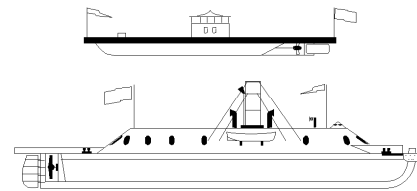


Hampton Roads Ship Model Society

Logbook



No. 201

MARCH, 2003

From the Skipper:

This will be my last month as Skipper of the H.R.S.M.S. I want to thank all hands for their cooperation, guidance, and willingness to help in continuing to keep this society a wonderful organization. I value highly the friendship, experience, and wonderful skills found in this group, and have been very proud to serve as your skipper. I offer my best wishes and God Speed to the new leadership to be elected in the February meeting.

Most sincerely,
Bob Comet

MINUTES



HRSMS Monthly Meeting
2 -14-03
Host Dave Baker

The Meeting was called to order by the Skipper, Bob Comet at precisely 2000 hours.

Correction: It was brought to the attention of the Clerk that Brad Granum purchased the book auctioned by Bob Comet not Eric Harfst buying the book from Joe McCleary as reported in the previous minutes.

A Purser's report was given.

Old Business: The first order of business was the election of officers. The Skipper restated the slate presented by the nomination committee; Joe McCleary – Skipper, Dave Baker – First Mate, John Cheevers – purser and Tom Saunders –

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Mystery Photo



(Minensuchboot)

Answer to Mystery Photo #200: well it looks like I'm back on the electronic bandwagon; my hardware problems are behind me for the moment. I'm happy to report that Bill is out of drydock and assigned to limited duty (no one should notice any changes there.) Who knows, he may get back to furnishing a picture or two. Also, we have a new slate of officers poised to take command at the annual banquet. I wish for Fair winds and following seas to the outgoing Skipper and First Mate and to thank them for their fine leadership.

What better way to begin the column for the 200th *Logbook* than with a paradox? Ask yourself: "What ship looks like a 2/3rds-scale destroyer yet is outfitted like a yacht? If you are able to answer that question, you should be able to identify this Mystery Photo. The image presents a most unusual vessel, whose proportions make her an excellent candidate for modeling (in my opinion!) Perhaps in the next *Logbook*, Henry can suggest a source for plans.

I like this image; the relative obscurity of the vessel, combined with the 'not made in America' factor, will work to make identification difficult. It always seems that the less famous a foreign warship is, the harder it is to identify—a task made harder by the size of the Countries and navies involved, the number of times a vessel is transferred, and the scarcity of printed documentation. To solve this mystery we need to fall back to basics. The clues are there in the photograph, we need to identify and list them. It's been a while since we cataloged the physical attributes of a vessel, so this should be fun.

Let's begin by describing the most obvious things: This vessel is rather small, probably no more than 700-tons displacement, maybe as light as 300-tons. She has a raised forecastle, a small two level deckhouse, a tall foremast with crows nest, a rather short, light mainmast, and a single stack.

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HRSMS ANNUAL BANQUET

Mark your calendars. The HRSMS Annual Banquet will be held on Saturday, March 29, 2003 at the Radisson Hotel in downtown Hampton.



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Armament is light to almost non-existent with only two gun mounts in evidence. There is a shielded cannon on the forecastle deck, but the circular gun platform located just aft of the mainmast seems to carry a very small weapon, probably little more than a saluting cannon. Of the three flags visible in the image, only the naval ensign flying from the gaff on the main mast is legible. The sailors are all in dress uniform which suggests a formal or state function. All, except the fellow at the stern, render their attention to port as their vessel passes in review, perhaps paying respect to the vessel from which this image was made. A name is visible, but not legible in the reproduction, located on the bulwark plating just below the bridge wing. There is an odd-shaped, bulbous fairing at the base of the hull right where it intersects the transom. I'm sure this feature will give away the vessel's class and (original) nationality. Two wide-looking ventilators anchor the engine casing. Their non-normal appearance shouldn't be hard to trace. Some of the smaller ventilators have the same profile too. The boat booms are interesting in that the main mast is used to make their purchase. The barrel shaped tank mounted on the aft face of the bridge is more than likely the fuel tank for the ship's boats. An emergency steering station is located just forward of the mainmast. Finally, notice the seating arranged on the after deckhouse. With slipcovered chairs, a table with tablecloth, fittings for an awning, and prominent life rings, this "yachty" display is not the gathering place for officers or seamen but someone more prominent.

