rommel family as "cousin" Gertrud. She was at his side when he came back ill, from Africa, and was the one who answered the phone when Hitler called to order him back to North Africa. She remained close with the family after his death. Gertrude died in 2000. Her mother died in 1928, a possible suicide over the birth of Manfred. (Apparent proof that Erwin wasn't coming back to her)

The plaid scarf often seen on Rommel in North Africa was made by Gertrud.

The source is **Wikipedia**, so I would not be surprised if it turns out to be BS, but it reads well and does not raise any red flags, for me.

Dave Kimbrell

Mind of the Married Modeler



Baltimore for "Business"

The last time you heard from me I had just got back from a business trip to Salem and got a tease of the Salem Maritime National Historic Site. It was a very short trip and I had little time for site seeing. Plus there was several feet of snow on the ground, which resulted in many places being closed. Last month took me to Baltimore for a 7 day business trip. The American Society for Mass Spectrometry annual conference is in a different location every year and this year I was fortunate to be able to go to a place I had never been before.



USS Constellation (1854)

My lovely wife Linda came for the first 4 days. The weather was a far cry from Salem as the temperature approached 100 on several days. I found myself saying how returning to Oklahoma would be a welcome relief from the heat; a strange statement for one to make in June unless you are visiting Hades. Nevertheless, the temperature didn't stop us, and later me from doing some site-seeing. I have been to D.C. many, many times; lived in New York and New Jersey and have had several visits to Philadelphia. My wife was even born in Delaware. It seems rather odd that neither of us had ever been to Baltimore, so when the opportunity arose to go, it was an easy decision.



I think that it is important to point out that for me (and many of us) modeling takes on a much bigger part of my life than just gluing plastic and sniffing MEK. So much so that all “these” other aspects compete for actual productive bench time. For instance, I am fascinated with history and spend a great deal of time collecting reading materials, reading those materials, watching historical shows, visiting historical sites, museums, car shows, etc... I think modelers look at the world differently. When they see something they look at it from a modeler’s viewpoint. A ways back, I read a ditty by our current IPMS *Journal* editor, Chris Bucholtz that touched on this. I believe he mentioned how an old rusty truck next to a farmhouse becomes a diorama instead of, as the general public sees it, an eyesore. When I visit places I am always looking for historical “things” and future model projects.



Many thanks to the inventors of digital cameras, for I now take hundreds, even thousands of pictures these days with the idea that I will have my own “walk-around” of a particular subject if I ever want to do a model of it. Also, I can go back and visit the museum, event or location on my computer whenever I want or need to, and in this case, in the confines of my cool, air-conditioned house. This trip to Baltimore I took a few pictures, 945 to be exact! Let me put it to you this way, there are a great many things to do in Baltimore besides work and eat, and I did plenty of all. For this episode of MoMM, your humble author present’s a glimpse into the USS *Constellation*, USCG *Taney*, USS *Torsk* and the Lightship *Chesapeake* which together make up the “Historic Ships of Baltimore.” I must say that they are a required part of any trip to Baltimore.

USS CONSTELLATION

So enough gibberish; first stop...the USS *Constellation*. On our first whole day we walked down to the Inner Harbor. One can’t miss the USS *Constellation*, which is for many one of the main attractions of the harbor. Linda went off to find some shade and sorbet while I spent the next hour on the *Constellation* snapping ~100 pics.

After you buy your ticket and before you get to the ship, one goes through a small museum. This area contains about 2500 objects, photographs, documents and books. There are a couple of quarter scale models in display cases of the first and second *Constellation*; so about 41 and 50 inches long, respectively. I snapped a few shots there but was anxious to get to the ship.



USS *Constellation* (1797)

(The above image is a work of a sailor or employee of the U.S. Navy, taken or made as part of that person's official duties. As a work of the U.S. federal government, the image is in the public domain).

The second *Constellation*, a Sloop-of-War (which is the one in Baltimore) was built in Norfolk Navy Yard and commissioned in 1855. This is the same yard where the first *Constellation* was broken up. It is believed that some of the timber from the old frigate went into the new ship. There has been a lot of controversy over the years (until the last 20), that the sloop was actually just the remodeled frigate. After the ship was moved in 1955 to Baltimore in a floating dry dock, some restoration was done and the sloop was actually configured to resemble the 1797 frigate; not the first time this was done, see below).

