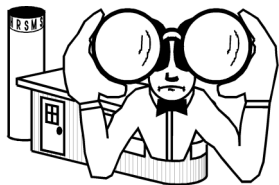


From The Bridge



Mystery Photo



Having a public event of some form has been briefly discussed at several of our meetings over the past two years. At first it was just an expression of the skipper's desire to gain exposure for the club, which could not be realized due to Covid restrictions. As the SARS seas have calmed, the idea has been run up the signal halyard more frequently to see how the fleet responds (if I may play freely with metaphors). But it has failed to gain any momentum, mainly due to lack of focus and direction on my part, but also some perceived lack of enthusiasm. However, I'm not sure I've gauged the real mood of the room nor am I sure that enough of us have had the opportunity to weigh in, even with the ability to join meetings online. So I am going to formalize this with a survey. HRSMS does not expect that every man shall choose a duty (paraphrasing "England expects that every man shall do his duty", in case you didn't catch that) but we will expect and demand a response from everyone - floggings will commence after a couple of weeks and continue until the process is complete. First, let's define the options and their attributes.

Exposition – a simple display of our models. The primary goal (other than showing off) is to engage the public and, if we are lucky, spark some interest in the hobby and in our club. Participation would most likely be from our club only. Duration of 1-4 weeks should be anticipated.

Conference – combines an exposition with additional content which could include speakers, vendors, demonstrations, and raffles. In this format, models in the exposition are usually judged with awards given. We would need to cast a wide net for participants. As people would be coming from out of town, some arrangements would be expected for meals and lodging. A larger venue is required. Duration of 1-2 days.

Venues - The ideal venue for a conference is the Mariners' Museum, as the opportunity to see the museum and display models to its guests would appeal to the outside partici-

(Continued on page 4)

Mystery Photo # 429: As you probably know by now, I don't select the image for each month's Mystery Photo. I get it my first peak when you do—when the Logbook arrives. And you probably also might know by now that I usually send an off-the-cuff guess to the editor as soon as I receive my logbook. Most of these guesses are usually corrected once I've had a chance to properly review and study the offering. Well that play holds true for this month's Mystery Photo. While I'll admit that most of my initial observations are either correct or close, I'll also admit that I've become aquainted with the chance aspects of horseshoes and hand grenades.

This month's vessel presents as what I've come to identify as a light cruiser. I didn't ask, it didn't tell, but I'm treating it as such based on appearance alone. So in my haste to offer this month's initial assessment to the editor I mentioned that the vessel was a British light cruiser located some place like Naples, Italy and that the photograph was taken shortly after World War Two (WWII). Seemed like a reasonable assumption at the time, but one that didn't pan out upon further review.

It's obvious the photograph presents a warship. And for the initiated, it's obvious that it is British in origin—it just has that look. The straight stem, the bow knuckle, the twin, round stacks, and those port lights all say cruiser in design and appearance from a period of time just before World War Two. The two forward turrets do not appear to be British judging by

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MEETING NOTICE

Date: April 16, 2022

Place: Mariners' Museum

Time: 1000 Hours

The meeting will be broadcast on Zoom.