For a vessel that is not making great headway, the amount of smoke billowing from the stack, suggests a coal-fired boiler, a poorly regulated fuel oil burner, or the result of an engineer answering a request to increase speed. The vessel seems to be painted in a light overall color scheme, except for the dark stack. The hull color does nothing to hide the in/out shell plating, which suggests rivet construction and a hull older than 1935. Does the light color also suggest service in a hotter climate?

For answers to these questions and for explanations for these clues, I began by perusing the Foreign Navies in *Conway's All The World's Fighting Ships, 1922-1946*. What I found was a larger puzzle (I said this was not going to be an easy mystery to solve.) There were photos and profile drawings matching this vessel's style and arrangement indicating this class of vessel served with many navies, and ample evidence showing the design being built by several countries on at least two continents. I decided to search for the origin of the design and go from there, hoping to stumble across our mystery vessel in the process.

By compiling a list of vessels, builders, and build dates (not included with the final report) it quickly became obvious that this vessel was first built by the Germans for use in World War One as a minesweeper. Built between 1915 and 1918 and grouped into three classes (*M 1*, *M 27*, and *M 57*) of increasing size and capability, possibly as many as 125 examples of the type were built for the war effort. Since the *M 57* design most closely matched our mystery photo, I concentrated on those vessels only. While many were lost in mine clearing duties and others perished in other ways, following the armistice, many of the surviving examples

found service in smaller navies throughout the world. The design must have been successful as it was repeated in Yugo Slavian and Argentinean shipyards. The Yugo Slavian examples were built in 1918, at Adriatico, Trieste, which was then not part of Italy. Argentina produced modified examples as late as the mid 1930's and they were the first modern (?) warships produced by that country.

The *M 57*-class minesweeper was not a large ship, displacing only 500-tons (full load displacement is listed as 539-tons.) The design was 193.5-ft. in length, with a 24.25-ft. width, and a 7.5-ft. draft. Armament consisted of two 4.1-in. rifles and the ship was equipped to carry 30 mines. Fitted with two shafts, the design was propelled by two vertical triple-expansion reciprocating steam engines, and they carried two Schulz water-tube, coal fired boilers. Various sources list the power output near 1,800-ihp providing a steady 16-kts. They reportedly carried 550-tons coal. The crew numbered 40 while in German service and more than likely remained the same with other navies. According to Groner (see listing below), the unusual bulge at the stern was Germany's answer to complaints about the excessive squatting of the stern while mine clearing was under way.

Returning to my original thinking that our mystery photo could not portray an active German warship but a statelier vessel from another Navy, I concentrated on the sole identifiable flag to see if I could match it to one of the navies known to operate this type of minesweeper after World War One. For this I consulted my 1931 issue of *Jane's Fighting Ships*. (I can't speak for the modern edition of this reference tool but in 1931 national flags were included as part of a countries naval data.) Again consulting my list, I quickly narrowed the list of candidates to one country, Argentina. Argentina's naval ensign has three horizontal fields. The top and bottom fields are azure with the center field being white. A circular crest somewhat resembling a sunburst is in the center of the flag and the white field. This closely matches the flag found on the main gaff in our image.

At this point, with a tentative nationality, I could concentrate on identifying the vessel's name. This required a trip to the Mariners' Museum Library to consult books that detail German warships. In this case I used *German Warships 1815 - 1945, Volume Two: U-Boats and Mine Warfare* by Erich Gröner, which lists each of the *M 57*-class minesweepers and provides limited vessel history including final disposition. This was just the right amount of detail to aid this report. According to the reference, only one of the *M 57* minesweepers served in an official state capacity, *M 105*. Purchased by Argentina in 1922 for use as a minesweeper, she became the President's yacht *Golondrina* in 1925. To complicate matters somewhat, another minesweeper, *M 59*, was purchased by Lithuania in 1927 and was renamed *Presidentas A. Smetona*. Although most references refer to her as a patrol vessel, Conway's refers to her as the Lithuanian Presidential Yacht. A third vessel of this type, the *Belo Orao* built in Adriatico, Trieste, is sometimes categorized as 'serving as a Royal yacht in peacetime' for Yugo Slavia. This brings my list of candidates to three.