The first thing that struck me about the ship was the size. It is about the same length as the USS *Constitution* in Boston which is 6 feet shorter at the waterline. However, the *Constitution* is a more substantial ship with bigger displacement, armament, sail area and compliment; to name a few. Linda and I visited the *Constitution* about 5 years ago on another fine business trip; gotta love those business trips. Also, I did go on some large ships when I was a young lad at Mystic Seaport, but I can't remember many specifics. Of course I will never forget watching on the teli the tall ship "parade" in New York City Harbor in 1976. If you want a better summary on the USS *Constellation*(s, there were actually 3 of them), I recommend the Historic Ships in Baltimore link to the *Constellation*, which is the major reference for this piece (<http://www.historicships.org/constellation.html>).

Briefly, the first *Constellation* was a frigate that was built in 1797 and scrapped in 1853. Some specifics include the following: displacement 1,265 tons; length 164 feet, beam 41 feet; draft 13 feet, 6 inches; complement 340 officers and enlisted; armament 28 × 18-pounder long guns, 20 × 32-pounder carronades. It was built at the Sterrett Shipyard in Baltimore, MD. The first *Constellation* has quite a history that I won't go into here; go to the Net.



It wasn't until around 1990 that evidence satisfactorily demonstrated that the ship in Baltimore was a Sloop-of-War that was built new from the keel up, perhaps with some timber from the frigate but not enough to consider it a remodel. So in the '90s, the restoration included reconfiguring (most of it) to a sloop design. One important difference is that a frigate has guns on two decks while a sloop has them on one. Some of you may not care, but I am fascinated by this story and if you are too, there is plenty more information online.



Some particulars on the second *Constellation* include: displacement 1,400 tons; length 181 feet (waterline), 199 feet (overall); beam 43 feet; draft 21 feet; complement, 20 officers, 220 sailors, 45 marines; armament 16 × 8 in (200 mm) chambered shell guns, 4 × 32-pounder (15 kg) long guns, 1 × 20-pounder (9 kg) Parrott rifle, 1 × 30-pounder (14 kg) Parrott rifle, 3 × 12-pounder (5 kg) bronze boat howitzers.



The *Constellation's* active service was 1855-1933 and 1940-1955. Briefly, in 1860 she captured a ship off the coast of Africa with 705 slaves headed for the US. They were freed and taken to Liberia. Just after the start of the Civil War, the *Constellation* captured the slave brig *Triton* on May 21, 1861, one of the Navy's first captures

of the war. She spent 1862-64 in the Mediterranean guarding Union merchant ships against attack by Confederate raiders. From 1871-1893 she was stationed at the Naval Academy and took midshipmen for summer training cruises.



During this period the *Constellation* was used to transport exhibits to France for the Paris Exposition of 1878 and in 1880 transported relief supplies to victims of famine in Ireland. In recognition of the 100th anniversary of the writing of the Star Spangled Banner, the ship was "restored" to as she appeared in 1814. Of course this was not the same 1794 ship so some changes were made then to configure the sloop to a frigate. There was discussion of restoration in 1933 when she was decommissioned but given the Depression there were no funds. She was re-commissioned in 1940 as a miscellaneous, unclassified, auxiliary, IX-20. She was decommissioned for the last time on February 4, 1955. She was designated a National Historic Landmark in 1963 and placed on the National Register of Historic Places in 1966.



Exploring the 4 different decks, as I made my way down the visibility decreased, the head room decreased, air flow decreased and the temperature increased. I am sure that punishment in the heat would be to lock someone up in the very bottom. The officers' quarters compared to "those" for the enlisted was radical. Sick bay showed some nifty instruments for amputation, which was a popular solution back then. Everything seemed so big especially the ropes and masts. I was fascinated with the lower level forward magazine and ship's hold. Then there is this woven wrapping that goes on poles. It was on all the ships. I need to get some of this stuff for my house. It is really cool.

USS *Constellation* (CV-64), was a *Kitty Hawk*-class supercarrier, the third ship in the namesake. Her active service was from 1961-2003. We will not discuss this ship here.



Several days later when Linda had gone back to Oklahoma to cool off, I toured the other 3 ships. This was also the day that the temperature reached 99, in the shade. I should have gone the day before, it was only 95! Who knows what it was in the confines of the USS *Torsk* sub. First stop however, was the USCGC *Taney*.



