

Hampton Roads Ship Model Society Logbook!

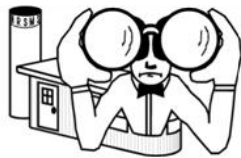


No. 432

WWW.HRSMS.ORG

June, 2022

From The Bridge



Most of my entries in the logbook begin with a statement along the lines of not having anything “skipperly” to say. That being the case once again, today we salute the hard-working canine mascots of the U.S. Coast Guard. This is an abbreviated version of a feature I received by email from the National Archives Catalog.

Coast Guard Canines

Knobby'at the wheel. The mongrel mascot of a Coast Guard 83-foot rescue cutter stayed with his shipmates in the historic sweep across the English Channel. [National Archives Identifier 205582997](#)



Meeting Notice

The June meeting will
take place at 1000 hours
June 11 2022



Pete the Pooch, Able Seaman and Le Havre's mooring expert, knows all about ships and the way to moor them. He's handled many vessels in his wartime life, such as this Coast Guard 83-foot cutter about to be tied up. Pete goes into the sea after the line, brings it ashore and then makes the vessel fast. It's all in the day's work of a sea-dog. [National Archives Identifier 205583269](#)



Mañana Man

The Logbook is under new management. Comments and suggestions are welcome—ed.



If ever a dog smiled - it is Doc Sunshine, "self-appointed official cheerer upper below decks on a Coast Guard-manned troop transport ferrying back casualties from Europe. All day long, Doc Sunshine" makes his rounds from bunk to bunk. [National Archives Identifier 205582889](#)

Of course, they also managed to find themselves in some trouble...

"Bozo," mascot aboard a Coast Guard combat cutter in the Far North, chewed the captain's shoes. Court-martialed and confined to the brig for conduct unbecoming a ship's mascot, "Bozo" was defiant. But when he stared through the porthole and saw the liberty party getting ready to cast off, he turned on his most repentant expression. The skipper relented, and Bozo went ashore in search of more trouble. 26-G-3411. [National Archives Identifier 205582880](#)

The full feature was attributed to the Still Pictures Branch with special thanks to Meghan Guthon and Kelsey Noel. It was adapted from their posts on the Unwritten Record blog:

[It's a Dog's Job... – The Unwritten Record](#)

[Bad Boys – The Unwritten Record](#)

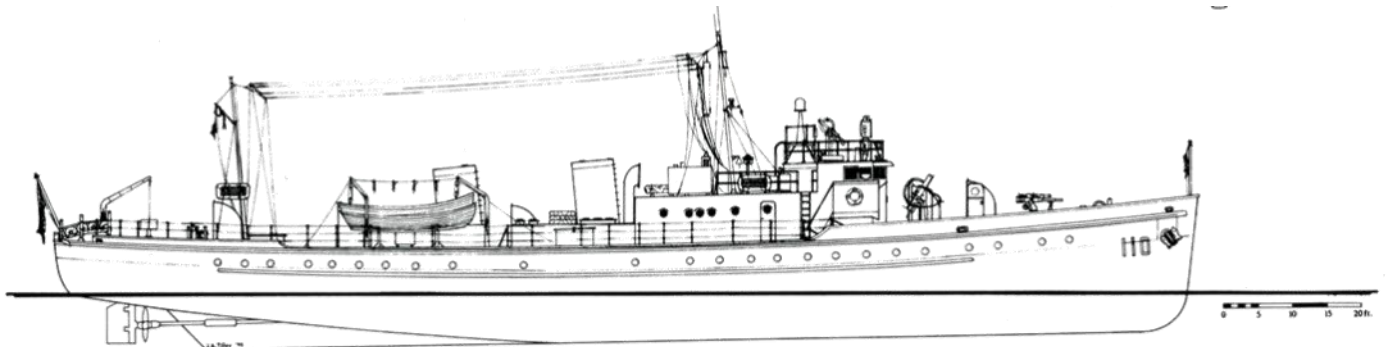
[The Further Adventures of Sinbad – The Unwritten Record](#)

[Spotlight: Hero Dogs – The Unwritten Record](#)

Note: If you are only receiving a paper copy of this newsletter, a quick internet search for "Unwritten Record" plus one of the titles above should quickly get you to the source material.

theme.

