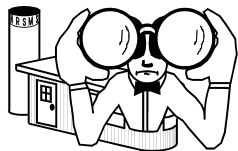


## From The Bridge



## Mystery Photo



In continuing my discussions on model ship kit manufacturers, I want to discuss the Caldercraft line of kits. Caldercraft is the kit manufacturing division of JoTiKa Ltd, a small family owned and operated business based in Hadzor, Droitwich, UK. They have been manufacturing model ship kits since 1992. On their website, they state that “their goal is to produce actual scale replica model ship kits, paying attention to quality, fine detailing and overall authenticity to the chosen subject”. The ship modeling community would agree they have met their goal as Caldercraft kits are regarded as some of the best and most accurate model ship kits on the market. The subject ships of the Caldercraft line are thoroughly researched and designed with copies of original Admiralty plans, builder’s logs and any other information available.

For the static ship model builder, Caldercraft has the Nelsons Navy series, which includes fifteen ships from Lord Nelson’s era. They also carry the Heritage Series, which includes four ships from the 16<sup>th</sup> Century to the early 19<sup>th</sup> Century. They currently have under development the HMS Surprise and an unnamed 74-Gun Ship from Nelson’s era. The HMS Surprise has long been awaited by ship modelers and could be released by the end of the year. I own two Caldercraft kits, the HM Cutter Sherbourne and HM Bomb Vessel Granado. The Sherbourne was the sixth kit released in the series and the Granado was the thirteenth, released in 2004. There is a big difference in the kits as the Sherbourne has a four page instruction manual and the Granado has a sixty-one page instruction manual, which includes color photos. The newer kits have much better instructions, but all kits will produce a highly accurate and detailed ship model.

Most of the kits are 1:64 scale. Their HMS Victory, at 1:72 scale, is regarded as one of the most accurate Victory kits produced. Other notable ship kits produced include the HMS Diana, HMS Cruiser, HMS Snake and one of my favorites, HMS Agamemnon. Each kit is given a serial number, which is used if the builder needs replacement parts. In addition to kits, they produce many of their fittings, including

*(Continued on page 2)*

Mystery Photo #304: One nice thing about living in the near south is hearing and absorbing all their wonderful and unique sayings. Once, a fellow told me how a surgeon “cut [him] half in two” in the performance of an operation—one of many, apparently. I don’t remember his particular malady, but when I awoke from his story induced coma, I was left to wonder whether he was actually cut in “half” or “in two.” Then there was another fellow who, when asked on Monday if he saw the race on Sunday, would invariably answer, “yes, and cabbage is ahead.” It never made sense but he said it almost every race Monday. One reply we received to this month’s Mystery Photo echoed these vivid memories to the forefront of my cognitive reasoning when it came time to write this essay. Cabbage is a head...Hum.

Upon further consideration, I find that some phrases in the Southern dialect are so rich they literally are plays on words. I think the talented artists at Disney captured some of these southern classics in the animated movie Dumbo, released in 1941. The song sung by some street smart crows as they tease poor little Dumbo about his(her?) ears brings it all front and center. “Have you seen a house fly?” asks the first crow. “No, but I seen a dragon fly.” answers another. This vernacular play on words is one of the very rich qualities of the English language. Using colloquialisms has become a form of code in everyday American life.

Two replies this month. In the first, Dave Baker does not think cabbage is ahead, he thinks Cabbage is our mystery ship. He’ll explain... “This month’s mystery ship is the short-lived Russian Navy intelligence collection/range instrumentation ship URAL (SSV-33), which received the NATO class nickname Kapusta (Cabbage, for the huge radome forward). The URAL had the Russian project name “Titan” and was Russian Project number 1941.” So, are we to infer from Dave’s response that, when classifying this vessel, we have to form a causal link that unites a Greek giant with a green leafy staple? Pop-eye, move over.

