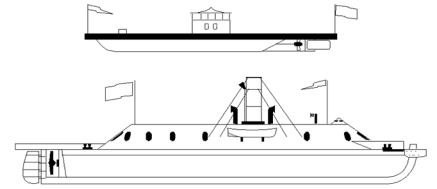


Hampton Roads Ship Model Society Logbook!



No. 332

WWW.HRSMS.ORG

February, 2014

From The Bridge



The last half of January went out with a blast, in regards to the weather in Hampton Roads. A majority of us on the "South Side" were snowed in twice within two weeks. With some luck and a short "honey-do list" it's given you an excuse to head to the model bench and make some sawdust, as John Cheevers would say! I'm sure most of you would agree with me, when I say I'd rather be working on a model than shoveling snow!

This month with the inclement weather I did manage to get some time work on the 80' ELCO PT Boat, I can't say the same for the Atlantic half hull because it's currently residing in the garage, and it's been a little too cold to spend much time there even with a small electric oil radiator heater to deal with the extreme cold.

Today I decided to break out the airbrush and applied a coat of primer to the chart house. This was the good test to see if I retained any information from Bob Moritz's airbrush boot

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MEETING NOTICE

Date: Saturday February 8, 2014

Place: Mariners' Museum

Time: 1000 Hours

Auction

Gather material to be donated for the HRSMS March Auction.. Books, tools, materials, plans or kits, or any items you have as a spare will be appreciated.

Mystery Photo



This Mystery feels like a case "ripped from the headlines." If you poked your head out of your igloo early in January you might be familiar with the somewhat comical news story about a research vessel stuck in Antarctic ice. It seems that a bunch of scientists chartered a Russian vessel to take them to the Antarctic to study global warming--after all its all the rage (read: easy to fund through the grant process...) Well even though its "Summer" in Antarctica, they managed to get themselves stuck in the ice. Not to worry, a nearby Chinese icebreaker attempted to save the day and free the icebound analysts only to find themselves bound by the ice. After a week of non-stop news reports heightening the saga, the last I heard was that the United States was sending it's own icebreaker to save the day. That is...until this Mystery Photo arrived and it became glaringly evident that someone in our organization was attempting to do the same.

Ok, the last few sentences contain a clue or two for those of you sitting on the edge of your berth reading and waiting for this Mystery to unfold. My next sentence, intended to heighten the suspense, was going to read something like "let's begin at the end." That is, until John Wyld supplied a better one. His apropos opening statement says it all: "Well, from start to Finnish, this was an interesting picture to ID." And like the theme in the movie National Treasure...just another clue; we'll get to more of John's reply later.

A second reply was the same but somehow different as well. Dave Baker offers that "this is the many times renamed, now Estonian museum ship, former icebreaker SUUR TÖLL." Ok, not only does the vessel's name, after a small tweak in pronunciation, suggest another story ripped from the "local" headlines, but the investigation I made into his choice turned decidedly weird and provocative. Weird in the sence that while an icebreaker is intended to allow for the free passage of a vessel, the "sure toll" on the downtown tunnel to Portsmouth, Virginia does not. The provocative piece of this puzzle lies in a bit of sculpture that is reported to capture the likeness of mythical

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Hampton Roads Ship Model Society Banquet
Saturday March 22, 2014

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Mystery Photo

Estonian giants Suur Tõll and Piret. The short version of the Suur Tõll story is that "he was a kind giant who was always ready to help, but who had a very hot-



temper. He loved to eat cabbage, drink beer and go to the sauna." Go figure. Piret was his wife. Their sculpture created in 2002 by Tauno Kangro resides next to the water in front of the SPA Hotel Meri, Kuressaare, Saaremaa, Estonia. Interesting sculpture...one would think from studying Piret that the artist might suffer to some degree from an Oedipus complex.

At this moment we know which ship Dave thinks the MP is, and we know that the identity of the vessel that John chose remains a mystery. And if you're good with clues, we know what kind of ship it is. But are these two vessels the pool of candidates, or is the pool bigger? Looking up icebreakers online (Wikipedia - List of Icebreakers) it's easy to confirm that Dave's choice still exists as a museum ship, while John's choice was scrapped in 1960. There is however another sister, or near-sister, to John's choice still in existence, and she is also a museum ship. Could this unnamed third vessel be our Mystery? While the complete list is very long, we can trim it to nine, quite easily, if we concentrate on the group that includes Dave and John's choices. By studying data from the list-of-nine, for various and obvious reasons, the list can be trimmed to a final five.

