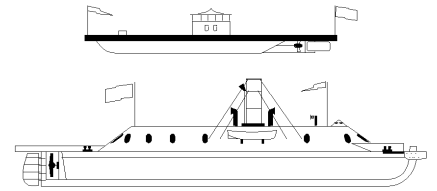


# Hampton Roads Ship Model Society

# Logbook



No. 282

WWW.HRSMS.ORG

DECEMBER, 2009

## From The Bridge



### Cross Roads

Tis the season and I want to wish each and every one of you and your families the best in luck, laughter, and life. Each passing year presents obstacles and challenges to overcome, and one of the ways we best these trials is by drawing strength from friends. I like to think of the HRSMS as a community of friends—good friends. Call a few friends over the holidays. See you in the New Year!

I am at a cross roads of sort, my drawing storage cabinet is full. And so is the home made rack under the desk, the drawer under the drafting table, one drawer in the bureau, and several storage boxes in the closet. More drawings are coming in all the time; the pile is getting dangerously high! What should I do?

Obviously, I need to continue collecting. I may have turned this aspect of my hobby into a sickness, an obsession, but it's a illness worth having. My desire to corner a copy of all the interesting ship model plans may not be healthy. But I think it is. Not only does it provide me with near limitless modeling opportunities, it does the same for you.

How so, you ask?

Some time ago, I espoused an idea whereby we develop a plan, book, and unique tool sharing database on our web site...a catalog of sorts. In it we can list the resources that we are willing to lend to other club members to copy, use, or read at their convenience. It's simple, really. Take drawings for instance: members can list a plan, the year, the type of vessel, its scale, and provenance, number of sheets, etc that they consent to share. Members peruse the list, find what they need, and make a transaction off line.

I will volunteer my time to maintain the list ensuring a single format and style.

Similar reference pages will list books and tools available to lend.

(Continued on page 2)

## NAUTICAL TERM

**Nibbling:** (also *Nibbing*) refers to the pointed shapes of the ends of certain deck planks, to fit either the kingplank or the covering boards. The word comes from the Anglo-Saxon *nebb*, break.

Submitted By: Tim Wood

## Mystery Photo



Mystery Photo #281: Location, location, location! They, whoever the heck "they" are, say that location is everything. In this case, location meant everything to the photographer. He was able to properly frame the vessel and provide just enough background allowing us to define the location. This very nice image offers the viewer a chance to study a former light cruiser that was modified for a different use.

I'm a fast kind of guy. Production work tends to make one fast in certain ways. One of the areas where I tend to be fast, sometimes way too fast, is in ship recognition. This very Mystery is a case in point! I took a quick look at this image and determined by the badge or crest on the bow that this vessel more than likely belonged to an Eastern Mediterranean navy like Greece or Turkey. Since my memory says that these navies did not build indigenous cruisers, the ship had to come from another navy, which means it had a former life and possibly a good story to tell. A second glance revealed a tapered, cylindrical conning tower supporting the housing for a range finder and surmounted by a rather intricate pole mast. The main mast was a throwback-to-another-era; a tripod affair supporting nothing to justify its size and bulk. These features really narrowed the list of possibilities, suggesting a cruiser of French, Italian, or Russian origin and eliminating all US Navy vessels from consideration. The single "A" turret and empty "B" position (excepting the light AA mount) indicated modification of purpose. The large number of floats in addition to the ship's boats suggested employment in some training role. The limp jack offered absolutely no help. Since this is a post World War Two image, as indicated by the automobiles tucked under the bow hawser, I knew that I only had to look for foreign cruiser-like vessels that survived the war.

What a quick guy I am! Being fast, I took, or mistook as it turned out, that bow shield to being a crest of Hellenic origin and I was off to the reference books to match it up. How quick I am! I quickly found an entry in the Greek section for the cruiser *Elli* (or you may see it spelled as *Helle*)

(Continued on page 2)

## MEETING NOTICE

**Date:** Saturday December 12, 2009

**Place:** Mariners' Museum

**Time:** 1400 Hours

Ship	Year	Donor	Type	Scale	Draftsman	#of sheets
NS Savannah	1960	John Cheevers	nuclear powered cargo vessel	1/8"=1'-0"	MARAD	1 of 6
John S. Estill	1894	John Cheevers	pilot boat	1/16"=1'-0"	J Cheevers	1 of 2
CSS Virginia	1862	Skip Watson	Ironclad	1/8"=1'-0"	Alan Fraser	1 of 1
Gabbiano	1942	Bill Clarke	Corvette	1:50 metric	Barbieri Giancarlo	1 of 7

(Continued from page 1)

Sound Good?



