

# Hampton Roads Ship Model Society

# Logbook!

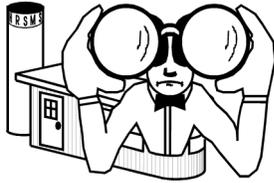


No. 428

WWW.HRSMS.ORG

February 2022

## From The Bridge



## Mystery Photo



### Cutting "Gains"

I'm not sure what constitutes a proper "From the Pilothouse" column. Past skippers have passed on their words of wisdom, and I tried my best last month. But I don't have the depth of experience of an Alan Frazer, a Joe McCleary, or a Bob Comet to pull that off two months in a row. Skippers have also reported on a recent event, but I have been to none. Never have I seen what amounts to a Shop Note - they are usually reserved for a presentation or show-and-tell. But as I'll be away this month (therefore unable to do show-and-tell) and I have nothing else to say, that is what you're going to get. It's either that or nothing.

A long while back I brought for show-and-tell a tapering jig that I had made for the wales of my Portuguese culé. I posted a shop note for this on our website.

<https://www.hrsms.org/Content/shop-note/tapering-jig/>

I recently found another use for it. My current project has a lapstrake hull. They are not nearly as common, and I never found any printed or internet suggestions on how to cut the "gains", the tapered "rabbets" at each end that transition the planks from a shingle-like surface to a smooth one. The difficulty is the very small angle, just 0.018" over 0.75" (at scale), which is only 1.4°. My first attempt was to use a sanding block and gradually decrease the angle until I reached my 3/4" mark. But I either ended up with a concave or convex surface, or made it too thin on the narrow end. I also tried using an X-Acto #18 blade as a scraper but ended up with a series of peaks and valleys. Once it occurred to me to use the tapering jig I had to slap myself for not thinking of it earlier.

As with my earlier attempt free-handing the sanding block, I used double-sided tape to place a guide block along the edge to cut. I then lightly scored the edge with a #11 blade, hoping this would provide a cleaner cut than sanding alone. Unlike the original use of the jig, for tapering the entire surface of a beam, the sanding block in this case is only riding on one of the risers, which means you must be careful not to tilt it. A wider riser would make this easier. As before, the sanding block has a paper shim to match the thickness of the sandpaper. Set up of the risers is similar to tapering a beam, placing two shims to

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Mystery Photo # 427: You know the old saying that "even a blind squirrel finds an acorn once in a while..."? Yeah, that one! Well, that kind of sums up my participation in this Month's Mystery Photo. You see, when the January Logbook arrived I quickly scanned the Photograph and just knew it was a Battleship or a Battlecruiser, possibly belonging to a European navy—or South America. So when I got a chance to check it out, I was immediately disappointed to see that my assumption was wrong. It also meant that I had a little work to do. And that's where that squirrel comes into the story.

I know you've all heard of Facebook (now Meta to all you day traders), well that application allows you to join what they call "groups". Groups are specialty pages that cater to specific subjects. One of the groups that I joined is named Museumships and you can pretty much guess the content. Low and behold, the night after my failed assumption this group publishes several photos of a Greek armored cruiser that looked surprisingly like our Mystery candidate. I checked into the post and the Mystery was solved. The squirrel found the nut. It was that easy, it was a serendipitous moment.

Now there are a lot of groups on Facebook covering the gamut of subjects, most of these I wouldn't touch with the ten foot pole. But a few are genuine and populated by decent folk governed by strong moderators. Museumships is one of those groups, Soup Lovers is another. So if you feel like it, check them out.

Before we reveal the answer to this Mystery let's see who replied.

Only one reply this month and it came from Dave Baker who claimed to being "A bit late to getting to this, but this month's mystery ship is the Greek Navy's armored cruiser GEORGIOS AVEROF..." It's not late when you're the sole

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## MEETING NOTICE

**Date:** February 12, 2022

**Place:** Mariners' Museum

**Time:** 1000 Hours

The meeting will be broadcast on Zoom.

