

Hampton Roads Ship Model Society

Logbook!

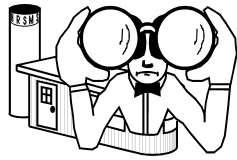


No. 385

WWW.HRSMS.ORG

July, 2018

From The Bridge



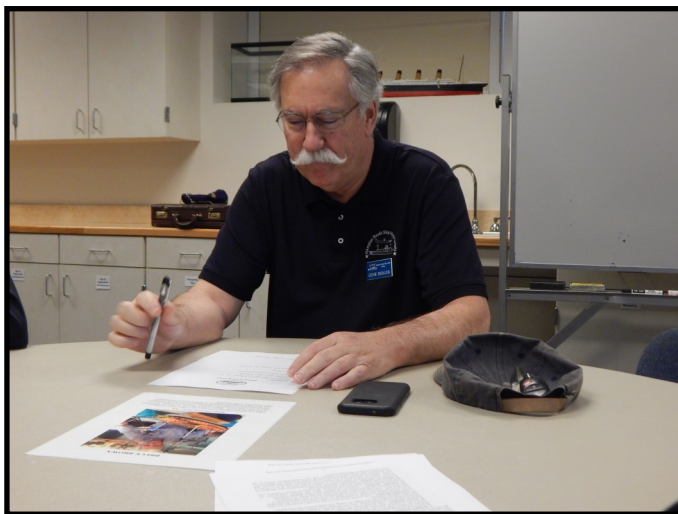
My prophetic pal foretells it's time for me to plan the next ship model. As I near completion of my PT boat, the high associated with its construction, challenges and innovations has worn off. I'm jonesing for the next assignment. This is a period that dispirits me the most. The PT will display marvelously, however when it's done...it has fulfilled its purpose. Sigh!



The heat's on now that we are in the throes of the dog days. I encourage everyone to take advantage of this span by staying cool in the workshop and completing your venture. I'm chill'n with the knowledge that the next boat on the ways is nearly built in my mind's eye.

Build on, dudes!

SD



The Skipper going through the meeting agenda.

MEETING NOTICE

Date: Saturday July 14, 2018
Place: Mariners' Museum
Time: 1000 Hours

Mystery Photo



Mystery Photo #384: It's hot out and I'm ranting! Not the good kind of rant that we enjoy from time to time here in the Mystery Photo, but an actual, foul-language filled tirade. It's awful in this day and age to know that you cannot have a celebration or expression of anything in this country, or even a quiet dinner, without finding some group who will get in your face and protest. It's the new normal, it's pretty shabby, it sucks, but it's the new normal—and I hate it! While I'm not against protesting and free speech and all, I don't see why folks outside of any celebration feel it's their right to trample on another groups freedom of expression. Courtesy and civility, apparently, are relics of the past. Wake up, people! We have run out of empty Continents to dump folks into.

Speaking of the past, I'm so happy that we have our Ship Model World and the Mystery Photo as a retreat. Here we remain largely non-confrontational. Here, the olive branch is offered to anyone with a true desire to entertain things nautical. It is our sanctuary, a place where diverse ideas can be freely shared and all are included—for 24 bucks a year. Just breathe in, hold it, and let it out slowly...

And retreat we shall! This month we have on offer a dressed ship. The flags at the jack and staff are clear enough to allow even the casual observer the opportunity to identify the Navy of origin. Furthermore, the United States flag flying from the main truck indicates the country owning the body of water you see. Higher on each mast we see additional national ensigns as per protocol. The rest of the string may spell out a message or it may just be a random colorful assemblage—you tell me.

The vessel seems to be at anchor. The starboard hawser cap is open although no rode is visible. There is the smallest wisp of smoke coming from the second stack, probably from a single boiler kept lit to provide steam for ship's services. The sailors who appear everywhere on deck all have on their dark uniforms indicating a colder climate or season. The gang at the stern appears to be civilian and one or two are women—the ship is open for visitation and inspection.