I believe the list can be posted on the member's page (file format to be determined.) While a .pdf file might be the most accessible to all, a read-only EXCEL file would be the most helpful. Those without EXCEL can email me for a sorted list of possibilities. Another way we can share the list is by having it available for member perusal at the monthly meeting, or I can bring search results to you at the meeting.

Will this help my little space problem? No, not at all! But it will make me feel better in that I am putting good model making assets to work to the betterment of the Society.

Now, just wait until Ellen sees that I've replaced her shoe collection in the back of the closet with another drawing bin...

John

(Continued from page 1)

and in good rodeo fashion I called TIME!

How quick I was, how wrong I was! And, I may have taken Tim Wood along with me on this mis-identification. For all that fast looking, I failed to secure an image of a Hellenic warship fitted with the elaborate foremast we see in our Mystery. Without positive proof it is risky at best to assume the vessel's identity. Read on...



Mystery Photo

Three responses this month: one from Tim Wood, one from Dave Baker, and one from Bob Comet. Tim echoed my initial assessment identifying the vessel as *Elli* or the former Italian cruiser *Eugenio Di Savoia* [ironically a near sister to our final selection]. She was "Built between 1935-35 at Ansaldo Shipyard in Genoa, Italy. She was ceded to Greece, in July 1950 by the Italian government, as part of the war reparations for the torpedoing of *Elli* [by an Italian submarine.] Since hoisting the Greek Flag in June 1951 she became the headquarters for the Commander in Chief of the Hellenic Fleet. [She] served for official visits of King Pavlos/Paul to Istanbul in June 1952, Yugoslavia (Dubrovnik) in September 1955, in France (Toulon) in June 1965 and Lebanon in May 1958. In 1959 she was moved to Souda Bay (Crete) where

she was used as HQ to the Admiral, C -in-C of Cretan and Ionian Seas. Decommissioned in 1965 and used as a Naval Prison, certain naval personnel were detained there during the dictatorship because of their resistance activities. She was auctioned in 1973."

It would be hard to dismiss *Elli* as our Mystery vessel were it not for two things: the aforementioned lack of the foremast, and the fact that her Hellenic service fails to mention a visit to a US Naval installation. I mentioned location at the beginning of this essay. If you look more closely under that bow hawser and beyond what may be a pier side warehouse, you see a rather strange looking tower. That tower is a submarine escape training tower and if Brad or Joe were still with us they could tell us just how it is used. Instead, you get the Wikipedia version: "Built in 1932, the 100-foot tall Pearl Harbor Submarine Diver Training Tower was used for over 50 years to instruct Sailors in submarine escape techniques.

Essentially the tower was a vertical tube filled with water and used to simulate a Sailor's ascent from a disabled submarine. Sailors would don the Steinke Hood in an airlock beneath the water-filled chamber, a flood valve would be opened and the chamber would fill with water until the pressure equaled the pressure at the bottom of the chamber. Once the Sailors exited the airlock chamber, the buoyant air pressure in their Steinke hoods allowed them to slowly rise to the surface.

In 1983, the tower was drained and converted into a crow's nest conference room by RADM Jack Darby. The room atop the tower is called "The House that Jack Built."

Fifty years ago, around the date of this image, the US Navy had two such towers: one at the submarine training school in New London, Connecticut, and the other at Pearl Harbor, Hawaii. Due to the juxtaposition of the ship and the tower I am willing to state that this image represents a foreign naval visit to Pearl Harbor.

Bob Comet helps us out. He says that "the photo shows a nice looking ship that is not typically US or RN. The general configuration shows a ship that is probably a cruiser, pre world war II because she has portholes a break in the deck about midway aft, and a medallion of some sort on the bow." He goes further: "The general appearance of the ship suggests

(Continued on page 3)

(Continued from page 2)



Mystery Photo

Italian or possibly French design. Slick appearance, rounded structures.” As for time and location, Bob sees this in the image: “The vehicles visible on the pier look like US cars of the 1950's vintage.” He also spies “a submarine rescue training tower is in the background behind the buildings of the pier” and wonders if it is New London or San Diego. Finally he appraises the foremast. “There is a stick mast forward with an elaborate array of search and fire control radars indicative of a post WW II refit.”

