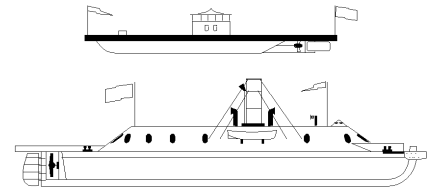


Hampton Roads Ship Model Society

Logbook



No. 314

WWW.HRSMS.ORG

August, 2012

From The Bridge



Many of you probably received an email from the NRG regarding the proposed sale of the NRG lending library. This is a very large collection, containing over two thousand books. The reasons behind disposing of the library are additional space has to be leased to house the collection, very few members were borrowing books and it is costly to maintain and administer such a huge collection. With the technological advances made over the years, much of the information, if not the whole book, is available over the internet.

This got me thinking about how technology has changed my life, especially since the turn of the Century. I cannot remember the last time that I set foot in a bank. I pay bills online, go to an ATM to withdraw cash and pay for goods and services using my debit or credit card. I write very few checks, and many of those that I write, I could probably pay online. I have not subscribed to a daily newspaper for several years as I use my computer to read the news, look at the classifieds and print coupons.

When I get in the car to go on a trip, I no longer reach into the glove box for a map to figure the best way to get to my destination. It was not that long ago that I used MapQuest on my computer for driving directions, but not anymore. Last year, I purchased a GPS that has a very nice lady in it that tells me when to turn or scolds me when she has to "recalculate" since I did not follow her instructions. It is just amazing how much information is contained in that 4" x 6" plastic device.

I stopped buying film in 2005 when I purchased a digital camera. I have several camcorders, each one smaller than its predecessor, that I am having trouble finding places that sell the camcorder recording tapes. The new camcorders do not use tapes as everything is recorded on memory cards.

(Continued on page 2)

Mystery Photo



Mystery Photo #313: I'm sure many of you are familiar with the famous Enrique Muller image of *USS Connecticut* racing toward the photographer with smoke erupting from her stacks and a serious bone in her teeth. How many of you know that we are very lucky to even have that image as Muller's small boat was nearly swamped when *Connecticut* rushed by? Well, back around the turn of the 19th century this was a familiar pose for many a country's warship; one calculated to show speed and power, and our Mystery Photo captures a warship in that act. What I find somewhat ironic is the lack of speed presented in the image. You would think that for all that smoke billowing from the forward stack that we would be treated to a little bit bigger bone.

Well, bone or not, we have a period warship. By that I mean we have a warship from the pre-dreadnaught period when a lot of navies were learning to build in a new material called steel. And what they built was usually no more than coastal defense battleships—slow, oddly armed and armored, small displacement capital ships. Their fighting value rested largely on the courage, training, and fortitude of the men who manned them and a bit of luck to obtain the first hits.

Our feature for the month seems to be a bit of a mutt, like the Heinz 57 variety. The short, squat, sheerless hull supports an arrangement that could easily be mistaken for that of quite a few of the world's navies of the time. The main turrets

(Continued on page 2)

MEETING NOTICE

Date: Saturday August 11, 2012

Place: Mariners' Museum

Time: 1000 Hours

Hampton Roads Ship Model Society Picnic
Saturday September 8, 2012
Newport News Park

See page 2

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

Saturday, September 8, 2012

11:30 am, until. The event will be held rain or shine.

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. Guests are welcome.

The HRSMS will provide soft drinks, hotdogs, and hamburgers with all the condiments. Other items needed are salads, side dishes and deserts. There will be a signup sheet at the August meeting

Contact: Event Coordinator: Bill Dangler (757) 245-4142 or Tom Saunders, E-mail, tesaunders@verizon.net

(Continued from page 1)



Mystery Photo

look American in origin and style. The framework for the anti-torpedo netting looks British in origin.

The military mast could be anyone's design but looks more French in origin than any other navy.

The general appearance of the superstructure could fall to almost any European navy but the contrasting bridge structure says American... again!

Our best clue in determining country of origin lies in the almost limp flag flown from the ensign staff at the stern. The limpness of the flag almost completely contradicts the potential for speed suggested by the huge billowing cloud of coal fired boiler smoke—remember that small bone? The flag, A darker cross on a lighter field; we've seen one like that before in this column. But of all the features we could study, that machine gun platform on the forward military mast is the most intriguing, brings to mind that Johnny Cash tune... Ring of Fire.