They are inspecting a not-too-large vessel arranged as so many warships were about a century ago. The flush deck ship has many semi-shielded guns sited around a semi-enclosed fighting position. The vessel comes with two masts, two stacks, many port lights, a small navigational bridge, and a sea of ventilators. If it wasn't for the prominent flags we'd be looking through the references for a while to find a match.

The staging of the image is interesting and offers many clues to its origin. The backdrop is a city-scape indicating a rather large metropolis sitting on a rather high bluff. If we accept that this is in United States waters, we need to start

(Continued on page 3)

Jimmy Colangelo



My modeling interest stems from my lifetime career in support of US Navy ships and my passion and love for woodworking. I joined the US Navy in 1959 as an Engineering Duty Officer (EDO). This set me on a course to obtain a degree as a Professional Naval Engineer and a lifetime career working in support of naval ship design, construction, acquisition, operation, maintenance and support. My father was an Italian immigrant blessed with a natural hand-made craftsman gift. He instilled in me the endless joy of working with my hands. I had my own toolbox and workshop by the time I was 8 and grew up building and fixing things. My modeling effort reflects a blend of these two conditions.

My first model, built in the early 70's, was the Model Shipways Rattlesnake. At the time, I couldn't justify the cost of a kit so I just bought the plans, made and carved the hull from a scrap piece of pine shelving board and went on from there. I made a special wood box to store the model and took it onboard ship with me on a 7 month Mediterranean deployment to finish it off. I was the Chief Engineer with easy access to the ship's shop.

My primary avocation has and will always be my workshop. I have assembled an industrial-sized shop outfitted with multiple numbers of every woodworking tool imaginable. My shop tends to be the collection point for a lot of wood scrap and other stuff

1813 Part I

January 2: Two 74-gun ships of the line (the navy's first) and six 44-gun frigates are authorized by congress.

January 13: A British squadron arrives off the American coast. The blockade of the Chesapeake and Delaware Bays, announced in December, is made real.

January 17: The brig Viper is captured by the British frigate Narcissus off Belize, British Honduras.

January 19: William Jones becomes the 4th secretary of the navy.

February 14: The frigate Essex, rounds Cape Horn into the Pacific. She will destroy the British whaling fleet, taking 12 prizes around the Galapagos Islands from April thru July. She recaptures the American whaler Barclay and disarms the Peruvian privateer Nereyda.

February 17: Oliver Hazard Perry is ordered to assume command of American naval forces on Lake Erie.

February 24: The sloop Hornet defeats the brig Peacock off the coast of British Guiana.

March 4: British Admiral Sir George Cockburn enters the Chesapeake Bay with the ship-of-the-line Marlborough, several frigates and smaller vessels. Joined by Vice Admiral Sir John B. Warren with additional ships of all classes. They remain on the Chesapeake until the end of June, sending expeditions up the navigable rivers of tidewater Maryland and Virginia to destroy shipping, supplies and stores.

April 9: The British privateer Caledonia is captured by the schooner Nonsuch off the southern Atlantic coast.

The War of 1812 Continues

Bob Moritz

that may someday have a use in a ship model. I like working from the engineering drawings and technical data the model represents, milling the wood stock required and developing the detail fabrication methods needed more than just putting together models from kits. I have discovered that working with the Chesapeake Bay workboat construction style used over the past century provides a great opportunity to combine my woodworking and modeling interest.

I am currently working on a 1:32 scale model of the Diesel-Powered Dredge Boat METUNGA. With it I am attempting to improve my modeling skills by following in the footsteps left by the late HRSMS member Jack Bobbitt as he published in a series of his articles in Seaways SHIPS in SCALE. My model is being built with wood strips I milled from rock maple bowling alley stock left over from a 1964 cabinet project.