It's obvious from the Mystery Photo that we are not

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The Answer

The answer to Mystery Photo 200.

looking at an active German minesweeper but a statelier, more royal vessel. It's equally obvious that we are looking at a former M 57-class minesweeper. With the naval ensign as our best evidence, the only plausible conclusion I can make is to call our Mystery vessel the Argentinian Presidential yacht *Golondrina*.

David?

John Cheevers

PS. In the last minute, Joe responded but it was just too late to get his response in the body of the column. Here is the core of his answer: "To begin with, the mystery ship has the strangest looking stern that I have ever seen. From general appearance and configuration, the ship appears to be something out of the 1930's. The flags and the crew uniforms would seem to put it in the inter war German Navy. There appears to be a name on the canvas dodger below the life raft, but it is impossible to make it out and it may only be a smudge in the paintwork. Lack of apparent armament would seem to indicate that the vessel is an auxiliary and some of the equipment, especially the boom in the eyes of the ship and the crows nest, would seem to make it a mine sweeper. Therefore I will mark it down as a Hela class German Navy minesweeper, probably the Hela herself. There were five others in the class, Delphin, Frauenlob, Jagd, Wacht, and Taku. They were all built right after WWI and were 184 feet long, 24 feet wide with a draft of 7 1/2 feet. During WWII, these ships were used as tenders for R-boat and E-boat squadrons. Whatever the true identification, this vessel would make a very nice looking model."

From The back of the Photo
Argentine, *Golondrina*
Photo Circa 1936
Built in Germany 1916-1918 as a minesweeper
This Vessel is the ex german M105
Purchased by Argentina in 1922
displacement, 500 tons
LOA 192 feet

From: *Dictionary of American Naval Fighting Ships,*

Vol. 1, p 67

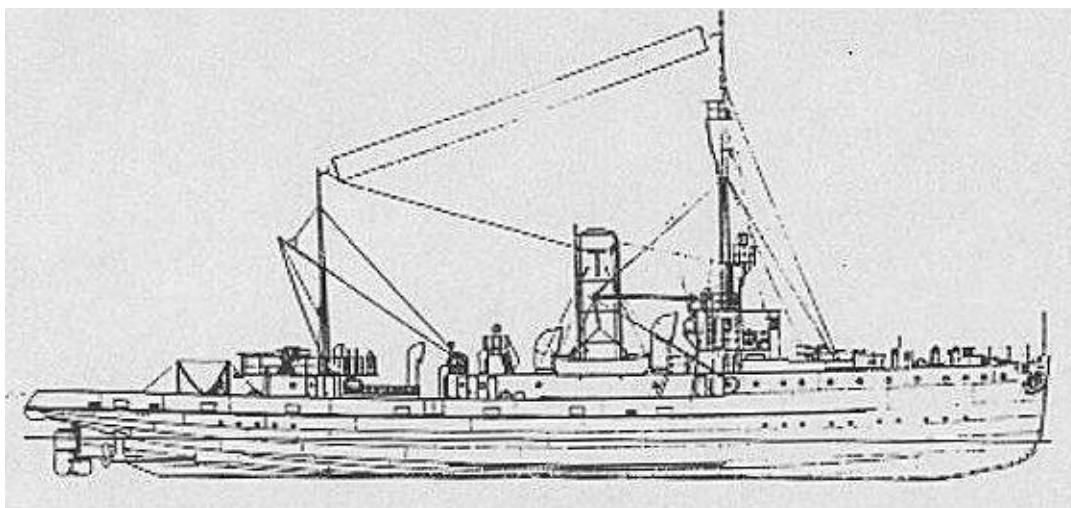
Asheville

Asheville is a city in western North Carolina.

