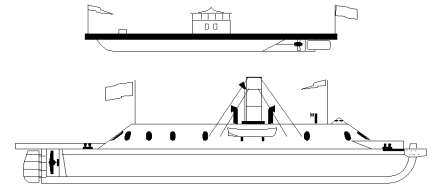


Hampton Roads Ship Model Society Logbook!



No. 353

WWW.HRSMS.ORG

November, 2015

MINUTES



Mystery Photo



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
October 19, 2015

Guests: Hank Ghittino, 2nd meeting
Bear Graves 1st meeting

The meeting was called to order by the Skipper, Tim Wood at 1005 hours. Bill Clarke's absence was immediately noticed. Thanks were given to Bill Dangler for his effort in making the September a success. The Skipper welcomed the guests Hank Ghittino and Bear Graves. There was no correction to the minutes as published. Eric Harfst gave the Purser's report and noted that the bank started imposing a service charge on the HRSMS account. There was discussion on moving the account to another bank and the measures needed to make this change. Greg Harrington gave the Webmaster's report. Greg said that he added pictures of Kevin Ray's Albatross.

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Presenters Needed

**Program presenters are needed for 2016
Contact Tony Clayton
if you are willing to give a presentation.**

MEETING NOTICE

Date: Saturday November 14, 2015
Place: Mariners' Museum
Time: 1000 Hours

Well, well, well. Not only is October Senior Pet Month, as my Vet kindly reminded me, and not only does it host the scariest day of the year, but it also might reign supreme as hosting our weirdest Mystery Photo. Weird in the sense that it must have been real scary to take a ride on this thing. I have to say either she looks pretty fat and someone rigged her tutu a bit too low, or we have a kit-bash of a flying saucer powered by three ceiling fans supporting a round house topped by a street car. 1950s Science Fiction and Star Trek having nothing on this monster. So ask yourself, "What is it?" And to please me, make sure you ask your descriptive questions in terms of how they relate to everyday, familiar objects. Let your imagination go into overload. For a clue, notice the coat of arms prominently displayed on the stern bulwark. Identify it and you can identify the vessel.

Round things. We're obsessed with them. History is full of designs for cars, planes, trains, homes, and gadgets being reinvented to reflect the goodness of the round, fair shape. We are obsessed with smooth objects. Round implies a return to the beginning, a circular path with a familiar end. Smooth implies comfort, speed, softness, security—fairness. By contrast, straight implies infinity, a journey with no end. Maybe we hate the finality of a sharp angle leading to an unknown, unseen end. Maybe it's an unconscious aversion to cleaning in corners, or getting boxed in. Maybe we just hate hard edges. Maybe we're secretly rebelling against the rigid cadence of school. Maybe we subconsciously desire to return to the Art Deco shapes of the '20s and '30s. Maybe it's a pin-up fetish. Maybe the Bauhaus movement has us running scared. Maybe it's the antithesis of obsessive compulsive behavior. (I'm trying to work the phrase rectilinear into this thread but it might be a bit too anal, and scatological humor might not be well received. So it might be better to leave well enough alone.) For whatever the reason we seem keen on taking the rough edges off shapes and making them smooth.

The history of Industrial design is the history of man taking everyday objects and shaping them into pleasing, ergonomic, and timeless brand specific badges. Mostly this comes in the form of wrapping a familiar object in an attractive and period pleasing cocoon—the coke bottle comes to mind as does Francis Gibb's stunning, finned ocean liner stacks. Also, Henry Ford's Model "T" of the 20's became the "jelly bean" of the 90's with the Taurus. Buckminster Fuller moved us away from Frank Lloyd Wright's linear prairie style with his Geodesic and Dymaxion shapes. Bulky steam locomotives were smoothed out and became the streamliners of the Art Deco age by men like Raymond Loewy. And then we have our Mystery Photo and it offers all the roundness that one Russian Vice-Admiral Andrey

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Mystery Photo

A. Popoff can offer to the historic naval architectural thread of man.

Who remembers Archimedes? He's the Greek cat who said that an object will float if the weight of the volume

of water it displaces equals the weight of the object displaced. Once you get your object to float, the draft of the object displaced will increase or decrease depending on the amount of surface area. I'm guessing that you are all familiar with the axiom that "steel doesn't float." But it does, and will, as long as you shape it into a big enough pan (the buoyant force of the water must equal or exceed the weight of the steel plus gravity plus any acceleration forces.)

