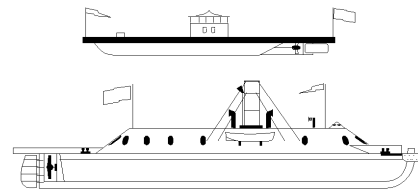


Hampton Roads Ship Model Society

Logbook

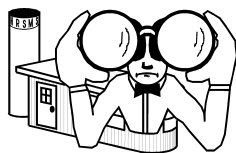


No. 261

WWW.HRSMS.ORG

MARCH, 2008

From The Bridge



Continuation

Sorry that I arrived late to the last meeting. If I had been on time, I would have seen the bridge reelected for one more term. I thank you for the vote of confidence in this team. I also want to thank Heinz for securing our quasi-permanent meeting location and the membership at large for agreeing to move the meeting. No day and time is perfect for all, but this Saturday thing has allowed our average attendance to jump dramatically. We've seen long time dormant members, again, cross our wake—folks like David Tagg, Nick Rumsey, and Graham Horne. We are also enjoying more time together; on average, three verses the old two to two and a half hours. This is due in part to our successful and long running 'To Build a Ship' program. Its presenters deserve a very heartfelt thank you for sharing their time and expertise. We need to remember one thing: the more time we spend together, the stronger our bond will be. Things are looking up for the HRSMS.

The other day I attended a luncheon that was the culmination of a contest where young minds are challenged to design a boat that best fulfills a set of requirements. The requirements were not difficult: the craft had to carry a load of 200 pounds, and be the fastest and most maneuverable over a set course. The contest was jointly sponsored by the local Apprentice chapter of The Society of Naval Architects and Marine Engineers (SNAME), Bass Pro Shops, and the Northrop Grumman Shipbuilding Apprentice School. The contestants

(Continued on page 2)

MEETING NOTICE

Date: Saturday March 15, 2008

Place: Mariners' Museum

Time: 1400 Hours

Mystery Photo



Mystery Photo #260: Sometimes the great Mystery Photo Provider expresses extreme confidence that he has found a truly unique image for this column. I can always tell when he thinks he has because I get a lot of phone calls from him telling me so. This month he called a lot. In fact, he made steady use of Mr. Bell's device right up until the newsletter arrived and I let slip that I saw this image on the cover of Warship International several years ago. It took me all of 20-minutes to find the correct issue—No. 4, 1978. I haven't really heard from him since.

It is a great image though. Here we see the juxtaposition of warships from two very different generations. On the left is a rather modern looking naval auxiliary with lattice masts supporting modern radar and communication antenna. While on the right we are treated to an armored cruiser from an earlier time. Old or not the warship is lethal, and a damn fine looking vessel. And their anchorage is unique as well. The old salts will recognize the mooring and know where it's used. The rest of us will find out in this column.

Crammed into this classic, small, canoe-shaped early steel hull is a fairly decent warship—for it's time. The obvious features, besides the hull shape with its external armor belt, are the two large funnels and the tripod carrying the enclosed, two-level fire control director. Less obvious is the armament consisting of several calibers of single-gun mounts and turrets. The rest of the arrangement is period Victorian, or the Italian/Argentine equivalent, with all of the ventilators and ship's boats. The carley floats are a concession to the time of the image and are seen on both vessels.

When this image was made, I suspect that the vessel's usefulness as a front line unit had passed. But obviously its employment with its host navy is not quite over. The caption accompanying this fine image from Warship International reads this way: "Pueyrredón at Naples on 20 June

(Continued on page 2)

HAMPTON ROADS SHIP MODEL ANNUAL BANQUET

Saturday March 29, 2008

River's Inn Restaurant Gloucester, Va.

(Continued from page 1)



Mystery Photo

1952. Official U.S. Navy Photograph (National Archives) 80-G-444379. This was the old ship's last foreign cruise, one that began at Buenos Aires on 31 March and ended there 25 November. It was determined the next year that she was unfit for further deployments; she was struck from the Navy list 4 January 1955 and later sold to Boston Metals Co., Baltimore, MD., for breaking up."