Mañana Man



Mystery Photo



Essay for the MP that appeared in Logbook 430:

Remember the Clint Eastwood movie “City Heat”? Remember the shootout scene in the garage where the detectives, in a game of one-upmanship, keep pulling out pistols with longer and longer barrels? This Mystery Photo reminds me of that scene but sort of in reverse. In this MP, it seems that while the big guns get bigger, the size of the supporting vessel keeps getting smaller. This begs the question of how small can a boat be and still sport the big guns? I guess there is a point where the law of diminishing returns kicks in and you lose your stability, your ability to shoot straight, and other things. Could this photo show the lower limit? Also, remember we had a similar offering back in MP# 416 where the Italian Navy installed surplus battleship guns onto a barge to create a “monitor style” floating battery. Remember the Faà di Bruno?

So this month, perhaps you were expecting something a bit more substantial than another cheese box on raft. Something more meaty than that “Italian style” Capicola....whatever that is. Something a little lighter than spaghetti? Something to sink your teeth into; something to fulfill and warm your innards. I bet you were not ready for this lesson in Italian cuisine—or naval architecture, for that matter. And then you spy a jungle covered barge sporting a pair of very long guns. Not whetting your appetite? Then how about a look into the vagaries of steampunk?

One of this month’s respondents put me onto this theme when he writes that the vessel “Looks like some sort of steampunk contraption...like one of those Victorian gondolas being improbably lugged

through the air by a huge gas bag, see attached. I love these things.” And for those of you who may not be familiar with the term, “Steampunk is a subgenre of science fiction that incorporates retro-futuristic technology and aesthetics inspired by 19th-century industrial steam-powered machinery. Steampunk works are often set in an alternative history of the Victorian era or the American “Wild West”, where steam power remains in mainstream use, or in a fantasy world that similarly employs steam power.”

Scenes of vehicles from the movies 20,000 leagues Under the Sea, Wild, Wild West, and even Star Wars come to mind. And if fictional craft don’t do it for you, how about certain vessels from a certain

country’s navy in Europe from say 1870 to 1900. They should punk you up a bit. “Steampunk most recognizably features anachronistic technologies or retro-futuristic inventions as people in the 19th century might have envisioned them — distinguishing it from Neo-Victorianism —

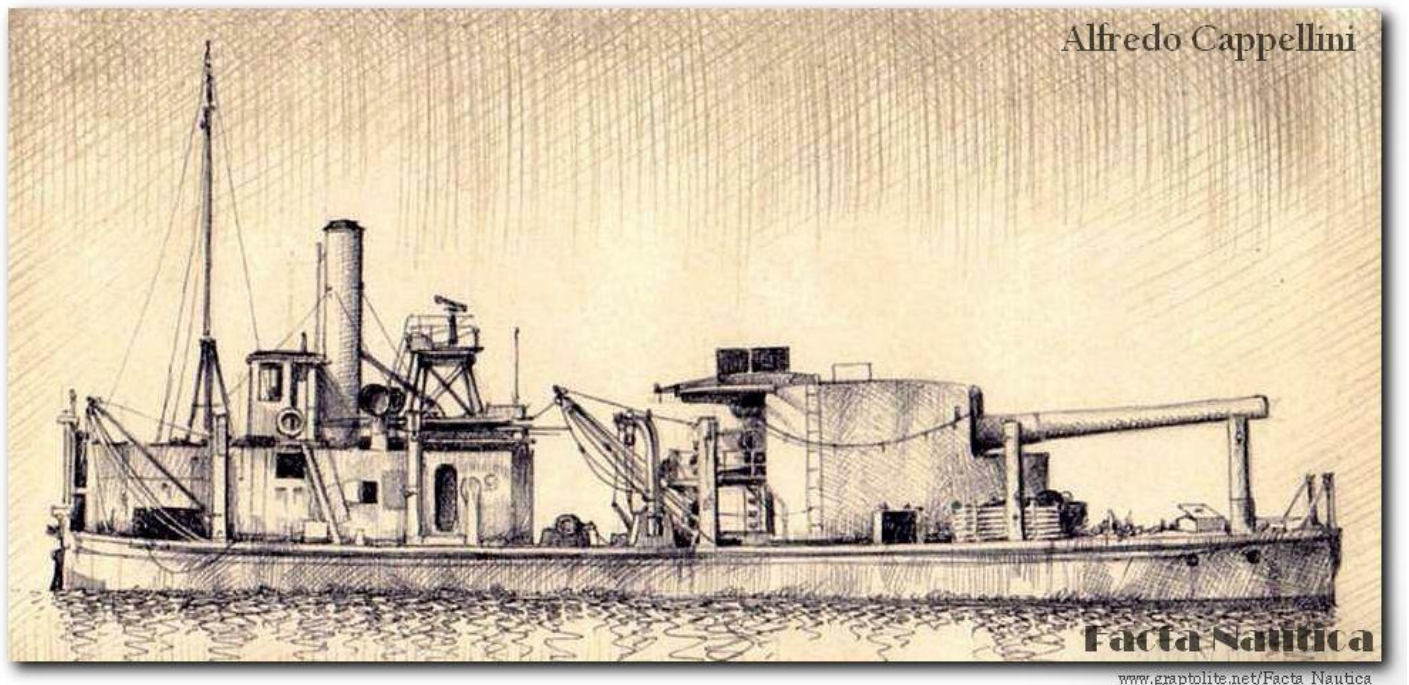
and is likewise rooted in the era’s perspective on fashion, culture, architectural style, and art.” Are you turned on yet? “Examples of steampunk contain alternative-history-style presentations of such technology as steam cannons, lighter-than-air airships, analog computers, or such digital mechanical computers as Charles Babbage’s Analytical Engine.”