(PF-1: dp. 1335 ; l. 301'6" ; b. 36'6" ; dr. 13'8" ; s. 20 k. ; cpl. 194 ; a. 3 3" ; cl. *Asheville*)

The second *Asheville* (PF-1) was laid down by Canadian Vickers Ltd., Montreal, Canada, for Lend-Lease as HMS *Adur*. Taken over by the United States during construction, she was launched 22 August 1942 and commissioned 1 December 1942, Lieutenant Commander R. P. Walker in command.

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(Continued from page 1)

Clerk. The Skipper asked if there were any additional nominations for officers. No additional nominations were forthcoming. A motion was made and passed to adopt the slate of officers. The Skipper directed the Clerk to cast a single ballot for the unopposed slate of officers. Bill Clarke gave a status on the banquet and a reservation head count. The Skipper collected ballots for the Founders' Award.

New Business: Len Wine presented the renewal notice for the HRSMS membership in the Nautical Research Guild. A motion was made to continue membership at the sustaining member level. The motion was brought to a vote and passed by those present. Dave Baker proposed that for the 2005 Model Competition, the HRSMS sponsor an award for the best model of a monitor. This suggestion was taken under advisement and will be pursued with the Mariners' Museum. There was further discussion about the proposed award with no resolution.

Show & Tell: Len Wine discussed the book Under Pressure: The Final Voyage of Submarine S-5 - by A. J. Hill. Brad Gray showed a ship's boat for his work-in-progress he *Sophie Marie*. Jack Bobbitt talked about the weathering of decks using a mixture of burnt umber and thinner. Ryland Craze showed his Armed Virginia Sloop and extolled the virtues of the practicum on its construction by Robert E. Hunt. Dave Baker showed his model of the Swift. Len Wine gave a report of his trip to the Cabin Fever Machining Expo in York, Pennsylvania. An unnamed tormenter showed a diorama of the Foo D Lion. This elicited a groan and a chorus of chin music from the resident non-modeler.

The meeting was adjourned to the presentation "Rigging Part II" by Bob Comet.

BILGEWATER
ALL THAT IS FIT TO PRINT
AND SOME THAT IS NOT

The command is changing at the HRSMS. I would like to thank the outgoing officers for their time at the helm. Welcome aboard Skipper Joe McCleary and First Mate Dave Baker.

At the last meeting Ryland Craze was talking about a "procticum". Having graduated from the sixth grade I am confident of my lingual skills, but not being familiar with the term, I went to my favorite on-line dictionary and typed p-r-o-c-t-i-c-u-m. Weeelllll, that was no good. The following list popped out.

1. practicum
2. practicums
3. proctodaeum

4. preatomic
5. practical
6. pyrotechnic
7. proctodaeums
8. pulchritude
9. pyrocatechol
10. proctologic

Knowing that a proctor is a monitor of students, I narrowed the list to:

3. proctodaeum
7. proctodaeums
10. proctologic

While researching these selections, I found references to a stern but not that of a nautical nature. Time to regroup. Not being able to determine what it is, maybe I can proceed knowing what it is not. Knowing that pyro has something to do with fire and ruling out "preatomic" and "practical", the list shrinks.

1. practicum
2. practicums
8. pulchritude

Practicums appears to be the plural of practicum, killing two birds with one stone, p-r-a-c-t-i-c-u-m.

BEHOLD!!!

Main Entry: prac-ti-cum

Pronunciation: 'prak-ti-k&m

Function: noun

Etymology: German Praktikum, from Late Latin practicum, neuter of practicus practical

Date: circa 1909

: a course of study designed especially for the preparation of teachers and clinicians that involves the supervised practical application of previously studied theory

This must be how John Cheevers sleuths-out the mystery photo. I believe that "pulchritude" has something to do with a turkey buzzard, but I have to quit for now. My head hurts.

Cabin Boy's
Tip-O-The-Month

When using cyanoacrylate glue,
don't get none on ya.

OFFICIAL PHOTOGRAPH - P. S. N. Y. - NOT TO BE RELEASED FOR PUBLICATION.