USCGC *Taney*

(WHEC-37: W-High Endurance Cutter-37)



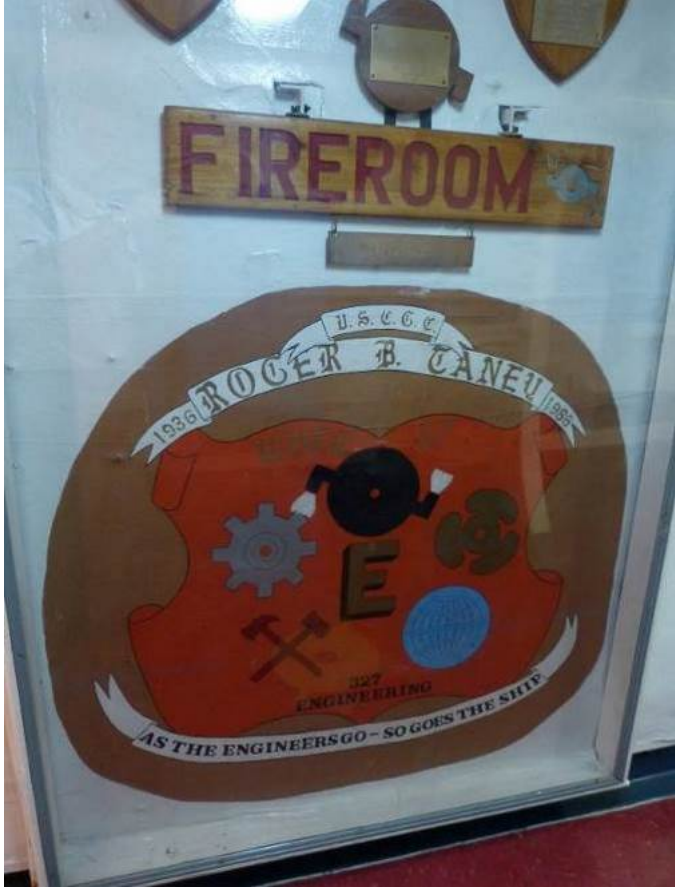
The *Taney* is billed as the last ship floating that fought in the attack on Pearl Harbor. However, she was actually moored in Honolulu Harbor at the time. Her operational history was 1936-1986 and nicknamed: "The Queen of the Pacific". Constructed at Philadelphia Navy Yard and commissioned October 24, 1936, the *Taney* was one of 7 Treasury/Secretary Class cutters produced for the USCG before WWII.



Ship details include the following: displacement 2,700 tons; length 327 feet; beam 41 feet; draft 14 feet; machinery: main engines 2 Westinghouse double reduction geared turbine units; main boilers 2 Babcock & Wilcox oil fired; horsepower 6,200; propellers, twin 3 blade; maximum speed 20 knots; cruising range 5,400 nautical miles with 158,195 gallons of fuel; crew compliment varied from 123 in 1936 to 252 (26 officers, 226 enlisted) in 1945; armament also varied but in 1944: 4 × 5"/50 cal guns, 2 × 40mm/60 cal guns, 6 × 20mm/80 cal guns, 2 depth charge racks, 6 K-gun depth charge throwers, 1 "Hedgehog" antisubmarine projector.



The *Taney* was at sea 80 of first 90 days after Pearl Harbor carrying out anti-submarine patrols off Hawaii. In 1944 she was transferred to the US Atlantic Fleet and escorted convoys between the East Coast and North Africa. Just before the battle of Okinawa she was converted to an Amphibious Command Ship and in the campaign downed 4 Japanese Kamikaze and 1 "Betty" bomber. In '69-70 she participated in Operation Market Time supporting naval gunfire on several missions and providing medical assistance to South Vietnamese civilians. In 1985 as part on Ronnie's "War on Drugs" the *Taney* seized 160 tons of marijuana in the Caribbean. She was designated a Historic Landmark in 1988.



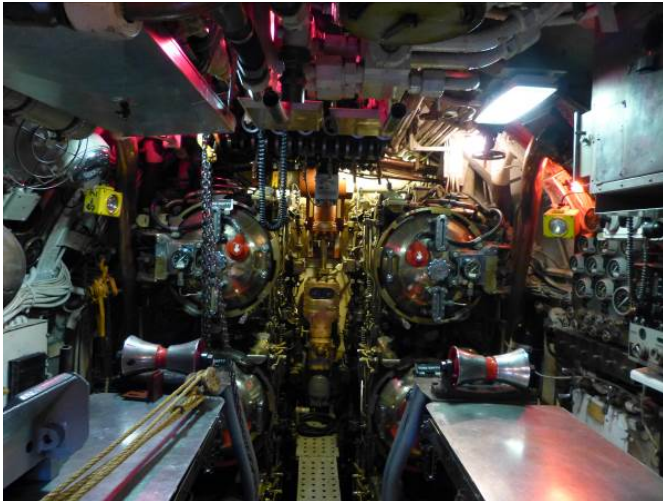
I was able to snap a few choice pics of this ship, only 116. It was much bigger than I expected. Of course if there were 251 other crew on board I would probably not think there was so much room. I was disappointed that a great deal of the ship was off limits. Since this was the first ship of the day I hoped it wasn't going to be that way on the other two. I really did love the '60s era décor. ☺