Round things. The saucer shape, is great for stability and movement—at least in that rough interface where air and water meet. Water is a fluid (who'd a thought!), but then so is air and because of their vastly different densities, moving objects through them can be interesting. Weather and other forces, like current, act on



these fluids and create a chaotic situation. Since water is denser we usually only worry about it when trying to predict the movement of something like a ship at this interface. A ship floating on water has all kinds of forces acting against it, all sorts of physical laws apply. The best state for a vessel that floats is called static equilibrium. That is the state where all forces acting on the body are in balance. The best shape for getting and maintaining static equilibrium is the round or saucer shape.

Stable equilibrium is the condition where if you impart a force on the body it moves but when you remove the force it returns to its original position. Can you infer then, that the other two states of equilibrium might be? They are unstable and neutral. To efficiently move this weight through the water a host of hydrostatic forces come into play. Logically then it would seem that a circular shape, while great for stability would be great for predicted movement like driving a ship. While the maneuverability of a saucer shaped object is good, moving a flat bottomed pan is not. Did you ever stop to think that there is a real practical reason that canoes have the shape they have? Imagine widening that canoe to almost a circular plan view. That's what the good Vice-admiral Popov did except that unlike a canoe that has slight rocker and a nice round bilge, his design for this Mystery vessel was flat down there.

Our first response this month comes from Carl Erickson who is the WSMS webmaster and he believes that the Mystery Photo might be the "Russian yacht *Lavdia*." He explains himself: "Hi. I got a copy of Logbook forwarded as member of WSMS and could not resist. Hope I am not breaking etiquette by responding as a non-member. I recognized it right away as I have seen a model of it somewhere. Might have been a paper model kit but don't remember where or when. Best regards from your Washington Ship Model Society friends." Always good to hear from friends and it's better to know that this column is being read by a wide audience. (I also explained to him that you takes your chances when you reply, and since he's a newbie, I'll leave the spelling issue alone.)

Nautical Term

Clinker (also Clinker-built) A method of ship and boat construction dating from Viking-ship days, of overlapping planks or strakes. A British term is clenched-built, and the word relationship is apparent, as both are derived from Old English, klenken, to hold fast.

Submitted by, Tim Wood

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Mystery Photo

Our second response comes from our tireless skipper Tim Wood who displayed the John Wyld red card when he referred to our MP as an “Ugly Betty.” Who can argue with that as one of the on-line web sites where you can find this vessel is called WWW.Uglyships.com! Another web site article has this to offer: “An Imperial Yacht for Emperor Alexander II of Russia, this is not an ugly vessel but more a very strange one, although, again, her story is kinda ugly....” “What could I say?” was all Tim could add as he got “a round” to solving the mystery.

Amplifying Tim’s comment means “Getting a round-tuit.” And that’s just what Dave Baker did with his reply that just about sums up this month’s Mystery Photo. In this scary season, it is appropriate to discuss one equally scary boat. “The latest mystery ship photo is of the Russian Imperial yacht *Livadia*, and [the image] was taken at her builder, John Elder & Son, Glasgow, Scotland, probably just prior to her launch on 25 June 1880.”

Now that the identification and timeline issues are settled, let’s get on to the more disturbing parts of this scary October offering. If you think you already had enough innuendo and double-entendres you can stop reading right now. If you feel to need to have your head split, then by all means proceed....