Dave Baker, Rob Napier, Bill Clarke, and Tim Wood responded this month with an almost unanimous agreement on the vessel's identity. We'll start with Bill's reply:

Several weeks ago I was pulling phone messages off the machine at work when I hit upon one from The Clarkee. In it, he goes to great lengths to describe a certain Russian coastal defense battleship as the most likely candidate to be our Mystery Photo. He even went so far as to spell the vessel's name to ensure that I would get it right. Using Conway's All the World's Fighting Ships, 1860-1905 as his reference, he found a close match on the bottom of page 180. The vessel whose name he spelled was *Sissoi Veliki* a unit of the Russian

THE ANSWER

Mystery Photo 313

Imperial Russian coastal battleship *Admiral Senyavin*, 1901.

(Continued from page 1)



I cannot remember the last time that I wrote a letter, but I email people all of the time. And now I receive announcements, notifications, coupons and junk mail on my computer. Some days, it seems that I spend hours on the computer.

I do not have a smart phone, I do not know how to text message and I feel that technology is leaving me behind. I sometimes think that I am getting obsolete. But I often wonder, if we had to go back to the old ways of doing things, would people know how to function without the new technology? Think about it.

I want to thank Charles Landrum for his excellent presentation at last month's meeting on Building Plastic Models. We all enjoyed it and learned a lot about modeling in plastic.

As of the July newsletter, we did not have anyone signed up to do presentations for the October meeting and beyond. Giving a presentation can be very rewarding for the presenter. The presentation does not have to be a high tech audio visual presentation. It can be a talk or demonstration of a topic that you think would be of interest to the membership. Please let Tony Clayton know if you can do a presentation.

I look forward to seeing everyone Saturday.

Ryland

Nautical Term

Packet: A fast sailing vessel that had a regular, and and sometimes scheduled run. The term is heard still, referring to a few remaining passenger ships on short routs in Northern European waters. The word goes back to Anglo-French, but probably is more directly derived from early French, *pacquet*, for any small fast vessel.

Submitted by, Tim Wood

Tsarist navy of the time. He chose this vessel due to its very close resemblance to our Mystery Photo. One thing he said, though, troubled me. He said that he was having trouble reconciling the location of the anchor hawser seen on our mystery vessel with what he was seeing on the *Sissoi Veliki*. Nevertheless he chose this vessel as his candidate. His red flag should have been flying and waving for all its worth.

I was feeling magnanimous that morning so I immediately left a message on his answering machine where I invoked the Johnny Cochran defense. I told him, "If the hawser don't fit, you must acquit." Outside of those heavily rebuilt Italian battleships from the 1930's, features like anchor hawsers rarely if (n)ever are moved on the ship in service. Bill should have heeded the red flag and followed Johnny's advice. My message was his chance to update his reply. Alas, the Internet-challenged-one failed to follow through with an update. Had he moved to the top of page 181 in Conway's he would have found the correct class. But since Conway's doesn't carry a profile drawing nor any photographs of the entry on page 181, Bill was doomed to a second place finish in this

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(Continued from page 2)

contest.



Mystery Photo

Dave, Rob, and Tim, however, were able to produce the correct identification, agreeing that the Mystery Photo this month highlights the Russian coastal defense battleship *Admiral Senyavin* or *Admiral Seniavin* (spelling depending on your source).

Dave, as he frequently does, got there using something other than Conway's: "The new mystery ship is the Im-



perial Russian Navy's coast defense battleship ADMIRAL SENYAVIN, one of three ships of the ADMIRAL USHAKOV class, the other having been the GENERAL-ADMIRAL APRASKIN. The photo appears at the top of page 89 of Warships of the Imperial Russian Navy, Vol. I (no other volume appeared in the series; the author passed away) by V.M. Tomitch, B.T. Publishers, San Francisco, 1968; it probably shows her on builder's trials ca. 1895."