USS TORSK

(SS-423: Submersible Ship-423)

Next stop was the WWII era sub USS *Torsk*. By that time it was 99 in the shade with 99% humidity. Only a true fanatic would venture into a sub with minimal airflow. I knew that this was my only chance as this was my last full day in Baltimore and no better time than the current to enter *Dantes' Inferno*. The *Torsk* was 1 of 26 Tench Class subs built for US Navy 1944-45, and 1 of 10 Tench class subs to see service in WWII. Built at Portsmouth, NH Naval Shipyard and commissioned on December 16, 1944.



Ship details include the following: displacement 1,570 tons surfaced, 2,414 tons submerged; length 311 feet 8 inches; beam 27 feet 3 inches; compliment 10 officer and 71 enlisted; test depth 412 feet; machinery: 4 Fairbanks-Morse 1600 hp diesel engines, 4 General Electric (GE) 1,100-kilowatt electric generators, 2 GE 2,700 hp main propulsion motors; performance: 21 knots surfaced, 9 knots submerged; range 12,000 miles surfaced at 10 knots; armament 10 × 21-inch (533 mm) torpedo tubes (six forward, four aft) with 28 torpedoes; 1 × 5-inch (127 mm) / 25 caliber deck gun; Bofors 40 mm and Oerlikon 20 mm cannon.



Her operational history was from 1944-68 and was nicknamed the "Galloping Ghost of the Japanese Coast." The *Torsk* was the last American vessel to sink an enemy ship in WWII, August 14, 1945; 2 Japanese coastal defense frigates. She participated in 1960 Lebanon Crisis and '62 Cuban Missile Crisis Blockade. The *Torsk* is one of most highly dove subs with 11,884 career dives. She was placed on the National Register of Historic Places on 14 January 1986.



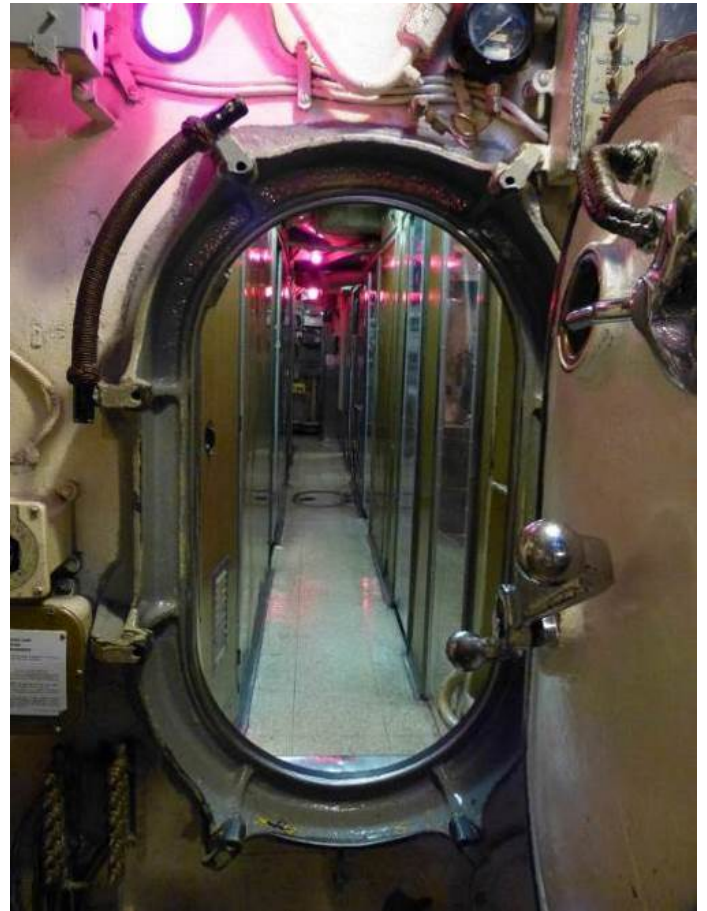
I bumped up my pic volume, snapping 129 of the sub. In retrospect what I remember the most is the "feeling" of diesel in the air. I can't smell much anymore after the surgery but I know it was thick and combined with the lack of airflow and the brutally hot temps it was.... well... greasy. It was sooooo greasy.