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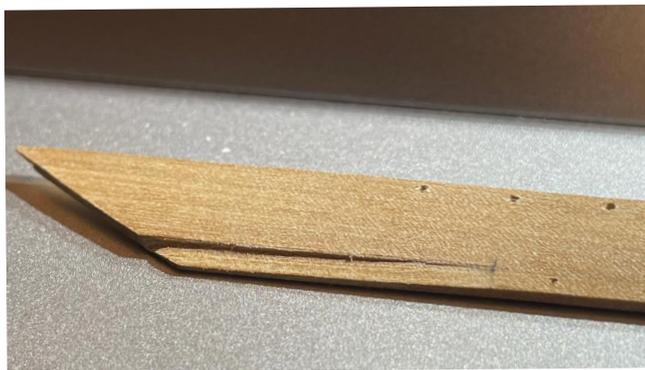
establish an angle. The planks are 0.036" thick, and I am ending at half thickness, or 0.018". When tapering the wales, I placed the proper size shim where the taper was to start and end. Doing so over only 3/4" for the gains would be difficult to do accurately, so instead I placed a thicker piece 10" away, providing the same angle but with more accuracy. The workpiece is taped to the bed with the beginning of the taper at the end of the jig.



If the gain is a little short after sanding, and therefore a little thick at the end, simply move it a bit further over the edge of the bed. Once the taper is sanded, use a #18 blade to clean up the corner. Since you'll only take a few passes, you will not end up with the peaks and valleys I did trying to use only the scraper.



The result is a very straight, even taper ending just where it should.



With the gains cut on the front and back sides of adjacent planks, they come together nicely at the bow and stern.

(Continued from page 1)



responder. (And since you got it right, long passages of your response will be quoted.) And he adds, "...which was laid down by Orlando & Co., in Livorno, Italy, as a near sister to two Italian Navy armored cruisers, the AMALFI and PISA. The Greek government bought the ship in October 1909, and she was launched on 12 March 1910, completed during May 1913, and is still very much afloat as a museum ship at Poros Island, about 40 miles south of Athens, having been retired from the Greek Navy in 1946."

And like buildings at Harvard, Dave continues: "The ship was named for a Greek millionaire who had donated a large sum to the navy for warship acquisition." And then he summarizes the vessel's career. "The ship first saw battle during the Balkan Wars (with Turkey and rebels) in 1912-1913 and was given a major refit during 1925-1927 when her armament was updated and she received new boilers. Escaping from Greek waters on 25 April 1941, she was based at Alexandria, Egypt for the remainder of WW II, operating as a convoy escort in the

(Continued on page 3)

**THE ANSWER**

Mystery photo 427  
Averof off the coast of Crete, 1919

I hope someone will find this useful.



Regards,

Greg

# What's Happening at The Museum

## February 2022

Hope you're ready for Valentine's Day! And, no. Your mate or significant other doesn't want a gift card for Micro Mark! Hint: Long stemmed red roses are always right! At least a dozen! You're welcome! Now. Brass tacks. You've surely noticed that the Museum is changing. The Age of Exploration gallery is the oldest gallery in the Museum today. In fact, part of the space itself was outside in the mid-20th century! (When you've been on board as long as I have you know things that most others have completely forgotten or never knew!) And this is not a "knock-it-down and put the pieces back together upside down" project! It's a complete rebuild of the space. It will continue to tell the story of our evolution as explorers and navigators, the third and final leg of transition from Neanderthal to Homo Sapiens! And its presentation will be aimed at a much broader and more diverse history and evolution of global exploration and discovery. It will be dramatically different in its scope and appearance and so will consume the better part of two or more years to complete!

But what's happening right now? Remember the evening lectures we presented before the Plague? Well, they're back! But as of the first presentation, featuring local author Jonathan White, they will be both live and on line! And the schedule for future speakers looks like a "something for everyone" list. As the calendar fills it will be shown on line and in this newsletter. So pay attention! You who are Museum members will get in free but you'll still have to register for the programs you wish to attend in person.

And remember the Bronze Door International Wine Classic? That great event is also returning in June but with a new name and a much broader list of options. It's sure to be a hit even if you're not a wine enthusiast. If you have any questions or requests about any of the changes and the real new year for TMM, ask me. I know some folks who will have answers! Believe me, 2022 will not just be a repeat of 2021! Happy New Year again!