While Dave’s comments initially led this writer to muse about the big screen, our second reply shrinks our world back to the small screen with some boob-tube remarks and a rant about another Ugly Betty. Yes, this reply comes from the Wyld one—John Wyld. And yes, he justifies this Ugly Betty

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday November 13, 2010

**Place:** Mariners’ Museum

**Time:** 1000 Hours

(Continued from page 1)



Mystery Photo

by finding the very same image as, he claims, in un-doctored form at the appropriately named web site [www.uglyships.com](http://www.uglyships.com). Says John: "Don't get me started on ugly ships - there have been quite a few in the last year or two of MP." (Gee John; except for a few foreign cars and most British aircraft, I don't think I've come across any man-made machines that I would con-

## Ship Models Are where you find them

"Ship Models are where you find them"; a catchy phrase you've read before in the *Logbook*. But ship models really *are* where you find them! There are a lot of folks out there making models, evocations,



whimsical art pieces, and notional facsimiles of ships and nautical gear who never give the term "ship model" a second thought. They aren't interested in creating the ultimate ship model. They don't care about making perfectly scaled, detailed appliances to demonstrate the how and why behind the object. Their motivation is not the same as, say, someone who joins an organization like the HRSMS. Their creative juice stems from different headwaters of the nautical stream, as it were. Nevertheless, they are out there practicing their craft(s) and sometimes their creations can be considered ship models...if purely by accident and in a loose use of the term sort of way.

Recently, I came across several fine examples to illustrate my point:

For the last three years, professional ship-builders have participated in a local Card-board Boat Regatta sponsored by The Apprentice School student chapter of the Society of Manufacturing Engineers (SME) at Newport News Shipbuilding. The challenge is for teams to build and race their innovative, hand-built designs for bragging rights and prizes. The practical aspect of the event provides an opportunity for fun and a lot of out-of-the-box thinking about what makes things float and go through the water. The benefit is a large cash donation to a specified charity. This year the proceeds will be split be-

(Continued on page 5)



sider ugly enough to receive your coveted Ugly Betty award.)

But we digress.

According to John, "the Ugly Betty here is none other than SSV-33 URAL of the late, but not lamented, Soviet Navy's auxiliary fleet. SSV (CCB in the devious Cyrillic script) stands for Sputniksignalovitch Stealengrabberovskii Videopicturovka, or satellite TV stealing ship. The idea for

(Continued on page 3)

## Fun Fact

I received a note from Karen Comet with a tidbit she picked up in England this spring.

The origin of the word "Wharf" It is an acronym for

- W - ware
- h - house
- a - at
- r - river
- f - front

Food for thought.

Ed.

(Continued from page 1)



turned brass cannons, and a line of historically accurate paint. They have a website where you can view their line of kits and you can even view photos of the design of some kits and download instructions of some of the newer kits. Their web address is [www.jotika-ltd.com](http://www.jotika-ltd.com). Check it out as it has a wealth of information on it.

I want to thank Graham Horne for his presentation of "The Mediterranean, 1913 to 1943", at the last meeting. That was an interesting time in history and we all learned of the impact that area had on the world during that time.

Be sure to bring your current modeling project to the meeting Saturday to share your progress with the other members. We all learn so much by observing how others are constructing their models. I look forward to seeing everyone Saturday.

Ryland

(Continued from page 2)



Mystery Photo

the ship dates to the Leonid Brezhnev era when Kremlin bosses got tired of waiting months for "I Love Lucy" reruns to be smuggled behind the iron curtain to them. They ordered the development of a nuclear-powered ship which could intercept the downlinks from Telstar and other TV broadcast satellites."

down on 25 June 1981, she was launched during May 1983 and commissioned on 30 December 1988." The seven year gestation period speaks to the complex nature of this design.

And he lists her specifications, but in the past tense: "[N]ormal displacement was 32,780 tons (34,640 full load), and she was 265-m long by 29.9 meters beam and 7.81 meters draft. The ship had a combined nuclear and standard

