

Hampton Roads Ship Model Society Logbook!

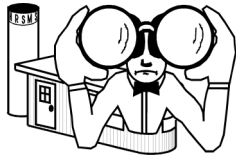


No. 404

WWW.HRSMS.ORG

February, 2020

From The Bridge



Mystery Photo



Captain's Final Log 2.8.20

Over the past several years, I've had the honor to act as skipper of the HRSMS, during our time of celebration. My function as skipper was to facilitate those tasked with the real effort of running the club's business. On the eve of my departure as skipper, I want to acknowledge the efforts of a few operatives, who run the club behind the scenes.

Tom Saunders collates, edits, and publishes our Logbook month after month. Over the years his tolerance and expertise have served multiple skippers. I've tested his resolve on more than several occasions. The last minute phone call to him usually starts with, "your absolute deadline is, when?" His dedication and faithfulness as club secretary/editor are most valued.

Ryland Craze manages the cash that allows HRSMS to keep solvent. As treasurer and club activist, he maintains our presence on several fronts, not the least of which is our annual participation with the Richmond IPMS event, picnic and NRG affiliation. The duties of keeping the books are an assignment of singular importance and responsibility. This he does year after year with devotion.

Greg Harrington, as HRSMS webmaster, took on the monumental task of redesigning and updating the HRSMS website. Without hesitation, I can say he has gone well beyond expectations. His effort reflects the detail and devotion he puts into his own models.

Others also give their time to ensure the success of our society. From the contributors of the Logbook to the volunteers in the Taco Stand, members share their model's progress and techniques for the benefit of all.

The bottom line is this. Skippers come and go, but the folks who really matter stay the course and keep the club running smoothly. Incoming skipper, Greg Harrington has the dedication and enthusiasm to succeed as Dear Leader...or whatever supreme appellation he desires. His Eminence has a nice ring to it.

You have the helm...Sire!

Gene

Mystery Photo #402: If the flags don't give it away, nothing will. I guess the editor thinks you need some help with this one. I also know the editor likes a dressed ship. Dressed in hopes of deciphering a secret message—sort of like getting that secret decoder ring in the mail as a child. What do it say? I'm more than a little rusty on my signal flags, but it either says: "The Tsar drinks Ovaltine" or "I stole some peanut butter." Either way, the flags make the ship look good and the scene provides a nice opportunity to identify the ship.

Out of all the flags present, four offer you to opportunity to identify the vessel, and one the opportunity to identify the place. These five flags are important, and they fly from the staffs and the mast heads. From the bow to the stern we need to recognize the naval jack, the national ensign at the fore and mizzen peaks, and the ensign at the ensign staff. Looking closely at the left side of the image, you will see another vessel in the background. It flies a flag at its stern that is identical to our fifth flag of interest which is flown from the main mast of our subject. Identify it, and you identify the country owning the anchorage. All those flags and pendants on the triatic stays are another matter and, as I said earlier, they may contain a message—they do repeat a pattern as per custom. I call on our naval vets to address this.

The ship practically dates itself from its style and ar-

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**HAMPTON ROADS SHIP MODEL SOCIETY
ANNUAL BANQUET
Al Fresco Restaurant
Saturday March 21, 2020
11710 Jefferson Ave, Newport News
Cash Bar 6:30 pm Dinner 7:30 pm
Get you reservations to Ryland Craze by Mar. 14th**

MEETING NOTICE

Date: Saturday February 8, 2020
Place: Mariners' Museum
Time: 1000 Hours



Modeler of the Month

February 2020

Pat Roll



In the middle 1960's I joined the faculty at the Naval Academy. While there I couldn't help but observe that high quality ship models were in all the buildings, some of which were highly detailed. One of the curators noticed my interest and helped me build a model of Donald McKay's *Flying Fish*, Boston 1851. He taught me the rudimentary skills which I have developed over the years. Since 1967 I have completed 14 ship models all from kits, Model Shipways, Mamoli and Mantua. With the exception of a few, I have given them to friends and family.