Drawing on this information Bob “looked in [his] 1959-1960 Jane's at the Italian Navy and [got] a hit on the first look. A perfect match.” And he says, “Our mystery photo is the *Condottieri* class Italian light cruiser *Raimondo Montecuccoli*. She was started in 1931, but delayed pending alterations in plans, and was completed in 1935. Main battery consisted of three twin gunned 6" turrets, with one forward of the bridge and three aft. She survived the war and after her return to the Italian Navy was used as a midshipman training ship from 1949 until she was scrapped in 1964.”

Dave Baker was also spot on with his response: “The new mystery ship is the Italian Navy light cruiser *Raimondo Montecuccoli* in a photo taken after her October 1953 to June 1954 conversion into a cadet training ship at La Spezia and prior to her decommissioning on 1 June 1964.”

Dave provides a fairly comprehensive history of the vessel and her sister—and the final puzzle piece:

“The *Montecuccoli* and her sister *Muzio Attendolo* were built under the Italian Navy 1930-31 construction program. *Montecuccoli* was laid down by Cantieri Ansaldo at Genoa on 1 October 1931, launched on 2 August 1934, and completed on 30 June 1935. *Attendolo* was badly damaged in an air attack on 4 December 1942 and didn't operate again, although some attempt at repairs was made; she was stricken for scrapping on 18 October 1946.

*Montecuccoli* displaced 7,524 tons standard, 8,825 tons normal, and 8,995 tons full load. She was 597.8 ft overall (646.9-ft. pp) x 54.46- ft. beam x 18.4-ft. mean draft (19.7-ft.

(Continued on page 4)

## BOOK REVIEW

### Treasures of the Steamboat Arabia.

by David Hawley.

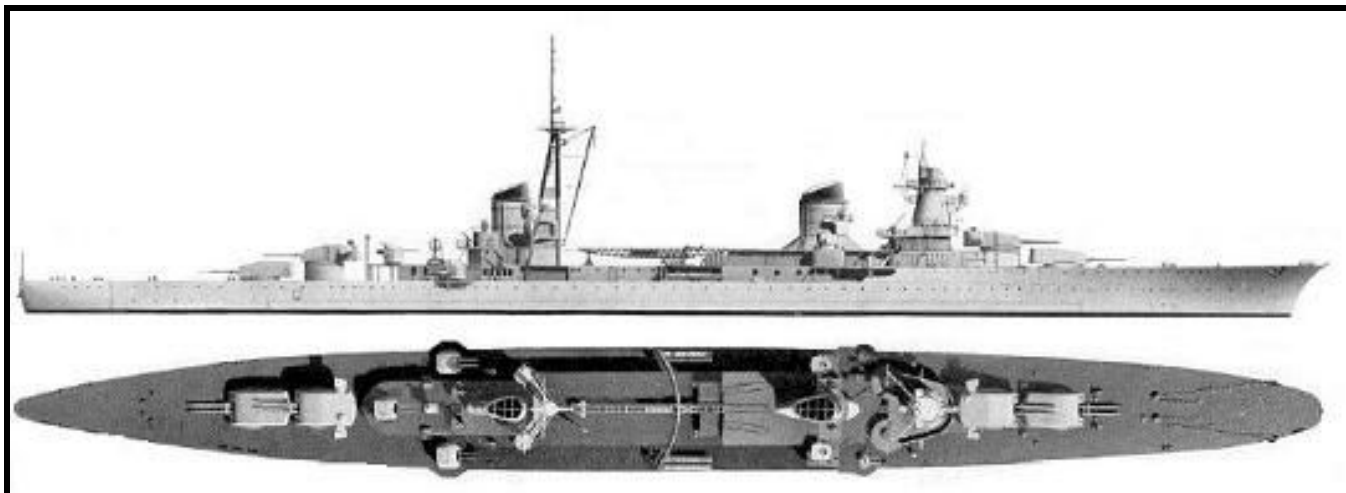
Published by the Arabia Steamboat Museum, Kansas City, Missouri.