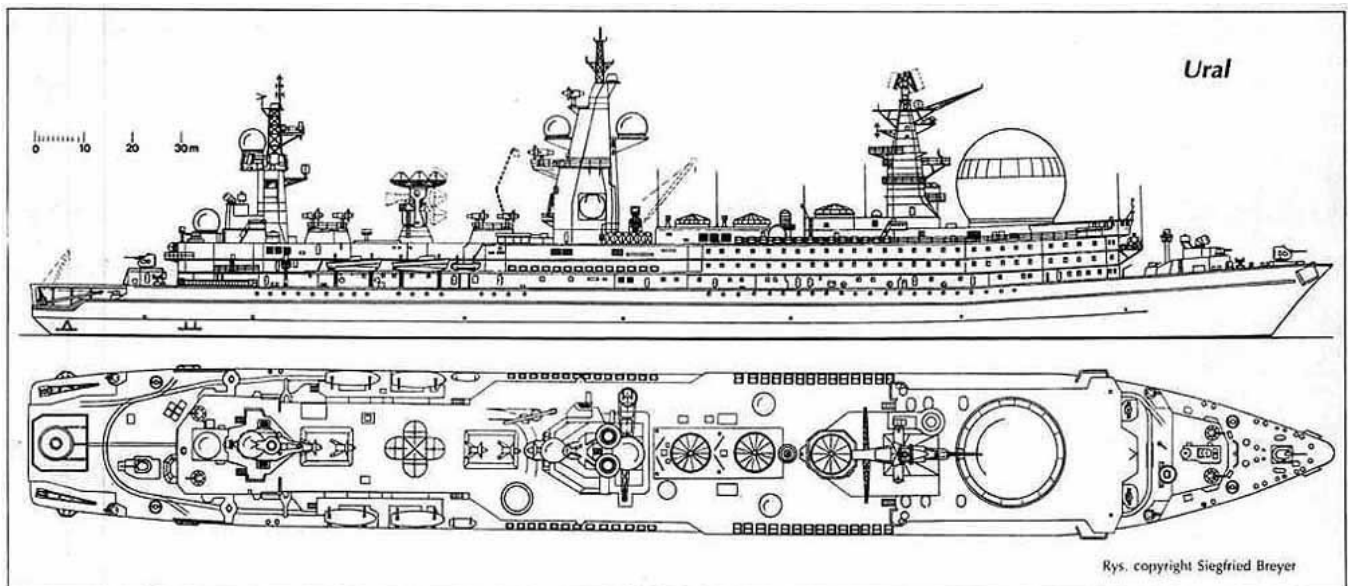
steam boiler-powered propulsion plant with two 171 Mw reactors and two Type VDRK-500 oil-fueled turbo-pressurized boilers. There were two sets of GTZA-688 geared turbines driving two propellers, and the plant generated 66,500 shp maximum. The ship had a nominal endurance of 180 days (based on food supply) and had a crew of 233 officers, 144 warrant officers, and 546 enlisted. The URAL carried an armament of two single 76.2-mm AK-176 guns, four SA-N-10 4-round point defense missile



It seems Dave and John agree on the identification, but maybe for the wrong reasons. This month's Mystery Photo does document *Ural*, SSV-33, on one of her better days. Dave points out, using his own work Combat Fleets of the World 1998-99 as a source, that "URAL was built by Bal'tiyskiy Zavod (Baltic Shipyard) at St. Petersburg. Laid

launchers (for 9M-313 Gimlet missiles), four 40-mm AK-630 Gatling AA guns, and four 12.7-mm twin Utës-M machineguns. Her main "armament," though, was the huge array of tracking radars, electronic warfare systems, and satellite communications equipment. She was also equipped with a hull-mounted Argun' MGK-335M hull-mounted medium-

(Continued on page 4)



Rys. copyright Siegfried Breyer

(Continued from page 3)

frequency sonar and an MG-747 dipping sonar.”

John adds more to our story and deepens the mystery surrounding *Ural's* short operational life: “With the nuclear powerplant, the ship could remain on station for months and pirate the best I.L.L. episodes as well as those of "All in the Family", and 'All My Children" to name a few. Leonid was known to think Susan



Mystery Photo

time soaps faster by courier anyhow, so the need for the ship ceased. Scrapping was begun in 2009 after an attempt to sell the ship to Khadafy and other dim-bulb dictators fell through.” (Shame; it would have made one hell of a funeral barge for the duck man.)

John makes one final comment highlighting the sad state of modern Russian life as seen through western eyes. Addressing all you collectors of everything nautical: “Parts of

the ship will no doubt show up on E-Bay, so be warned.”