What's Happening at the Museum

(Continued from page 1)

July is sneaky! In our neck of the woods it sort of creeps up from behind and whacks us with 90-plus degree days when we're just getting used to spring! But there's no greater month for the red white and blue. And regardless of your position on displays of patriotism, it does offer an opportunity to decorate the outside of your home, boat, children and pets in bright colors and play with pyrotechnics to your heart's desire!

Now, for those who may have missed it, the International Wine Classic last month was a super fund-raiser for the Museum! I guarantee our FL was really glad he attended (just ask him!) and the Museum's collection budget will enjoy an October gift of up to \$50,000.00 from the Bronze Door Society who, with our very capable museum staff, organized and presented the event. But I digress. What's Happening in July? Lots! John Quarstein, our local historian and Emeritus Director of the Monitor Center will conduct Civil War Round Table discussions on Friday afternoons at 12:30. Have a delicious lunch in our new Café and participate in enlightening discussions about the War Between the States. Then, on Tuesdays at 2:00 and Fridays following the Round Table, learn all you'll want to know about America's first iron ship and her dramatic battle with the ironclad *CSS Virginia*. Tours and talks about the USS *Monitor* throughout the month, with particular emphasis on the very first battle of ironclad ships in our history, will be conducted by Mr. Quarstein. Saturdays in July offer a three-part photography workshop led by our photographer and digital imaging specialist, Brock Switzer. Learn the secrets of fine photography or just sharpen up your skills under the expert guidance of Mr. Switzer.

Any ginger beer fans? Here's a rare opportunity! ? "Drinking History: Ginger Beer in the Americas" will be presented by Georgia Belk, British West Indies Trading Company, on Saturday, July 28 from 3 to 4:30. One of the first fermented beverages brewed in the Americas was ginger beer, which got its start in the Caribbean in the late 1400s and quickly spread throughout the colonies. The beverage can trace its roots back to Sir Thomas Harriott, a scientist and mathematician who, during the 1585 Roanoke voyage, is the first of the British explorers to record making beer in the New World. In this enlightening talk, Ms. Belk interweaves colonial history, family lore and the culinary past to create a fascinating portrait of brewing and living in the Caribbean. This event is FREE for Museum Members; \$5 plus Museum Admission for guests. AND you'll receive free samples of Ginger Beer for guests 21 and up.

That should keep you busy through the month. The schedule of other events and events and programs for the youngsters are all available on line or at admissions or at (757) 596 2222. And please take advantage of our numerous contacts through social media and, for the old school adherents, www.marinersmuseum.org.

P.S. Ronson Timbers? What Ronson Timbers?

Ron Lewis



thinking in geographical terms to help place this scene. It seems like a no brainer....where did we have a large population center where the buildings were on a bluff about a century ago?

Three replies this month and they solve for the location as well as the ship's identity, or maybe the class—at least. Answers came from Dave Baker, Tim Wood, and Charles Landrum, in that order. Dave is certain the vessels is "the Royal Italian Navy's torpedo gunboat LIGURIA, seen in the Hudson River with upper west side Manhattan in the background during her 1904 stint as Italy's only warship assigned to Western Hemisphere waters." In contrast, Tim "found the Mystery Photo to be of the *Regioni*-class cruiser *Etruria* attending the Hudson-Fulton Celebration, Hudson River 1909". Charles also claims "she was the *Etruria*, one of six ships in the *Regioni* Class named after regions in Italy."