If the Steampunk venue doesn't do it for you, two other replies otherwise describe the mystery Photo. One quotes John Wyld by calling the vessel "another 'Ugly Betty'" while the other says she is "another of those hideous Italian Navy self-propelled floating batteries." Study the photograph and you cannot pick out much of note.

But curiously, our Steampunker, did notice "those twigs and branches and stumps" and asked if "someone [was] thinking the vessel is now sneaking about undetected" under a feeble cloak of camou-

pier, and Tim Wood identify the vessel as Alfredo Cappellini, an Italian monitor converted from the floating crane GA53 during World War I. "Alfredo Cappellini was built when Cannone navali da 381/40 guns from the Francesco Caracciolo-class battleships became available after their construction was suspended in 1916. Her guns were built by Ansaldo-Schneider and originally destined for the Francesco Morosini. Converted from the floating crane GA53, she displaced 1,452 long tons (1,475 t), with a length between perpendiculars of 36 meters (118 ft 1 in), a beam of 18 meters (59 ft 1 in) and a draft of 2.4 me-



flage, and had this to say: "the MP reminds me, also, of *The Trail of the Serpent*, a book by the great Dutch author Jan de Hartog. The novel describes a small-time cargo tramp trapped in Dutch Indonesia in the opening days of the Second World War, just after Pearl Harbor. The vessel involved is occupied by a rag-tag group of sailors, mission refugees, and so on under the leadership of a dwarf captain who'd rather be locked in his stifling stateroom with a stash of oude genever (Dutch gin) and his two native girlfriends. To escape the new enemy, they camouflage the vessel with greenery so they can pass undetected between some islands. The story is actually a good, if weird, read, if you're interested."

One thing the repliers could agree on was the identity of what Rob calls "a mighty small barge... toting those two big-ass guns". Dave Baker, Rob Na-

ters (7 ft 10 in). The ship was powered by one 265-indicated-horsepower (198 kW) vertical double-expansion steam engine. On sea trials the ship reached a maximum speed of 3.76 knots (7.0 km/h; 4.3 mph), but her maximum speed in regular service was about 3.5 knots (6.5 km/h; 4.0 mph)."

"Her hull and gun turret were unarmored, but she was protected by two anti-torpedo nets. Her main guns could elevate 20° and her turret could traverse 30° to either side.[1] They fired an 884 kg (1,949 lb) armor-piercing shell at a muzzle velocity of 700 m/s (2,297 ft/s) to a range of 27,300 m (89,567 ft) at maximum elevation."

"Alfredo Cappellini was launched in 1915, even before the battleships were officially suspended, by the Orlando Shipyard, in Livorno,

completed on 24 April 1917 and commissioned four days later. Her first action came during the Eleventh Battle of the Isonzo in August 1917. She, in company with the Italian monitor Faà di Bruno and the British monitors HMS Earl of Peterborough and HMS Sir Thomas Picton, bombarded Austrian positions with little noticeable effect. She was wrecked on 16 November 1917 off Ancona.”