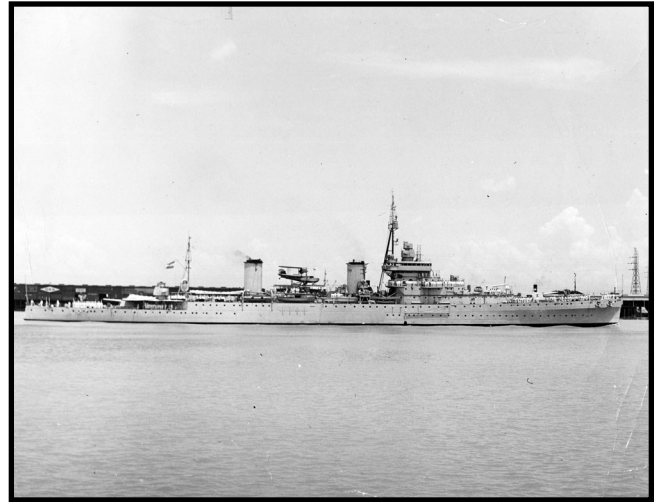
The Meeting Date Has Changed

2022 Dues are now due. See the Purser, Ryland Craze

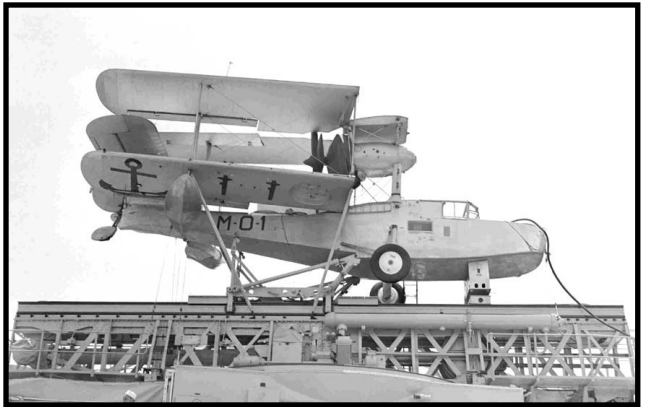
(Continued from page 1)



the shape of the gun houses, but the caliber of rifle seems to be closer to the treaty prescribed 6-inch rather than the 8-inch allowed for the treaty "Heavy" cruiser—we'll go with that. The step in the hull is much farther aft than we are used to seeing in this type of vessel. Why? The bridge is larger than contemporary British designs, almost square and enclosed. Having so many windows on the side of the house is definitely not a British feature, as is the shape of the director atop the house. The mast and radar sets the timeline, in my opinion to sometime after WWII. Finally, the Jack is not familiar, nor is the Ensign.



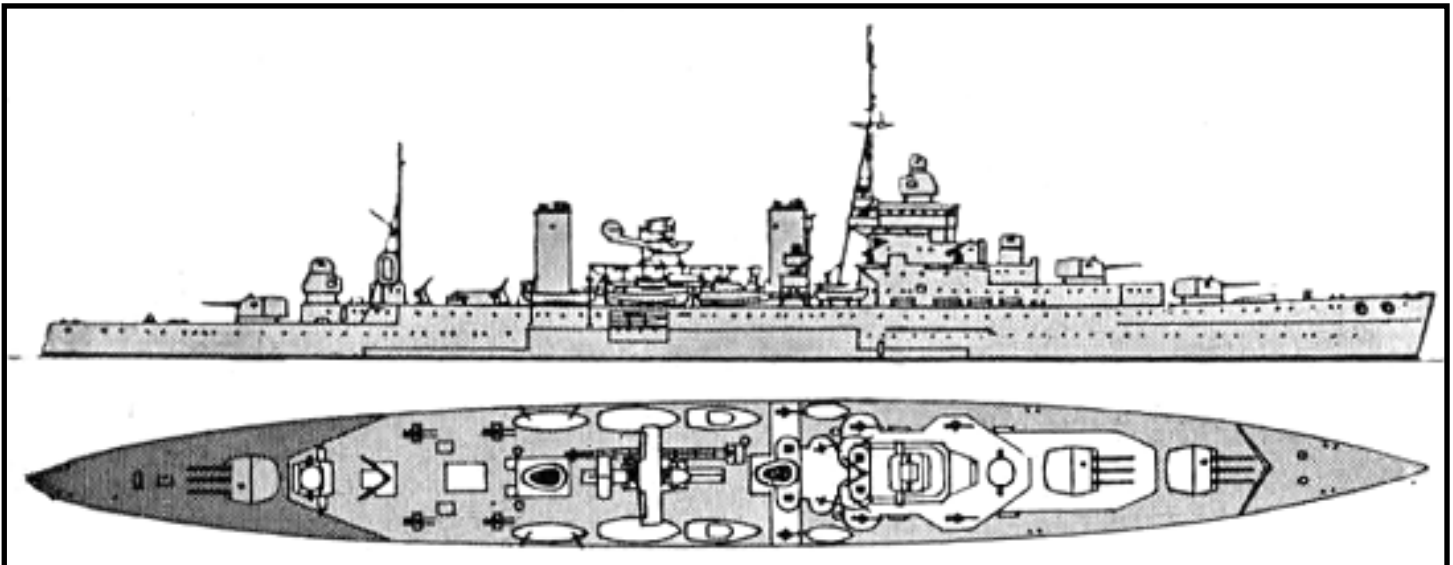
La Argentina in 1939 with Walrus flying boat