While Dave is certain of his identification, he remarks that "The Italian Navy ensign was the give-away, but after that, the identification got harder. Obviously NYC in the background, but I thought the paint job (all gray) would have placed the photo as having been taken during the naval review that took place in the Hudson ca. 1911-12." Tim, who is really catching on to this Mystery Photo thing, says the "vessel [is] anchored in U.S. waters, we know this by the placement of the United States flag on the top aft mast, and here lies our first clue, the flag of our ship's home country is directly above the United States flag. The second clue is a much larger flag flying from the fantail, which is a dead giveaway. It is none other than the Kingdom of Italy Crown Flag." Charles agrees: "So the ship at dress ship helped a lot, especially the Naval Ensign and Jack of the Regia Marina and the American flag at the main mast. So I knew she was Italian and visiting the US. I guessed the Hudson River - NYC being a logical port of call. Then I Googled "old Italian cruiser



visiting the US" and came up with a Wikipedia article listing Italian Protected Cruisers." Dave offers further refinement of the Italian definition of the ship type by stating that "The Italian Navy referred to the ships

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Nautical Term

Windrose (1) The compass rose on a chart, dating before the days of the magnetic needle. It pictured the various prevailing winds in the area. (2) A diagram, or a "rose" on a weather chart, indicating directions, velocities and frequency of winds in a location in a given period of time.

Tim Wood

THE ANSWER

The answer to mystery photo 384:
Italian cruiser *Etruria*, 1909

(Continued from page 3)



as *Arieti Torpedinieri* ("Torpedo Ram," or better, *Torpedo Gunboat*.) Ramming was still a popular prospective naval tactic when the ships were built." It's a bit confusing, but Googling "Italian protected cruiser" will get you there.

While Tim and Charles found the photo on-line, its Dave and Charles who mention how the "Region" class, as the seven ships are known, "differed in configuration and armament." Dave says that "LIGURIA was the only one that fit the photo, as determined by her armament, flat-sided funnels, bridge close to the forward funnel, and foremast forward of the



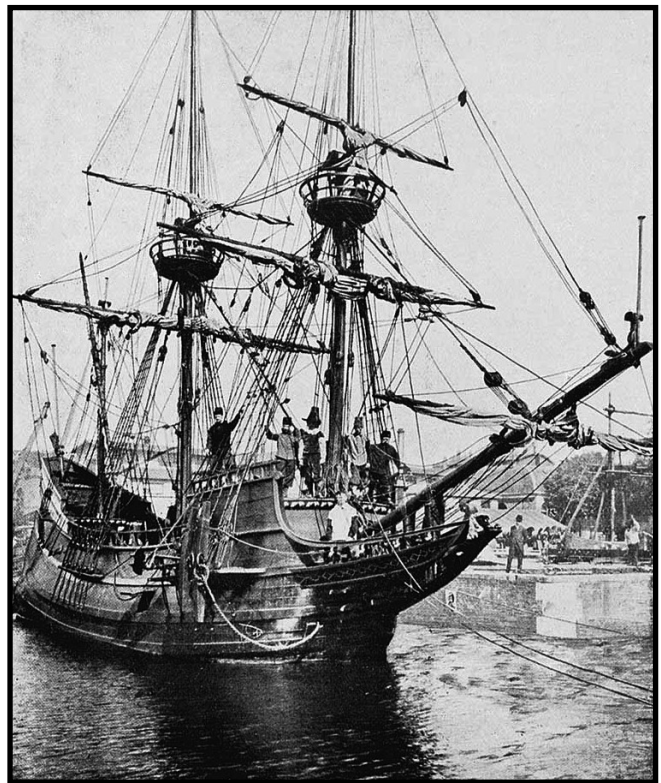
Vittoriale degli Italiani - The Light cruiser Puglia

bridge." Charles adds that "The ships, built by four different shipyards, varied slightly in their size, speed, and armament, but all could steam at about 18 kn (33 km/h; 21 mph) and their main armament consisted of four 15-centimeter (5.9 in) guns and six 12 cm (4.7 in) guns."

Dave chose Liguria and here he provides a bit about her service. "The LIGURIA was built by Cantieri Ansaldo at Genoa. Laid down on 1 July 1889, she was launched on 8 June 1893, completed on 1 December 1894, and stricken for scrap on 15 May 1921. During 1914-15, the ship was altered to act as a minelayer, and she acted as a minesweeper tender from 1917 on."