Large displacement hull, nuclear reactors, satellite dishes, theodolite tracking cameras, living space for up to 1000 crewmen, a rather extensive armament suite: certainly a great deal of treasure went into the building of this vessel, treasure that the host country really didn't have to waste. And certainly, a great deal of technical expertise went into the building of this vessel as well. But, in the end, the marriage of money and know-how did little to produce a



Lucci was quite 'hot' it was learned after his death. The ship which evolved into the SSV-33 URAL was built on a KIROV class CGN hull with a modified deck house structure supporting a significant number of dish antennae - domed and open. The crew was said to be in the range of 1000 members. Note, too, an unique feature applied to the hull - a full length 'Petropavlovsk Safety Bumper'. Those boys in the PAC Fleet were known to be a might rough after a few vodkas, and parking ships close to each other led to a sizeable number of 'door dings' in lesser ships.”

Dave mentions that *Ural* “[d]eployed to the Pacific Fleet, [but] never made an active cruise after arrival and was soon laid up.” Dave does not elaborate on why the vessel was laid up, but one web based report mentions “her high operating costs.” Mr. Wyld, for his money, tells it this way: “Actually, the ship never even got to sea due to reactor cooling problems and computer glitches that were never solved.” He also mentions a “[r]umor...that several hundred of the crew mutinied after watching too many "I Love Lucy" reruns during their training.” Regardless, as Dave points out, “Poor URAL was a victim of the collapse of the Soviet Empire and had no utility for the new Russian Navy other than to serve as a berthing barge, which she did for many years. [the ship] sat around for about two decades but was being scrapped at Vladivostok a couple of years ago, having been officially retired at some point during late 1994.”

John describes her scrapping this way: “When the wall came down in Berlin, Gorbachev was able to get his day-

useful asset. One ironic thing I find with NATO's code word for this ship is its obvious play on words. While this vessel was an enormous, costly failure, cabbage has always been relatively cheap to buy at the green grocer. And this cheapness makes it a staple of the Russian diet. Perhaps this is a lesson the Russians didn't take to heart and why Kapusta is such a useful moniker.

So, how do we end this tale? OK; the next time you're watching an old episode of *I Love Lucy* on your 1080DPI, 72-inch super flat screen fed by a pirated signal gained from your neighbor's cable or satellite dish, think of this vessel. And if what you're watching just happens to be the Disney classic *Dumbo*, remember that before you see a peanut stand or hear a rubber band, take note: If that vegetable truck just happens to rumble by; take time to notice that cabbage really is a head as you wait to watch this white elephant fly.

John Cheevers

## THE ANSWER

Mystery Photo 304

SSV-33, Ural

Date 1 January 1988

Source United States Department of Defense

(Continued from page 2)

tween the Khedive Shrine Hospital Patient Transportation Fund and Shiners' Hospitals for Children. For 2011, Hurricane Irene forced the postponement of the September event to Sunday, October 9<sup>th</sup>. The races were held at a site in Newport News Park not far from our picnic pavilion. Eighteen boats were entered and the festivities began at 10:00AM, more or less on time.

What constitutes an entry for the Cardboard Boat Regatta, you ask? Well, it's very simple really. All you have to do is build a floatable device out of nothing but cardboard, glue, tape, and a bit of paint, stuff it with a strong, naive—or brave—oarsman or oars-people, and make sure it lasts long enough to survive a race course and win several heats. The official list of contest rules is as long as your arm—simple enough in thought that anyone could build and race one. Build one, that is, until you turn the whole mess over to a bunch of professional shipbuilders and engineers.

For the most part, the star performers in terms of speed are entries that mimic, for lack of a better term, kayaks. Most, however, are styled in support of their team's theme. In addition to the kayaks and boats that looked a lot like slightly worked-over appliance boxes, there was an entry that was the color green crayon, one was a stylized CSS Virginia, and one resembled a nuclear submarine. One of the more clever designs this year came from a team sponsored by the Apprentice Alumni Association. Superficially their entry looks like three melon boxes, but on the esoteric end of the scale they are really very well executed replicas of Thomas the Tank Engine and his two coaches Annie and Clarabel. The theme is complete with team principles Bob Drury and Tom Gentry dressing as Sir Topham Hatt and the conductor, respectively.