Of course the diesel goo could be seen on the engine itself. There really was a lot more headroom and maneuverability than I had expected. Once again, had there been 80 other stinky mates onboard I would not have felt the same.



The interior was green, green and more green with a bit of the same vintage '60s accoutrements as with the *Taney*. Going from compartment to compartment was tricky with a camera and a backpack and the heat; the openings were small.



The Maneuvering Room was really fascinating and was packed with all kinds of goo; I could have spent an hour in there alone had it not been close to the temperature of Purgatory. There was some low hanging equipment and I was grateful that some of the pipes were wrapped with foam or I would have gashed my head and passed out in the bowels of a WWII sub never to be seen again.



I was pleased to see that they were raising money to replace the wooden deck but this left one way in and out so after the aft torpedo room was explored I made my way back to the fore torpedo room and the entrance/exit.



LIGHTSHIP CHESAPEAKE

(LS 116: Lightship 116)

Before the days of automated buoys and towers, lightships warned ships of hazards to deep water ports. The *Chesapeake* was built by Charleston Drydock & Machine Company in Charleston, SC in 1930 for \$274,434. She saw active service 1930-1971. Was originally owned from 1930-39 by the US Lighthouse Service; from 1939-71 by the USCG and finally in 1971

until now by the National Park Service. She actually has been on “loan” to Baltimore Maritime Museum since 1982.



Specifics are as follows: displacement 132 tons; length 133 feet; beam 30 feet; draft 13 feet 9 inches; propulsion four 75kW diesel-electric engine generators; speed 9 knots; compliment 5 officers, 10 seamen, 1 cook; armament during WWI, 2 × 20 mm cannons. Signaling consisted of 13,000 candlepower electric beacon lamps on each mast, electric foghorn, radio beacon and fog bell. It had two 5,000 pound anchors to help keep it stable in some of the roughest Atlantic weather.



After 1933 she helped mark the entrance to the Chesapeake Bay until WWII when she and most all coastal lighthouses were withdrawn to keep the Germans out. She was converted to wartime duties and used as a patrol boat guarding Cape Cod Canal. After the war it was back to station at the mouth of the Chesapeake until 1965 when the Coast Guard built a stout offshore light tower. LV-116 went to Delaware Bay for 5 more years until replaced by an automated buoy, another in the long list of stories where machines replace man. Open the pod door....Hal. She was added to the National Registry of Historic Places in 1980 and a National Historic Landmark in 1989.

It really struck me that the Chesapeake was very tall for being so short. I bet that it was not very stable and it would take a strong stomach to ride out a storm. This was the last ship I went to and by this point sweat had gone past soaking my shirt and even my pants were soaked. Have I made it clear that it was hot? I didn't spend that much time on board and took a mere 38 pics.



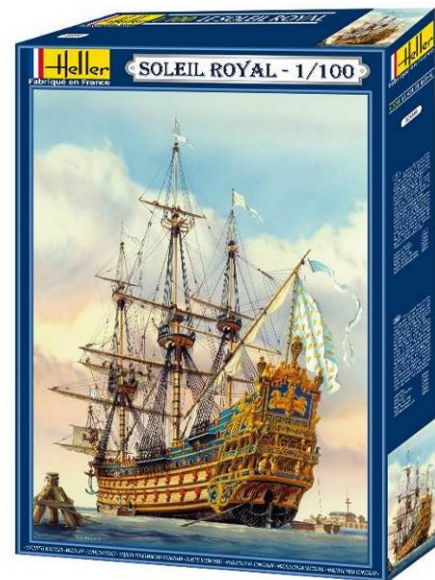
Conclusions

The "Historic Ships in Baltimore" really was an unexpected treat. I had planned to visit the USS *Constellation* but the other 3 were not on my radar before the trip. At the conclusion of the Lighthouse *Chesapeake* I was entertaining the idea of going on a 2 hour evening sail on the *Pride of Baltimore II*; a reproduction of 1812-era topsail schooners, the type of vessels called Baltimore Clippers. As I think I have mentioned it was too hot and by the time I walked back a mile to the hotel it was straight into a cool shower. It is a safe bet that one could spend several hours on board each of the 4 ships. I didn't really have time to read the placards and signs. Some of these I took pictures of and

have since read them; again the beauty of digital cameras. Seems like a long time since I owned an entirely manual *Nikkormat* 35 mm camera and shooting pictures was a real art; one never took 945 on a trip.