Ron Lewis

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Indian Ocean. Post-war, the AVEROF was used as a station ship at Piraeus until retired in 1946 and remains the largest warship ever operated by the Greek Navy"

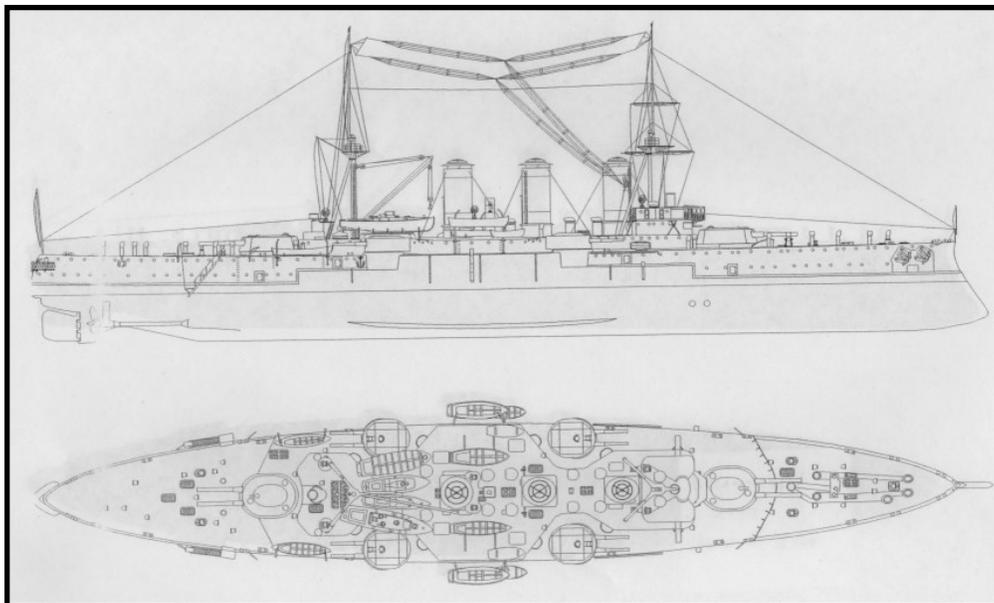
And to prove this, Dave says that "As built, the AVEROF Displaced 9,958 tons normal and was 462-ft overall by 69-ft. beam and 24-ft. 8-in. draft at that displacement. She was powered by two sets of vertical triple expansion engines on two shafts and had 22 Belleville boilers. The propulsion plant delivered a total of 19,000 indicated horsepower for a designed maximum speed of 22.5 knots. Fuel was provided by up to 1,500 tons of coal, and her range with full coal allowance was 7,125 nautical miles at 10 knots. Her armored protection as completed consisted of a 8-in thick belt amidships and 3.25-in at the ends, 2-in. one the face of the 9.2-in. turrets, and 7-in. for the conning tower."



Averoff in Piraeus, 20 October 1944

"The original armament was two twin 9.2-in guns in armored turrets, eight 7.5-in 45-cal. in four twin mounts, 16 single 76-mm mounts, two 47-mm saluting cannon, and 3 fixed,

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underwater 18-in. torpedo tubes. A single 3-in. anti-aircraft gun was added during World War I. During her 1925-27 refit, while the main battery of 9.2-in. and secondary battery of 7.5-in. guns was retained, her single-mounted 76-mm battery was reduced to four mounts, while two 3-in. AA were fitted, along with five 40-mm AA mounts, and the torpedo tubes were deleted. At Alexandria during WW II, the ship's tertiary battery was increased to 8 single 3-in. mounts, four single 3-in. AA and the 40-mm guns were replaced by six 37-mm AA guns."

A very good report.



Averof at Port Said, 23 February 1943

There is little else to add to this other than to say the on-line account of this vessel mentions that "The ship continued to serve in World War I, the Greco-Turkish War of 1919-1922, and the interwar period, receiving a modernization in France in 1925 to 1927. Following the German invasion of Greece in April 1941, Averof participated in the exodus of the Greek fleet to Egypt. Hopelessly obsolete and prone to mechanical breakdowns, she nevertheless spent the next three years as a convoy escort and guard ship in the Indian Ocean and at the