Knowing you would all want the details, I dug deep into the construction of this train. As I stated previously, these entries are all constructed by professional shipbuilders so I expected nothing less than a top shelf effort from my fellow Alumni. As they worked gluing and taping various bits of cardboard together, the air was rich with nautical terminology, some of it fit to print. In the course of construction you could pull from the banter technical terms like displacement, wetted surface, section modulus, ultimate yield strength, ton-per-inch immersion, and righting moment. Terms that help the builders determine whether they have a thoroughbred or a pigboat on their hands.

The attention to detail went so far as producing a sheet of detailed calculations to predict the absolute proper place to strike the waterline. On a proper ship we know that the waterline is where the hulls' top side and underwater paint meet—a nice flat line in profile. For a box masquerading as a tank engine, the waterline is that imaginary line where the wheels on the trucks meet the water. These guys are pros and had that line of demarcation calculated before the paint went on. You can see in the photographs how they were dead nuts on!

The regatta was a lot of fun and the weather was perfect—lots of sunshine and almost no wind. The air was full of

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## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
October 8, 2011  
Guests: Bob Marchetti, 1st mtg.  
Bill Werling, 1<sup>st</sup> Mtg.  
Sean Maloon, 2<sup>nd</sup> Mtg.

The meeting was called to order by the Skipper, Ryland Craze at 1008 hours. The Skipper made an announcement of Bob Krumpen's passing. In his honor, a moment of silence was observed. The guests were recognized. Tony Clayton said that he, not John Cheevers would be giving the March presentation. There were no corrections to the minutes. Due to the absence of the Purser, Eric Harfst, the Purser's report was given by Tony Clayton. Greg Harrington gave the Webmaster's report. He noted the addition of a calendar to the web site. Events may be added by any member by logging in to the web site. Greg discussed the creation of a forum on the web site and polled the membership on their forum usage. Details of the forum will be presented at a later date.

Old Business: The Skipper commended Bill Dangler on his work in making the September picnic a success. Bill was given a round of applause from the members. Greg Harrington talked about his discussions with the museum about the video picture frame. Greg will update the group at a future meeting. The Skipper talked about our participation at the IPMS Old Dominion Open event in February. Bob Moritz gave some details about the event and said that he would get the paperwork for reserving a table and trophy sponsorship.

New Business: Ron Lewis announced that the International Congress of Maritime Museums would be meeting at the Mariners' Museum the following week.

Show & Tell: John Cheevers said that Blue Jacket delivered a model to a customer in Suffolk that was damaged in shipment. John had the contact information for a Blue Jacket representative and if someone were interested in making the repair he would give them the information. John also talked about the Cardboard Boat Regatta to be held at Newport News Park on Sunday the 9<sup>th</sup> of October. Ryland Craze showed an Amanti kit catalog, several Amanti tools and order forms for HobbyMill wood supply. Sean Maloon showed the progress on his 1:192 *North Carolina*. Dave Chelmow showed his scratch-built metal anchors. Tony Clayton showed a copy of Sea History Magazine. Ron Lewis talked about the sidewalk sale at Harbor Freight. Jimmy Colangelo talked about using a scraper to form moldings. Bob Moritz showed

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calypso music as we arrived creating the proper nautical atmosphere. Later a performance by the Apprentice School drum line and cheerleaders helped set the stage. At the appropriate time, the boats were launched, a horn sounded, and the contestants attacked the course and toyed with each other. As is often the case in a crowded harbor, collisions occurred and one or two vessels turned turtle. Most entries actually finished the course, some with exhausted crew. Sometimes the boats challenged the will of the contestants—I remember one that crumpled at the starting line and one recalcitrant entry that would make a hunter say, “That dog won’t hunt.”

Thomas the Tank Engine and cars presented themselves beautifully; in my opinion, the best “styled” entry of the lot. But the Thomas design had a flaw; the whole Thomas train was stubborn. Try as the rowers might, Thomas and cars refused to track in a straight line. You see, for all the profes-



sional skill and knowledge that went into their design and construction, the team forgot that they were dealing with melon boxes. A box is a box, and a box doesn’t row well. Maybe next year we’ll hear terms like keel and sharp entry, rocker, rudder, speed/length ratio, and water plane coefficient. Ultimately with time and a friendly paddle change, Thomas and cars crabbed around the course. When you discover later that the team captain hails from a small Maryland hamlet on the Chesapeake Bay, you come to understand why the boats naturally took to crabbing.