This book's central theme is about the sinking of the side-wheel paddle steamboat *Arabia* on September 05, 1856, and its eventual salvage in 1988. *Arabia* was 183 feet long and 50 feet wide (29 feet between the paddle boxes). There is an introductory section which describes the various types of boats which navigated the Missouri river commercially, from flatboats and keelboats to side-wheel steamboats and stern-wheel steamboats. Steam navigation of the Missouri began in 1819. Up to about 1860, side-wheel steamers were easier to insure than stern-wheelers because they were more maneuverable. Stern-wheelers became more popular after the development of an improved rudder system. Steamboats traveled from St.Louis, Missouri, as far as Fort Benton, Montana, almost 3,000 miles up the Missouri River! Numerous steamboats were wrecked along the Missouri and a compilation of 193 wrecks is provided in the book, from the early 1800's to the early 1900's.

The river bends were dangerous because the river tended to change course quite frequently. Steamboat accidents most often occurred close to the bends. *Arabia* left St Louis on August 30, 1856 en route to Sioux City, Iowa. She hit a “snag” (actually a large Walnut tree) at Quindaro Bend, a few miles upstream of Kansas City, Missouri, on September 05,1856. She sank within minutes. All the passengers survived except for a mule which had been tied to the deck. About 200 tons of merchandise and some of the pas-

(Continued on page 8)



# MINUTES



Hampton Roads Shop Model Society  
Monthly Meeting  
Mariners' Museum  
November 14, 2009  
Guest, Christopher Spraggins

The Meeting was called to order by the skipper, John Cheevers at 1406 hours. The Skipper recognized our guest Christopher Spraggins of the Mariners' Museum. Bob Comet noted a correction to the minutes. Bob said that he did not bring his model of the Santee, rather he talked about a model as the new addition to the Norfolk Naval Museum. No other corrections were noted. Eric Harfst Gave the Purser's report.

Old Business: Ron Lewis complimented Bob Comet on his explanation of a Snow in the November Logbook. There was some general discussion about the new operating hours for the Mariners' Museum. Bill Dangler said that it would be the first of December before he could secure the date for next September's picnic.

New Business: Eric Harfst showed a copy of Brad Granum's obituary. Funeral services were held Thursday, October 29, 2009 at Arlington National Cemetery with Full Military Honors. Bob Moritz said that the Richmond Chapter of the International Plastic Model Society (IPMS) would like to have participation by the HRSMS in their model show and contest. The contest will take place October 2010 in Fredericksburg, Va. There was a lengthy discussion on this issue. A motion was made to participate in this event. The motion was passed. Details of the event will follow. Ron Lewis said that the "Wreathing of the Lions" would take place at the Mariners' Museum Bridge on November 29<sup>th</sup>. Alan Frazer asked for more participation at the Model Builders' Booth. Bob Comet and several other members talked about their experience working the booth.

Show & Tell: David Tagg showed a 1:200 paper model of a Liberty Ship from a kit by a Polish Company. Bob Sanderson showed his 1/16 scale T2 Tanker and detailed his tribulations in working with the kit. Bob Moritz showed a resin kit of a WWII 110 foot Subchaser. Ryland Craze showed the progress of his Armed Virginia Sloop.

The meeting was adjourned to a presentation of "Old Photos of Joint Meeting with the Washington Ship Model Society" given by John Cheevers.

*(Continued from page 3)*

max. draft). She had six water-tube boilers providing steam to two sets of Belluzo steam turbines for a designed 106,000 shp and a designed maximum speed of 37 kts. On trials, she averaged 38.72 kts on 126,099 shp. Normal fuel capacity was 1,128 tons, which could be increased to 1,300 tons. Range at 35 kts was 1,128 nautical miles, while at 18 kts her range was 4,122 nautical miles. The initial crew totaled 27 officers and 551 enlisted.