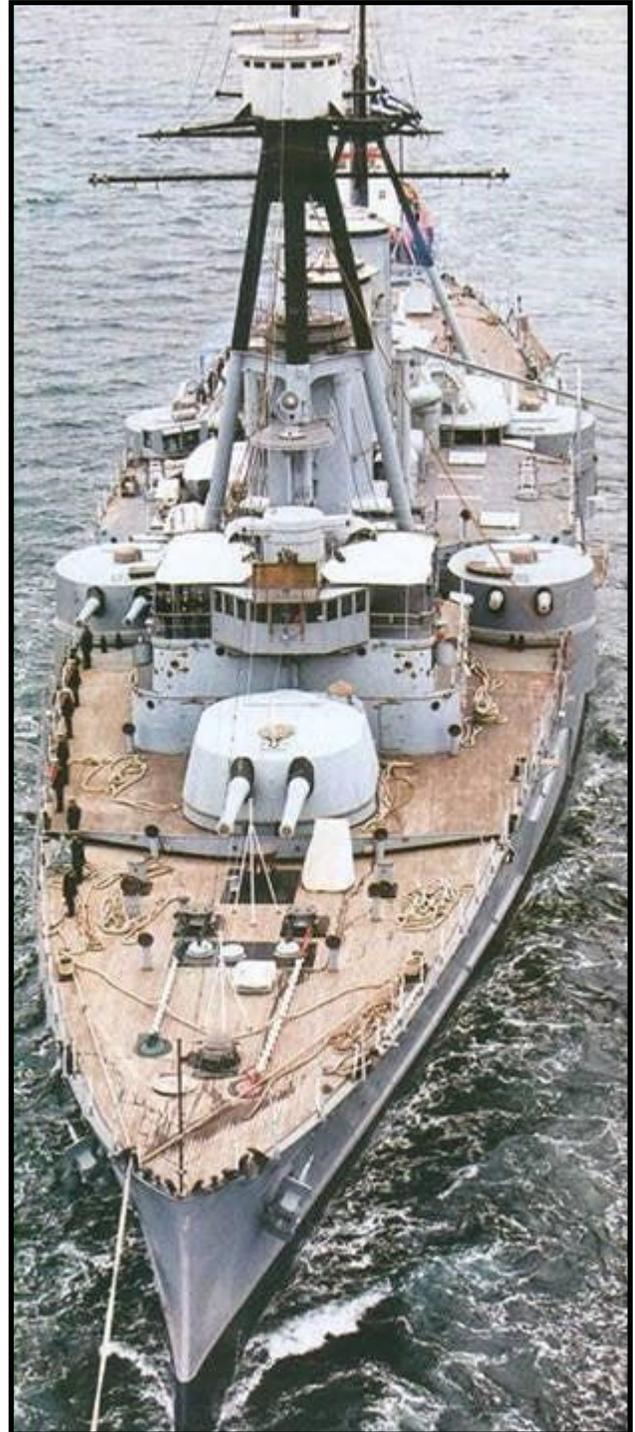


Georgios Averof at Coronation Naval Review, Spithead, 1937

Suez Canal. In October 1944, she carried the Greek government in exile back to liberated Athens, after the withdrawal of the

German army."

And, "In 1952, she was decommissioned, before being moved to Poros, where she was berthed from 1956 to 1983. From 1984 until today, she has been reinstated on active duty as museum ship in the Naval Tradition Park in Faliro. After maintenance in late 2017, she achieved seaworthiness state once



Towing of Averof From The Shipyard of Elefsina in Trocadero (Shipowner's Magazine) 10 FEB 2003

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(Continued from page 4)



again, allowing the ship to sail (towed) accompanied by Greek frigate Kountouriotis (F-462) (Φ/Γ Κουντουριώτης) to Thessaloniki Greece where she received more than 130,000 visitors over her 53-day stay.”

Physically the ship is little changed for being 110 years old. The most remarkable thing you can say is that her 1925/27 refit produced a taller forward tripod supporting a fire-control director space and a searchlight



Averof in camouflage paint, RN Bombay Station, 1942

platform. Her after tripod mast received a searchlight platform as well. Converting the power plant from coal to oil was considered prohibitive in light of the vessels age, nevertheless it was done.

