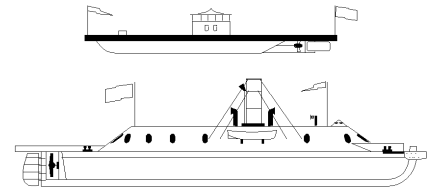


# Hampton Roads Ship Model Society

# Logbook



No. 255

WWW.HRSMS.ORG

SEPTEMBER, 2007

## From The Bridge



## Mystery Photo



### Sawdust

Welcome to my mixed metaphorical message:

I truly enjoy going to the monthly meeting. But, as I work through the banality of club business, I need to keep in mind the number one purpose of this Society: that is building relationships that lead to the sharing of information that ultimately leads to the making of ships models. Society founder Tom Tragle thought so much of learning that he placed this inscription at the bottom of our stationary: "Knowledge is of no value unless shared with others!" We gather once a month and do many things. What we take from a meeting are many things. These "things" should lead you to make sawdust.

I think I succeed in the "take away" more times than not. But it takes an effort from each and every one of us to help nurture this feeling in every member. Let's face it; we're all different and we all reach the "sawdust" stage at different times from differing levels of stimuli. It is up to each of us to bring things to each meeting to produce that stimulus. You could look at this club as a freeway of ship modelers. Each of us enters the freeway at different places and we tend to go down the lane at different speeds. We even pass each other from time to time. Some of us drive Ferraris and some of us drive Yugos. That doesn't matter. What matters is keeping folks from taking the off ramp.

Presenting new plans, new processes, new keel layings, new tools, newsy notes, etc. is the best way I know to keep folks in the channel. My ideal meeting agenda limits the business portion of the meeting to no more than 30-minutes when we have a lot of "stuff" going on and 15-minutes when we don't. The balance of the first hour should be for show and tell. And here, I encourage each member to bring something to share every month. Following this will be the more formal "to build a ship model" program. And finally, where appropriate, we have a social time. Please help me to help you absorb more "sawdust" in the limited meeting time we have.

That is all,

John

Mystery Photo #254: For years now I've been theorizing that if you study navy vessels long enough you can develop a feel for their country of origin. You begin to form mental pictures of specific features such as turret styling, or bridge and mast arrangements, or hull forms and associate them to specific naval fleets. I can think of several signature features that we all have seen: The British open bridge, the Japanese cut down stern, the Italian conning tower, the German smoke stack, and the American lattice mast. Architects are human and they tend to develop signature features that call attention to their work. I think design bureaus work the same way; their body of work tends to reflect the taste of their lead designer or architect. Armed with this knowledge, we should be able to identify any warship...at least by country of origin.

You sit down; you begin to write, you tell yourself "yeah I got this licked!" And what happens? Just when you think you have it, along come this little curve ball--Warships that are not designed and built by an indigenous navy are harder to identify. This is how Tim Wood describes it: "When I first looked at the photo I thought to myself, this is going to be easy! With out a doubt it's an American World War I era Dreadnought! The cage mast and classic gun turrets gave it all away. I couldn't have been more wrong..." That is the trap Bob Comet fell into this month. "The mystery photo shows an American Dreadnought style Battleship of post WWI time period" is how his response begins. Charles Landrum just dove in and produced the identification using an Internet search, as did I.

Bob and Tim began their study by listing what they saw. Bob noted that the "visible two forward turrets contain two major caliber rifles each. The ship has two stacks and two large structures that are probably king posts for large cranes located port and starboard between the two stacks. There are two anchors at the bow, fairly closely spaced, and portholes in the hull. Aft of B turret and above it is a structure that looks like a large range finder. The smoke would imply she is still a coal burner." While Tim said, "My gut instinct told me it was

*(Continued on page 2)*

## NOTICE

The next meeting will be held at 2 pm on Saturday, September 8, 2007 at the Mariners' Museum.  
Please use the business entrance (the bronze doors on the library side of the building).

(Continued from page 1)



Mystery Photo

the *South Carolina* or the *Michigan*, only problem was the hull didn't match and the funnels were to close together along with many other major and minor differences. So it was back to square one! I began looking closer at the hull lines along with anchor placement and gun placements, I was beginning to think it was an updated *Delaware* or *North Dakota*, but it wasn't; things didn't add up. The hull lines were off and they had two cage masts, not one. I went over all the photos I could find of American Dreadnoughts and WWI era Battleships, not a single match! Something kept telling me the Mystery Photo, was very much American built."