The photo above shows me holding a half-finished model of the *Royal Caroline*, a three masted square rigged third class ship of the line launched in 1750. It was used as a yacht by the English royalty until broken up in 1820. The model is a Pan PANART kit loaded with brass decorations as was the original ship. I have been working on it for about 15 months and will take another two years to complete. It is intended for my grandson and grand daughter-in-law as a wedding gift.

Lecture

The Apprentice School: Celebrating a Century
Hampton Roads History Lecture
Presented by William A. Fox, P.E.

Sat., Feb. 8, 2:30 PM, McMullen Classroom
The Mariners' Museum and Park

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agement. We have a three-masted ship that features a vestigial bow sprit and judging from the light masting, it might be safe to assume that when she sails, if she sails, she sails with a reduced number of spars. The sailing rig really only supplements the huge coal fired(?) steam plant. Two fat stacks on this small of a vessel attest to the size of the plant. More than likely we see the evidence of a not too efficient plant which also points to a narrow window in time—a good guess would center on the year 1880.

She can be called flush decked even though there is evidence of a small, raised forecandle platform. And of course she's a warship: while you can see evidence of several weapons apertures along the bulwark, you can also see at least seven casemate openings one deck down along her gun deck. The forward casemate seems to be divided in two and carries a larger gun than the others. Another large gun, sited on the upper deck between the two large boats, is pointed directly at the photographer. The aft end of the gun deck seems to open to a covered veranda. Air ports and scroll work line the hull. There are five visible ship's boats and one empty set of davits on the port side aft. One has to assume a similar arrangement to starboard. She carries two, old-fashioned anchors on her port side, and I'll guess there is a third, maybe a fourth, carried to starboard. Each mast carries a fighting tub, and the foremast also features a

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In Memoriam

Yves Pochard



Hampton Roads Ship Model Society member, friend and fellow model maker, Yves Pochard died on January 9, 2020.

Below is a link to his obituary.

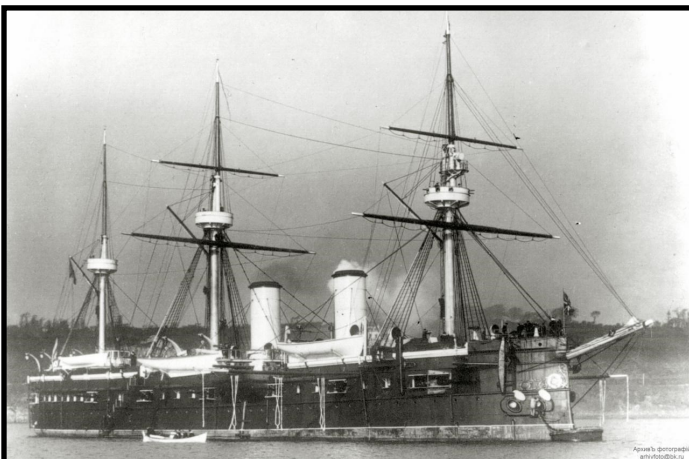
<https://www.legacy.com/obituaries/pilotonline/obituary.aspx?n=yves-pochard&pid=195063357>

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searchlight platform. You see black cones flown from the mizzen yard signaling. What...I'm not 100% sure. Perhaps our vets can come to the rescue here as well.

Here we are. We have a period warship from an identifiable navy visiting an identifiable foreign port and fully dressed for the occasion. Tim Wood replied first with a correct identification, in Cyrillic no less. He was followed closely by Dave Baker who also found the vessel's identification. Dave writes, "I believe this month's mystery ship is the Imperial Russian Navy armored cruiser DMITRIY DONSKOY (alternate spelling DMITRI DONSKOI), with the photo having been taken after her 1895 modernization." I would



agree because earlier photographs of her (one dated 1893 in New York Harbor) show her still rigged as a barque but with more yards and an extended bowsprit. Dave and the references all refer to a full ship sailing rig, and a chromo lithograph of her which appeared in a publication of the Grand Duke Alexander Mikhailovich, a Russian naval officer who was the brother-in-law of Emperor Nicholas II, in 1892 bears this out.