After my short time on the USS *Constellation*, again the Heller *Soleil Royal* kit cries out to me. When I was younger I really did love to sail and I am fascinated by these big tall ladies of the past. But oh please hep me! Somebody please hep me! Cause I can't hep myself! Hopefully,... I will never think it is a good idea to buy the thing. It and the Heller HMS *Victory* were on the "sale" table at the recent Squadron Open House. Fortunately they weren't so cheap that I had to buy them. I even had the Zvezda French Frigate *Acheron* on my "should buy list" that I took with me, but was able to stay away from it too. Nevertheless, I would bet your sweet bippie that someday I will drink the Koolaid.....Jim.



Steven Foster



BATHTUB ADMIRALS

Jutland: The Big One-Part I

Even for someone who has studied naval history, many of the battles and actions from WW I aren't household names. Not so with Jutland. It has almost instant name recognition approaching that of Pearl Harbor. This battle has had shelves of books written about it and even board games.

Despite the name recognition, when pressed for details, most people start to get a little fuzzy.

The Dardanelles campaign had the naval component wind down in the middle of 1915 even though the land fighting continued on through the end of the year. In the North Sea we begin to see the equivalent of trench warfare. Jellicoe had always wanted to run a long-range blockade of the High Seas Fleet. If he could spend the entire war swinging at the end of the anchor in Scapa Flow while the Germans did the same at Wilhelmshaven, he would be happy.

From the German perspective, the repercussions from Dogger Bank ended costing Admiral Ingenohl his command. He was replaced by Hugo von Pohl, who really wanted to do nothing to incur the Kaiser's wrath by hurting any of his ships.

Unfortunately, Pohl was also to leave his command after succumbing to brain cancer in late 1915. He was replaced by Admiral Reinhard Scheer. Scheer was more of a fire-breather. He pushed again for unrestricted submarine warfare. He also began to plan another surface action with the idea of whittling down the British numerical advantage.

Setting the Stage

Jutland was really just a bigger version of previous operations. Scheer placed screens of submarines out in the middle of the North Sea to scout and ambush any British ships then encountered. They were given a target day of June 1.

Hipper's battlecruisers, as usual, would lead the way. Once they made contact with any British forces, they would draw them into the trap provided by the entire High Seas Fleet steaming at sea instead of being in port.

Once again, they would be surprised. The Grand Fleet was informed by the intercepts collected by Room 40 that the game was afoot. Where the Germans expected Beatty's battlecruisers to leave port sometime after they sailed and Jellicoe to be even farther behind due to the greater sailing distance, both Beatty and Jellicoe were at sea AHEAD of the Germans.



The British advantage wasn't totally complete. Room 40 still had flaws and detractors. The primary liaison, Admiral Thomas Jackson, was one of those and his relations with Room 40 were cool. When he requested information on where RDF located Scheer's DK radio call sign, the reply was Wilhelmshaven.

It was the wrong question and the analysts gave a minimal, literal response. DK was ALWAYS in Wilhelmshaven because it was a port-only call sign. At sea, he used RA and that was the call sign currently in use. Thus, Jellicoe didn't think Scheer was at sea.

Both sides were also hampered by a lack of aerial reconnaissance. Scheer had asked for zeppelin flights, but the weather made flying impossible. HMS *Carpathia*, an early British seaplane carrier, missed a signal to sail with the Grand Fleet from Scapa. By the time the situation could be rectified, she would have sailed with virtually no escort and Jellicoe decided the submarine risk was too great.

One has to wonder just how much any aerial work would have contributed. This battle would be fought in typical North Sea weather. A persistent mist held over the day with ships rapidly appearing and disappearing from view. It also played havoc with trying to command ships strung out over thousands of yards of sea.