To help solve this Mystery, let's do our usual deep dive into the image and see what we can bring to the surface. Here we have a smallish, twin stack vessel traveling from left to right across the print at about half its hull speed. Each stack is flanked

by its own set of ventilators. More smoke comes from the after stack which is significant. The vessel has a round, fat hull and is flush decked. There are two masts each fitted with a boom and simple storm-sail rig. The fore mast carries a searchlight platform and a crow's nest, a jacob's ladder is fitted to reach each platform. The bridge is open and the bridge wings and rails are canvas covered. Two sets of boat davits are fitted. The after set is larger and heavier, but both have that familiar candycane shape. The vessel looks new and is not too large, but is bigger than a tug boat. She carries no armament. The stacks are unusually spaced, the distance between them is significant (read: important). Humm.....

At this point, I'd like to introduce a third mystery vessel for your consideration --one of the final five. This icebreaker is named *Tarmo* and has been a "in the Maritime Museum of Finland in Kotka, since 1992." From the on-line site we learn that this "Finnish steam-powered icebreaker [was] built in 1907 by Sir W.G. Armstrong, Whitworth & Co Ltd in Newcastle upon Tyne, United Kingdom, she was the third state-owned icebreaker of Finland and the last Finnish steam-powered icebreaker to remain in service. When *Tarmo* was decommissioned in 1970..." Photographic evidence from the Internet shows this vessel to be very similar to our Mystery vessel; a closer match really than the Estonian: *Suur Tõll* (Russian: *Tsar Mikhail Fedorovich; Volynets; Finn: Wäinämöinen*). And if you accept that stack caps on these vessels do not change throughout their working lives, then *Tarmo* is a closer fit to our Mystery than *Suur Tõll*. this is an interesting difference but not definitive enough to nail down a selection.

Back to our deep dive findings: It's John who solves the mystery by stating that "It was a surprisingly short path which led me to the positive ID of an American idea, built by a British shipyard, for the Government of Finland - the icebreaker SAMPO, launched and completed in 1898 and shown in the MP conducting sea trials on 23 October 1898." He does regress a bit by mentioning the difficulty most players surely faced in identifying this vessel: "...it obviously would have been a lot freaking easier to ID her if the cowardly photo-submitter had not air-brushed out her name on the side of the hull." But he continues: "A couple things I noticed right away were that it is a.) steam powered and b.) there are two independent fire rooms and

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Nautical Term

Oilskins Earlier called oil cloth, garments treated with linseed or other oils for waterproofing.

Submitted by, Tim Wood

PRESENTERS NEEDED

Presenters are needed for the 2014 meetings. Please sign up with Tony Clayton if you are willing to give a presentation.

(Continued from page 2)



Mystery Photo

(likely) engines due to the different amount of stack gasses while the ship is underway and therefore a twin screw ship. So I'm thinking, what purpose would such a small ship have for what is probably a large power plant for her size? Pushing something bigger I guessed. Yet she does not look like a tug, nor built for speed (hence my thought she is a 'pusher'). Looking more closely at the hull I saw what appeared to be armor plate added to the hull just above the waterline and following the sheer line. (To be honest here, I'm not so sure the armor plating I saw isn't just a narrow steel feature like a half-round instead of thick and deep plates. Score one for serendipity.) That led me to conclude the object being pushed is ice - perhaps a coastal icebreaker in view of the size. After all, icebreakers have been in the evening news over the last two weeks."

Diving deeper he finds "An interesting feature of the ship - an American idea unique at the time - was two use two screws with one of them counterintuitively placed at the bow. The purpose of the bow propeller was not to make crushed ice for drinks, but to push water along the hull to reduce friction between it and the ice. The ship does indeed have two complete powertrains as suggested by the stacks, and was judged by the Finns as exceeding their achy-(ice) breaky hearts' desires upon rigorous testing. She was built by Armstrong, Whitworth, and



Icebreaker Tarmo, 14 May 2006

Co. Ltd, Newcastle upon Tyne (in Geordieland for those of you who listen to Mark Knopfler's songs), U.K."

