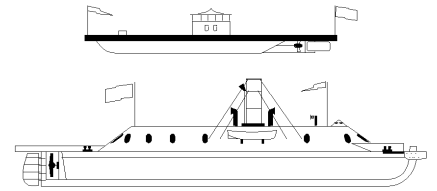


Hampton Roads Ship Model Society

Logbook



No. 253

WWW.HRSMS.ORG

JULY, 2007

From The Bridge



Mystery Photo



Diplomatic exchange

Recently I had the opportunity to further United States diplomatic relations with members of a foreign nation. It seems that five wayward Belgians were in the country on Holiday and in search of things nautical. I found out about this escapade through my contact with an eccentric engineer at Northrop Grumman Newport News (is there any other kind?) It seems that this rowdy, and I do mean rowdy, bunch had an item on their shopping list (read: needs favorable exchange rate, needs to avoid shipping cost and tax) that required someone's affiliation with a certain professional organization in order to secure said item at discount. Was I willing to help, they asked? "Sure, I said." After all, I am the seaman's friend. After navigating the mysterious, on-line shopping minefield, I was able to secure three copies of Wertheim's book for the Orangemen while Ellen got chocolates in return.

In an unrelated episode, I was able to offer modeling assistance in the form of research and a rudimentary plan set to a Yankee ship modeler of questionable repute. (Not sure whether I'm addressing his modeling skills or his character—damn lawyer.) I was more than happy to help. With little fuss, I was able to gather and forward on what he needed.

This sort of broadening of the nautical kinship is one of the benefits of this hobby and associating with groups like the Hampton Roads Ship Model Society. Clarke, "The Clarke", I'm proud to say, gets it! In his lifetime, he has carefully cultivated lasting friendships here and across the pond and these friendships have borne serious fruit. I expect that one of these days he will return from "over there" with a shapely interpreter to translate for him all those foreign language books he has so carefully amassed.

Be it across the pond, across the Mason/Dixon, or just across town, we exist to help and nurture each other in this hobby.

John

Thanks

The members would like to thank Dave Baker and his wife Anne for hosting the June meeting.

Mystery Photo #252: Charles Landrum, Dave Baker, and Bob Comet are unanimous in their identification of the vessel in this month's Mystery Photo. All are quite certain that the image captures the ex-Italian battleship *Giulio Cesare* as she appeared as the Russian war prize *Novorossiisk*. How do they know? Are they right?

Charles, who responded first, had this to say: "Based on the design of the superstructure, I started with the Italian battleships. The fact that the A turret has 3 barrels and the B turret 2 barrels narrowed the class to the *Cavour Class*. 3 Ships were built in this class around 1911. *Conte Cavour* and *Giulio Cesare* survived WW1, *Leonardo Da Vinci* did not." Noting that "Conte Cavour was sunk in 1941 in Taranto, raised, rebuilt and re-sunk by the Germans in 1943 [and] not raised until 1945 and subsequently broken up immediately following the war..." Charles chose "*Giulio Cesare*, which sailed through the war relatively unscathed" for his Mystery Photo identification. Dave, who apparently is recanting his diagnosis of last month's mystery photo, began his reply like this: "Last month's mystery ship remains a mystery to me, but this month's is the Italian Navy battleship *Giulio Cesare* (also known as the *Ciao Giulio Cesare*), the only unit of the three *Conte Di Cavour* class to survive through WW II." Finally, Bob had this to say: "I believe the mystery photo to be the Italian Navy Battleship *Giulio Cesare*. The ship looked Italian, and so I checked the Italian ships in my Jane's Fighting Ships of WWII and got a close match."

The ship looked Italian...Hum! Like I said several columns ago, if you study ships long enough you begin to develop a feel for their design attributes. That feeling, or understanding, can help you narrow your selections by region or country. An easy to understand corollary is the study of sports cars; most young men quickly discern differences in body styling and learn to spot Italian inspired roadsters versus the German or English marques. This ship may or may not be a roadster in its class but she sure reflects the Italian sense of style—the Italians design very beautiful ships.

Bob takes the time to note matching attributes between the Mystery image and his reference material. "Identifying points are the high clipper bow, turret arrangements of 1 and 3 turrets having three 12.6" guns and turrets 2 and 4 having two guns each. The large main battery director structure and the large tripod after mast are other identifiers. I am puzzled by the jack, which I can not identify as an Italian

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(Continued from page 1)



Mystery Photo

Jack (a fact also noted by Charles in his reply.) Perhaps she was sold to another country after the war? The break of the main deck back by the after mast and the boat boom and port hole arrangements also match.”