Georgios Averof is unique, like the USS Constitution, in that she operates as a Museum ship but “is crewed and regarded as in active service, carrying the Rear Admiral's rank flag a square blue flag with white cross, like the Greek jack, with two white stars in each of the two squares on the flagstaff side atop the mainmast with the masthead pennant (a long triangular blue flag with a white orthogonal Greek cross) displaced downward.”

Also like USS Constitution, the cruiser received a “dry dock inspection and hull maintenance [as] a prelude to the



Payday Newport News Shipyard, 1905

vessel's first voyage in 72 years. On 5 October 2017, the Averof left her long-time berth at Palaio Faliro, and was towed 250 miles across the open sea to a 50-day exhibition-docking on Thessaloniki's urban waterfront. The vessel was escorted by up to six large tugs and a pilot craft from Zouros Salvage & Towage. A Hellenic Navy tugboat also accompanied them.”



Georgios Averof with gangway in place for visitors in 2013

In trying to date the image Dave made “a wild guess and put it at the end of the AVEROF's active career, as she appears to be flying the Greek Ensign at the foremast and the British atop the mainmast, and that AA gun abaft the mainmast looks like a Bofors 40-mm. It was certainly taken after her 1920s refit. Otherwise, I haven't a clue.” That's about as capricious as you can get. The Mystery Photo can be found several places on-line. The image I found, and I can be fairly certain the one the editor used, comes from the Wikipedia entry for the ship and carries the caption: “Averof off the coast of Canea, Crete, 1919.”

There you have it, one hard play and one squirrely one. In the end we found and identified the vessel. Til next time....right now, I have nice hot soup waiting.