What the caption doesn't say, but some of the responses do, is that the Argentine navy had transferred her to Coast Guard service sometime in the 30's. In 1941 she was reassigned as a training ship for Midshipmen of the Argentine Naval Academy and continued in that role until her retirement.

Dave Baker, Bob Comet, Charles Landrum, and Tim Wood all correctly identified the vessel as the Argentine Armored Cruiser *General Pueyrredón*. For his part, Dave is making amends for not playing last month because he "DIDN't know where to look up [the] tender's name." A problem he calls "a lulu of a mistake." And they all agreed that the vessel was an ex-Italian armored cruiser originally named *Giuseppe Garibaldi*. Only Dave and Bob note that she is employed as a Naval Academy training ship, a role that Bob says "would explain her very sharp appearance." And Dave and Bob were the only responders who attempted identification of the larger warship in the background. While neither can, understandably, identify the vessel by name, both agree that she is a U.S. Navy amphibious command ship or AGC. Neither vessel is making any smoke at all which would suggest an extended stay by both. The lines just visible at *Pueyrredón*'s stern making the nice catenaries under the accommodation ladder might just be shore power.

While Tim made no comment as to the images location, Dave suggests "the shot was taken at Malta in Valletta Harbor ca. 1952," while Charles' "guess is that this picture was taken in Buenos Aires in the 1950s toward the end of her service life based on the radars on the US ship in the background." Bob, on the other hand, "puts our 1890's ship at what looks like the NOB at Norfolk in the late 1940's." Bob later recants: "The ship is not in Norfolk. I failed to notice the ship was not moored to a pier. The Port anchor is down and the ship is moored Med. style i.e. with bow to an anchor and stern tied off to the shore. More likely somewhere in the Med. Could be in Naples." Good thing you changed your mind Bob, you are right!

As was stated earlier, *Pueyrredón* began life as the ex-Italian Navy *Giuseppe Garibaldi*, a unit of the successful series of the same name. Tim sets the stage for this vessel: "During 1870-90, Italy suffered severe financial restraint which set back the ambitious building program they had embarked upon to replace the early broadside ironclads. Several unique warships were delayed in completion due to a lack of funds, and some had to be sold to foreign navies while still under construction. One such group of vessels comprised the powerful armored cruisers; they were exceedingly well protected for their size, and

(Continued on page 4)

(Continued from page 1)



were students from local High Schools—young minds in their formative years. Guidance came from student sponsors at each High School and naval architects and other shipbuilders. The winners—there are two—will have their design built and compete it against the design from the Apprentice shipbuilders team from Northrop Grumman Shipbuilding. A race-off will take place in the pond behind Bass Pro Shops Saturday March 15th in the morning. If you get a chance, stop by and see the competition.

The goal of course is to win the contest, receive the trophy, and top bragging rights. But the impetus is to develop in young minds an interest in shipbuilding, engineering, and a desire to work in heavy industry. Sadly, in today's world it is becoming very difficult to coax enough young people into this field. The work can be hard, hot, and slow paced. Some of the rewards aren't obvious and don't come immediately. And apparently it's not perceived as exciting like careers in areas such as information technology and communication. But this is real work with real, tangible rewards for the right kind of individual. What I saw in those students at the luncheon reassures me that we will continue to invite a few good minds into this industry.

Why did I tell you that story? It's simple; the enrollment problems that plague heavy industry also plague the ship model making hobby. As much as the industry has difficulty enticing young folks to engage in its labor market, so does this hobby. In today's fast paced, instant reward society, young people rarely think in long range terms—ship models are not made overnight. So, how do we entice the next generation of modelers? There are several things that come to mind where we can help: hands on demonstration; the congress of like-minded souls; and spirited competition through ship model contests.