1688-45. Puget Sound Navy Yard. 2 April 1945.
DD367 - Broadside view, starboard side.

NOTABLE EVENTS

MARCH

- 8 Monitor Day, Mariners' Museum
- 14 **H.R.S.M.S.** Monthly Meeting: South Side Bunch Presentation, Building Methods, Frank Mastini
- 29 HRSMS Annual Banquet, Radisson Hotel

APRIL

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword Presentation, Casting, Joe McCleary

MAY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke Presentation, Gratings, windows and sky lights, Joe McCleary
- 17 International Small Craft Center Opening, Mariners' Museum

JUNE

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer Presentation, Lofting for Modelmakers, Jack Bobbitt

JULY

- 11 **H.R.S.M.S.** Monthly Meeting: McCleary, Wine Presentation, Rigging III, Bob Comet

AUGUST

- 8 **H.R.S.M.S.** Monthly Meeting:

SEPTEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Gene Andes
- 20 Festival in the Park, Mariners' Museum
- 27 Scientific & Navigational Instrument Exhibition Opening, Mariners' Museum

OCTOBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt

JANUARY

- 9 **H.R.S.M.S.** Monthly Meeting:

FEBRUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Election of Officers

Thanks

The members would like to thank the Dave and Anne Baker for hosting the February meeting.

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Initially assigned to the Eastern Sea Frontier, Asheville escorted convoys between New York and Guantanamo for most of 1943. During the winter of 1943-44 she patrolled off Cape Hatteras. Following a refit at Boston, Asheville took part in important Anti-Submarine Warfare Development experiments out of Quonset Point, R. I., and Port Everglades, Fla. From September 1945 until January 1946 she served as a radar experimental ship with TF 69. Decommissioned at

Next Meeting

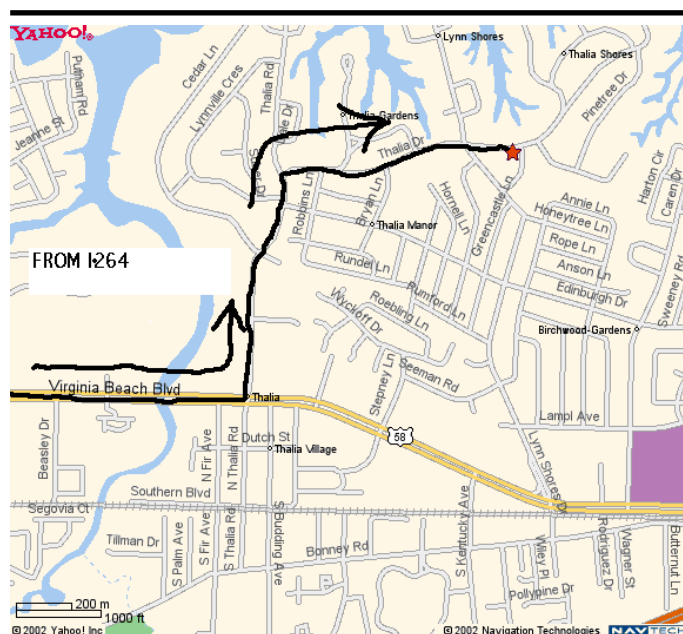
Date: March 14, 2003

Place: 3917 Thalia Drive, Virginia Beach

Time: 2000 Hours

Host: Southside Bunch

From the Peninsula and Chesapeake: Take I64 to I264 East. Get off at the second Independence Blvd. Exit (second exit is Pembroke, first is Princess Anne). Follow Independence Blvd. To Virginia Beach Blvd. (Rte, 58). Make a right on Virginia Beach Blvd. and stay in the left lane to Thalia Rd. Make a left on Thalia Rd. and proceed ½ mile to Thalia Drive. Make a right turn on Thalia Drive, proceed ½ mile to the intersection with Lynn Shore Rd. Proceed through the intersection and look for the second house on the right (No. 3917) with a horseshoe driveway.



WATCH, QUARTER AND STATION BILL



Skipper: Joe McCleary (757) 253-1802
 1st Mate: Dave Baker (757) 565-7991
 Purser: John Cheevers (757) 591-8955
 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