Walrus MK-IV on board *La Argentina*,

THE ANSWER
Mystery photo 429
Argentine cruiser "La Argentina"

(Continued on page 3)



What's Happening at The Museum April 2022

I have to admit, when it comes to change, The Mariners' Museum has not been seen as the avant garde! But NOW!! You know we went through a long period of closure, development of the "Virtual Museum", the loss of a few significant revenue generating programs, uncertainty of survival and now runaway inflation. Guess what, mates! Where these hurdles literally closed some of our brother institutions we came out ahead! And we're off!

You've seen the changes taking place within the Museum. The Huntington Room is becoming a destination. Complete change of appearance from an institutional conference room to the likes of a Michelin Restaurant! And, as I disclosed last month, a complete rebuild of the Exploration gallery that revealed a bearing wall that was once the outside front of the museum. Well, that ain't all, folks! We're also upping our impact on the area's educational options. And that includes a rebuild of the old boathouse and launch to facilitate a school system-wide program that will put students in kayaks on the Mariners' lake doing surveys, etc. and planting aqua-plants to improve the lake's health and reduce turbidity.

Once plans were released and bids were offered for the work on the boat launch and all the associated peripherals (access from parking lot, paving and marking, pier work etc.) we were staring down a \$150,000 investment! Well, enter Kenny Crofton and the Blair Brothers, a Suffolk paving firm, and their bid was...(wait for it) \$0!! Right! The community saw the value the Museum brings to the community and in support of the expansion and public programming, offered to foot the cost of the whole project as an in-kind donation to the Museum!

You'll see a lot more of this as it develops but, suffice it to say, we strengthen the community we live in and the community responds with their support and generous show of gratitude! We survived the pandemic and several other ills. What doesn't kill you makes you stronger! We are now ready for anything!

Ron Lewis

(Continued from page 2)

The vessel seems to be performing an evolution of some sort involving the anchor. Smoke from the forward stack, a bit of disturbed water just aft the propeller guard, and the chain up and down suggests they are unmooring and shipping the anchor. But there seems to be a larger number of white uniformed crew on deck around the anchor handling gear than would be necessary for a normal hoist. Their groupings suggest training by rotating small groups through the various stations of anchor handling. So my guess we have an image capturing the ship in port performing ship/anchor handling drills.



We received two replies and a penciled-in peek at an identification this month. Rob Napier and Dave Baker

AMERICAN NAVAL HISTORY THE CIVIL WAR 1862

May 10: Union forces capture Norfolk, Virginia and reoccupy the Norfolk Navy Yard.

May 10: Action at Plum Point Bend. The Confederate River Defense Fleet of eight cottonclad gunboats in a spirited attack on the Union gunboats and mortar schooners bombarding Fort Pillow on the Mississippi River. The CSS General Bragg rams and sinks the gunboat Cincinnati and the Mound City is rammed by the CSS General Earl Van Dorn and runs aground to keep from sinking. The Confederate then return to Fort Pillow.

May 11: Destruction of the CSS Virginia. The fall of Norfolk seals the fate of the Confederate ironclad. Finding that the vessel draws too much water to retire up the James River, she is to be blown up.

May 15: On the James River, Virginia, a Union squadron consisting of the Monitor, the ironclads Galena and Naugatuck and the wooden gunboats Aroostook and Port Royal pushes up stream to within eight miles of Richmond before being halted by Confederate batteries at Drewry's Bluff.

June 6 : Battle of Memphis. Confederate River Defense Fleet is destroyed in a sharp , close action with the ironclad gunboats Benton, Cairo, Carondelet, Louisville and St. Louis and the rams Monarch and Queen of the West. The Confederate ships General Beauregard, General Bragg, General M. Jeff Thompson, General Sterling Price, General Sumter and Littler Rebel are captured, grounded or sunk; only the General Earl Van Dorn escapes. Memphis surrenders to Union forces opening the Mississippi all the way to Vicksburg.

June 28: Farragut's fleet runs past the batteries at Vicksburg, the last great Confederate bastion on the Mississippi.