We have the first two bullets covered as witnessed almost daily by our participation at the "Taco Stand" and through fellowship provided by the HRSMS. However, we are stagnant with the third bullet. Real, meaningful ship model contests have become almost non-existent. The chance to go head to head with the best is a great motivator. Static displays of ranked ship models in the proper venue will inspire others to try their hand. Camaraderie goes a long way in this hobby, but reward satisfies the dream. A World Class Ship Model Contest would offer a venue to fairly judge our workmanship and really bring out the best in this hobby. And it's these contests that best advertise our hobby to the nubile modeler. We need to campaign for such a contest in order to reach the people who dream. At the end of the day, a compelling ship model requires real work. Let the result yield real, tangible rewards for the right kind of individual.

The shipbuilding industry chose to address the issue by inviting interested folks to experience a part of the business and earn a little reward through the small craft design competition. Ship modeling needs to do the same.

John

MINUTES



Hampton Roads Ship Model Society Monthly Meeting

February 9, 2008
Mariners' Museum
Guests: Dick Boyden 2nd mtg.
Marvin Pastel 1st mtg.

The meeting was called to order at 1415 hours by the Mate Ryland Craze. There were no corrections to the minutes as published. A Purser's report was given by Eric Harfst. The Webmaster, Greg Harrington reported the he had one inquiry from someone needing model restoration work done. Greg has asked the requestor for more information. Greg requested photos from the picnic for posting on the website. Greg the everyone of how to access the members' area of the web site.

Old Business: Ryland directed the Clerk, Tom Saunders to cast one vote for the unopposed slated of nominees for office. The officers for 2008 are; Skipper - John Cheevers, Mate - Ryland Craze, Purser - Eric Harfst, Clerk - Tom Saunders. Len Wine gave a report on the banquet arrangements (see information elsewhere in this issue). Bob Comet said there are three nominations for the Founders' Award and the ballot would be in the March Logbook, with the votes given to the Skipper. Bob also said he had presentations lined up for six months and he was going to pursue getting a speaker to give a presentation on the Crabtree Collection

New Business: Tom Saunders asked if the membership wanted a picnic in the fall. After some discussion a motion was made and passed to hold a picnic. The second Saturday of October was selected as the date, and if that date was not available to back the date up to the first available Saturday. Bill Dangler will procure the site and report at the next meeting. Dave Baker said that we should consider participating in the national International Plastic Model Society (IPMS) convention to be held in Virginia Beach on August 6 - 9. Dave noted how well our members faired the last time we entered models in the IPMS competition. Charles gave some details of the convention. (more information can be found at: <http://www.ipmsusa2008.org/>) Tables would cost \$25.00 each. It was decided to revisit HRSMS participation in the convention at a later meeting.

Show & Tell: Charles Landrum showed two Dragon kits of 50s era carriers. Greg Harrington showed the progress on his Portuguese small craft and discussed the tribulations of construction. Tony Clayton talked about an article from Professional Engineering Magazine on a British Royal Navy missile test. Ryland Craze showed the progress on his *Halifax* Graham Horne talked about a visit to a brass shop in Lightfoot where he found fittings suitable for model pedes-

tals. The guest, Marvin Pastel, fielded several questions on the construction of the 1801 topsail schooner *Godfry & Mary*.

The meeting was adjourned to a presentation, "Making Water", given by Charles Landrum on techniques for modeling water under different sea conditions and simulated speed of the vessel.