Indeed while the three vessels are nearly identical in appearance, it is *Sampo* and *Tarmo* that are truly the near sisters, both being built in England at the previously mentioned Sir W.G. Armstrong shipyard. *Suur Töll* was erected at AG Vulcan shipyard in Stettin, Germany, and at 3600-odd tons was nearly 50% larger than the others and had twin propellers aft verses the single aft screw of the smaller ships. Nevertheless without finding the image on line, and without the name painted out, any of the



Suur Tolle and His Wife, Piret

three would be a good guess.

Sampo was the smallest of the three displacing roughly 2050 tons. She was 201 feet long, 42.5 feet wide, and had a draught of 18.4 feet. She was powered by five coal-fired boilers. Her engines, and in a nod to John's keen eye, were "triple-expansion steam engines, 1,200 ihp (890 kW) (bow) and 1,400 ihp (1,000 kW) (stern)." In fact, she was the first Finnish icebreaker fitted with the bow propeller. In a nod to me, she was fitted with sails. She could make 12.4 knots in open water. Her crew was 36 initially and 43 near the end of her service as several divers were added to her compliment. She was armed during her wartime service (Finland was contractually neutral during World War Two but did fight the Russians early on- November 1939 to March 1940 - in a conflict that their history books call The Winter War).

John elaborates: "As if life bashing into large chunks of ice, and towing other ships through it, wasn't hard enough, SAMPO also fought in three wars - WWI, the Finnish Civil War, and WWII (parts A and B from the Finnish perspective). Attachment 2 shows her novel adaptation during the first part of WWII as a Christmas tree ship - a ruse that probably would have worked if it hadn't become obvious that ships don't grow in the forest. Actually, the picture shows SAMPO hard aground (she got there in a fog) with attempts to camouflage her (from the Soviets) to look like a small island complete with trees. True! And according to the Wikipedia account " This was not very successful . . . Soviet bombers made several attempts to destroy the ship (my note: a DARK ship with dead GREEN trees on it sitting in WHITE ice). However, despite dropping at least 250 bombs on the grounded icebreaker the enemy pilots never scored a hit." Note further that SAMPO is named after a magical 'artifact' from Finnish mythology (according to Wikipedia) - perhaps those bomber pilots might know the 'artifact' today by the more colloquial term 'the bird'."

Finally John wraps up *Sampo*'s career and possibly

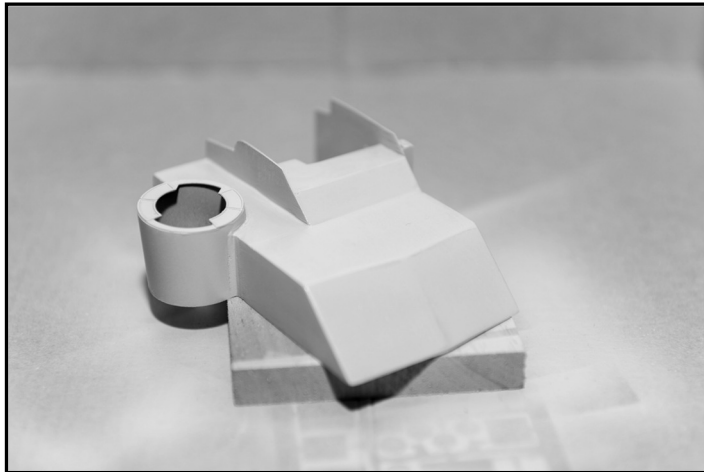
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camp held early last spring. I set up the Veda WD-186 airbrush; I was very pleased with its quick setup and ease of use. I decided to use Model Masters Acrylic for the simple reason it's ready to spray out of the bottle and is easily cleaned with warm water and soap, my paint thinning reference sheet recommended adding a couple of drops of thinner to the paint. I followed their recommendation and it was dead on!

After applying the first primer coat it revealed many places that were in need of filler and other areas that required more sanding to hide glue joints. As Gene says, "It reveals a multitude of sins"....



All I do now is sand with a 220 or finer grit sandpaper repeating the process until I'm satisfied with the finish.

Bottom line, don't be afraid to try new things, use the available knowledge and experience of fellow club members.

So what were you able to work during our January freeze? Lets talk about it, and bring all your latest pictures and projects to "Show-n-tell".

I look forward to seeing everyone at our meeting this Saturday.

Don't forget to mark your calendars as February brings the IPMS Old Dominion on the 22nd and our annual banquet on March 22nd at the Riverwalk Restaurant, Yorktown.