I just finished reading John Quarstein’s excellent book [The CSS Virginia: Sink before Surrender](#) and I found in the discourse several reasons why Vice Admiral Popov’s yacht should have been successful and a whole host of reasons why not. While shallow pancake shaped hulls do seem to be ideal for shallow water use it must be remembered that the shallow water

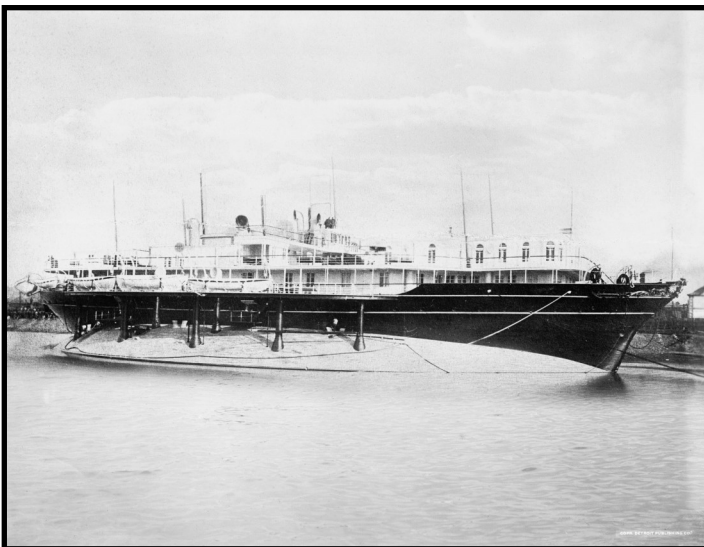


Turbot

low freeboard meaning she had to operate in calm water or risk pitching and foundering as she ultimately did. She also featured large overhangs and a flat bottom meaning she did not tolerate waves very well. Later “Monitor” designs all featured more “shippy” hull shapes with rounded bilges and reduced overhangs. The circular hull form that Popov espoused was on paper the ideal mix of these shapes and did provide a very maneuverable and stable platform, but only in a limited environment. In practice the sea did not cooperate and she did not offer a pleasing ride. “[She was] considered either the pinnacle of shipbuilding of that time or totally not seaworthy, depending to whom you were talking to. Her test runs were satisfactory and she was gladly accepted by the Russians.”

The on-line information provided by Dave continues: “*Livadia* differed from the superficially similar Popov-designed Imperial Navy warships *Novgorod* and *Vitse-Admiral Popov* in combining a more or less ship-like upper hull down the center with a nearly flat-bottomed ovoid plan-form lower hull (some sources say turbot-shaped. – JFC) that had sloped upper sides leading to the central hull. The two warships had hulls much closer to circular in planform with curved undersides and only a small amount of camber to the main deck hull, while their superstructures were, on completion, limited mostly to large redoubts in which were mounted their guns (both later had additional superstructure built on aft to improve their accommodations. While the two warships had surprisingly good seakeeping qualities, the yacht’s flat bottom caused her to pound heavily in any seaway. She was used only once to carry royal personages on a brief voyage along Russia’s Black Sea coast and was laid up in 1881, with her luxurious fittings stripped out. Renamed the *Opyt* (Russian for “Experiment”) in 1883, her hulk was used variously as a floating jail and had her engines removed around 1890 for use on Imperial Navy warships. After use as a floating barracks and warehouse, the ship was stricken in 1926 but remained afloat at least to the late 1930s.” Another source adds:

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Livadia Side View

must also be relatively calm. In calm water the hydrostatic forces acting on the hull are spread out making the hull very stable. If this water is disturbed it must be remembered that the forces acting on the water tend to become amplified as the waves tend to bounce off the shallow bottom. That is why waves tend to build as they near shore. Shallow draft ships with large flat bottoms tend to ride over these waves instead of piercing through them as a long narrow hull would. And that is why it is reported that our MP had a tendency to pound in a seaway.