One Internet source follows up on her loss with this: “Cappellini foundered in November 1917 off Ancona and lies capsized at a depth of just fifteen meters, partially buried in sand which allowed a very remarkable preservation. Ten years ago an attempt was made to salvage the wreck in order to restore it and turn it into a museum ship. It seemed that they had reached a good stage when the attempt was abandoned, for reasons unknown...”

Rob was just full of curiosity while studying this vessel. He postulates (or is it ruminates) over her top speed. “It might as well be a barge --- max, the vessel, named Alfredo Cappelline, could make about 3 knots, or nothing in against a headwind. Must have been a slower-moving world in 1916 --- when you think you can "rush" something to the nearest hot spot at 3 knots. I notice the guns face aft --- so the vessel might have gone faster if the guns didn't have recoil mechanisms and could've used the kick-back energy for propulsion. Just a thought...” (I'm just happy we had some cogitation this month or we wouldn't have gotten to the end of 2 pages with this essay.)

Rob and Tim found their data on the Internet, while Dave gleaned most of his from memory and various Jane's Fighting Ships. I found the vessel listed in Conway's All the World's Fighting Ships 1906 – 1921, and Italian Warships of World War I. Big guns on small barges might not be the best idea, but if you need firepower and it's all you have then I guess you take the risk.

If you're interested in my detour to Italian cuisine, it has everything to do with the surname of the vessel. Here's why. When doing my research I found that a slight misspelling of the name Cappellini yielded a search result for pasta. A particular type called Capellini. “Capellini is a very thin variety of Italian pasta, with a diameter between 0.85 and 0.92 millimeters. Like spaghetti, it is rod-shaped, in the

form of long strands. Capelli d'angelo is a thinner variant with a diameter between 0.78 and 0.88 millimeters. It is often sold in a nest-like shape.” Furthermore this research showed that capellini alfredo is a dish closely related to fettucini alfredo. Since the first name of the vessel is Alfredo, I felt I had to go there. I'll let Mr. Wyld pronounce sentence.

John Cheevers

Event Schedule

JUNE

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

JULY

9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: TBA (Possibly Dave Chelmow, Masting, Rigging, Planking and Milling)

AUGUST

6 Modelcon, Philadelphia, Pa.
13 HRSMS Monthly meeting:
Presentation: Ryland Review of Modelcon 2022

SEPTEMBER

10 HRSMS Monthly Meeting: Picnic Newport News City Park
19 Talk like a Pirate Day
Presentation: Picnic

OCTOBER

9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: "The Intricacies of Card Stock construction",
By Dave Baker 13 US Navy birthday

NOVEMBER

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Cheevers Carving the Perfect Hull

DECEMBER

10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Gene Berger High Tech; the Photo Etching Process

JANUARY 2024

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

APRIL

MAY

Memoriam

On May 12th this society lost a very salty dog.



Thomas E. Saunders, 74, died May 12th at his home in Hampton Virginia. He was a graduate of Kecoughtan High school and worked at NASA for over 30 years. Tom was a member of the Hampton Roads Ship Model Society and was their clerk and newsletter editor for over 25 years.

Tom was preceded in death by his parents William T. and Virginia F. Saunders and a brother, Dudley A. Saunders.

Tom is survived by his children, Drew Saunders and Amy Mize, and her husband Steve and daughter Olivia; and by his sister Monna Morsberger and her husband Rick, and their sons Richie, Brandon and Brian Morsberger; his sister Sharon Dement; and his brother Michael Saunders.

MINUTES



Meeting Called: 10:07 by
Skipper Greg Harrington

Meeting Adjourned: 12.00

Guest: None

Special remark: The Skipper informed the membership of the passing of long time member, clerk, and newsletter editor Tom Saunders. As a tribute and to recognize his over 25 years of getting out the logbook and other duties, He proposed an honorary awarding of the 2022 Founder's Award to Tom. The motion as seconded and passed. Tom's name will be added to the ship's bell recording the deed.

Treasurer's Report: A comprehensive report was given by Ryland Craze

Members: 23 in person and via zoom.

Additions or Corrections: None

Web Master's Report: The website has been moved to another server platform offering advantages including subscription fees. Other club newsletters have been posted (only accessible to members).