Bob and Tim spent some time combing through various American battleship designs and eliminating them one by one from consideration. Bob concentrated on American battleships looking for one fitted with a single cage mast. He eliminated various ships as he found their masting changing from cage to tripod arrangements and their stack count going from two to one. He ended his search by choosing *USS Wyoming* shown, as he says, "in the years between 1920 and 1927, [when] she was converted to an oil burner." Tim, on the other hand, settled on foreign warships when "[he] found out New York Shipbuilding and Fore River built a class of ship for Argentina, they called it the *ARA Rivadavia*-class. I believe this is the *ARA Rivadavia* not the *ARA Moreno*."

While Bob and Tim described what they saw, it's what Charles didn't see that he found intriguing. After confirming the identity of the mystery Photo as being the *ARA Rivadavia*, his response continued with an attempt to place the vessel. Here is what he has to say: "The photo appears to



be at the time of sea trial in 1914, since the crane booms appear to be missing and no flags are flying. *ARA Rivadavia* was built at the Fore River shipyard, so this picture was taken off the Massachusetts coast." I agree with this assessment and offer further proof that this is a trial portrait by pointing out that the searchlights are missing from the platforms atop the crane posts. Also you can see the beginnings of the anti-torpedo net apparatus fitted along the hull. I think we only see the out-rigging booms at this time. Also you can see that most, if not all, of the davits are empty. Removing dunnage before the "proving" speed trials of a new vessel was one of the ways shipyards cheated or skirted the letter of the contract in order to guarantee that the contract speed was met during trials.

Charles also provides the rationale for these vessels. "They were ordered to counter the Brazilian *Minas Gerais*-class." The South American dreadnought race eventually included Chile as well. While the Brazilian capital ships were ordered and built prior to the start of World War One, Chile found her capital ships confiscated by Britain at the start of the war. Argentina was more fortunate by selecting the American design and builders. This guaranteed their construction and delivery. *ARA Rivadavia* was originally coal fired as stated by Bob and Tim but was converted to oil fuel by 1921. Long lived; "She was scrapped in Italy in 1956."

I offer one fitting out image of *Rivadavia* taken from the Internet, a profile of the vessel, and a table of specifications provided by Tim.

Builder: Fore River Ship & Engine Company Quincy, MA  
Ordered: 1909  
Keel Laid: May 25, 1910  
Launched: June 28, 1911  
Fate: Sold February 8, 1956 to Messrs Ardemsma Genola, Italy and scrapped in 1957.

**Dimensions, Machinery and Performance**

Length: 584' 9" Engines: 3 Curtis steam turbines  
Beam: 96' 7" Boilers: 18 Babcock & Wilcox (coal fired)  
Draft: 28' Shafts: 3  
Displacement: 27,900 std./30,00 full SHP: 39,500  
Speed: 22.5 knots  
Crew: 1,215 Range: 7,740 MN@ 10 knots

**Armament As Built**

Number Carried	Type	Arrangement	Max Range/Ceiling
12	12"/50 (305mm)	6 twin turrets	24,000 yards @ 14.7° (13.6 miles) with a 870 lb. armor piercing shell
12	6"/50 (152mm)	single mounts	15,000 yards @ 14.9° (8.5 miles) with a 105 lb. armor piercing shell
16	4"/50 (102mm)	single mounts	15,920 yards @20° (9 miles) with a 33 lb. armor piercing shell
2	21" (533mm)	2 broadside	4,000 yards @ 27 knots torpedo tubes submerged 200 lb. wet gun-cotton warhead

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
August 10, 2007  
Host, Dean Sword  
Guest, Hugh Van Brimer

The meeting was called to order by the Skipper, John Cheevers at 200 hours. The guest, Hugh Van Brimer was recognized. Hugh noted that it was his third meeting attended. Mr. Van Brimmer was asked if he desired to become a member of the society. After an affirmative response, Hugh was asked to leave the room while the ritual was performed. He returned and was welcomed as a new member and promptly hounded for his dues. The only correction to the minutes was a spelling error mentioned by the Clerk. Eric Harfst gave the Purser's report. The books were given to Ryland Craze for an audit. Eric noted that there were currently forty-one full and three associate members. Greg Harrington gave the Webmaster's report. He noted there were some difficulties with our new web host.