If we study the shape of *Monitor* we can see this point. *Monitor*, while maneuverable, was shallow draft and had

THE ANSWER

Russian yacht *Livadia* (1880)
Undated Photo

(Continued from page 3)



Mystery Photo

“At the end she was sold for scrap, wearing the name of *Block Ship no 7*.”

Livadia, the yacht, was intended to operate in the Black sea near the Crimean Peninsula. The land mass is almost completely surrounded by water and has been Russian/Soviet territory since about 1802. The Russian Empire operated a naval base out of Sevastopol. On the southern tip is the city of Yalta. In Yalta there is the Russian summer palace also named *Livadia*. The palace is the site of the Big Three Conference in 1945. Visitors should be able to find a placard stating that FDR slept here.

And if you're still with me on that whole shape thing, you may find it interesting to know that “the Palace is built of white Crimean granite in the Neo-Renaissance style.” More often referred to as renaissance revival, when studying the style you have to keep words like linear, square, and vertical in mind. With a strong Italian influence, buildings built to this style feature arches, arcades, and balustrades. Now contrast that with our flying saucer shaped shippy-hulled yacht. Was the Vice Admiral trying to put an edge on his innovative yacht design by naming her *Livadia*? No. This *Livadia* is actually the second House of Romanov yacht to carry the name. Our Mystery vessel is a replacement for the prior *Livadia* which was “lost in 1878 [when] she ran aground near Cape Tarkhan-Kut in Crimea and sank.

Dave provides her specifications: “*Livadia* displaced 4,420 tons and was 79.25-m overall () by 46.64-m hull beam with the upper hull beam being 33.53-m. Hull draft was 2.1 meters. The ship was powered by three steam engines generating a total of 10,500 indicated horsepower (12, 534 indicated horse-