SOLDERING

I find that for my modeling work, I don't need to silver solder my stuff, especially the small delicate pieces that would burn up at the heat necessary for silver soldering or brazing. The following is how I solder small parts:

I use fine diameter (about 1/32") silver bearing solder which contains a small amount of silver, and no lead. I bought mine in a coil from Radio Shack 4 or 5 years ago. The pieces to be soldered have to be clean of any corrosion, paint, or other dirt, and bright. Don't touch the parts to be soldered with your fingers, as the skin oils can cause the solder not to stick. The pieces must be held together so they won't move while you are soldering them, either with clamps, pins, or any kind of jig you can devise. Touch the joint with flux. I like to use liquid flux, but some people prefer paste flux. Apply it sparingly, only where you want the solder to stick. Cut a small bit of solder and put it at the joint and then heat both parts to be soldered using either a small butane torch or a small electric soldering iron, until the metal is hot enough to melt the solder. Heat the metal not the solder directly. If I can't keep the bit of solder in place, I touch the soldering iron to the solder to get a small bit of melted solder on the tip, and then apply it directly to the joint with the soldering iron. This works when the pieces are small enough that they will heat up and absorb the solder into the joint. Once the solder has flown into the joint, remove the heat. If you continue the heat it may cause the solder to flow out of the joint and "starve" it.

After soldering, wash the pieces in water to remove traces of the flux. If you use liquid acid flux, rinse the work in baking soda water or ammonia water to neutralize the acid, and then wash with fresh water. If there is excess solder around the joint, file it away with needle files.

Mostly I solder brass pieces together, but have on occasion soldered silver pieces, as well as soldering brass to steel.

Bob Comet

**"Anyone can hold the helm when the sea is calm."
-Syrus Publius**

THE ANSWER

From the back of Mystery Photo 261:
Argentina Pueyrredon Costal Defense / Training Ship
20 June 1952
Naples Italy
80G-444379

(Continued from page 2)

considered suitable to form in the line with battleships if need be.” At this time, Argentina and Chile were in an arms race of sorts, fueled by a “longstanding boundary dispute over possession of the southern part of the continent.” While Chile had previously placed orders for new armored cruisers and battleships from England and France, Argentina found itself behind the curve having ordered only a few cruisers. Italy’s financial situation made Italian cruisers available to Argentina.

According to Dave, eight of these ships were built to almost the same design; four for Argentina, one for Spain, two for Japan, and one for Italy. “Launched for the Italian Navy on 25 July 1898, the vessel was not retired until 2 August 1954,” outliving all of her sisters by a wide margin.

Dave was kind enough to provide the design history of this vessel: “Designed by Eduardo Masdea, the *Pueyrredón* was built by Ansaldo at Livorno and displaced 6,773 tons normal. The ship was some 344a ft 2-in. long at the waterline and had a beam of 59 ft. 8 in., with a draft at normal displacement of 23 ft 4 in. Her armament as completed for Argentina was two single 10-in. 40-cal. guns, 14 6-in./40-cal. single mounts, and two 3-in guns; she also carried four fixed 18-in. torpedo tubes. Her Krupp armor included a 5.9-in. belt some tapering to 3.1 in. at the ends, 5.9-in. barbettes for the 10-in. gun turrets and on the turret face, 5.9-in. over the secondary battery on the first platform deck, and only 1.9 in. on the conning tower. A crew of about

500 was required.

In her role as a training ship, the *Pueyrredón* had her armament reduced. The 10-in. guns were retained, but the number of 6-in. guns was reduced to eight; she then also carried four 6-pdrs and one 37-mm gun, all presumably for firing salutes. The torpedo tubes were removed, probably during the early 1930s refits. The tripod mast amidships supported a fire control position that permitted firing all the larger guns by director control.

The two sets of triple-expansion reciprocating steam engines developed 13,000 indicated horsepower and gave her a maximum speed of slightly under 20 kts when new. Her eight Belleville cylindrical boilers burned coal, but she and her sisters were reboilered with Yarrow boilers in the early 1930s and then burned oil, of which some 1,000 tons could be carried.”

So, who was General Pueyrredón?