After their preliminary identifications, each man quickly augmented his choice to reflect the vessel’s correct name at the time of the Mystery Photo, correctly noting that we see this battleship as the *Novorossiysk*, which was, as Dave adds, “assigned to the Soviet Black Sea Fleet.” *Giulio Cesare* was awarded to the Soviet Union as a war prize at the conclusion of the Second World War.

While Charles’ timeline is rather general; “my guess is *RN Giulio Cesare* in the 1948 timeframe either just before or just after her handover. It is obvious that the Soviets painted the hull dark in the attached photo, after her arrival in the USSR for the ship was eventually painted uniformly dark gray.” Dave is more specific stating: “The partially-stripped *Giulio Cesare*, seen in the photo moored at Augusta in 1948 awaiting her fate, was stricken on 9 December of that year and was transferred to the Soviet Union as reparations on 15 December 1948.”

Novorossiysk was not to enjoy a long and distinguished career in the Russian navy. Dave states that “the ship,

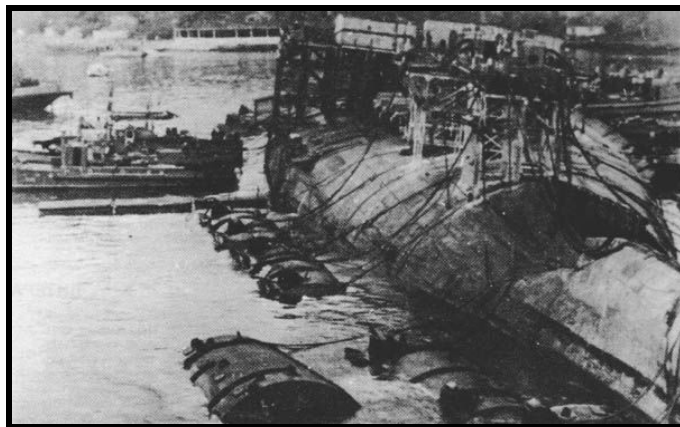
which seldom went to sea, hit what was almost certainly a WW II German mine just off the Sevastopol’ naval base on 29 October 1955, foundered, and sank upside down with great loss of life. The upside-down hull remained visible above the water for some time until the hulk was salvaged and scrapped.” Bob added that “an explosion occurred under her bow (estimated as equivalent to 1200 Tons of TNT). The ship sank by the bow and capsized 2 hrs after the explosion.”

Although the surplus mine theory is the most likely cause of the accident, Dave says that “Russian paranoia assigned the loss to fanatical former Italian Navy frogmen who somehow had gained access to the scene and planted limpet mines on the vessel out of rage that the pride of their fleet had come under Soviet control; that’s still the accepted story in Russia.” Bob also thinks the frogman theory is bunk “because of the high risk of war if the Russians could prove it.”

The battleship we enjoy in our Mystery Photo did not always look like the sleek, fast vessel pictured. All three responses noted how this first generation dreadnought was modernized by the Italian navy in 1930s. They fail to mention that because of the “building Holiday” brought about by the Washington Naval Treaty it was favorable to reconstruct existing ships. As a result, these vessels were lengthened, re-engined, and had new superstructures and fire control added. Their firepower was decreased when they landed the center 3-gun main turret. The former turret space and magazine were given over to the power plant. Bob mentions that her “new engines [gave] her a speed of 28 kts.”

And last but not least, Charles offers a new Internet site that is worth a look: the Russian website navsource.narod.ru that is a counterpart to a US website - navsource.org. There I found a close match to the mystery photo.

John Cheevers



The *Novorossiysk*.
After she was refloated in Sevastopol harbor

NAUTICAL TERM

Gammoning The lashing that held the bowsprit of a sailing ship in place at the stem, before being replaced with iron. The origin is Old French, *gambon*, and gammon, possibly alludes to tying up a ham.