Old Business:

Discussion began by noting that more HRSMS flyers are needed for the Ship Modeler's stand. Since the master copy is currently on the clerk's computer the matter is on hold until arrangement can be made to retrieve it or make a new one. Mention was made that volunteers are needed to man some slots currently available in the modeler's booth—interested? See Greg. A mention was made to organize a timed rotation of models in the display cabinet at the modeler's stand. Tim Wood offered to organize and manage the effort. Mention was made that the last of the authorized tooling was purchased and is being made ready for use in the booth. The skipper encouraged the members to fill out and submit the exhibition survey. Locations for an exhibit were discussed. Calls were made for members to sign up for presentations, a list was circulated.

New Business:

Discussion about replacing the clerk and Logbook editor were differed until next month. The membership voted to have the annual picnic in September and the purser immediately got on the computer and secured our usual shelter at Newport News Park.

Show and Tell:

Gene Berger gave a mini brief on progress of making ship's boats for the Olympia, including showing samples of each type in varying stages of completion.

Ron Lewis talked a little bit about ship model conservation which he calls "Welcome to my World!" He stressed the differences between conservation, restoration, and overhauling other folk's ship models.

Ryland Craze showed progress on his kit model of the Queen Anne Barge. And he entertained a discussion on rope making...or the purchase thereof. John Proudly showed progress on his Bluejacket kit, a cross section of the whaling ship Charles W. Morgan.

John Jones also showed progress on his kit model of the Charles W. Morgan eliciting advice on planking and spiling.

Program: To Build A Ship Model

Hank Ghittino gave a presentation on the history of HMS Beagle and Darwin's voyage that led to the book The Origin of the Species, and discussion of the model he made of the ship.

Mystery

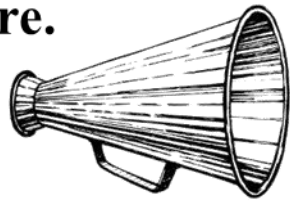
Photo



The Mystery Photo segment is under review. Meanwhile, here is a nautical image to ponder...



D'ye hear, there.



Fire at sea?

It's not every day that you get a ring-side seat to a big, newsworthy event. Face it, big, newsworthy events don't happen near me much at all. That's a good thing; but it did happen the other day. I just happened to be in the right place at the right time, my vantage point was perfect, the weather was cooperating (meaning, the wind was blowing away from me at the time). What better way to watch a story unfold.

Sailors are a superstitious bunch. From a land-lubber's perspective, some of these sailor idiosyncrasies are "out there". To be sure, us landsmen have strange superstitions too. After all, we have been warned since our founding days to not walk under a ladder, don't let a black cat cross your path, and never ever step on a crack. Words of wisdom; words to live by.

But sailor superstitions that might be the best of all. They fear things like a red sunrise, whistling, cats, and bananas. All are verboten and avoided like the plague--course they have to deal with the red sunrise, should it occur. But they also fear real things, like falling overboard and fire.

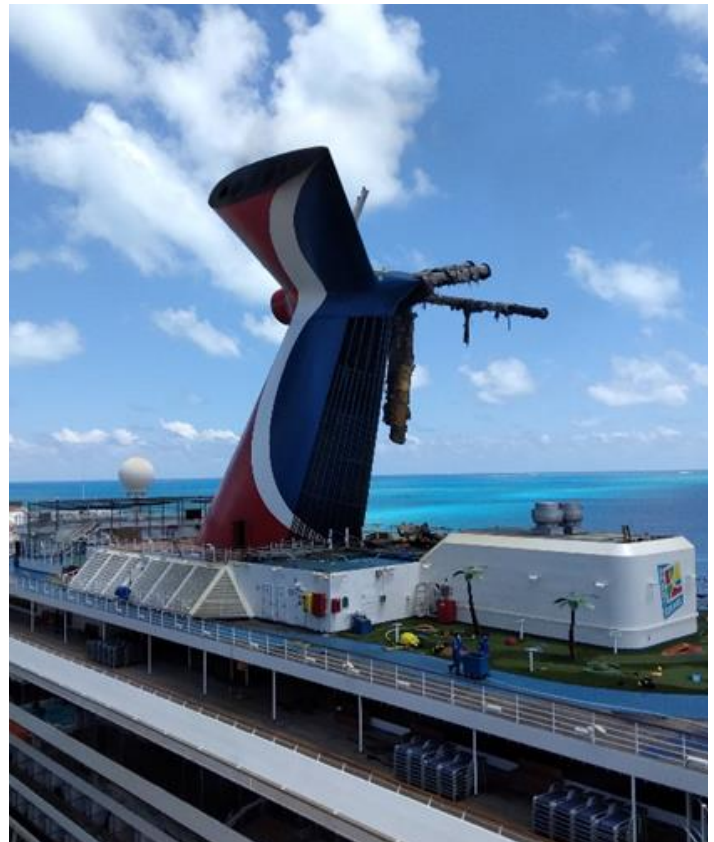
Fire at sea is a nasty business. You have to deal with it with what you have on hand. Sometimes a sea full of water is not enough to put out a blaze. And ancient mariners had it worse than modern sailors. Their whole world while at sea consisted of very flammable stuff. A fire at sea then was comparable to a blaze in a straw barn--nothing but dry flammable fuel to be consumed. It's quite likely that fire was more feared than some of the more popular superstitions like the red sunrise, or whistling, or cats.

