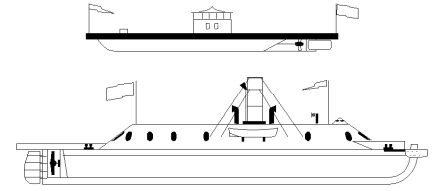


Hampton Roads Ship Model Society

Logbook



No. 228

WWW.HRSMS.ORG

JUNE, 2005

MINUTES



HRSMS Monthly Meeting
May 13, 2005
Hosted by Bill Clarke

Meeting Called: 2006 by First Mate John Cheevers

Meeting Adjourned: 2059

Treasurer's Report: Report was given. The account has formally transferred to new Purser Eric Harfst indicated the amount on deposit. He indicated that he would be in contact with members whose dues are in arrears.

Members: No count was taken but attendance was as high as the tide in Poquoson. The May meeting has a way of bringing out the hermits. Perspective member Don Dixon was present for his third meeting.

New members: This was the third meeting for Don Dixon. Since he indicated a desire to join the Society, all guests were asked to leave the room and after the usual ritual were welcomed in as the newest members. Pro-rated dues are due--of course.

Additions or Corrections: Only one: mention was made that the treasury amount was inadvertently left in the logbook.

Pat on the back: none this month.

Web Master's Report: No report was made as the web-master was on the high seas enjoying a well earned and deserved cruise

(Continued on page 3)

Mystery Photo



Mystery Photo #227: Taking aim, the men on the twin 40-mm battery slowly bring their mount to bear on an unsuspecting prey, or so it would seem at first glance. Perhaps their target is not the vessel but the hook hanging from the double shears in the distance. It's highly probable that the men on this battery didn't fully appreciate the age and grace of the vessel that is slowly steaming by, nor, I suspect, did they get to fully appreciate their surroundings. After all, war is hell—no matter where you are.

In order to begin unraveling this mystery you need to take in the entire image. Where and when do you suspect you could find this combination of an old warship, modern (by World War Two standards) anti-aircraft armament, and a concrete and stone lined quay? I'll give you a hint—not in continental North America. You need to look beyond our shores to places that do not have natural and well protected harbors and anchorages. So that would leave Europe, North Africa, and South America as top spots to choose from. Any place else? What did the responses say?

Bob Comet was the first to reply and he echoed my initial thought almost to a tee. "My first impression was that this was a WW I German 3-stacker light cruiser," was how his response began. But then he was quick to refine the time line and search window this way: "but the definitely WW II twin 40 MM mount in the foreground puts the photo no earlier than about 1941-- no German cruisers that looked like this were in their inventory for WW II." So the presence of the twin 40-mm mount, manned and ready, places this vessel under Allied control sometime during World War Two. Finally, Bob did what I usually do. In his own words: "... thumbing through all the navies shown in Jane's Fighting Ships of WW II, I found only one ship that matched the Mystery Photo--The *Rio Grande Do Sul* of the Brazilian Navy. The photo in Jane's was captioned 1942, and other than

(Continued on page 2)

NAUTICAL RESEARCH GUILD CONFERENCE
Hampton, Virginia
November 4 - 6, 2005

(Mystery Photo—Continued from page 1)

the higher foremast, the ships look alike.” I agree with you Bob, but I wish you would have investigated that differing mast arrangement.

Dave Baker also sent in an excellent reply. In it, he agrees with and further defines Bob’s guess: “...the latest Mystery Photo, which shows the Brazilian Navy *Bahia*-class light cruiser *Rio Grande Do Sul* in a WW II photo. While generally similar in appearance after their 1925-26 modernizations, the two ships in the class differed by the early 1940s in that the *Rio Grande Do Sul* had the 2-level deckhouse seen forward of the mainmast aft, while the *Bahia* did not.” (For those of you operating without benefit of a standard index like Jane’s, Conway’s, or Combat Fleets, the *Bahia*-class consisted of only the two previously named vessels.)