Some large ships have two gammonings, of 9 or 11 turns each. The rope is passed over the bowsprit, and through a hole cut in the knee of the head, alternately. The first end is whipt and passed through the hole, and over the bowsprit, with a roundturn, then clinched round the bowsprit close against the cleats; the other end passes through the fore part of the hole, taking care to cross every turn and keep each turn forward on the bowsprit and aft in the hole, and every turn is hove tight and nippered. A selvagee, or lashing, is put round the cutwater, to which a block is hooked abreast of the hawse-hole, through which hawse-hole a pendant is led through the block, with an eye in its outer end, to which the gammoning is toggled every turn, and by which means it is hove taught, either by the capstan, or by clapping a purchase on it; you may have a weight attached to the bowsprit end, but should not be generally used. When all the turns are passed, and hove tight, they are frapped together in the middle, by as many cross-turns as are passed over the bowsprit, each turn hove tight; the end of the gammoning rope is then whipt, and seized to one of the turns. The frapping increases the tension, and adds to the security acquired by the purchase.

Submitted By: Tim Wood

THE ANSWER

From the back of the photo:
Italian Giulio Cesare
Agusta, Sicily, 11 Dec. 1949
80G-399160

MINUTES



HRSMS Monthly Meeting
June 13, 2007
Host, Dave Baker
Guests, None

The meeting was called to order by the Skipper, John Cheevers at 2007 hours. The Skipper asked for corrections or additions to the minutes. Alan Frazer said the magazine article he talked about at the May meeting was in Transfer Magazine, not Steamboat Bill as reported. Dave Baker noted that there was a picture omitted in the "The Answer" to mystery photo #25. The Purser, Eric Harfst gave the Purser's report. Eric noted that 83% of the members had paid their dues. Webmaster Greg Harrington gave the details of several e-mails received by the web site.

Old Business: There was further discussion about a ship model exhibition. Bob Comet is still pursuing the Suffolk History Museum as a venue. Alan Frazer will have further discussion with the Poquoson Library.

New Business: None.

Show & Tell: John Cheevers showed a jig for cutting logs on a band saw. Dennis Hobbs showed pictures of the parade of sail prior to Harborfest 2007. Bob Comet talked about the Vienna Naval Museum and the Brussels Air Museum. Greg Harrington talked about an art exhibit at the Mariners' Museum. Dave Baker commented on a new card model. Tony Clayton had several issues of Ships In Scale to give away. Bill Clarke gave a trip report on his Hudson River cruise.

The meeting was adjourned to a presentation, "Using Offset Tables for developing Ship Lines", by John Cheevers.

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left at the SECOND traffic light onto Smith's Neck Road. (Food Lion is at the intersection.) Do NOT turn at the first light and follow signs to Smithfield. Charles - you are warned.

Now everyone should be on Smith's Neck Road. Continue approximately 0.6 miles, then Left onto Rte 669 (Reynolds Drive). Continue 0.7 Miles, then Right onto Rte 669 (Nike Park Road). That's Nike as in the surface to air missile. You will pass an abandoned Nike site on the left - 'Carrollton Nike Park'. Cover a total of 1.6 miles on Nike Park Road until it ends at a traffic light / T-intersection. Turn Right onto Battery Park Road (Rte 706) and continue for 0.6 miles, then Right onto Gatling Pointe Parkway South. Continue straight exactly one mile - road changes name to Creekside Drive at 0.7 miles. Right onto Captain's Walk to #20566.



QUALITY

It occurs to me that you should always have fun in this avocation. If you aren't having fun, you need to re-evaluate how you spend your leisure time. But, if you are having fun and feel deeply passionate about making ship models, you should endeavor to always build models of superior quality. Is it easy to do so? I think so, with the proper preparation. Can you achieve consistent results? Perhaps not; there are a lot of factors that go into making a truly great ship model. Should you try? Absolutely! Are the rewards there? Yes they are! But be prepared to abandon an effort that has gone astray and start over.

The debate over what constitutes a model of endearing quality, or one that exudes a compelling impression is ongoing. Modelers continually ask many questions about fidelity, either in anal attempts to precisely define the boundaries in contest rules or to find loopholes in requirements. I say: stop it! Clear, hard definitions don't serve the modeler well. Learn by observation; see what is judged as superior. Develop a feel for what matters and what doesn't. Quality is more of a general feeling based on guidelines than a set of hard, fast rules.

Sometimes the old rules of thumb can serve you the best. Many years ago someone commented that a particular model we happened to be studying was a ten-foot model. I was puzzled as to what that meant. It was explained that the model looked good from ten feet but suffered in increasing degrees as you got closer. Clearly the rule, then, is to define your quality such that the model will withstand close scrutiny.