The ship's original armament included four twin 152-mm (6-in.) 53-cal. mounts, three twin 100-mm 47-cal. AA mounts, four twin 37-mm 54-cal. AA mounts, four twin 13.2-mm machine guns, two twin 21-in. torpedo tube sets, and two depth charge mortars. She had a catapult amidships and carried two INAM Ro.43 floatplanes during the early part of WW II. In 1943, the catapult was removed along with the 13.2-mm machine guns, and she received a dozen U.S.-provided 20-mm Oerlikon AA. The armor scheme was light, but she did have protection that was theoretically capable of withstanding 8-in armor-piercing shells fired from a range of 22,000 yds; the belt was all of 85-

mm thick at its thickest, and the turrets had 70mm armor.

The 1953-54 reconstruction saw the forward super-firing 152-mm mount removed, as were two of her boilers, leaving her with a maximum speed of 28 kts on 75,000 shp. Two of the twin 100-mm AA mounts were retained, and the light AA armament was updated to comprise four twin 40-mm U.S. Mk1 Mod. 2 Bofors AA and four single 20-mm AA.

*(Continued on page 5)*



Mystery Photo



(Continued from page 4)

The ship also received Italian-made radar fire control equipment and a search radar suite comprising a U.S. AN/SPS-6C air-search radar and an AN/SPS-4 surface search set with zenith search annex antenna. In that guise she made a number of Mediterranean cruises for the next decade and made an around the world



Mystery Photo



## THE ANSWER

The answer to Mystery Photo 281:  
From the photo caption  
Italian Light Cruiser Raimondo Montecuccoli  
Pearl Harbor Hawaii, December 1956  
Photo No. 80G-1007305

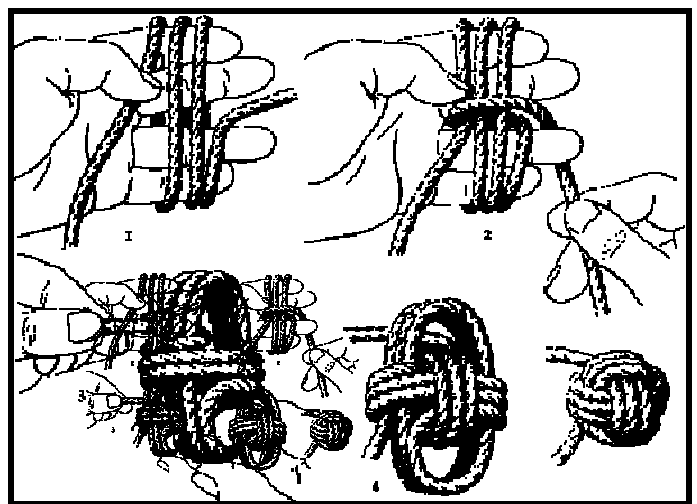
cruise from 1 September 1956 to 1 March 1957 that included stops at Pearl Harbor, San Francisco, and San Diego. On her 1958 cruise she visited Boston and Philadelphia, but her subsequent cruises didn't leave European waters.

Data for the above came mostly from *GLI INCROCIATORI ITALIANI* by Giorgio Giorgirini and Augusto Nani, Rome, 1964 (part of an official history series about Italian warships)."

I think it's settled. The vessel is *Raimondo Montecuccoli* pier side at Pearl Harbor sometime between September 1956 and March 1957.

Now armed with a proper name, I searched Google for Italian Cruisers and the search returned a defining hit...a site highlighted with a color image of her mast preserved in Sunday City holiday park near Perugia, Italy. How quick was that?

John Cheevers



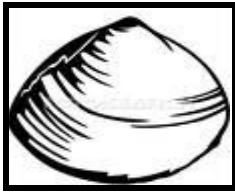
From: <http://www.realknots.com/knots/faqknot.htm#monkey>