As for general specifications, and we'll use this for the class, Dave provides: "The ship had a normal displacement of 2,281 metric tons and full load displacement of 2,460 tons. Dimensions were 84.8 meters overall (81-m between perpendiculars) by 12-m beam and 4.7-m draft at normal displacement, or, in English measurement 278.2-ft. overall by 39.4-ft. beam by 15.4-ft draft.). The ship had four cylindrical boilers and two horizontal triple-expansion steam engines generating some 7,000 indicated horsepower for a maximum speed of 17 knots. With bunkers for 480 tons of coal, the ship's range was nominally 4,000 nautical miles at 10 knots." You can consult the Mystery Photo for their general appearance.

Dave, I wish you had chosen *Etruria* over *Liguria* as *Etruria* is the right ship. Tim and Charles are correct in placing the vessel in the Hudson River for the Hudson-Fulton celebration in 1909. Tim was on to it by noting "The ship in question is decked out in flags and appears to have a large group of visitors on the aft of the ship, with two of her ships boats standing by to transport visitors and crew to and from shore. From this we can assume the ship is attending some type of celebration in the



1909 replica of Hudson's Half Moon

United States." Charles describes the event: "The Hudson-Fulton Celebration from September 25 to October 9, 1909 was an elaborate commemoration of the 300th anniversary of the discovery of the Hudson River and the 100th anniversary of Robert Fulton's first successful commercial application of the paddle steamer. The maritime achievements of Hudson and Fulton foreshadowed the importance of the river to New York's progress and identity. Organizers used the event not only to display the success of the two men, but also the status of New York City as a world city and the achievements of its citizens."

Following *Etruria's* visit to NYC, she did have a somewhat interesting service. According to what Tim found in Jane's



Hudson - Fulton Commemorative Stamp.

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Fighting Ships, her service was nearly ended by "an internal explosion at Livorno August 13, 1918 sank Etruria; she was later raised and repaired."

Charles enriches and expands on this comment somewhat: "Etruria was stationed in the Red

Sea to support colonial forces in Italian Eritrea in 1902. Etruria later participated in the Italo-Turkish War of 1911-1912. Etruria and Liguria took part in the assault on Benghazi and thereafter provided gunfire support to Italian forces in North Africa. By World War I, most of the ships had been withdrawn to secondary roles. Puglia was the only member of the class to take an active role, based out of Durazzo (now Durrës Albania). Etruria was deliberately blown up by the Regia Marina in Livorno (current home of the Italian Naval Academy) on 13 August 1918 to fool Austria-Hungary into believing its espionage network, which had been thoroughly compromised, was still operational."

Since we've cameoed two of the six or seven "Region" class Italian Navy protected cruisers, I think we can spare some space to cameo a third. Charles writes: "On a tangential note, parts of one ship of the class remain. The bow section of Puglia was saved during scrapping by Benito Mussolini and given to the Italian Nationalist and poet - Gabriele d'Annunzio who helped bring Mussolini to power. The ship is built into the Vittoriale degli Italiani (English translation: The shrine of Italian victories) at the poet's former hillside estate in Lombardy. It faces east "ready to conquer the Dalmatian shores". One of Italy's goals in WWI was the annexation of Istria and much of the Dalmatian Coast and Islands. An intractable political issue in the Treaty of Versailles negotiations, the Dalmatian city of Fiume (modern Rijeka - both names meaning river) was made an open city like Danzig. Incensed, d'Annunzio led a



Steamer Clermont replica, 1909

ernment to eventually fall. Mussolini took advantage of the vacuum and marched on Rome and seized power. Fiume would become part of Italy until 1945. Later Mussolini would build the heavy cruiser (Incrociatore Pesante) Fiume."