It is interesting that both guesses center on the surviving member of the class. I was inclined to choose *Bahia* as the mystery vessel if for no other reason than she was the vessel lost during the war, having blown up and sinking with heavy loss of life in 1945. The images I gleaned from such divergent sources as the 1944 issue of Jane’s Fighting Ships, Conway’s All The World’s Warships 1906-1921, and M. J. Whitley’s Cruisers of World War Two An International Encyclopedia were not conclusive enough for me to make the kind of positive identification I like. We’ll have to wait for the editor’s defining statement in the Logbook.

This month, time does not permit me to make the exhaustive study of these vessels or their builder Sir W.G. Armstrong Co., at Elswick, in Scotland, as I would like. Instead, and seeking Dave’s permission, I am going to fill the remainder of this column with the history of these two vessels as presented in his response:

“Both ships were built by the firm Sir W.G. Armstrong Co., at Elswick, in Scotland to a design by J.R. Perrett; Armstrong’s was the leading warship exporter in the world from the 1890s into the early 20th Century, and they made a particular effort to sell cruisers, with special success in South America. As completed, the pair had a nominal displacement of 3,100 tons and were 401.5-ft overall (380-ft. between perpendiculars) and had a draft of 13.5 ft. Their armament included ten single 4.7-in quick-firers, six 3-pdr quick-firers, and two single 18-in. torpedo tubes. They had 1.5-in sloped armor over the engineering spaces and the magazines, with .75-in armor on the sides elsewhere and on the horizontal decks fore and aft of the sloped portion. The propulsion plant consisted of three sets of Parsons steam turbines (manufactured by Vickers) and ten coal-burning Yarrow boilers, for which 150 tons of coal was normally carried, although the bunkers could accommodate up to 650

tons. At time of completion, their crews totaled about 300 personnel each.

RIO GRANDE DO SUL was laid down on 30 August 1908 and launched on 20 January 1909; Armstrongs did not mess around. The careers of the ships started inauspiciously, in that soon after their arrival in Brazil they were involved in the November 1910 mutiny by sailors frustrated with excessive discipline and poor pay; the crew of the Brazilian battleship MINAS GERAIS also participated,

and the mutiny was actually a success, as the sailors’ grievances were largely alleviated.

Even before Brazil joined the Allied side on 26 October 1917, the two cruisers were conducting patrols against potential German raiders and submarines as part of the Allied Southern Patrol. In July 1918, they were based at Dakar as part of the Brazilian Naval Division in War Operation (known as DNOG in Brazilian military history, for the initials of the Portuguese-language name for the naval effort. In November 1918, BAHIA was deployed to the Mediterranean with several other Brazilian Navy combatants but saw no action before hostilities ended.

The pair were extensively modernized during 1925-26. The original engineering plant was replaced by Brown-Curtis turbines and the ten Yarrow boilers by six Thornycroft oil-burners; the number of funnels was increased from two to three, and the new 22,000 shp plants gave them top speeds of 28.6 kts. Range on the 640 tons of oil carried was 2,400 nautical miles at 24 kts, 3,092 nautical miles at 18 kts, and 6,600 nautical miles at 10 kts, making them quite useful for long-duration patrols. The 4.7-in. guns were retained, but the 6-pdrs were replaced by four single 3-in. AA guns, and the single torpedo tubes were replaced by two twin 21-in. trainable mounts carrying Bliss torpedoes. A central fire-control system was added for the guns, and a conning tower with 3-in armor was fitted. The crew complement rose to 368 total. The draft increased to 13 ft. 7 1/2 inches.

During World War II, the pair were employed as convoy escorts and received several 20-mm Oerlikon anti-aircraft guns and depth charge racks at their sterns. The U.S. supplied armament was the downfall of the BAHIA; while conducting anti-aircraft firing practice on 4 July at a towed kite target, one of the BAHIA’s 20-mm gunners continued to fire as the kite descended toward the sea abaft the ship, and he managed to hit one of the depth charges, which detonated and blew off the ship’s stern; she sank quickly, carrying some 294 of her crew to their deaths. Her by-then antiquated sister, the RIO GRANDE DO SUL, was retired in 1948 with the delivery of two modern light ex-U.S. Navy light cruisers.

There is a World War II-vintage photo of BAHIA on pg. 405 of CONWAY’S ALL THE WORLD’S FIGHTING FLEETS, 1906-1921, but it is miscaptioned as having been taken during the 1920s. Both photos appear to have been taken by U.S. Navy assets.