Rob Napier defined "Compelling Impression" something like this: "the model should invite the observer to take a closer look and then reward him for the effort." (I hope I got that right.) That should be your goal. That should set the level of effort you need to make in order to build good ship model. I can point out several models that do just that.

Contests like the Mariner's Museum Ship Model Contest are great proving grounds for your skills and opportunities to define a level the playing field for quality. Use these contests to garner purposeful criticism of your craft. Learn from the comments and correct evil tendencies in your modeling.

Get your model underway on a good foundation; developing the skills necessary to achieve this requires a dedicated commitment to the craft. Making a great ship model requires it. But always remember; help and support is as close as your nearest modeling club—use it to your advantage.

John Cheevers

Approximate travel time: From Newport News - fifteen minutes; Ghent - thirty minutes; Great Bridge - Forty-five minutes; Williamsburg - forty minutes, VA Beach Oceanfront - one hour. For those from Williamsburg who might prefer the ferry, call or e-mail and I'll provide those directions. It's shorter in distance but at a more sedate pace. Phone: 365-0369. **If able, bring a few folding chairs.**

From the DANFS

Maine

(BB 2/c: dp. 6,682; l. 319'; b. 57'; dr. 21' 6"; cpl. 374, s. 17 k.; a. 4 10", 6 6", 7 6-pdrs., 8 1-pdrs., 4 14" tt.; cl. *Maine*)

The first *Maine*, a second-class armored battleship, was laid down at New York Navy Yard 17 October 1888; launched 18 November 1889, sponsored by Miss Alice Tracy Wilmerding, granddaughter of Secretary of the Navy Benjamin Tracy; and commissioned 17 September 1895, Capt. Arent S. Crowninshield in command.

Maine departed New York Navy Yard 5 November 1895 for Newport, R.I., via Gardiner's Bay, N.Y., to fit out 16 to 23 November, and then proceeded on the 25th to Portland, Maine, to visit her namesake. The battlewagon then put to sea on the 29th on trials and inspection, being assigned to the North Atlantic Squadron 16 December, and sailing via Newport to Tompkinsville, N.Y., arriving 23 December. The ship sailed the next day for Fort Monroe, Va., arriving on Christmas Day. She operated out of that place and Newport News through June 1898 and then on the 4th sailed for Key West on a 2-month training cruise, returning to Norfolk 3 August. *Maine* continued extensive east coast operations until late 1897. Then the ship prepared for a voyage to Havana, Cuba, to show the flag and to protect American citizens in event of violence in the Spanish struggle with the revolutionary forces in Cuba.

On 11 December *Maine* stood out of Hampton Roads bound for Key West, arriving on the 15th. She was joined there by ships of the North Atlantic Squadron on maneuvers, then left Key West 24 January 1898 for Havana.

Arriving 25 January, *Maine* anchored in the center of the port, remained on vigilant watch, allowed no liberty, and took extra precautions against sabotage. Shortly after 2140, 15 February, the battleship was torn apart by a tremendous explosion that shattered the entire forward part of the ship. Out of 350 officers and men on board that night (4 officers were ashore), 252 were dead or missing. Eight more were to die in Havana hospitals during the next few days. The survivors of the disaster were taken on board Ward Line steamer *City of Washington* and Spanish cruiser *Alfonso XII*. The Spanish officials at Havana showed every attention to the survivors of the disaster and great respect for those killed. The court of inquiry convened in March was unable to obtain evidence associating the destruction of the battleship with any person or persons, but public opinion in the United States was so inflamed that the *Maine* disaster led eventually to the declaration of war on Spain 21 April.

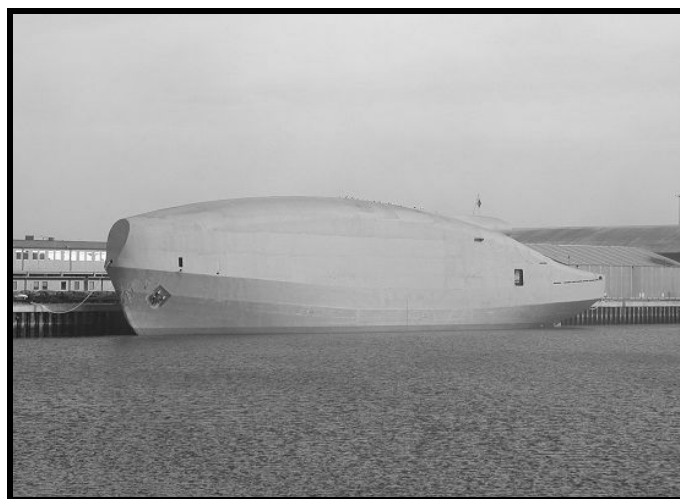
On 5 August 1910, Congress authorized the raising of *Maine* and directed Army engineers to supervise the work. A second board of inquiry appointed to inspect the wreck after it was