End of part 4 of 1862 of the Civil War.

Bob Moritz

weighed in with words and ideas while Tim Wood shared a peek at his identification scribbled onto his copy of the Log-book. All's well; they got it!

Rob starts us off with this observation: "I looked at the current Mystery Photo and, because of the knuckle along the bow, immediately thought: British. A British cruiser. But the background looked Mediterranean or someplace else warm or warm-ish. And I don't think the Brits wore their neckerchiefs like that. Do the Brits even wear white uniforms? I dunno." And he continues by commenting on the same things I mention: "And the jack at the bow staff is clearly not the Union Jack, or even a good attempt at covering the Union Jack digitally for the MP. Sheer is fair from bow to step-down about abreast after

(Continued on page 4)

(Continued from page 3)



structure. Large forward structure, not much aft.” Then he’s stymied. “But looking through [M.J.] Whitely’s book, [Cruisers of World War Two] turns up nothing for English, French, Dutch, Italian, or any other countries I considered likely.” (Rob, you went too deep into Whitely’s book. Check out pages 13 and 14.)

From that beginning Rob turned to a Google search and “...Sure enough, it is an English cruiser. Well, it was built by Vickers at Barrow, anyway, in the late 1930s. It had been commissioned to be a training ship for the Argentinian navy” and, he adds, given a “clever name.” That name Dave provides: “This month’s mystery ship is the Argentine Navy’s cruiser LA ARGENTINA. The photo was probably taken during the mid-1950s, since she shows a radar antenna at the top of the foremast and had the aircraft catapult removed (while retaining the crane to handle boats)...” To help bookend the timeline he adds: “Jane’s 1956 has a Wright and Logan photo of her dated 1951 when the ship still had the catapult and a Walrus amphibian was on it, but it had been removed by 1960.”

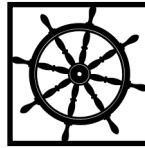
Again, Dave provides the characteristics gleaned from various editions of Jane’s Fighting Ships:

“LA ARGENTINA was built by Vickers-Armstrong Ltd. at Barrow-on-Furness in the UK. Laid down during January 1936, she was launched on 16 March 1937 and completed on 31 January 1939. Se The ship was intended to serve as the Argentine Navy’s principal training ship as well as being a combatant. Displacing 7,500 tons full load (6,000 standard), the ship was 541-ft. 6-in. long overall (510-ft. between perpendiculars) x 41-ft. 6-in beam x 16-ft. 6-in draft at full load. Her armament as completed was three triple 6-in. mounts, four single 4-in. dual-purpose guns, and a dozen 2-pounder AA mounts (eight single and two twin), plus two triple 21-in. torpedo tubes mounted on the main deck below the catapult behind doors. The shielded 4-in. mounts were replaced with single 40-mm AA, at which time the 2-pounder mounts were also replaced with single 40-mm mounts, giving her a total of 14. As of 1971, the number of 40-mm AA had fallen to four singles, but she did carry four 47-mm saluting cannon,

The ship’s propulsion system employed four 300 -p.s.i. Yarrow boilers and three sets of Parsons geared turbines

(Continued on page 6)

(Continued from page 1)



pants we would need to attract. In my mind, the ideal venue for expositions would be anywhere else, as the goal is to spark interest in those who are not already enthused, as would be the typical Mariners’ Museum guest. Also, our presence at the model stand already serves the purpose of promoting our club. Possible exposition venues include libraries, museums (including but not limited to the Mariners’ Museum), private businesses such as a bookstore (which could offer books on modeling or nautical history). Insurance is something that must be considered.

Pros and Cons – Well, I did not list any cons. The benefit of one is the con of the other.

The benefits of an exposition are a) Lower effort and expense. We could easily manage more than one of these in a given year, if desired. b) By doing something outside the museum we are more likely to garner community interest where it did not previously exist.