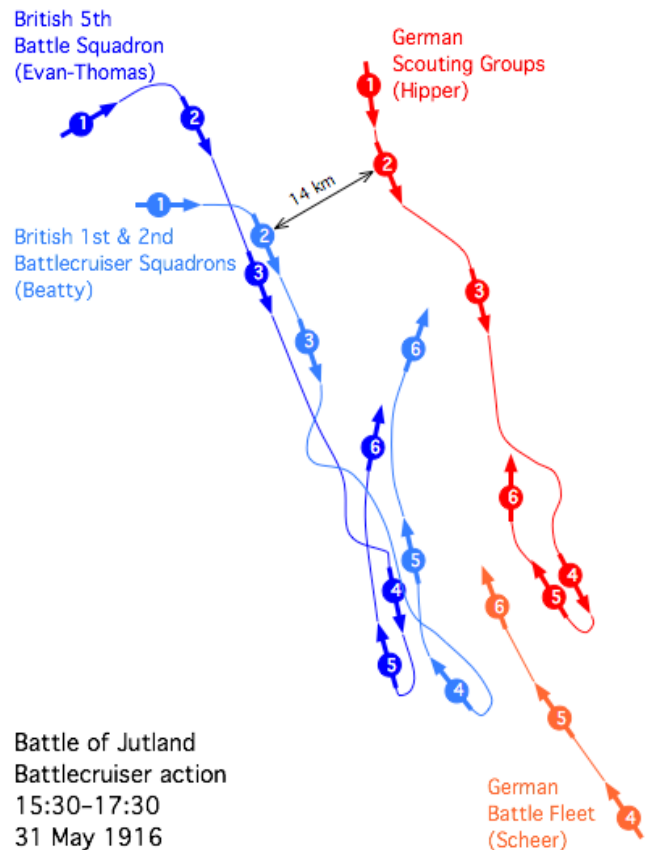
First Contact

Beatty had three squadrons at his command, but it wasn't his normal complement. The Third Battlecruiser Squadron was detached to Scapa for gunnery training. Replacing them was the Fifth Battle Squadron consisting of four *Queen Elizabeth* class battleships. Slightly slower than the battlecruisers, their 15-inch guns more than made up for that shortcoming.

The real problem was a lack of familiarity. The Fifth had only been assigned to Beatty for ten days. Beatty and Admiral Hugn Evan-Thomas had not even met in that time. This was nowhere enough time to become familiar with how Beatty commanded a battle. Even veterans had issues, as we have already seen at Dogger Bank. Jutland would be much worse. The Fifth was used to being in a large, regimented formation—precision demanded by the huge number of ships under Jellicoe. Beatty, typically commanding less than 20 capital ships, basically said 'Follow me and do try to keep up!'

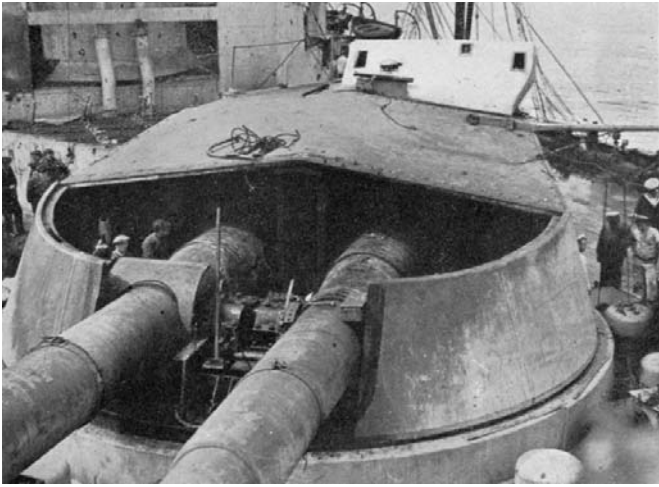
The Run to the South

The opening movements involving the battlecruisers is often referred to as 'The Run to the South'.



Both forces stumbled across a Danish steamer around 1420. Scouts sent to investigate saw each other and they both realized they had found their counterparts. After the initial contact, the first of the communication issues in Beatty's command occurred. Beatty turned to engage and the flags to communicate that were run up. The Fifth didn't get the message via ship-to-ship relays and continued on the initial heading for several minutes. In good weather conditions it might not have been as critical, but on this day, this took these four ships out of the battle for nearly 30 minutes.

Firing commenced at 1548. In short order both sides had near misses. *Lutzow* struck *Lion* in Q turret at 1600 and the explosion would have eventually blown up when powder charges ignited had the magazine not been flooded.



Now things started to really go badly for the British in the form of the 'battlecruiser issue'. As the battle progressed, the first loss came when the *Indefatigable* exploded from hits made by *Von der Tann* at 1602.



Soon after, *Queen Mary* met the same fate at 1625.



Beatty barely had time to process this when *Princess Royal* was thought lost when she was enveloped in shell splashes at 1626. This elicited Beatty's famous grump "There seems to be something wrong with our bloody ships today!"