raised reported that injuries to the ship's bottom were caused by an external explosion of low magnitude that set off the forward magazine, completing destruction of the ship. It has never been determined who placed the explosive, responsibility for the sinking of *Maine* remains one of the continuing enigmas of American history.

Maine's hulk was finally floated 2 February 1912 and towed out to sea where it was sunk in deep water in the Gulf of Mexico with appropriate ceremony and military honors 16 March.

OMITTED PHOTO

The following photograph was omitted by the editor from Dave's answer to the Mystery Photo in the June Logbook.



How the ship got into her current weird configuration, and to what purpose she is being put, I have not a clue. Note the flattened bow end.

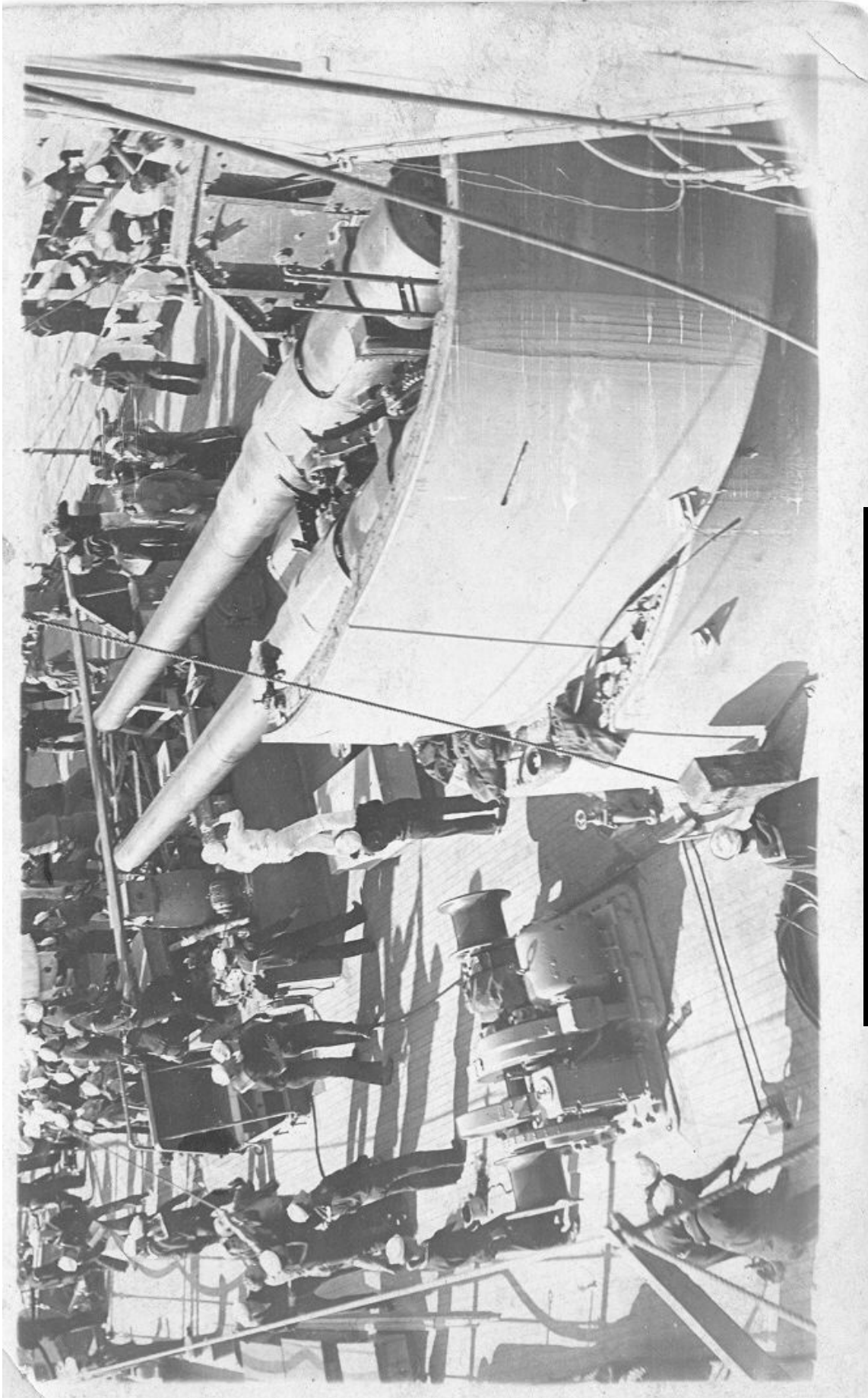
Dave

Have you paid your dues?

Do We Have Your E-Mail Address?

Many members have elected forgo the printed edition of the Logbook, to only receive the Logbook as a PDF document attached to a monthly e-mail. If the electronic version will satisfy your needs, you can help constrain printing and mailing costs by sending an e-mail to the editor - t.e.saunders@worldnet.att.net and indicating your preference.

Save your broken taps. They can be ground, sharpened and made into small knives, chisels and gouges.



Mystery Photo

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

NOTABLE EVENTS

JULY

- 13 **HRSMS** Monthly Meeting Host, John Wyld
Presentation "WWII ASW Capability" by. John Wyld

AUGUST

- 10 **HRSMS** Monthly Meeting: Host, Dean Sword
Presentation "Building the Nashville Part II" By Bob Comet

SEPTEMBER

- 13-16 NRG Conference, Manitowoc, Wi.
14 **HRSMS**. Monthly Meeting:
Presentation "Plastic Resin Casting Demo" by Dean Sword
22 **HRSMS** Picnic, Newport News Park

OCTOBER

- 12 **HRSMS**. Monthly Meeting: Host, Greg Harrington
Presentation "Making Water " by Charles Landrum

NOVEMBER

- 9 **HRSMS** Monthly Meeting: Host, Heinz Schiller
Presentation "Technique for Milling Sheer and Camber"
by John Cheevers

DECEMBER

- 14 **HRSMS** Monthly Meeting:
Presentation "Model Ship Research Via the Internet"
by John Wyld

JANUARY

- 11 **HRSMS** Monthly Meeting: Host, Bob Comet
Nomination of Officers

FEBRUARY

- 8 **HRSMS** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

- 14 **HRSMS** Monthly Meeting

APRIL

- 11 **HRSMS** Monthly Meeting:

MAY

- 9 **HRSMS** Monthly Meeting:

JUNE

- 13 **HRSMS** Monthly Meeting:

WATCH, QUARTER AND STATION BILL



Skipper: John Cheevers (757) 591-8955
Mate: Ryland Craze (804) 739-8804
Purser: Eric Harfst (757) 221-8181
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
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: July 13, 2007
Time: 2000 Hours
Place: 20566 Captain's Walk, Smithfield, Virginia
Host: John Wyld
Phone: (757) 363-0369

To all -

Since this is the first time I've hosted, you are all ranked novices. Herewith are the driving directions. Please note that I do not live in the town of Smithfield proper, but actually closer to Battery Park, in the Gatling Pointe South development east of Smithfield.



General directions: You will need to arrive at the intersection of Rte. 17 and Smith's Neck Road which is about 1.2 miles west of the James River Bridge (JRB) on Rte. 17.

You can get to that intersection **from Newport News, Williamsburg, or Ocean View to name a few** by crossing the bridge (JRB) southbound. After crossing the bridge, the intersection is at the second traffic light, 1.2 miles after the bridge. There is a Food Lion on the corner.

Alternatively it may be reached by taking Rte. 17 North toward JRB. **From Norfolk or VA Beach** you can reach 17 North by taking the Midtown Tunnel (first choice) or Downtown Tunnel to Rte. 164 West which merges with 17 North at I-664. **From Chesapeake** you can reach 17 North by taking I-64 East to the end, then take I-664 North toward the Monitor-Merrimac Bridge Tunnel exiting at Exit 9A for 17 North. From either city, once on 17 North you will cross three bridges: over Bennett's Creek, the Nansemond River, and Chuckatuck Creek. About two miles after the last bridge, pass the Carrollton Volunteer Fire Dept (on your left), then turn

(Continued on page 3)