**When the model is finished, burn the plans.**  
Heinz Schiller

# BILGEWATER

ALL THAT'S FIT TO PRINT AND SOME THAT ISN'T

## Polluty Clams



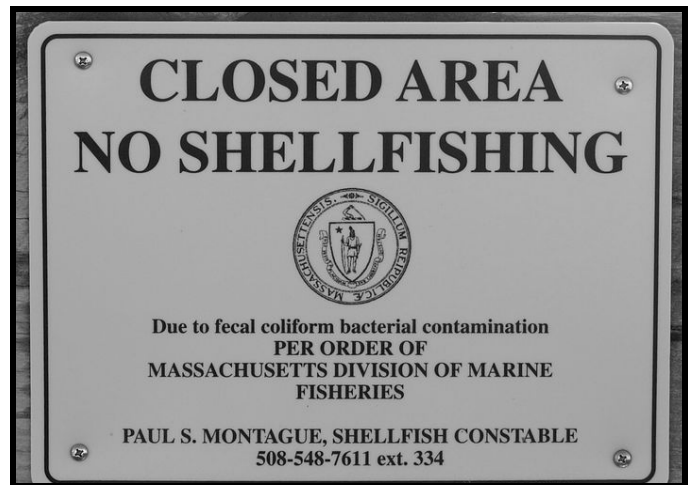
Before I quit school in the sixth grade, summer was a big deal. The shoes came off and I wuz barefeeted from the end of May to September. Standard dress wuz no shirt, no shoes and short pants. The beach and marsh wuz my playground. I wuz in the sun so much that got brown as a berry.

I knowed that sometime Uncle Frank wuz goin to show up. Uncle Frank was a wisp of a man, short, skinney, wrinkley and old as dirt. As a kid I got all excity when I knowed he was commin from Iowa. Frank wuz fun cause he'd take me places that that I never knowed of. Sometime he stayed a week and sometime for months. I never knowed him to work.

One day I spyed Unk gatherin up an inner tube, a piece of sash cord and a peach basket into the back of his pick-em-up truck, a forty-sumthin green Dodge with a muffler what goes right up the side of the cab like a big-rig. He calls to me and sez, "get in". As we wuz chuggin down the ole Military Highway I asked where we wuz goin. All he said wuz "clammin". After a bit we got to Chesapeake Boulevard, down round the end of LaSalle Avenue. Back in the day big pipes come out from the seawall. There weren't no such thing a sewer plant, just them big pipes that run out into the Hampton Roads water. Anyhow, Frank parked the truck, we got out and he took his shoes off and rolled up his pants (Uncle had him some ugly feets). It was a hoot to watch Unk light-footin it across the gravels getting to the seawall. We went over the wall, down them slippery rocks and into the water. I watched him tie one end of the sash cord to the inner tube, the other round his waist and set the basket in the middle of the tube. He proceeds to learn me how to tread clams. You kind of feel round with your feets down into the mud until you get hold of a clam, then you squat down and dig him out with your hands. It taked me a while fore I got the hang of it. Black mud squshin tween my toes wuz fun. When you found one you had to tread close-by cause you'd find em all nested together. Fore you put him in the basket you got to swish him in the water to get all that mud off. It wer'nt long fore we had got us a good mess. Back at home I took a bunch of them big fat clams to Granddaddy's house for his dinner and he was tickled pink. We all eat us some clams

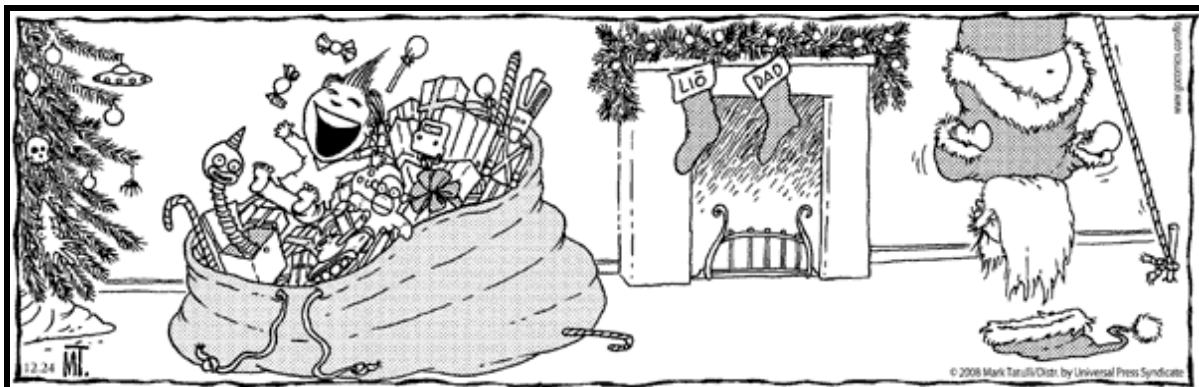
that night.