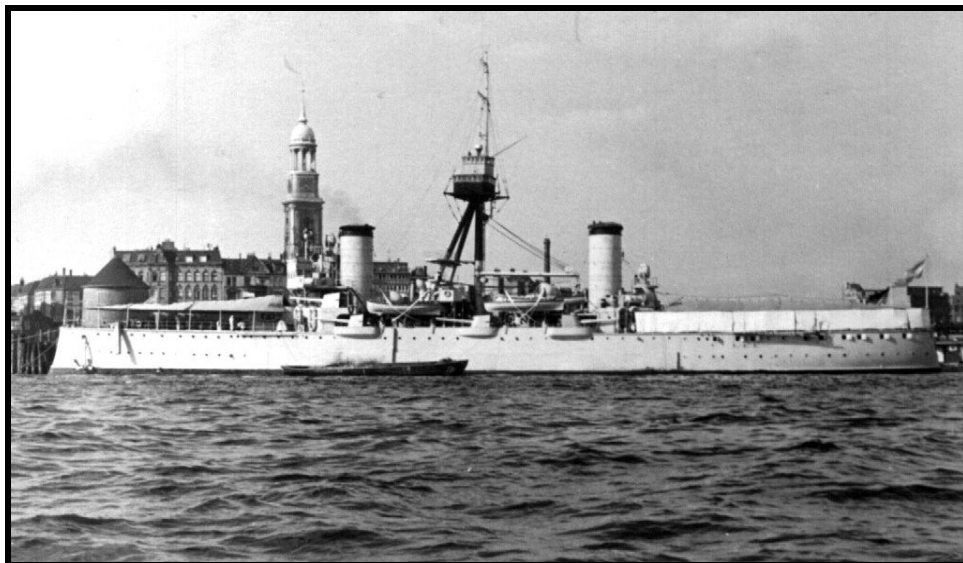
Dave says, “For those who have to know such things, General Pueyrredon was the first Supreme Director of the United Provinces of the Rio de la Plata, a forerunner to the united Argentina.” A reference of him on line is somewhat more detailed. Christened Juan Martín de Pueyrredón y O’Dogan, he was born December 18, 1776 in Buenos Aires, was educated at the Royal College, ran the family business after his father’s death, and

rose to become an Argentine general and poli-

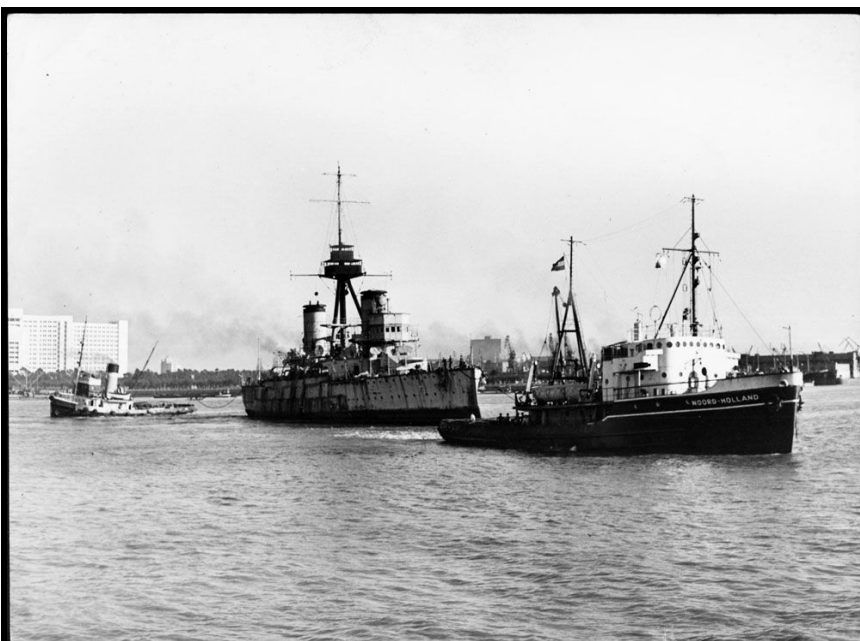
(Continued on page 8)



Mystery Photo



In Hamburg Germany, 1951



1955

HAMPTON ROADS SHOP MODEL SOCIETY ANNUAL BANQUET

Saturday March 29, 2008
River's Inn Restaurant
8109 Yacht Haven Road
Gloucester Point, VA

Cash Bar 6:00pm --- Dinner 7:00pm
Price, \$37.00 per person, includes tax and gratuity

You will order from the menu below at the banquet. A vegetarian version of the pasta dish is available.