Rob, after nosing about in various references looking at units of several European navies and the United States, finally pulled out Conway's 1860-1905 and used the Goldilocks' approach: "Well, after the other countries, I got to the Russians. Their *Sissoi Veliki* seemed close, but did have obvious additional weapons on the sides and looked much bigger. The next one pictured was the *Petropavlovsk*-class battleships, but these were also too big. Ponder, ponder. Then I find listings for the *Admiral*-class or *Admiral Ushakov*-class ships, but no images of them. At under 300 feet, the size seems better. Time for the Internet." There he was able to pull up images of the *Admiral Usha-*

kov-class. "One Web site for *Admiral Ushakov* shows other vessels of the 3-ship class. I see *Admiral Senyavin*. (Conway's spells him "Seniavin," and I wonder who has the Russian transcribed properly.) Google Images for *Admiral Senyavin*, find the Mystery Photo, it is all over the place, showing the ship in the Baltic in 1901."

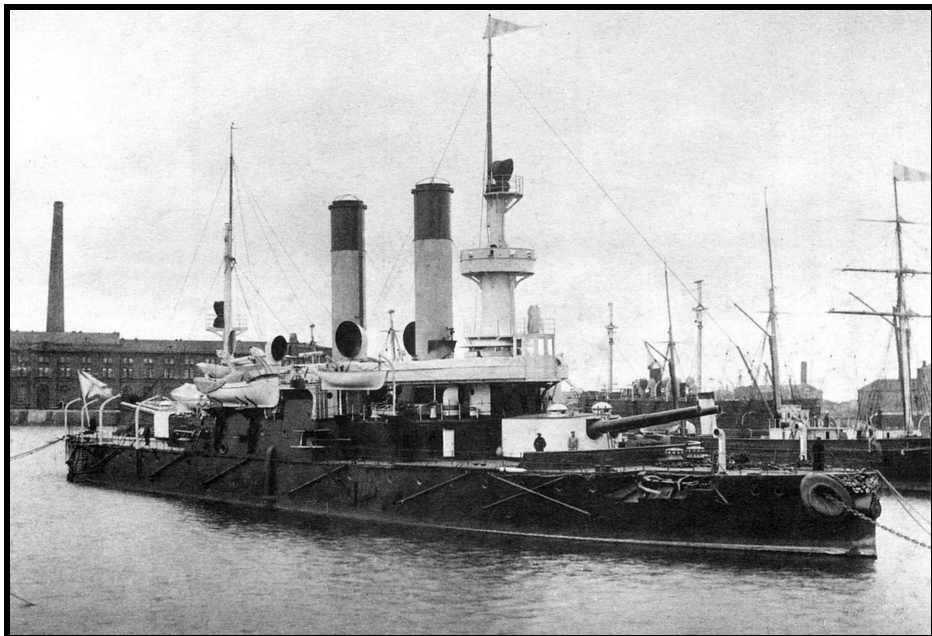
Tim had this to say: "After about 1/2 hour of deliberation, I have come to the conclusion this month's photo is of the Russian coastal defence ship *Admiral Seniavin*. She was built for the Imperial Russian Navy during the 1890's to counter armored ships of the Swedish Navy. Three were built, *Admiral Ushakov*, *General Admiral Graf Apraskin*, built by New Admiralty Shipyards and *Admiral Seniavin* built by Baltic Works.

For my money and time, I assumed that this image was provided by that great web surfer—our editor. So I searched Google Images for "coastal battleships" since that is what the vessel looked like. I got the image right away and noted, like Rob, that it was linked to may web sites. I only consulted Conway's after reading this month's excellent responses. I can't say for sure, but a lot of what the editor supplies seems to be covered by a website named "Cityofart" which, if you read the name too fast, can cause a certain amount of adolescent humor to erupt.