Tim

International Plastic Model Society Old Dominion Open Model Contest and Show

Saturday February 22, 2014
Richmond International Raceway
Richmond, Virginia

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
January 11, 2014
Mariners' Museum
Guest: Fred Olsen, 2nd meeting

The meeting was called to order by the Skipper, Tim Wood at 1010 hours. The guest, Fred Olsen was recognized. There were no corrections to the minutes as published. Eric Harfst gave the Purser's report. There was no changes from the December report. Eric reminded everyone that the dues for 2014 are now due. Greg Harrington gave the webmaster's report. Greg explained that he was working on the ability to add notes and references to the web site. Ron Lewis said that Mondays and Thursdays were still open days at the Model Builders' booth.

Old Business: The Skipper ask for the status for the annual banquet. Tom Saunders reported that the banquet room at the Riverwalk Restaurant had been reserved for March 22nd. The menu will be the same as last year. There had been no price increase from last year with the per plate cost being \$42.50 plus tax and gratuity, bring the total cost to approximately \$55.00 per plate. It was noted that that we will need 40 diners at the banquet not to incur a room charge. After discussion a motion was made and passed to subsidize the dinner so member cost will be \$40.00 per plate. John Cheevers reported a ship model competition is off the table for 2015. The museum is still approachable for a later date. The Skipper reminded everyone to gather material for the March auction. Tony Clayton said he will have Norge Hall opened early so members can bring in the auction material. Ryland Craze talked about the IPMS Old Dominion Open model show and competition. It was noted that Dave Baker will have two tables to sell kits. Dave is willing to share his tables if other members have items to sell. Ryland said that the Philadelphia Ship Model Society and the Washington Ship Model Society will participate in the show. Bob Moritz asked for the members to consider being a judge for the wooden ship model category. Ron Lewis asked for Ryland to email him information about the HRSMS activity at the IPMS show for inclusion in the Mariners' Museum volunteers' newsletter.

New Business: The Skipper appointed Bill Clarke to head the Founders Award committee. Bill in turn, ~~punished~~ selected John Cheevers and Tom Saunders to be members of the committee. The Skipper said that he received an email from Dave Baker offering to purchase the card models from David Tagg's collection at a specified amount. After discussion it was decided that

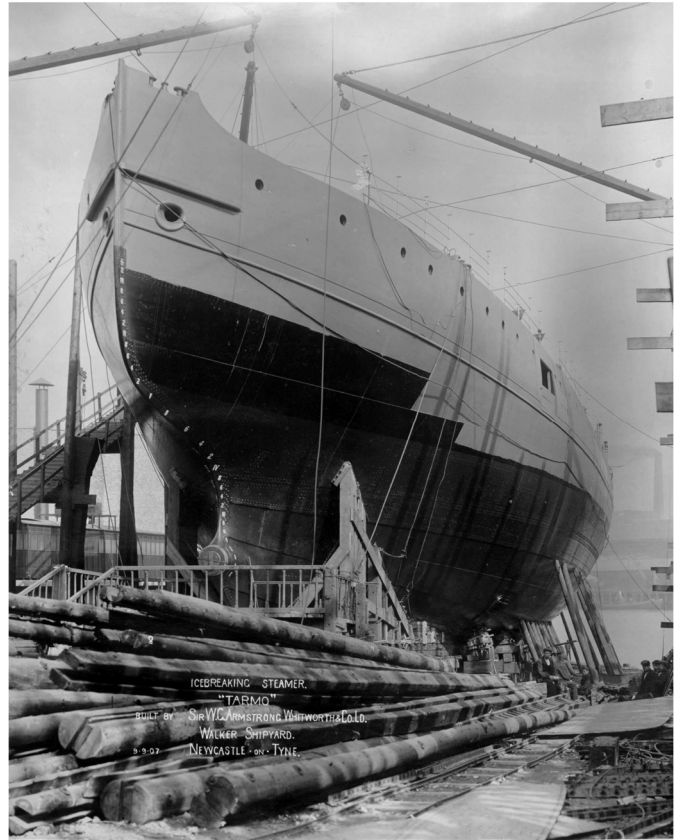
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THE ANSWER

Mystery Photo 331
Finnish icebreaker Sampo, undergoing sea trials.
Date: 1898-8-23
Source: Armstrong Mitchell/Whitworth collection



Sampo Hard Aground



Icebreaking Steamer Tarmo, 1907

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Mystery Photo

works on some of his own unresolved issues: "Sampo was definitely 'rode hard and put away wet' in hard service with some improvements until decommissioned in 1960.