Hell raising now, hell raising then. Apparently it's not a new phenomenon. It's hard to believe when you take a Google virtual tour of The Shrine of Italian Victories that the peaceful serenity you feel is the result of so much chaos from almost 100 years ago. Contrast that with the gleeful harmonious outpouring of celebration you see in 1909 on the Hudson. I guess freedom of expression is paved on the roughest of roads.

I like this image. It is in the collection from the Detroit Publishing Company. If you find the very high .DPH scan of it you can really pull out some interesting features. The high magnification reveals one thing in particular, an automobile located on the road at the top of the bluff. You can find it located between the two ship's stacks. I can't identify it, but in the spirit of this essay, wouldn't it be fitting if the stacks framed a real Hudson motor car? Only Bill can tell...

John Cheevers

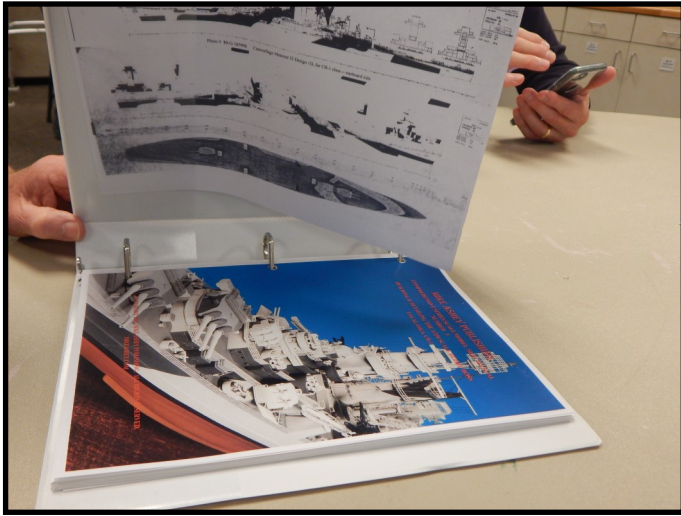


1909 Hudson-Fulton Ter-Centenary Celebration Medal

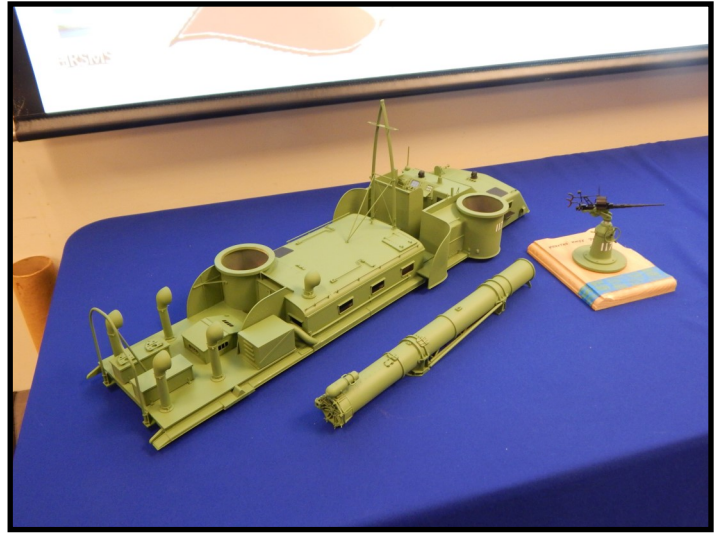
march of Italian Nationalists to occupy the city and establish the Free State of Fiume (1920-1924) to prevent annexation by Yugoslavia. This resulted in a political crisis for the Italian government which vowed to abide by the treaty; causing the gov-