I found three instances of fire at sea from the not so distant past that you may or may not have heard of. In 1865, the riverboat Sultana was steaming north on the Mississippi River with an excessive number of passengers on board. There was a boiler explosion and resulting fire that killed at least 1547 of her 2,137 passengers, although some did die from drowning. This makes it the worst maritime disaster in American history. In 1904 the paddle steamer General Slocum caught fire and sank in New York's East River. More than 1,000 people were lost. And in 1934 the passenger steamer Morro Castle caught fire while en route from Havana, Cuba to New York City. The fire killed 137 passengers and crew. The ship was beached near Asbury Park, New Jersey where it remained for several months until it could be refloated and towed away for scrap.



By now you're probably wondering where I am going with this missive. Well, I'll tell you. On the morning of May 26, my ship, the Carnival cruise liner Mardi Gras was tied to the pier at Grand Turk Island. I was on deck have a coffee while the Carnival cruise liner Freedom was docking on the opposite side of the pier. Being the nautical expert that I am, I was explaining the evolution to some guy from Buffalo. The ship had just come to rest when Ellen said something about a big puff of sooty black smoke that was just released from Freedom's starboard side stack wing. I looked up just as flame shot out of the exhaust. "That's not right," I said. And that was the beginning of the stack fire that was in all the news. I had a ring side seat to the entire event. The ship's crew acted accordingly and extinguished the fire, but not before the wing was consumed, broke free, and crashed to the deck.

Big excitement for a lazy morning.



John Cheevers

What's Happening at The Museum

"Mayday! Mayday!" I know, you've heard this old story so I'm not going to tell it again except to say to the new guys who've not learned the origin of the plea, it has nothing to do with the month of May and it's neither an English nor a Russian phrase! And it's no longer May! O.K. Done!

Well, CAMM (Council of American Maritime Museums) Annual Congress, held in Saint Michaels at the Chesapeake Bay Maritime Museum, has come and gone and we (The Museum) did ourselves proud. The entire Thursday presentation agenda belonged to Mariners'! And the symposia were interesting and encouraging especially in the area of expanding our target audience and moving our gallery interpretations into the twenty first century! This comes with renewing the Huntington Room (community access room just right of the security location) so that it shows off the "other" Huntington, Anna Vaughn Hyatt Huntington, one of the most fa-

mous sculptors of her time, with a few of her works proudly encased around the now glamorous room. By the way, if you wish to see more of her work than what we have at TMM, Brookgreen Gardens is the place to visit. In any event the Huntington Room is now a destination! It has the appeal of a very posh meeting room and, for my money, all it needs is a few wide chandeliers! The interesting wood floor, echoed in the Eagle Lobby's gallery (formerly the Chesapeake Bay Gallery), was carefully laid piece by piece and really upgrades the surface and reduces maintenance costs!

There's a lot going on with our program presentations also and the lecture series continues on line and live. I strongly encourage you to get on the website (www.marinersmuseum.org) and spend some time scheduling a visit. The 90,000+ square feet of exhibits guarantee something for everyone.

Ron

MEMBER MODELS

A selection of images from the web-site:



WATCH, QUARTER, AND STATION BILL



Skipper: Greg Harrington (757) 218-5368
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Purser: Ryland Craze (804) 739-8804
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