As Rob attests and you can see in the image when comparing the size of the men on deck to the vessel in general, *Admiral Senyavin* was not large but she was representative of her type for that era. Also, as is usual when describing these older vessels, the

statistical information can differ somewhat from resource to resource. Since Dave used a new source to this column, I will use his data to catalog the vessel: "ADMIRAL SENYAVIN

(Continued on page 4)



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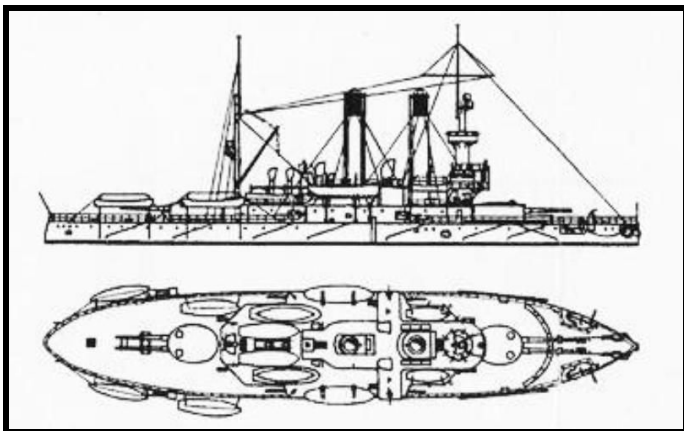
was laid down in June of 1892, launched in August of 1894 at New Admiralty Shipyard, St. Petersburg (the same yard that today builds submarines for the Russian Navy and export) and completed in 1895. The ship displaced 4,100 tons normal (4,648 full load) and was 277-ft. 6-in. long by 52-ft. beam x 17-ft. draft.

The ships of the class were propelled by two sets of vertical triple expansion steam engines purchased from the British firm Maudsley, Sons & Field, Ltd., and were designed to produce 5,700 ihp maximum (5,769 ihp made on trials) for a designed speed of 16 kts (16.1 kts on trials). There were eight coal-fired cylindrical boilers, and the ships could carry 400 tons of coal, but normal stowage was 260 tons. Range at 10 kts was, nominally, 2,600 nautical miles. The ships had a normal complement of 20 officers and 402 enlisted personnel (Lord, berthing must have been cramped!).

ADMIRAL SENYAVIN and ADMIRAL USHAKOV had compound steel armor, while GENERAL-ADMIRAL APRASKIN had Harveyized (heat treated) steel armor. The armor belt was 176-ft. long by 6-ft high and was 10-in. thick at the upper edge, tapering to 6 in. below the waterline, while the armored end bulkheads were 8-in. thick forward and 6-in. aft. The main battery turrets had 8-in. armor and the secondary gun mounts had 1.5 to 2.5-in armor. There was a single 3-in. flat armor deck atop the belt, and the conning tower had 8-in. armor.

The armament included two twin 10-in. 45-cal. gun mounts (APRASKIN had one twin and one single 10-in. mountings) and four 4.7-in. 45-cal casemate guns, with the light armament consisting of 17 37-mm (3-pdr) Quick Fire guns and two 2.5-in. howitzers for landing parties. There were also four above-water 14-in. torpedo tubes.”

The design of these vessels was in response to a perceived local threat. According to the data supplied by Dave, “...ADMIRAL SENYAVIN and her sisters were the first bat-



tle ships explicitly designed for the Imperial Russian Navy as coast defense ships, in response to similar (but less powerful) ships being built for other Baltic Sea navies.” Most sources and Tim state that they were built to counter similar ships being built by Sweden. Since they were intended to serve in relatively protected Baltic waters, their size was limited and

they lacked “blue-water” features.

Lacking or not, when Russia and Japan stirred things up in 1904-1905, these limitations cease to matter as these ships were pressed into a long sea voyage to help support the Pacific squadron. The Cityofart.net history of these vessels says they were initially “rejected for inclusion in the Second Pacific Squadron assembled by Admiral Rozhdestvensky to reinforce the existing Russian squadron based at Port Arthur after the outbreak of the Russo-Japanese War as Rozhdestvensky felt they were unsuitable for such an extreme blue-water operation,” all three were “[n]evertheless...selected to form part of Admiral Nebogatov’s Third Pacific Squadron which was subsequently sent out to reinforce Rozhdestvensky on his journey to the Far East after political agitation following his departure. The two Russian squadrons finally met and united at Cam Ranh Bay after a cruise that became known as the “Voyage of the Damned” (see Dave’s comment about packing them in), and from there Rozhdestvensky set course through the South China Sea towards the Korea Strait, where they were discovered by the Japanese.