Though there was some discussion of turning her into a museum ship, it came to naught, so she came to scrap that same year. Some parts of her were preserved and the name passed to a more modern icebreaker still in service today. Her forward propeller shaft remains as a winter navigational aid off the island of Uto - undoubtedly still giving 'the bird' to any Russian bombers that might venture into the area."

So this "ripped from the headlines" Mystery photo would seem to be so

(Continued on page 8)



Ice breaker *Suur Tõll* at the Maritime Days in Tallinn 27 May 2007

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET

Saturday March 22, 2014

Riverwalk Restaurant

323 Water Street

Yorktown, VA

Cash Bar 6:30 pm Dinner 7:30 pm

Price \$40.00 per person, includes tax and gratuity

Dinner Menu

Lobster Bisque

House Salad

Warm Bread

~

Sliced Beef Tenderloin

Red Wine Sauce

or

Seared Maine Salmon Fillet

Dill Butter Sauce

~

New York Style Cheesecake

Fresh Berries

A vegetarian dinner is available

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET

Riverwalk Restaurant, Saturday March 22, 2014

NAME _____

Number in your party _____

Return this form and funds to Eric Harfst
not later than March 15, 2014.

Eric Harfst
119 Reserve Way Apt 213
Williamsburg, Va. 23185

X \$40.00

Total \$ _____

Mystery Photo

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



NOTABLE EVENTS

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FEBRUARY

8 HRSMS Monthly Meeting: Mariners' Museum
Election of officers

22 IPMS Richmond—Old Dominion Open

MARCH

8 HRSMS Monthly Meeting: Auction, Norge Hall

22 HRSMS Banquet, Riverwalk Restaurant, Yorktown, Va.

APRIL

5 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Tim Wood, TBA

11-13 Cabin Fever Expo, York, Pa.

MAY

10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Ryland Craze, TBA

JUNE

14 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Martin Gromovsky, Figure Painting

JULY

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Cheevers, TBA

AUGUST

2 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Wyld, TBA

6 - 9 IPMS National Convention, Hampton, Va

SEPTEMBER

13 HRSMS Monthly Meeting, Picnic, Newport News Park
19 Talk Like a Pirate Day

OCTOBER

11 HRSMS Monthly Meeting: Mariners' Museum

NOVEMBER

8 HRSMS Monthly Meeting: Mariners' Museum

DECEMBER

14 HRSMS Monthly Meeting: Mariners' Museum

JANUARY

10 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers,



Dave's offer was too generous and a motion was made and passed to set the purchase price at a more reasonable amount. Tony Clayton said that we still needed presenters for February, October, November and December. Tim Wood said that he would bring a video on the CSS Hunley for the February presentation. A motion was made and passed to keep the same slate of officers for 2014. Ron Lewis asked to give a short talk before the presentation at the February meeting.

Show & Tell: Tim Wood showed his half-hull of the schooner *Atlantic* and his PT Boat. Bob Moritz showed some parachute silk. Sean Maloon showed his framing jig for the USS Essex and elicited discussion on thickness sanders. John Cheevers showed his solid hull of the *Fair American*. Gene Berger showed the progress on his destroyer escort with the additions to the bridge. Fred Olsen showed his work on a Sterling kit of the *Cutty Sark*.

The meeting was adjourned to a presentation on his visit to the *Cutty Sark* by, Tony Clayton.

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Mystery Photo

much more than just another unidentified ship. Our submitter might have offered it in a tongue-in-cheek poke at world events, I don't know. I don't think he knew about the ice-bound drama that John uncovered, but I do know he is familiar with local events. If you manage to go to the recommended website it offers free passage to select *Sampo* from the long list, and you would be rewarded with her full history and an excellent version of our Mystery photo. Please check it out because if you blow it up you will be richly rewarded with additional detail and features not previously mentioned. Did someone say ship model? Did John say diorama?

John Cheevers

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Tim Wood (757) 481-6018
Mate: Bob Moritz (804) 779-3365
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

If you have an item for the Logbook, send it to the editor, Tom Saunders, tesaunders@verizon.net

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
or
See him at a meeting**