The races were run, some boats sank, most crew got wet, and laughter was heard all around; others won races capturing trophies and awards. It was a great time; we enjoyed great fellowship and raised some money. Next year, maybe, I’ll lend a hand.

On a more vigorous note, if you’re a sporting fan, especially a fan of college basketball, you will no doubt have heard about a new challenge called The Carrier Classic. On Veteran’s Day, November 11<sup>th</sup>, Michigan State University and the University of North Carolina will face off on the flight deck of the *Nimitz*-class aircraft carrier USS *Carl Vinson* (CVN 70), docked at Naval Base Coronado in San Diego. Since CVN 70 was built right here in town, the folks at Huntington Ingalls Industries (HII) elected to design and build the trophy for the 2011 Quicken Loans Carrier Classic men’s basketball game.

Since there’s a nautical theme here and to honor game day—Veteran’s Day, HII was not looking for the usual award featuring the Rolls Royce Spirit of Ecstasy, a loving cup, or a stylized basketball player mounted atop a wooden plinth. No, no! That wouldn’t do! It had to be nautical in nature and tied specifically to the Aircraft Carrier, or at least Newport News Shipbuilding; we needed a fitting monument to our armed forces. The final design features a replica of the CVN 70 Island House complete with service number, mast, and antennae. And this is no lightweight trophy; it is substantial in keeping with the grand scale of an aircraft carrier. With scantlings like

(Continued on page 8)



## **Mystery Photo**

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



## NOTABLE EVENTS

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### NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: NRG Conference in San Francisco, Ryland Craze

### DECEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Modeling in Plastic, Charles Landrum

### JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers, Presentation: The New England Maritime Museum, Ron Lewis

- 14-15 Cabin Fever Expo, York, Pa.

### FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Drawing Ship Lines, John Cheevers

- 25 IPMS Old Dominion Open, Richmond, Va.

### MARCH

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Building the Oseberg Viking Ship model, Tony Clayton

### APRIL

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Charles W. Morgan--the continuing saga, George Livingston

### MAY

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

### JUNE

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

### JULY

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

### AUGUST

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

### SEPTEMBER

- 8 **HRSMS** Monthly Meeting,

### OCTOBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: The Mediterranean, 1913 to 1943, Graham Horne

*(Continued from page 5)*



the progress of his 1:350 resin model of a Baltimore class heavy cruiser.

The meeting was adjourned to a presentation by Graham Horne titled "The Mediterranean 1913 to 1943".

*(Continued from page 6)*



18" long and 24" high, the pewter beast is planned to come in just slightly over 50 pounds, but with the usual growth in military related acquisitions, the final weight will actually be higher. You're gonna know you won it when you lift it.

Design work on the trophy was a collaborative effort from a small core of gifted folks who work at the shipyard. Representatives from marketing, engineering and pattern making met to create the design and plan its execution in pewter. The fun part for me was watching them pare down the initial design data, which was the 3D computer model of the actual Island House for CVN70, to something that looks like a credible replica, but suitable for casting in metal. The tradeoff process to decide what stayed and what went was interesting and can be paralleled to our modeling efforts to eliminate detail as we work with ever smaller scales. The results speak for themselves; it's a fine award and one I'll be proud to see presented year after year.

So, on Friday, November the 11<sup>th</sup>, please watch the game, look for the trophy presentation to the winner, and look hard for a glimpse of the folks who created the fine award. Yes, they are invited to the game and I am not ashamed to say that I'm living this moment vicariously through them.

John Cheevers

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## HRSMS NAME TAGS

**Pin Back \$5.25**

**Magnetic Back \$7.25**

**If you need a name tag contact Ryland Craze  
E-Mail [CKart55@aol.com](mailto:CKart55@aol.com)**

**or**

**See him at a meeting**

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 934-1450  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Bill Dangler (757) 245-4142  
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 (757) 867-7666