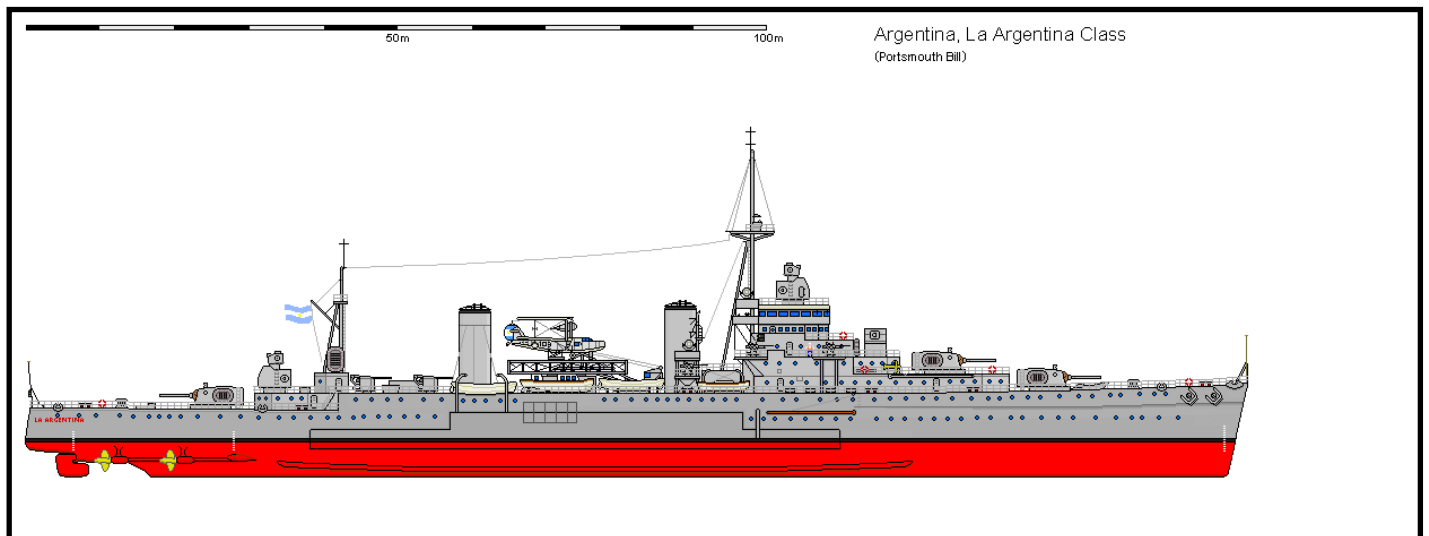
The benefits of a conference are a) An opportunity to grow via interaction with modelers outside our club and by attending lectures and viewing demonstrations b) Seeing models from people outside our club c) An opportunity to win prizes and/or gain a constructive critique of our models by submitting them to judgement

With these things in mind, please fill out the survey and submit your answers to me by email, phone, or in person – any way you can and as soon as you can (to avoid the flogging).

A note to our guest readers: Your responses are also welcome but are certainly not required (you do not risk flogging). If you would like to display a model, we’d like to know. If you are interested in helping organize (particularly if you have prior experience) we will be grateful for whatever knowledge or actions you can provide from afar.

Greg

"Man cannot discover new oceans unless he has the courage to lose sight of the shore." — Andre Gide



Event Engagement Survey

Your Interest in Organizing and/or Participating in Public Events

Before continuing, let it be emphasized that expositions and conferences are not mutually exclusive. If we host a conference we can easily add an exposition at any time before or after.

Your Name: _____

Expositions

Are you interested in displaying a model at an exposition, located at (check all that apply)

- the Mariners' Museum
 - a library
 - a book store
 - Other. If so, please list type, not specific location
(example "a coffee shop", not specifically "Starbucks")
-

Are you interested in helping to arrange an exposition? Yes No

Do you have suggestions for the location of an exposition. If so, please list.

Conferences

Are you interested in displaying a model at conference (choose one)?

- not at all
- for display only
- for competition

Are you interested in helping to organize a conference? Yes No

Do have a suggestion location for a conference other than the Mariners' Museum?
If so, please list.