After I grewed up, I kep thinkin bout them clams. I got me the tube, the rope, the basket, all the stuff you need and went back down there to get me a bunch of them clams. What do I find, yellow signs what sez "No Shellfishing" the clams are polluty. Then thars a lot of legal stuff telling whats goin to happen to me if I tries to get me some. Then I goes down to Strawberry Banks. Thars a nice sandbar right next to shore I knowed what be full of clams. Nope, them are polluty too. The oyster flats back of Gosnold's Hope Park nope, polluty, the oysters round Dandy Point, polluty. Best I can figure, If you can get to em you can't have em. The only place a poor boy can go now is to take a skiff and get over to the Poquoson Flats and try to rake a few. Next best trick is to wait for a good nor'easter and get the clams that roll up on the beach at Buckroe or Dog Beach at Fort Monroe.



What I can't figure is how I'm still alive. I eat nuff o dem clams and oysters I'd be dead if they wuz bad fer ya. Back when them big pipes wuz runnin strong and putting all sorts of "stuff" in the water peoples never got sick, cause they didn't know no better. Now that the water has been cleaned up all the good clam and oyster places are called polluty. I could not fathom where them good-ole-boys up in Richmond would get an idea that them waters wuz bad. Then it hit me they be doin the same thing way up north. This whole polluty this is a just plot by a bunch of Damn Yankees!

## Cabin Boy





## Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)

Photo Submitted by Dave Baker



## NOTABLE EVENTS

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### DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers

### JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: "Hull Fixture Building", John Wyld

### FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Heinz Schiller

### MARCH

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Bob Comet

### APRIL

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Graham Horne

### MAY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum

### JUNE

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: George Livingston

### JULY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "The Nemi Ships", Ron Lewis

### AUGUST

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

### SEPTEMBER

- 11 **HRSMS** Monthly Meeting,  
19 Talk Like a Pirate Day

### OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Ryland Craze  
16-17 IPMS Region 2 Model Contest, Fredericksburg, Va.

**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  
Chaplain: Alan Frazer

(Continued from page 3)

sengers' personal items were lost. It was thought that 400 barrels of Kentucky Bourbon Whiskey ( about 20,000 gallons) had been aboard. Salvage attempts were made in 1877 and 1897. By now, the boat was buried in silt and soil, and a six feet diameter caisson was used. Three attempts were made between December, 1897 and March, 1898, then these salvors gave up. The steamboat became covered again and trees grew over its resting place.



Fast forward to 1987. David Hawley located the wreck of *Arabia* using old river maps and a metal detector (proton magnetometer). The wreck was located more than half a mile from the riverbank and at a depth of about 45 feet, on a farm owned by the Sortor family since the 1860's. David Hawley, with family members and friends, marked the outline of the vessel after test drilling. Eight months later, in November 1988, they started work on the salvage operation. The water table was at about 10 feet below grade level. A circle of wells was drilled around the boat, each 65 feet deep, and water was pumped out at up to 20,000 gallons per minute into a plastic lined drainage ditch and thence into the Missouri. The recovery efforts took about four months, working in cold muddy water. Items recovered ranged from European china, bottled food, and textiles, to guns, hardware, and tools. 300 beaver hair hats were found. The boilers, paddle-wheel structures and the stern portion of the hull were hoisted out of the excavation.

Preservation was started immediately items were retrieved from the excavation. Wooden items were immersed in an 80 feet long rubber-lined pit to prevent premature drying. Bottled food items and liquors (no mention of quantity!) were stored in a commercial walk-in cooler. In 1991, the *Arabia* Steamboat Museum was opened to the public. Displays include hundreds of tools such as files, block planes, saws and levels. There are locks, keys, door handles, iron nails, wood screws, food items and clothing on display.

From the pictures in the book, the items seem well displayed. Near the entrance, a 28 ft. replica of a paddle-wheel (fancifully described as 3 stories tall) turns in a trough of water. I found the whole story to be so interesting that it made me want to visit the museum. Maybe I will, some day! The book was more than well worth the price I paid (about a dollar in a local antique store). Copies are available from the museum store:

Arabia Steamboat Museum  
400 Grand Boulevard,  
Kansas City, Missouri, 64106.  
Phone: (816) 471-1856.  
Website <http://www.1856.com/>

An informative video is included on the website and it is well worth watching.

Tony Clayton