Down two ships, Beatty continued to fight. By this time, two more things happened. The Fifth Battle Squadron finally returned on the scene. The weight of their fire would have made things very rough for Hipper if the southerly course hadn't brought them in range of the main body of the High Seas Fleet.

Beatty was farther south, so he saw them first. His ships executed a turn back north to both save their bacon and perform their intended function of luring the Germans into the trap of the Grand Fleet.

Flag Lieutenant Seymour now played his final part. As *Lion* ran north past Evan-Thomas in *Malaya* on the opposite heading, the turn command was issued but the flags were never hauled down. In naval parlance, this means the execute command for the maneuver was never issued. So the Fifth continued to haul south until they, too, saw the High Seas Fleet. The ships performed the closest thing to a screeching u-turn a 30,000 ton battleship can do, all the while exchanging fire with 20-odd German battleships.

This essentially ends the first phase of the Battle of Jutland

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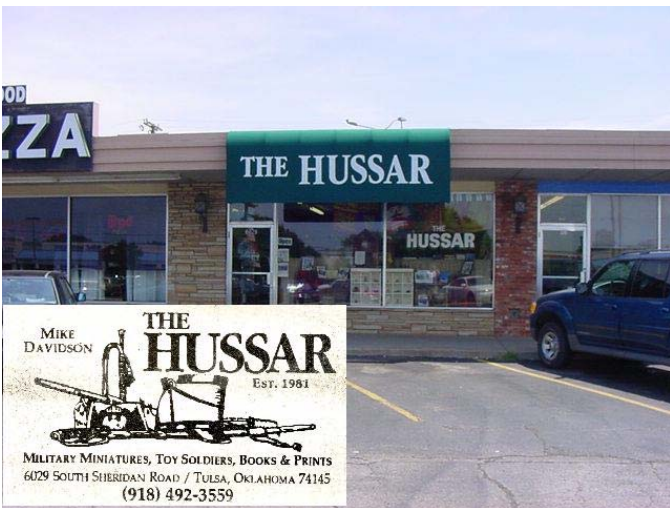
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OHMS EVENT CALENDAR

2014

August

- 1 OHMS Meeting. MOM contest.
- 2 HAMS 8th Annual Model Car Show and Contest. Cypress Creek Christian Community Center Annex Building Gym, 6823 Cypresswood Drive, Spring TX. IPMS Houston Automotive Modelers Society (HAMS)
- 6-9 **2014 IPMS/USA National Convention & Contest** at the Hampton Convention Center, Hampton VA.
- 15 OHMS Meeting. Program night.

September

- 5 OHMS Meeting. MOM contest **OFFICER ELECTIONS.**
- 13 Fort Worth Scale Modelers SuperCon 2014. Bob Duncan Community Center - Vandergriff Park, Arlington TX, (817) 465-6661, 2800 S. Center Street. Contact David Hawkins 817-605-1433
- 19 OHMS Meeting. Program Night. Slides from Nationals.
- 20 AutumnCon 2014, hosted by Northshore Scale Modelers, Houma-Thibodaux Scale Modelers at the American Legion Hall, Post 16, 2031 Ronald Regan Hwy (formerly Old Hammond Hwy). Northshore Scale Modelers. Contact [Andy Useman](#) 225-229-8204
- 27 13th annual CASM Sprou-Doo Contest & Swap-Meet, Statehouse Convention Center, 101 E Markham St., Little Rock AR. Central Arkansas Scale Modelers - IPMS Lt. j.g. Nathan Gordon, Contact [Brianna Childres](#) 501-269-9086

October

- 3 OHMS Meeting. MOM contest.
- 4 Austin Scale Modelers Society hosts the ASM Capitol Classic at the Norris Conference Center, 2525 West Anderson Lane. [Randy Bumgardner](#) 510-402-8750
- 11 ConAir 2014-- Kansas Aviation Museum, 3350 South George Washington Blvd., Wichita KS, IPMS/Air Capital Modelers. Contact [Mark Vittorini](#) 316-440-6846
- 17 OHMS Meeting. – Program night. Build Night.

November

- 7 OHMS Meeting. MOM contest
- 21 OHMS Meeting. Annual Club Auction

December

- 5 OHMS Meeting. MOM contest.
- 19 OHMS Meeting. Christmas Party

2015

January

- 2 OHMS Meeting. MOM contest.
- 16 OHMS Meeting. Program Night. Build Night
- 24 CALMEX 29, IPMS/SWAMP, Managan Center, 1000 McKinley, Westlake LA, [Robert Leishman](#) 337-589-4614