At the resulting Battle of Tsushima (27-28 May 1905), the three ships survived the first phase of the engagement on the evening of 27 May largely due to the Japanese concentrating their efforts on Rozhdestvensky’s modern battleships (concentrated in the First and Second Divisions of the Russian squadron) and their subsequent almost-total destruction left the Russian fleet in tatters. Nebogatov’s Third Division was largely able to keep itself together during the night, although the *Seniavin*’s sister ship *Admiral Ushakov* strayed from formation and sunk by Japanese torpedoes. The morning of 28 May found the Russian survivors surrounded by an apparently undamaged Japanese force, and Nebogatov surrendered. Thus *Senyavn* and *Apraksin* were captured as prizes of war.”

All the replies mention how *Admiral Senyavin* became a war prize. The Japanese Navy classified her “as the 2nd class Coastal Defense Vessel” and named her *Mishima*. “[She] was named for the small island of Mishima, offshore from Hagi in Yamaguchi prefecture, not far from the location of the Battle of Tsushima.

Mishima was part of the Japanese Second Fleet in World War I, participating in the Battle of Tsingtao against the small number of German ships left behind by Admiral von Spee’s East Asia Squadron.

After the end of the war, *Mishima* supported the Japanese Siberian Intervention against the Bolshevik Red Army in eastern Russia by covering the landings of Japanese forces, and by acting as an ice breaker to keep the sea lanes between Japan and Vladivostok open.

On 1 April 1921, *Mishima* was re-classified as a submarine tender.

Mishima was decommissioned on 10 October 1935. She was expended as a gunnery target and sunk in September 1936 off Kushima, Miyazaki.”

Maybe *Mishima* needed Johnny Cochran to win a stay of execution?

John Cheevers

Mystery Photo

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



NOTABLE EVENTS

AUGUST

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Always Good Ships, Bill Fox

SEPTEMBER

- 8 **HRSMS** Monthly Meeting, Picnic, NN Park
19 Talk Like a Pirate Day

OCTOBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
13 NRG Symposium, New York City

NOVEMBER

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

DECEMBER

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

JANUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers,

FEBRUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 481-6018
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

MINUTES



Hampton Roads Ship Model Society
Monthly meeting
July 14, 2012
Mariners' Museum

The meeting was called to order by Ryland Craze at 1005 hours. There were no guests present. The Skipper first called for corrections or additions to the minutes. Upon no response, the minutes were approved as published. The Purser's report was given by Eric Harfst. Eric gave an accounting of funds and said that two members were dropped from the roster.

Old Business: John Wyld said that the decision on the location for the 2014 IPMS National Convention would be made in September. Bill Dangler circulated a sign-up sheet for the September picnic. Ryland Craze said that the audit of the books would be completed in September. There was discussion on the NRG's membership offer of a copy of the Ship Modeler's Shop Notes for the HRSMS in exchange for five new NRG members or renewals from our group.

New Business: Ryland Craze said he received a phone call from a man needing repair on two ship models. The models needed repairs to the spars and rigging and a good cleaning. No one expressed an interest in this undertaking. Ron Lewis commented on the relocated Rodgers Collection at the Naval Academy. Ron said that Michael Tougias would be giving a talk at the Mariners' Museum on August 1, 2012. The subject of his talk will be, "The True Story Behind the U.S. Coast Guard's Most Daring Sea Rescue". Ron further that the meeting room at the museum would not be available on March 9, 1013. The Skipper said that the March meeting might be a good time to have an auction. Dave Baker announced that The Society of Miniature Ship Collectors would hold a show in Annapolis on September 8, 2012. Tony Clayton said that he needed presenters for October, November and December of this year and all of next year.

Show & Tell: Henry Clapp showed a catalog with items from the *SS Central America*. Gene Berger showed progress on his WWII Subchaser. Charles Landrum a kit of the *USS Freedom*, LCS-1 and a kit of the HMS Sheffield in 1:700 scale. Jimmy Colangelo showed a 1971 book on the Rodgers Collection. John Wyld showed several examples of different deck material for his *Hornet*.

The meeting was adjourned to the presentation "Building Plastic Models", by Charles Landrum.

Any fool can carry on,
but a wise man knows how to shorten sail in time.
Joseph Conrad