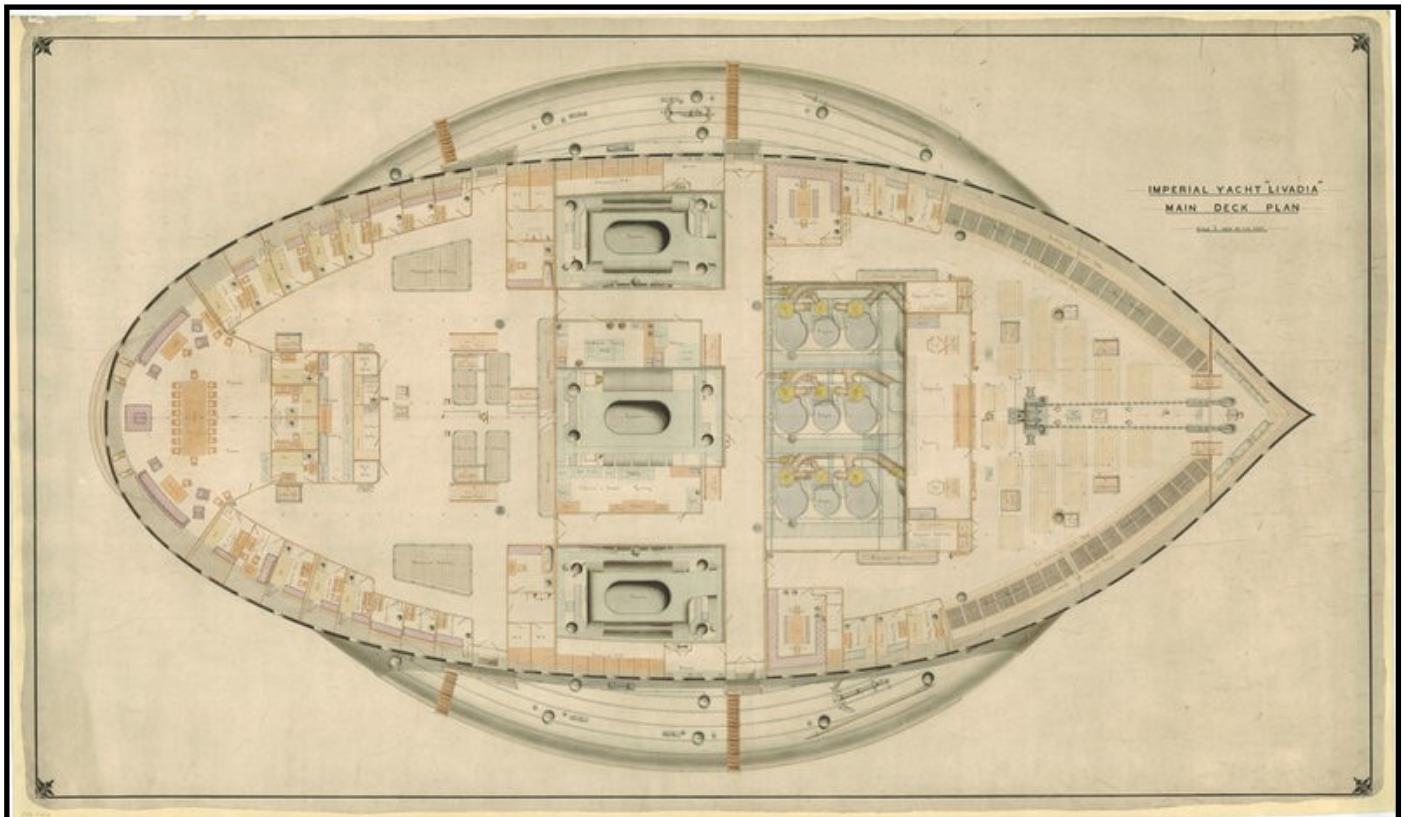


Card Model of the *Livadia*

power for brief periods) and was capable of about 14 knots sustained. She had 10 boilers, and the initial crew was 24 officers and 321 sailors and passenger attendants — all to carry a couple of royals.”

~~I will go out on a limb and predict that in 2015 the Mets will carry the Royals.~~ Shame I had to strike that last sentence but just as the Mets couldn't carry the Royals, *Livadia* couldn't either. The yacht lacking the true ovoid shaped hull was a near disaster. The author at WWW.Waldenfont.com has

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this to say: “As you can see her hull is shaped along traditional lines to facilitate effective steering, but with an extraordinarily wide beam, and riding on an oval, lower hull, called a “turbot,” after the flat fish. This design wasn’t really thought through and her maiden voyage, from her builders in Scotland to Sebastopol at the Black Sea turned out to be a disaster. The movement of the vessel in foul weather tossed the passengers around and they all were soon green from seasickness. Also the vessel suffered from the bad weather and she had to repair in Spain.” Apparently the designer forgot that the Turbot by design spends most of its time lying on the bottom of the ocean.

“She spent the winter in Ferrol, drawing the interest and attention from the high society with her brilliant nighttime illumination and luxurious accommodation. In the meantime Czar Alexander II was assassinated and succeeded by his son Alexander III. In the summertime the yacht was uneventfully sailed to Sebastopol where she arrived on June 8, 1881. She made only one cruise with her intended passengers, during that cruise on the Black Sea a storm descended on her and the passengers became frightened & sick from the behavior of the ship and the Czar ordered an investigation.” Since her flat bottom provided no means to abate the waves she was parked and forgotten.

In a nod to Dave’s preferred modeling method I see that the Waldenfont.com site offers a nice card model of *Livadia* and include several images for your perusal. Also, for more background, Dave offers that “The latest edition of the annual British WARSHIP has

an excellent and extensive article about the *Novgorod* and *Vitse-Admiral Popov* but only mentions the *Livadia* in passing. Per the article, tales of the ships spinning when only one of their two main guns were fired are apocryphal.” And, if you are interested you can Google search for model information on *Livadia* and be rewarded with copies of original pen and ink draughts of the vessel. Perhaps a hard or card model will grace a future Show and Tell.