According to Dave, "The DONSKOY was built by the New Admiralty Shipyard in St. Petersburg (which is still in business). Laid down in 1881, she was launched in 1883 and completed in 1885. I don't know anything about her operations in European waters, but she was part of the ill-fated flotilla that was decimated by the Japanese fleet during the Battle of Tsushima. She escaped from that disaster only to be torpedoed on the night of 28 May 1905 and scuttled the following day."

"The DONSKOY as of 1905 displaced 6,200 tons and was 296-ft. 8-in. long on the waterline, with a beam of 52 ft. and a draft of 25-ft. 9-in. At the time of her loss, her armament was six single 6-in. 45 cal. guns, ten 4.7-in. single mounts, six 3-pounder quick-fire guns, ten 1-pounder quick-firing guns (some of them carried in the three fighting tops added during the refit), and five 15-in. torpedo tubes, all above water. The ship as lost had a crew of 507. Her engineering plant included 6 coal-fired cylindrical boilers providing steam to two vertical engines driving a single screw. Rated at 7,000 indicated horsepower, the ship could make 16.5 knots and could carry 800 tons of coal. Her armor included a 6-in belt that tapered to 4.5-in. at the ends, while she had a 2-in. armored deck. The original armament included two single 8-in. guns on the upper deck with only 2-in. shields for protection, while the 14 single-mounted 6-in guns on the main deck had no protection at all."

So we have the vessel, her operational dates, and a

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AMERICAN NAVAL HISTORY 1825 - 1826

February 4: The schooner Ferret, capsizes in a storm off the Cuban coast with the loss of nine lives.

March 4: The schooner Grampus, captures a pirate sloop after an action of 45 minutes off Ponce, Puerto Rico.

March 4: A prize sloop with a crew of 26 men under lieutenant G. Pendergast captures a pirate sloop near Boca del Inferno, West Indies, after a sharp action lasting 40 minutes.

March 25: The American barge Gallinipper supported by boat parties from HMS Dartmouth, Lion and Union, destroys a pirate lair at Rio Sagua la Grande, east of Matanzas, Cuba.

September 7: The Marquis de Lafayette ends a triumphant American tour by boarding the frigate Brandywine to return to France.

1826

July 1: Commodore David Porter resigns his commission after 28 years service to accept the appointment of commander-in-chief of the Mexican Navy.

September 3: The new ship sloop Vincennes sails for the Pacific to become the first U.S. naval vessel to sail around the world. She returns home in June 1830.

1826 Ends with no further actions.

Bob Moritz

THE ANSWER

The answer to Mystery Photo 403

From the photo caption—

Dmitriy Donskoy. 188- - 1905

Nautical Term

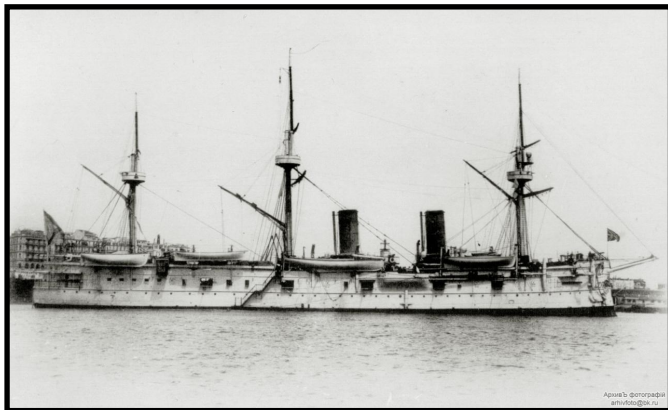
Say The general term for any of a number of supporting lines, of rope, wire, or bar, to support a mast. The origin could be any or all Old Norse or Anglo-Saxon *stag*, support, or Old French, *estaye*, prop or support.