DINNER PARTY MENU

She-Crab Soup or Sweet Potato, Corn & Clam Chowder

Choice of Entrées:

Virginia Crabmeat Combination

crabmeat imperial served between puff pastry with thinly-sliced country ham and lemon butter sauce
or

Chesapeake Blue Plate

a pan-fried crabcake, baked crabmeat imperial in puff pastry, fried shrimp and oysters with Virginia ham
or

Pan-Seared Filet Mignon with River's Inn Steak Sauce

or

Sautéed Breast of Chicken Alfredo over pasta with fresh vegetables

ALL ENTRÉES ARE SERVED WITH A HOUSE SALAD, FRESH VEGETABLES AND BREAD

Choice of Desserts:

Warm Apple Pie à la Mode or Warm Brownie with Vanilla Ice Cream, chocolate sauce and whipped cream

~

Beverage

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET
River's Inn Restaurant, Saturday March 29, 2008

NAME _____

Number in your party _____

Please form and funds return to Eric Harfst not
later than March 26, 2008

X \$37.00

Eric Harfst
133 Mid Ocean

Total _____

Williamsburg, Va. 23188

Hampton Roads Ship Model Society Founders' Award Nominations and Ballot

The Founders' Award is voted by the Membership to the person who has most furthered goals of the Hampton Roads Ship Model Society. This year three members have been nominated.

Ryland Craze:

Ryland has been a faithful attendee at meetings, banquets, and picnics, despite the fact that he has a considerably longer drive time than most of our members. He is a frequent contributor in the show and tell portion of the Society's meetings. He actively pursues ship-modeling activities and has made presentations in the technical portion of our meetings. He has conducted audits of the Society's fiscal accounts, and has served ably on committees that he has been appointed to. He currently is serving his second year as First Mate of the HRSMS.

Bill Dangler---

Bill is nominated for the Founders Award primarily because of the work he does in support of our annual Picnic. Bill contacts the city reserving a suitable site, at the time desired by the Society. On the day of the picnic, Bill is there early to start the fire in the grill and to ensure that the site is clean and ready to go. This last year he additionally took on the task of coordinating the food. Bill is usually the last member to leave, doing what is necessary to leave the picnic site as good or better than when we arrived. Bill is a regular attendee at the HRSMS meetings, participating frequently in the show and tell portion, and updating the membership with items of interest. He further supports us by attending events which spotlights the Society to the public, such as the NRG Conference, the Plastic Modeler's show at Virginia Beach Conference Center, our annual banquet, and the latest event highlighting the models of Heinz Schiller at the Peninsula Fine Arts Museum.