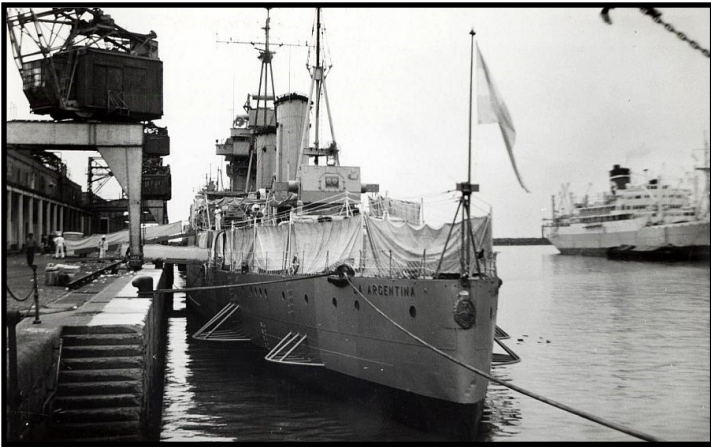
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for the three propellers and giving her a maximum shaft horsepower of 60,000 and a maximum speed of 31 knots; by the late 1960s, the max speed had fallen to 30 kts on 54,000 shp. Fuel capacity was 1,500 tons oil. LA ARGENTINA had two 350-kw turbogenerators and one 175 kw diesel emergency generator as built. Endurance was given as 7,500 nautical miles at 12 knots.

The modest armor suite consisted of 3-in. on the sides amidships, 2-in the main deck, 2-in on the turrets, and 3-in. on the conning tower atop the superstructure.

The ship's crew complement was 633 total plus 131 cadets in 1960, but on her final training world cruise beginning in August 1971, she carried 31 officers, 111 cadets, and 505 enlisted. As of 1970, the boat complement had been reduced to two launches, two LCVP landing craft, and 35 inflatable liferafts."



La Argentina, 1971

So if this cruiser isn't British, why does it look so British to Rob and me? Rob touched on the answer and Dave echoed his remark when they stated that La Argentina was built in Britain by Vickers-Armstrong. The answer can be found in Whitley's book starting on page 12. "In 1926 the Argentine government allocated 75 million in Gold Pesos for a naval program for three cruisers. Two of these cruiser contracts were allocated to the Italian shipbuilder Odero Terni Orlando Company and the ships were based on the Italian Trento heavy cruiser." They were laid down in 1927 and completed in 1931. The third ship was deferred.

Then in 1934 a third ship was ordered only this vessel was intended to be a cruiser and a training ship. The contract for this ship was won by a British yard and is said to be "an amalgam of several contemporary designs." For my eye I would say she most closely copied the British Arethusa class Light cruiser (one of which, incidentally, was my first choice). The principle differences are La Argentina's triple turrets, the much longer forecastle deck (which Rob mentions), and the larger enclosed bridge. A 1950's Wright and Logan (W&L), on page 14 of Whitley's book, shows the vessel without the radar we see in the Mystery Photo but with an airplane and catapult. Both ROB and Dave lament he loss of the airplane. Rob mentions how "the (cool-looking) Walrus aircraft and its catapult, with which the ship was originally fitted, are gone." Dave mentions the loss several paragraphs above.

Dave wasn't sure when the vessel retired from service. He did say that "she doesn't appear in the 1972 Jane's (with no explanation as to her fate)." MY sources say that following a "final training cruise in 1972, visiting ports as far apart as New York, Copenhagen and Hamburg, [she] was stricken from the navy list on 10 January, 1974."

By way of lauding the person who selected this month's image, Rob and Dave back into the compliment this way: Rob says "Good-looking vessel, I think, unlike Vernon C. Bain. Btw, I lived on (or at least had an assigned bunk aboard) an APL for seven months in Long Beach in 1969-70. I stayed aboard when I had the duty aboard my ship, which was cold and in dry dock. Otherwise, I had an apartment ashore. The APL did have a galley and served stuff that was called chow, but it was hard enough to look at, let alone actually eat." Dave sent his "apologies for failing to identify the previous mystery ship. I thought it might be an official U.S. Navy-designed scale model of the follow-on CVN to the FORD class, or perhaps a floating bakery."