Tim Wood

(Continued from page 3)



brief summation of her specifications, all presented for your approval. We also know that the image was made somewhere between 1895 and her demise which is the rest of the story. We can actually lower the ending date for our window by going to the vessel's Wikipedia entry and seeing if we can determine when her last opportunity of visiting the suspect port might be. The flag that the other vessel flies looks like the French National Ensign; blue, white, and red—the tricolor—in three vertical panels. Donskoi flies the “tricolor” from her main mast which is proper and pays respect to the host country. Since ships are only dressed on special, celebratory days, I wonder if this visit coincides with something like Bastille Day which is July 14.



Anyway, Wikipedia provides an opportunity: “After the completion of [a second] refit, she escorted a group of seven destroyers and five torpedo boats to the Mediterranean in October 1903 where they were assigned to the Mediterranean Squadron under the command of Rear Admiral Virenius. The Naval Staff decided to reinforce the Pacific Squadron with the Mediterranean Squadron in December...” I guess we can discount Bastille Day, but a check of the calendar shows that November 1, All Saints Day, might fit. The jury will be out on this one for a while.

The ship is named for Saint Dmitry Ivanovich Donskoy. In true Russian style, the name can morph into many variations: “(Russian: Дми́трий Ива́нович Донско́й, also known as Dimitrii or Demetrius), or Dmitry of the Don, sometimes referred to simply as Dmitry (12 October 1350 in Moscow – 19 May 1389 in Moscow), son of Ivan II the Fair of Moscow (1326–1359), [he] reigned as the Prince of Moscow from 1359 and Grand Prince of Vladimir from 1363 to his death.” Got it! For our purposes, any spelling of the name would be acceptable. We need to keep it simple, this isn't Tolstoy. As a ruler “He was the first prince of Moscow to openly challenge Mongol authority in Russia. His nickname, Donskoy (i.e., “of the Don”), alludes to his great victory against the Tatars in the Battle of Kulikovo (1380), which took place on the Don River. He is venerated as a Saint in the Orthodox Church with his feast day on 19 May(O.S.), or June 1.” Maybe this calls the date, not the year, of the image back into question?

Now, the rest of the story:

Following her scuttling somewhere off Ulleungdo Island of South Korea, the vessel lay largely forgotten until a small group of investors formed a syndicate in 1999 to locate her. And like all expeditions this one was surrounded in mystery, intrigue, rumor, and the stuff that makes Hollywood movies of the week. If it didn't, it might not have made the Mystery Photo. Since it did, it's fair to report that the syndicate may have

had an ulterior motive. The wreck was rumored to contain bullion—and not the kind that makes delicious gravy and soups.

The story goes that “In 2000, the Korea Ocean Research and Development Institute, contracted in 1999 by Dong Ah Construction Industrial Co., South Korea's fifth-largest con-



Dmitry Donskoi
Millennium Monument in Novgorod

struction company, was rumored to have found the shipwreck of Dmitrii Donskoi.” “...A month beforehand, the company had gone into receivership, but was allowed to continue trading shares. Its share price rose by 41% in one week on media reports that 14,000 tons of gold (10% of all the gold ever mined on Earth) were on board the ship...” Insider trading, Ponzi scheme or not, the effort failed since “they never raised anything from the sea, and the company went bankrupt.” I wonder why no one ever put 2 and 2 together to figure out how a vessel displacing 6,200 tons and not configured for volume could carry 14,000 tons of cargo, or even why the number was so high?