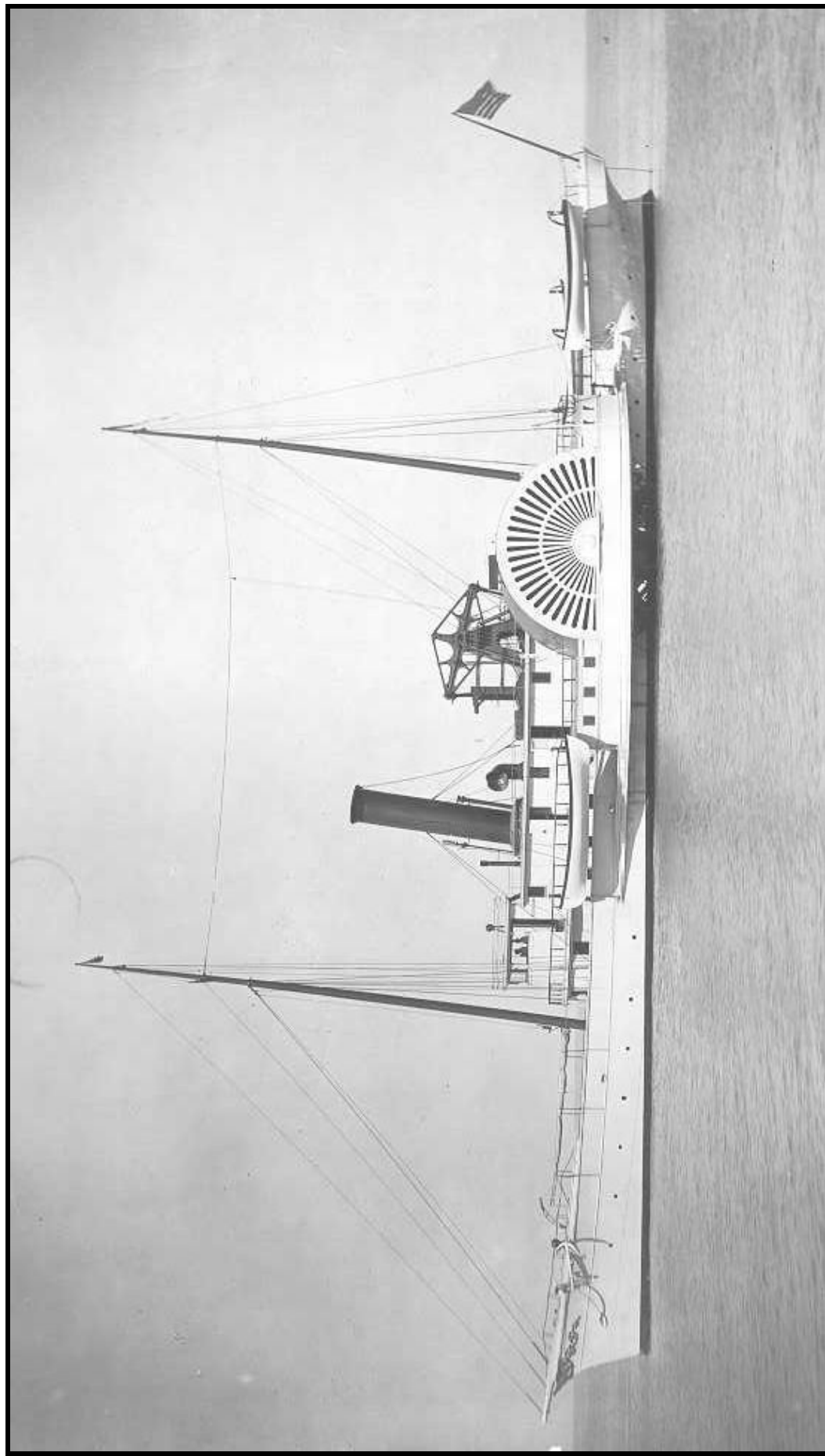
Eric Harfst—

Eric has done an excellent job of keeping the Society's books organized in a proper accounting format. His efforts allow him to produce financial information as needed. His reports are detailed and informative which tell the membership exactly where the Society stands financially. In addition, he has been diligent in contacting lapsed or delinquent members, many of whom have brought their dues up to date, and some have begun to appear at meetings again. He has long service as a Society volunteer in staffing The Mariners' Museum's model shop, aka the Taco Stand, on Saturdays. He contributed heavily to building the 2005 NRG Conference favors. He has been a frequent host of HRSMS meetings.

2008 FOUNDERS' AWARD BALLOT Member's Name: _____

Vote for one: _____ Ryland Craze _____ Bill Dangler _____ Eric Harfst

Give the completed ballot to the Skipper at the March meeting or Mail this ballot to the Skipper not later than March 22, 2008. (John Cheevers, 414 Burnham Pl. Newport News, Va. 23606) or vote by e-mail by sending your vote to the skipper at: jfcheevers@verizon.net. Only members in good standing may vote.