Celebrating the Hudson-Fulton Ter-Centenary



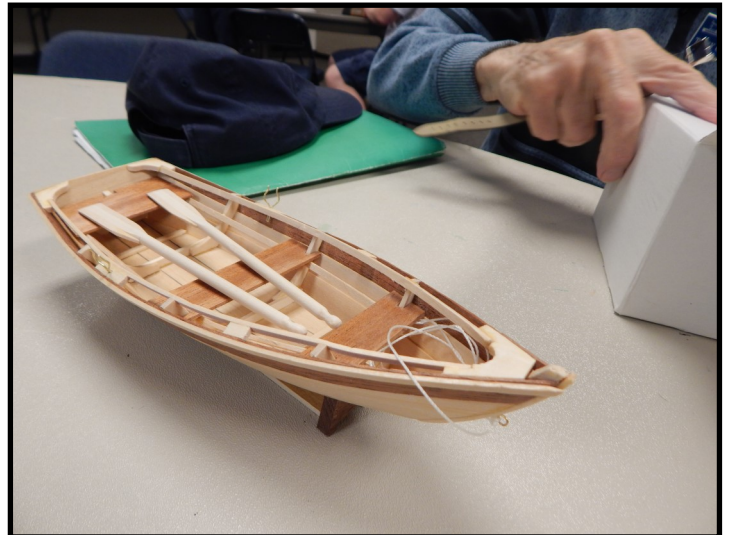
John Wyld's Alaska build log.