Old Business: Alan Frazer talked about the ship model exhibition at the Poquoson Library. He said setup would occur on September 29th and model pickup would take place on October 27th. Alan said there would be a presentation given at the library on Tuesday October 9th at 8:00 pm and he was asking for members to that were willing to give a short talk on an aspect of model building. A specific time for the exhibition setup will be given at the September meeting. Bill Dangler circulated a list of items needed for the September 22nd picnic. Picnic plans will be finalized at the September meeting. After discussion, it was decided to hold the September meeting at the Mariners' Museum on Saturday September 8th, from 2- 5 pm. With the meeting schedule in transition, Bob Comet said that he would host the December meeting. The Skipper said that he received one submission for a new HRSMS logo and asked for other submissions before the issue is presented at a meeting.

New Business: It was noted that there were no HRSMS bro-

chures remaining at the Mariners' museum Model Builder's Booth. Tim Wood said he would update the master copy and forward it to the Clerk for reproduction. The Skipper asked when it would be appropriate to hold an auction. It was decided to hold an auction at the October meeting hosted by Greg Harrington. It was agreed that larger items the members wanted to sell would included in the auction with a seller reserve and a split of proceeds between the seller and the HRSMS.

Show & Tell: John Cheevers showed a set of Harbor Freight digital calipers. Charles Landrum Showed a salad service made of coconut wood, the latest IPMS Journal and a Warship Pictorial showing the Italian heavy cruisers. Bob Comet talked about buying ship plans from the Smithsonian Institute.

The meeting was adjourned to the presentation "Plastic Resin Casting", by Dean Sword.

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## THE ANSWER

The answer to Mystery Photo 255 is:  
*Rivadavia*

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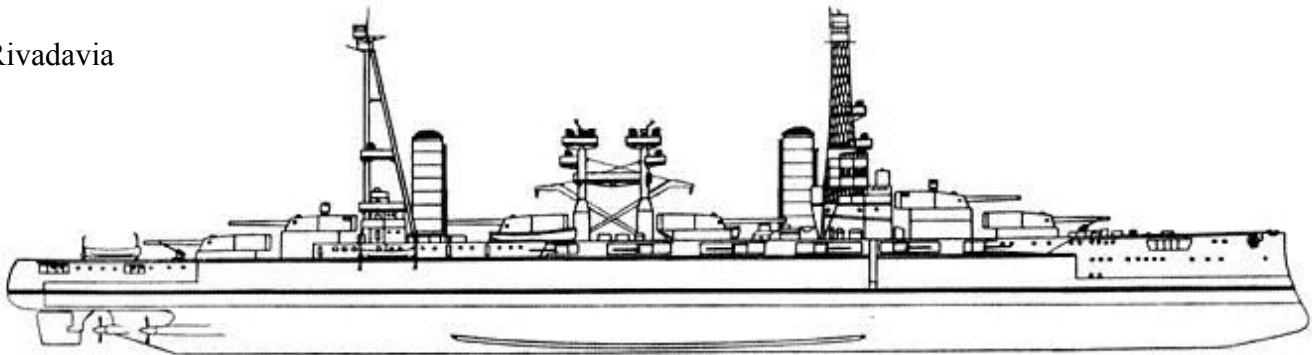
## NAUTICAL TERM

*Cable* (1) The anchor line, now a chain or rope (or both, depending on the size of the craft), earlier of course always rope, and cable-laid. (XIII) The term came, via French, from the Latin word *capalum*, for halter. (2) A measure of distance: 720 feet or 120 fathoms, the standard length of an anchor cable for many years.

(e XVII p.e.) The origin in this sense is very probably related to the first use, above. Now rarely used, the term has been modified to mean about 100 fathoms, about one-tenth of a nautical mile. (3) The name given to the heavy wire system used especially underwater, for long-distance telecommunications. This is made up of many individual wires, in layers, ergo in a sense cable-laid.