There was a young lady from Bangor
Who slept while the ship lay at anchor
She woke in dismay
When she heard the mate say:
"Let's lift up the topsheet and spanker!"



Mystery Photo

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

NAUTICAL TERM

Chine Broadly, the intersection of the topside and bottom. Also the term for longitudinal rib-like strips on the bottoms of various types of modern high speed motorboats. The origin is Old French, escbine, spine or backbone.

Submitted By, Tim Wood

NOTABLE EVENTS

MARCH

- 15 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "To Build a Peapod" by, Bob Comet

- 29 HRSMS Banquet

APRIL

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "The Crabtree Collection" by Vincent Scott
-

(Continued from page 4)



Mystery Photo

tician of the early 19th century.

"When the British occupied Buenos Aires in 1806, Pueyrredón fled to the countryside and rallied a volunteer force which eventually recaptured the city. In 1807 he was sent as representative of Buenos Aires to Spain again, but returned in 1809 via Brazil to Buenos Aires, where he subsequently participated in the independentist movement. After the May Revolution of 1810, which gave birth to the first local government junta, he was appointed governor of Córdoba, and in 1812 he became the leader of the independent forces and a member of the short-lived First Triumvirate. From 1812 to 1815, he was exiled in San Luis.

In 1816, Pueyrredón was elected Supreme Director of the United Provinces of the Río de la Plata. He strongly supported José de San Martín's military campaign in Chile, and also founded the first national bank of Argentina and the national mint. After the declaration of a Unitarian constitution, revolts forced him to resign as Supreme Director in 1819 and go into exile in Montevideo. He subsequently played a very small role in politics, most notably serving in 1829 as a mediator between Juan Manuel de Rosas and Juan Lavalle.

Pueyrredón was married to María Calixta Tel-lechea y Caviedes. Their only son, famous painter and civil engineer Prilidiano, was born in Buenos Aires on January 24, 1823. From 1835 to 1849, Pueyrredón and his family lived in Europe. He died on March 13, 1850 in retirement on his ranch in San Isidro, Buenos Aires."

If you search the Internet for images of Naples and its harbor, you will discover that the interesting building behind *Pueyrredón* is the Maritime Passenger Terminal built in 1939. Described as monolithic architecture, the building is a product of architecture under Fascism. Just out of range is Naples' Castel Nuovo/Maschio Angioino (Castle of the King of Anjou) built in the 13th century. The castle is a fairytale looking structure if there ever was one. Old and new poised together just like the warships.

Symbolism is rampant in this image.

John Cheevers

**"If one does not know to which port one is sailing, no wind is favorable."
-Seneca (the younger)**

Directions to River's Inn Restaurant

1. Take US17 North across the Coleman Bridge to Gloucester Point.
2. Turn right at the first light after the Toll Plaza onto Lafayette Heights Road. (There is a BP gas station on the corner and a large River's Inn sign on the opposite corner.)
3. Go one block on Lafayette Heights and turn left onto Greate Road. (Lafayette Heights ends at Greate Road with a driveway straight ahead.)
4. Go approximately ¼ mile on Greate Road and turn right onto Terrapin Cove Road. (There is a brick bank building on the opposite corner.)
5. Stay on Terrapin Cove Road for approximately ½ mile and turn right onto Yacht Haven Road. (There is a small shed with a Rivers Inn sign on the left.)
6. Follow Yacht Haven Road until it ends at the parking lot for the marina and the restaurant.



7. Enjoy your meal!

WATCH, QUARTER AND STATION BILL



Skipper: John Cheevers (757) 591-8955
Mate: Ryland Craze (804) 739-8804
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Len Wine (757) 566-8597
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Chaplain: Alan Frazer