Moving forward, “South Korea's Institute of Ocean Science and Technology claims to have discovered the wreck in 2003 and has photographs dating from 2007 on its website.” Little else was done until “July 2018, [when] the Shinil Group, a South Korean treasure hunting company, announced it had found Dmitrii Donskoi 1,400 feet (430 m) below the surface, 1 mile (1.6 km) off the South Korean island of Ulleungdo. Under the group's plan, a Chinese salvage company would attempt to retrieve the 5,500 boxes of gold bullion and 200 tons of gold coins, altogether worth £101.3 billion (c. US\$133 billion),

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which they believed to be inside the wreck. Half of the gold would be given back to Russia.” At least the amount of gold is more realistic.

But when the salvage of gold is involved (or treasure in general) you have lawyers and legal fights:

“The company, founded in June 2018, had not applied to South Korea’s Ministry of Maritime Affairs and Fisheries for the salvage rights. No evidence was offered by Shinil Group for the ship carrying any gold when it sank. South Korea’s financial regulator warned the public against investing money in treasure hunting ventures. Park Sung-jin, a spokesman for Shinil Group, said that a cryptocurrency exchange website purporting to be theirs was fake.

A representative of the Central Naval Museum in Saint

Petersburg said there was no evidence to support the claim of gold in the Dmitrii Donskoi wreck. The exploration team found a large amount of iron boxes in the stern and will take measures to preserve them. It is within these boxes where some believe lost gold could be stored, if it exists.

On 26 July, the group changed its name to Shinil Marine Technology and publicly withdrew its claims about Dmitrii Donskoi, having raised an estimated US\$53 million in funds. A Singapore-based cryptocurrency exchange, Shinil Group PTE, from which Shinil Marine Technology had tried to distance itself, said that 124,000 pre-sale investors were signed up and the value of a coin was expected to rise by 25,000%. South Korean police launched a fraud investigation and imposed travel bans on heads of the Korean firm. A South Korean court found the vice

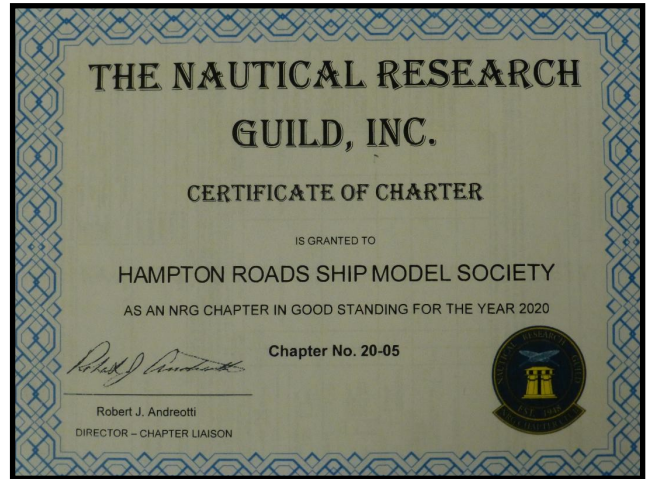
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HRSMS Modeling Expertise Index

Gene Andes	Reading/interpreting/lofting from original plans Framing (Hahn method as well as traditional methods) Planking (layout, spiling, pegging) Rope-making (cotton) and rope machine design Reference sources (books, on-line) for beginners
Dave Baker	Working with paper models, ship photos and plans
Gene Berger	Photo etching, mold making and resin casting techniques, fiberglass
John Cheevers	Planking deck, solid hull carving, plans interpretation, fitting, machining and finishing
Dave Chelmow	Masting, rigging and planking, milling scale lumber and frame building
Ryland Craze	Planking
Hank Ghittino	Fixing mistakes or finding a way around, sail making
Greg Harrington	Reading plans, hull planking and wood milling
Charles Landrum	Creating water/seascapes, airbrushing, working with photo etch plastic modeling
Heinz Schiller	Rigging, wood bending, model cases, plan reading
John Wyld	Internet searches for historical information to support modeling a specific ship or related subject
Kevin Ritton	Reading and interpreting drawings and plans
Pat Roll	Standing and running rigging, deadeye seizing, yard arm preparation
Lee Martin	Planking and rigging of square rigged ships primarily of ship between 1600-1800
Jimmy Colangelo	Ship model wood milling
Ron Lewis	Chesapeake Bay workboats history and details