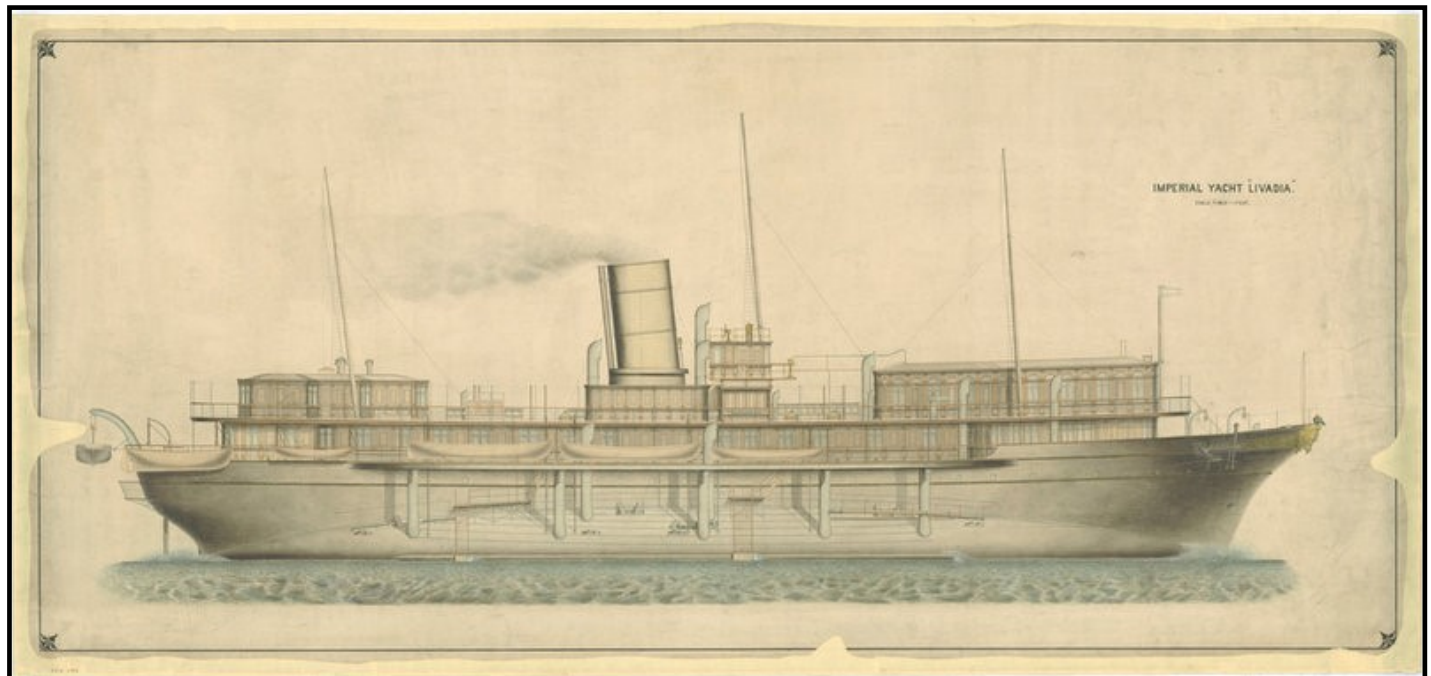
Oh yeah, that coat of arms. Did anybody identify it? It is the Imperial arms of the House of Romanov. The two headed eagle is shared by several European noble families but this one is Russian. We discussed it before in MP#287 with the yacht *Standart*.

With this mystery solved, I see it’s time to get into my ergonomically pleasing vehicle and take the mutt to the vet.