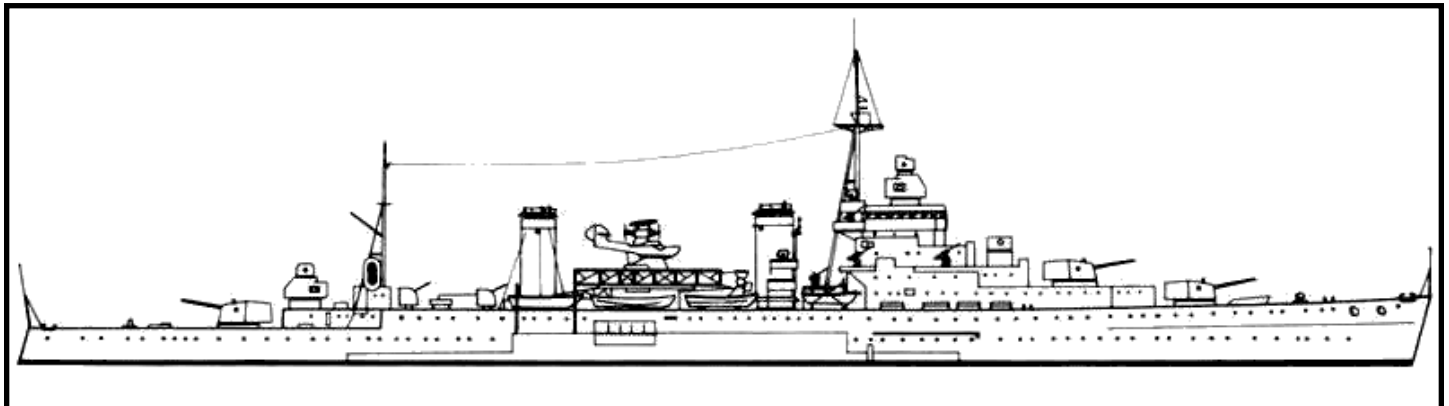
And that's all for now....