John Cheevers

THE ANSWER

The answer to Mystery Photo 227

BDG-64913 (ACV-29 #73)

Brazilian Cruiser *Sao Paulo* at Recife, 17 Feb 1943

(Minutes—Continued from page 1)

Old Business:

-Bill Clarke reported on the status of plans for the upcoming NRG Conference. The registrar gave a report of the Conference account.

New Business:

-Bill Danger was authorized to investigate a time and place for another club picnic.

Show and Tell:

- John Cheevers passed around the inaugural issue of a new magazine Model Engine Builder. The drawings are first rate.
- Jack Bobbitt presented his plans on a revenue cutter and discussed his research to date.
- Bob Comet presented on the new Savannah Ships of the Sea Museum. An excellent museum full of first rate and relatively new ship models. A must see if you are there.
- Gene Berger, in a rare appearance brought along his latest canoe, the SS United States and discussed his work to date including several excellent polymer castings.
- Charles Landrum presented the photo etching from several kit models and after market etchings for these same kits. Nice stuff.
- Newly elected member Don Dixon presented work to date on his sloop, also nice work.
- Bill Clarke had his booty from the old country on display in

the other room. I hope you all got to see it. He had several flyers from a European prop manufacturer to hand out.

The business portion of the meeting was adjourned at 2045 in order to get on with the primary focus of the evening – the Strawberries!

Program: To Build A Ship Model

- John Cheevers presented a short bit on the tools and techniques he uses to sharpen his cutting tools. Don't miss the excellent handout.

Following the action, those in attendance dug deep into Bill's bowl of strawberries and the gluttonous affair was on! Thanks go to Bill for providing another gracious and fun evening.

Submitted by John Cheevers (silent partner)

Thanks John, ED.

Mystery Photo

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

Thanks to Greg Harrington for this month's Mystery Photo



NOTABLE EVENTS

JUNE

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer
“Model Construction”, Alan Frazer

JULY

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
“Building the Virginia Sloop”, Ryland Craze
20-23 IPMS Convention, Atlanta Ga.

AUGUST

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Charles Landrum
“Working with Photo Etched Parts”, Charles Landrum

SEPTEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
“Building the Confederacy”, Dean Sword

OCTOBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
“Types and Sources of Wood”, Jack Bobbitt

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.
12 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
“Building the San Felipe”, Heinz Schiller

DECEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
“Building the Blue Nose II”, Tim Wood

JANUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers
“Elements of Makink P.O.B. Hulls”, Bob Comet

FEBRUARY

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

WATCH, QUARTER AND STATION BILL
--



Skipper: Dave Baker (757) 565-7991
Mate: John Cheevers (757) 591-8955
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Vacant
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

Thanks

The members would like to thank Bill Clarke for hosting the May meeting.

Next Meeting

Date: June 10, 2005

Time: 2000 Hours

Place: 105 Accomac Turning, Yorktown, VA

Host: Alan Frazer

The route numbers appear on every street in the neighborhood, and are lower and easier to read at night than the street names. Early arrivals please park in the driveway.

From Points West:

Take I-64 EAST

Take the VICTORY BLVD EAST exit- EXIT 256B- toward POQUOSON. 0.2 miles

Merge onto VICTORY BLVD/VA-171 E. 3.8 miles

Turn RIGHT onto TUCKAHOE TRCE (Route 1630). 0.1 miles

Turn RIGHT on Accomac Turning (1631)

#105 is the third house on the LEFT

From Points East:

Take I-64 WEST

Merge onto VA-134 N via EXIT 262B toward NASA/ POQUOSON. 5.2 miles

Turn RIGHT onto VA-600/BIG BETHEL RD. 1.1 Turn

RIGHT onto VICTORY BLVD/VA-171. 1.0 miles

Turn RIGHT onto TUCKAHOE TRCE (Route 1630). 0.1 miles

Turn RIGHT on Accomac Turning (1631)

#105 is the third house on the LEFT

As a courtesy,

PLEASE CALL IF YOU WILL BE IN ATTENDANCE

(757) 867-7666