Parts for Gene Berger's PT Boat



Bruce Brown's Bireme



Tony Clayton's skiff



Detail of Bruce Brown's Bireme

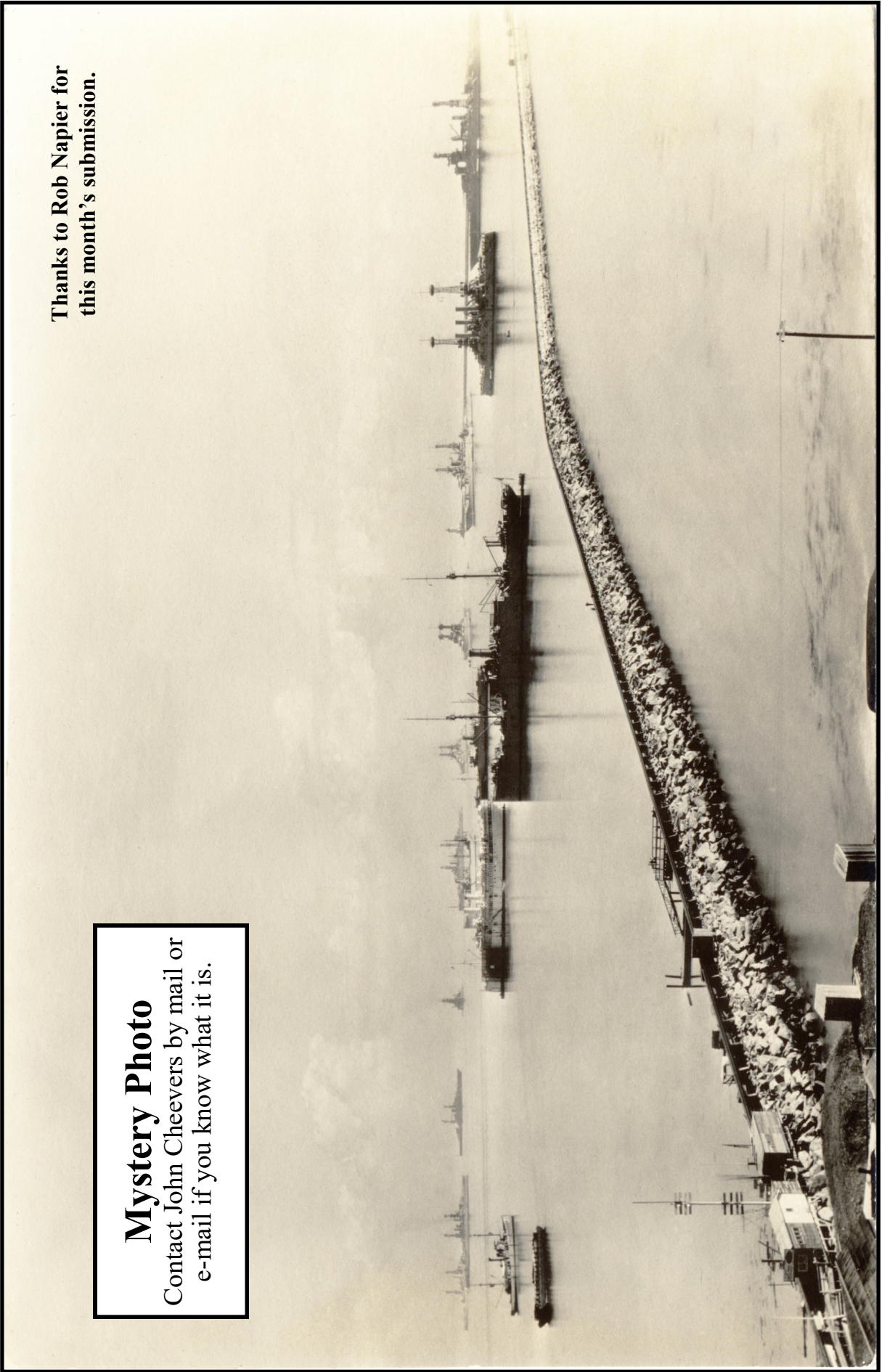


Ryland Craze's kit of 1705 Royal Barge

Thanks to Rob Napier for
this month's submission.

Mystery Photo

Contact John Cheevers by mail or
e-mail if you know what it is.



NOTABLE EVENTS

JULY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, John Cheevers, TBA

AUGUST

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tom Matthews, Silver, Tea & Opium

SEPTEMBER

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

OCTOBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Gene Berger, TBA

NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky, TBA

DECEMBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Dave Baker, TBA

JANUARY

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

FEBRUARY

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

MARCH

- 9 **HRSMS** Monthly Meeting:

APRIL

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

MAY

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

JUNE

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

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407
Mate: John Cheevers
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Tim Wood (757) 481-6018
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
June 9, 2018

Guest: Bryan Pitts, 3rd meeting

The meeting was called to order by Skipper, Gene Berger at 1009 hours. As it was the guest's third meeting he was asked if he wanted to join the HRSMS. With an affirmative reply, Bryan was asked to leave the room while the vote was taken. Bryan returned to the meeting as our newest member. The Skipper noted that Tony Clayton was the modeler of the month. There was no correction to the minutes as published. John Cheevers complemented the Skipper on his column in the Logbook. Ryland Craze gave the purser's report and circulated a letter from the museum thanking us for our contribution.

Old Business: Ron Lewis asked if anyone was interested in building models of barges for a member of the museum board. There was no one interested in taking on this project. The Skipper made note of Bruce Brown's contribution of a model to the museum's WWI exhibit.

New Business: Ron Lewis asked if anyone had rigging plans for a clipper ship. One of the members said that he had rigging plans from a kit and that he would bring them to the next meeting. Ron then asked if anyone had plans for the USS Hartford. The museum is looking to procure the Lego set of a Maersk container ship and Ron asked if the members were willing to donate to this effort. A collection was mad among the members. Gene Berger said that he was willing to host seminar on photo etching at his house and that those interested should get with him to schedule a date and time. John Cheevers said that Dave Baker indicated that June 30th would be a open date in the Model Builder's Booth.

Show & Tell: Bill Clarke showed a booklet on the cruises of the Aurora. Ryland had old copies of NRG Journal to give away and he showed some laser-cut frames from Chuck Passaro's kit of a royal barge circa 1705. Bruce Brown showed his Greek Bireme from an Amati kit. Tony Clayton showed a picture of the Brooklyn Bridge and his completed skiff from a Midwest kit. Gene Berger showed components for his 1/16 PT Boat. John Wylde showed the build log for his Alaska.

The meeting was adjourned to a presentation on Photography, by Tim Wood

HRSMS Picnic
September 8, 2018
Newport News Park