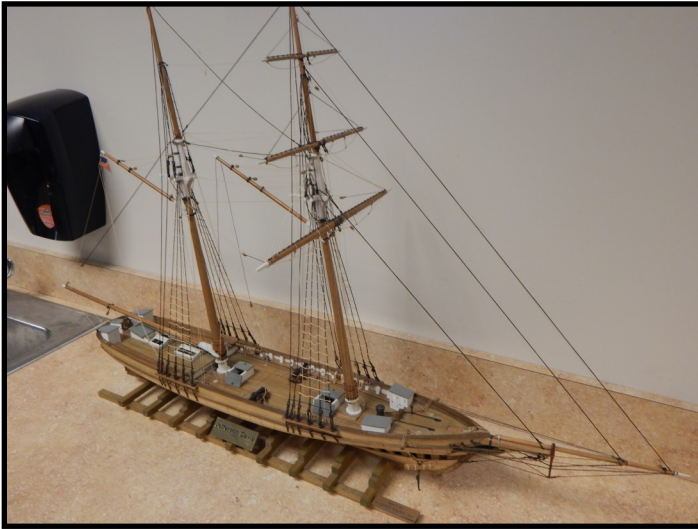
John Cheevers



The Cheevers’ Vetmobile



Imperial Yacht Linadia



Restoration of the Revenue Cutter Jefferson Davis



Bruce Brown's Pride of Baltimore



Sean Maloon's West Virginia



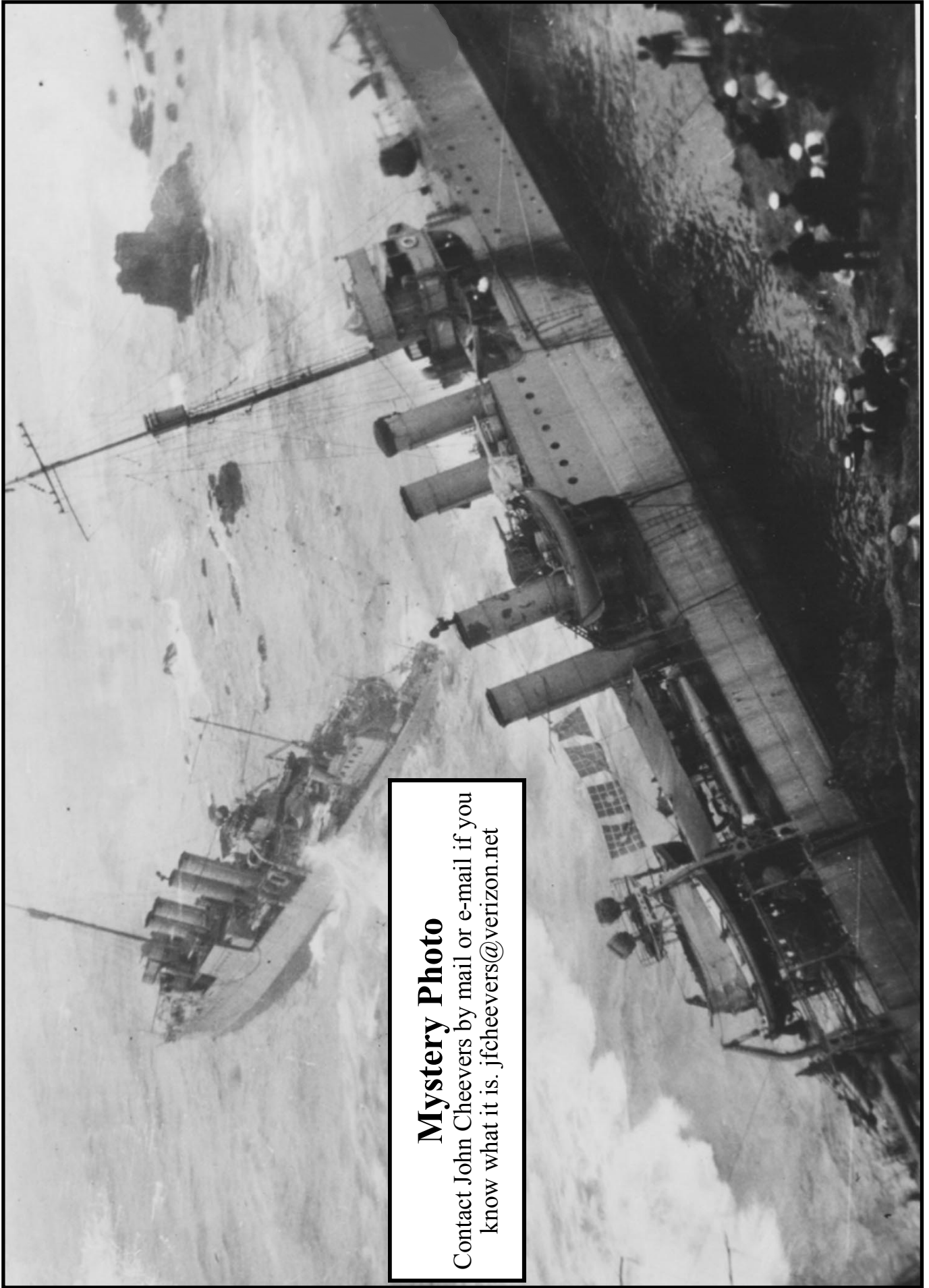
Bruce Brown's Harriet Lane



Jimmy Coangelo's Metunga



Marty Gromovsky's River Patrol Boat



Mystery Photo

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

NOTABLE EVENTS

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NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Ryland Craze

DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ron Lewis

JANUARY

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

FEBRUARY

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

- 27 IPMS Old Dominion Open, Richmond

MARCH

- 12 **HRSMS** Monthly Meeting:

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

- 10 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

OCTOBER

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



Old Business: Tim announced that the workshop for making water on a diorama will be held at his home on the 24th. Tim asked that those wanting to attend sign up during the meeting. The Skipper asked Gene Burger if there was anything to report concerning the model builders' stand. Gene said that there will be nothing to report until the museum decides on what it wants to do. The Skipper made a favorable comment on the color version of the Logbook. Bob Moritz made comments on his perception that the model builders' booth is messy. Ron Lewis asked that models in the booth be identified so they can be described to visitors and he reminded the group that Thursdays and Fridays are still open days on the schedule. Tony Clayton needs presenters for 2016. If you are willing to give a presentation please contact Tony. The Skipper said that two ship models and a model building stand that was donated by a Mr. Jack Hill to the HRSMS for the next auction. Ryland Craze asked if