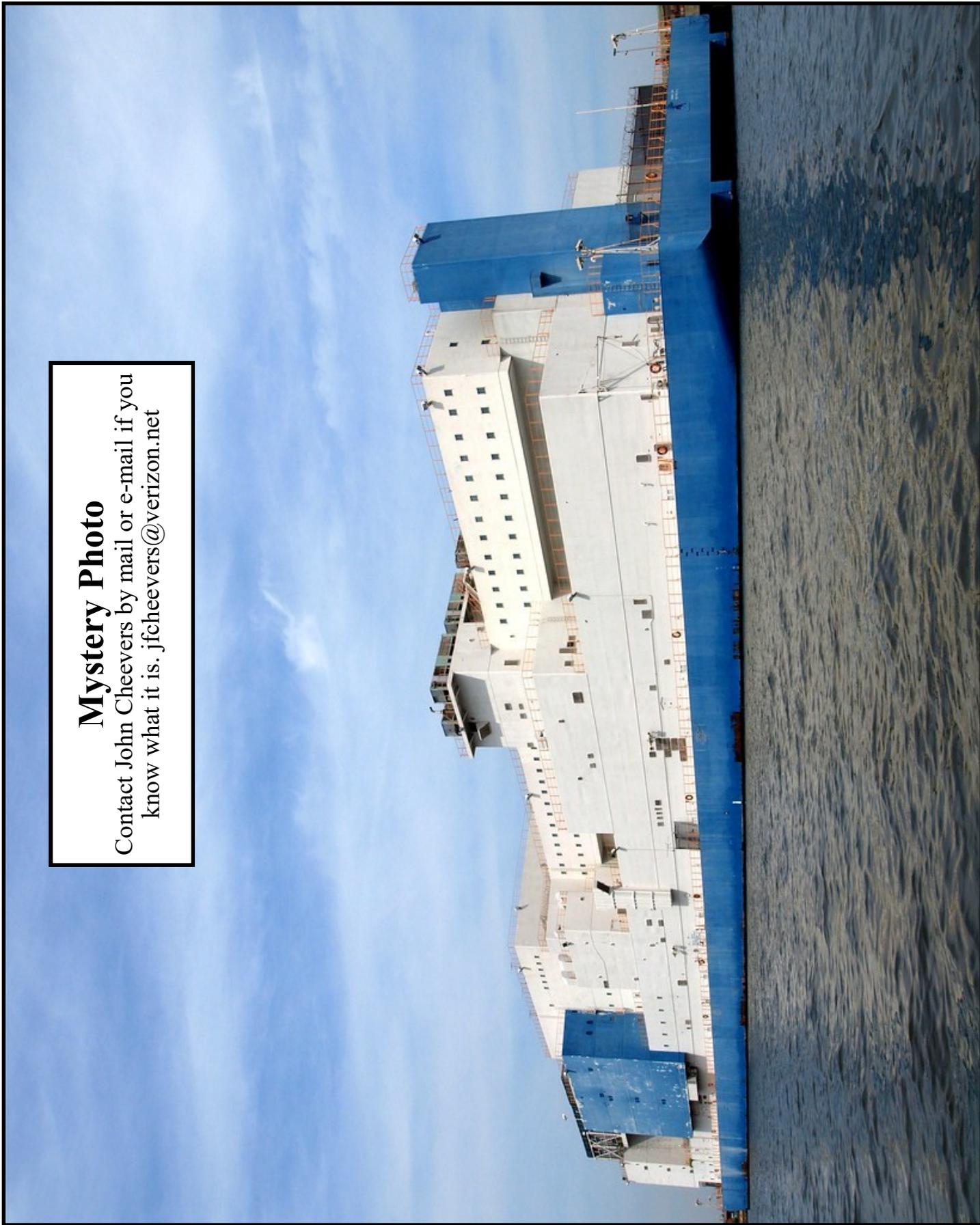
John Cheevers



On April 30, 1891, NS delivered its first vessel, a tug named Dorothy

## **Mystery Photo**

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



# NOTABLE EVENTS

# MINUTES



## FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: "A Compelling Impression", John Cheevers
- 26 IPMS Richmond Old Dominion Open; Richmond Raceway

## MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "Making Lines from Offsets", John Cheevers

## APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "The Great Tea Clippers and their Legacy"  
Ron Lewis

## MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

## JUNE

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

## JULY

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

## AUGUST

- 6 Modelcon, Philadelphia, Pa.

- 13 **HRSMS** Monthly Meeting:

## SEPTEMBER

- 10 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

Presentation: TBA

## OCTOBER

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

Presentation: TBA

- 13 US Navy birthday

## NOVEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

Presentation: TBA

## DECEMBER

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

Presentation:

## JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

Nomination of officers

**WATCH, QUARTER  
AND  
STATION BILL**



Hampton Roads Ship Model Society

Monthly Meeting

January 8, 2022

Mariners' Museum

The meeting was called to order by Skipper, Greg Harrington at 1004 hours. There was no correction to the minutes as published. Ryland Craze gave the Purser's report, noting 47 full members, 6 associate members and 1 honorary member.

**Old Business:** The Skipper said that he made contact with the Newport News public library about having a ship model exhibit with no resolution. It was noted that the HRSMS is in contact with the Mariners' Museum Regarding power tools in the model builders' stand. This led to much discussion. A motion was made and passed to spend up to \$900.00 for tools for the model builders' stand, depending on the museum's approval. Some unknown person at the museum has procured Lego model of the Titanic. They would like to use the model builders' stand for the kit's assembly. That idea had a tepid reception. Greg Harrington showed a list of IT equipment procured for an expenditure of \$1400.00. It was noted that our old computer will be kept in the model builders' stand. Ryland Craze said that the HRSMS will have its usual table at the IPMS Old Dominion Open.

**New Business:** Ron Lewis talked about some hand tools that he donated to the model builders' stand. Greg Harrington said that approximately 192 ship plans were donated to the HRSMS. He asked that members get the plans they want and the remainder will be donated to the museum. Ryland Craze asked about reserving a shelter for a September picnic. A decision was made to defer any action until February or March. The current slate of officers was nominated to run for another term. Elections will be held in February. Joshua Fichmann noted that the 2022 Modelcon will take place on August 6th.

**Show & Tell:** Marty Gromovski showed his type 7C U-Boat from a 1:72 scale Revell kit. Joseph Ficklen showed the progress on his Model Shipways gunboat Philadelphia. Hank Ghittino's showed the progress on his Willie L. Bennett. Joshua Fichmann's detailed the progress on his Black Pearl.

The meeting was adjourned and Ron Lewis presented "the Story of Billy Moore, Deadrise Builder."

- 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

## Nautical Term

**Becket** A small loop of rope or small stuff, of many uses. The origin is not known, but the word may have come from Old English, and earlier from Old Dutch, bogt, bend of rope.

Tim Wood