Submitted By: Tim Wood

Rivadavia



## Shop Note

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Two month's ago I had the privilege to help an old friend dismantle his shop and help pack what he needed to continue to build models at his new port of call. I suspect it was a very difficult and emotional evolution, but he handled it with grace and aplomb. I hope I act as well in similar circumstance. The good news is he is not leaving the Society; he is becoming one of our long-distance members.

Anyway, in the process of helping to crate his models, I was shown a nifty way to help prepare them for transport. What follows is a mini shop note of sorts but one that you can use anytime you have to move a model. You see, this fellow's wife insisted that his models would never be displayed in her home under a vitrine. Oh, he had them all right, but they were stored away ready for use. (He is also very fortunate to have a wife who didn't destroy his work as she cleaned.) Since the vitrines were only intended to occasionally cover the models, they were not constructed in such a way that they could be secured to their bases.

With a long distance move in their future, a way was needed to easily secure these vitrines without damaging them or defacing the display bases with screw holes. Seems this

fellow's daughter thought of making straps from nylon webbing and those neat plastic clasps we see on everything these days. Turns out you can buy all of this stuff at the corner hardware store. They'll even cut the webbing to length for you.

*(Here is the part where I get to embarrass Mary Richardson, Jack and Jeanne's oldest daughter. She deserves the credit for thinking of the strapping and for demonstrating the proper cinching technique.)*

Once the straps are layed out on the floor (one lengthwise and two crosswise per model), the cased model is lifted and placed over them. The clasps are snapped together and tightened using the Richardson maneuver.

The Richardson maneuver is a sort of Pilates inspired plié where you stand with your feet shoulder width apart, grab an end of the strapping in each hand, and then while bending your knees plié style, you pull the straps tight. It's all done in one fluid motion and I understand the grunt is optional. In short order each model and case was secured by these straps and ready for transit using the modern day equivalent of that length of rope your Uncle Frank used to secure the grip with the broken buckle, only without the granny knot.

John Cheevers

## HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

**WHERE:** Newport News City Park, Shelter #11. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area with rest rooms nearby, a lakeside view, tables, benches and barbecue grills.

**WHEN:** Saturday, September 22, 2007, 1130 am to 1630 pm. The Picnic Area is covered so the event will be held rain or shine.

**EVENT COORDINATOR:** Bill Dangler, Tel: (757) 245-4142

Contact Bill Dangler or e-mail Tom Saunders (t.e.saunders@worldnet.att.net) as soon as practicable, but not later than Sunday, September 16 to indicate how many will be in your party, and what you would like to bring to help feed the hungry crowd.

HRMS will supply hot dogs, hamburgers, buns, and sodas. The range of other items that need to be brought:

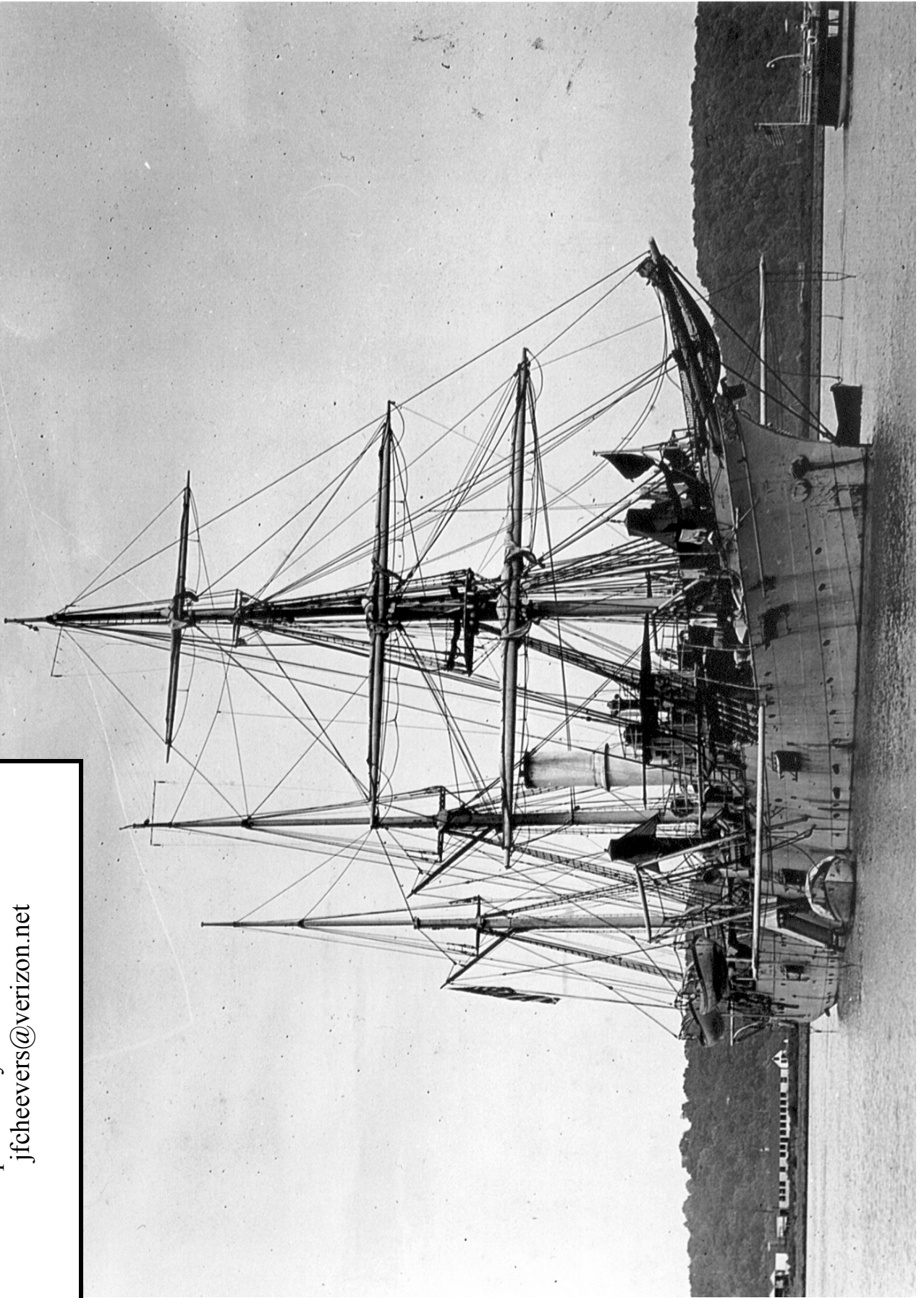
Ice, Appetizers, Salads, Side dishes such as: Beans, Desserts  
Condiments (ketchup, Mustard, Relish, Pickles)  
Toppings (sliced tomatoes, onions, and lettuce)  
Etc.

**Note:** This is a Municipal Park, and no alcoholic beverages of any kind are permitted.

## **Mystery Photo**

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

[jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



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## NOTABLE EVENTS

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### SEPTEMBER

- 8 **HRSMS.** Monthly Meeting: Mariners' Museum  
Presentation "Building the Nashville Part II" By Bob Comet  
13-16 NRG Conference, Manitowoc, Wi.  
22 **HRSMS** Picnic, Newport News Park

### OCTOBER

- 12 **HRSMS.** Monthly Meeting: Host, Greg Harrington  
HRSMS Auction

### NOVEMBER

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

### DECEMBER

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

### JANUARY

- 11 **HRSMS** Monthly Meeting:  
Nomination of Officers  
Presentation "Making Water" by Charles Landrum

### 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:

### JULY

- 13 **HRSMS** Monthly Meeting

### AUGUST

**HRSMS** Monthly Meeting:

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<p><b>WATCH, QUARTER AND STATION BILL</b></p>
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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



Dean Sword giving a presentation on casting at the August meeting.

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## WANT TO PARTICIPATE IN THE HRSMS SHIP MODEL EXHIBITION?

**Contact Alan Frazer**  
**(757) 867-7666**  
**AlanDFrazer@msn.com**

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**National Museum of American History**  
**Ship Plans from the Smithsonian**  
<http://americanhistory.si.edu/csr/shipplan.htm>

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"Victory awaits those who have everything in order?"

- People call that luck.

Defeat is certain for those who have forgotten to take the necessary precautions in time ?

- That is called bad luck."

Ronald Amundson 14 December 1911

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### Model Ship Builder

"Bringing the art of model ship building to a new generation"  
[www.modelshipbuilder.com](http://www.modelshipbuilder.com)

Nice web site, it's online, it's free.

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## Thanks

The members would like to thank Dean Sword and his wife, Dee for hosting the August meeting.