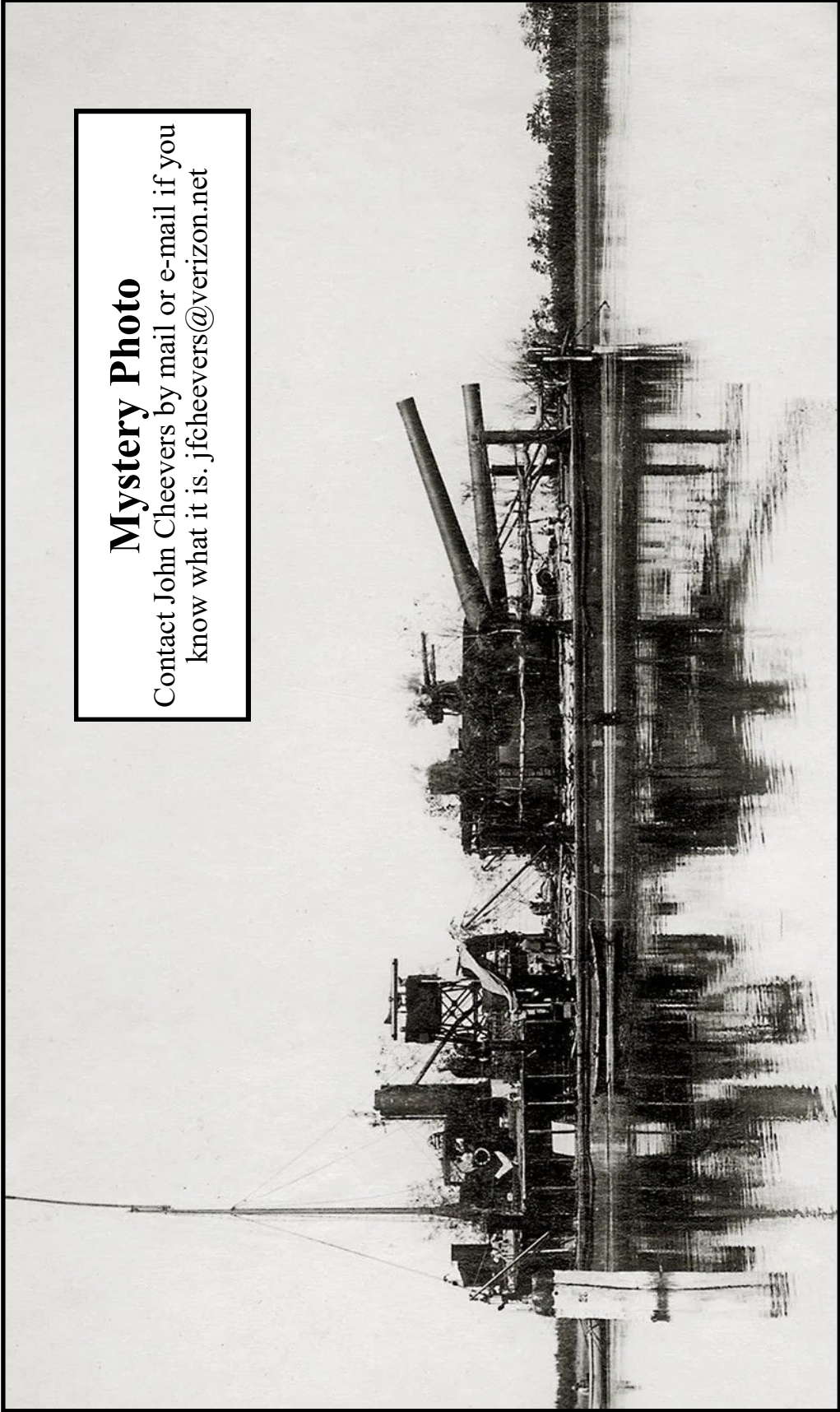
John Cheevers

Nautical Term

King Post A short derrick mast on a merchant ship or a naval auxiliary. The term was referred to in the XVI century, but the nautical connotation is dubious.

Tim Wood





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

NOTABLE EVENTS

MINUTES



APRIL

- 16 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: "Are We The Vikings?" by Ron Lewis
- 30 Northeast Ship Model Conference, New London, Ct.

MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: "HMS *Beagle*, The Ship, The Story, The Model", by Hank Ghittino

JUNE

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: "Creating Seascapes for Your Models", BY Charles Landrum

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: "The Art and Craft of Cardstock Modeling", By Dave Baker
- 13 US Navy birthday

NOVEMBER

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

DECEMBER

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

JANUARY

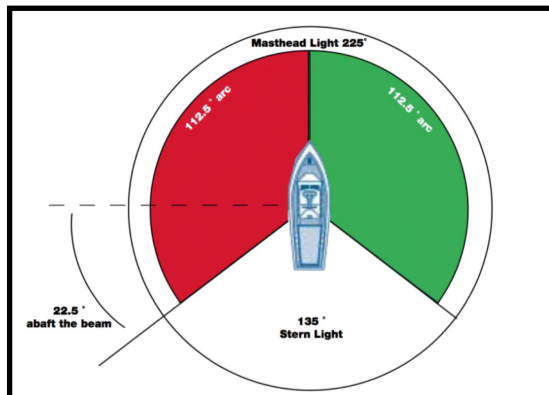
- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers
Presentation: TBD

MARCH

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



Hampton Roads Ship Model Society
Monthly Meeting
March 12, 2022
Mariners' Museum

Guests: Barry Seltzer, 1st
Stephen Songy, 1st

The meeting was called to order by the Skipper, Greg Harrington at 1005 hours. The guests were recognized and welcomed to the meeting. There were no corrections to the minutes as published. Ryland Craze gave the Purser's report noting that we have 46 full members, 7 associate members and 1 honorary member. Webmaster, Greg Harrington, showed gallery function added to the models page and a tools section added to the shop notes.

Old Business: Greg said that he is intending to send a questionnaire to judge interest in having a model exhibit, show or competition. Greg then talked about tools for the model builders stand saying that we are a go to procure the items previously agreed upon. Greg reminded the members of donated drawings at his house for review (A list of the drawings can be found at <https://www.hrsms.org/Content/plans-from-coast-engineering-archives/>) Tim Wood said that he had the order form for club shirts.

New Business: Ryland Craze said that he is now collecting dues for 2022.

Show & Tell: Greg Harrington showed the progress on his Danish eel drifter with attention paid to the planking rivets. Marty Gromovsky showed his finished model a Japanese submarine from a 1:72 Lindberg kit. Gene Berger showed the patterns for the ship's boats of USS Olympia. Gene then showed deck modifications he was making to the deck of a Trumpeter kit of the USS Arizona.

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