anyone else was going to the NRG Conference and said that he would be giving a report on the conference at the November meeting. Ryland then presented Bruce Brown with a memento from the Lifeboats for Warrior Project for his contribution to the effort. Then, the Skipper then asked for people to start thinking about the venue for the 2016 banquet and it will be discussed later in the year.

New Business: Ron Lewis talked about an email he received from the SS United States Conservancy looking for funds. Ron related that if funds are not forthcoming by the end of October the ship was going to be scrapped. Henry Schekulin said there is a book available that has a set of plans for the SS Beaver if anyone wanted to build a model of the vessel.

Show & Tell: Sean Maloon showed the progress on his *West Virginia*. John Cheevers had drafting board cover material to give away and showed his carved hull of a 100 ft. Coast Guard Cutter. George Livingston showed his *Charles W. Morgan*. Gene Berger show a book, *Treasures of the Musee National de la Marine*, from the French national maritime museum and his model of a 110 ft. subchaser. Dennis Hobbs showed his Chesapeake Bay crabbing skiff from a Midwest kit. Marty Gromovsky showed his Tamiya 1:35 river patrol boat and talked about the accessories that are available for the kit. Ron Lewis showed a plank-on-frame model of the revenue cutter *Jefferson Davis* and talked about its restoration. Bruce Brown showed his completed revenue cutter *Harriet Lane* and the progress on his *Pride of Baltimore II*. Bruce asked several questions about the deck hardware that would be typical of an early 18th century schooner. Stewart Winn showed the progress on his *Essex*. Jimmy Coangelo showed his work on the 1916 fishing trawler, *Metunga* and talked about the difficulties of using maple.

The meeting was adjourned to a video presentation shown by Tony Clayton on the construction of a Greek Trieme.

**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