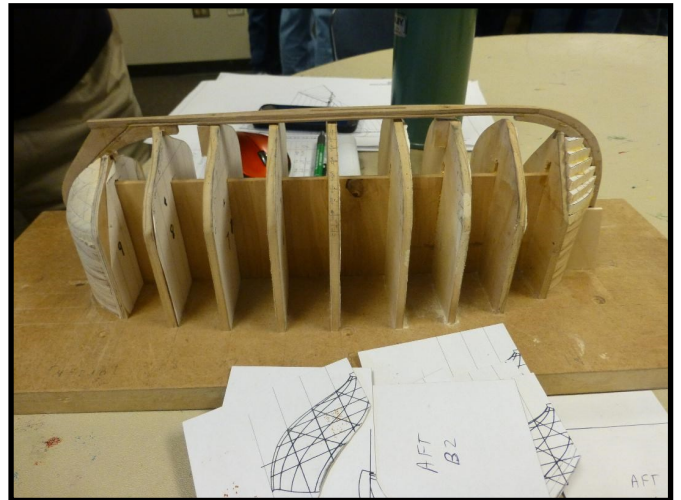
The usual suspects



Charter Club Certificate



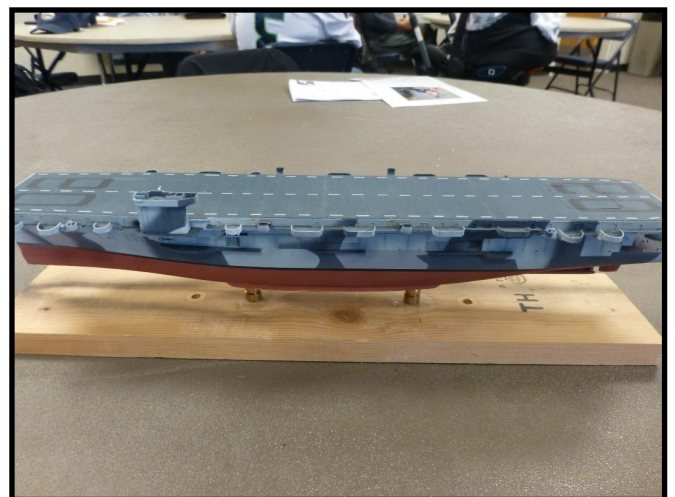
Gene Berger's Olympia



Greg Harrington's Eel Drifter



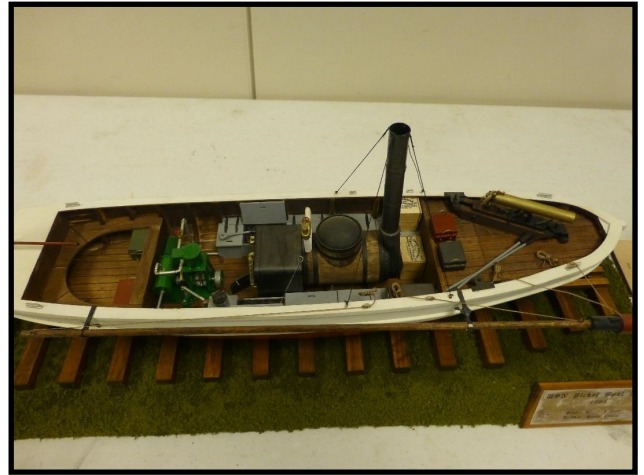
Ryland Craze's Longboat



John Wyld's USS Guadalcanal



John Cheevers Shows his Fair American



Kevin Ritton's Gunboat #1



Hank Gittino's Harriet Lane



Bryan Pitts with a future model builder.

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chairman of the group guilty of fraud and sentenced him to a five-year prison term, along with a key accomplice. The former chairman of the group received a two-year prison sentence.”

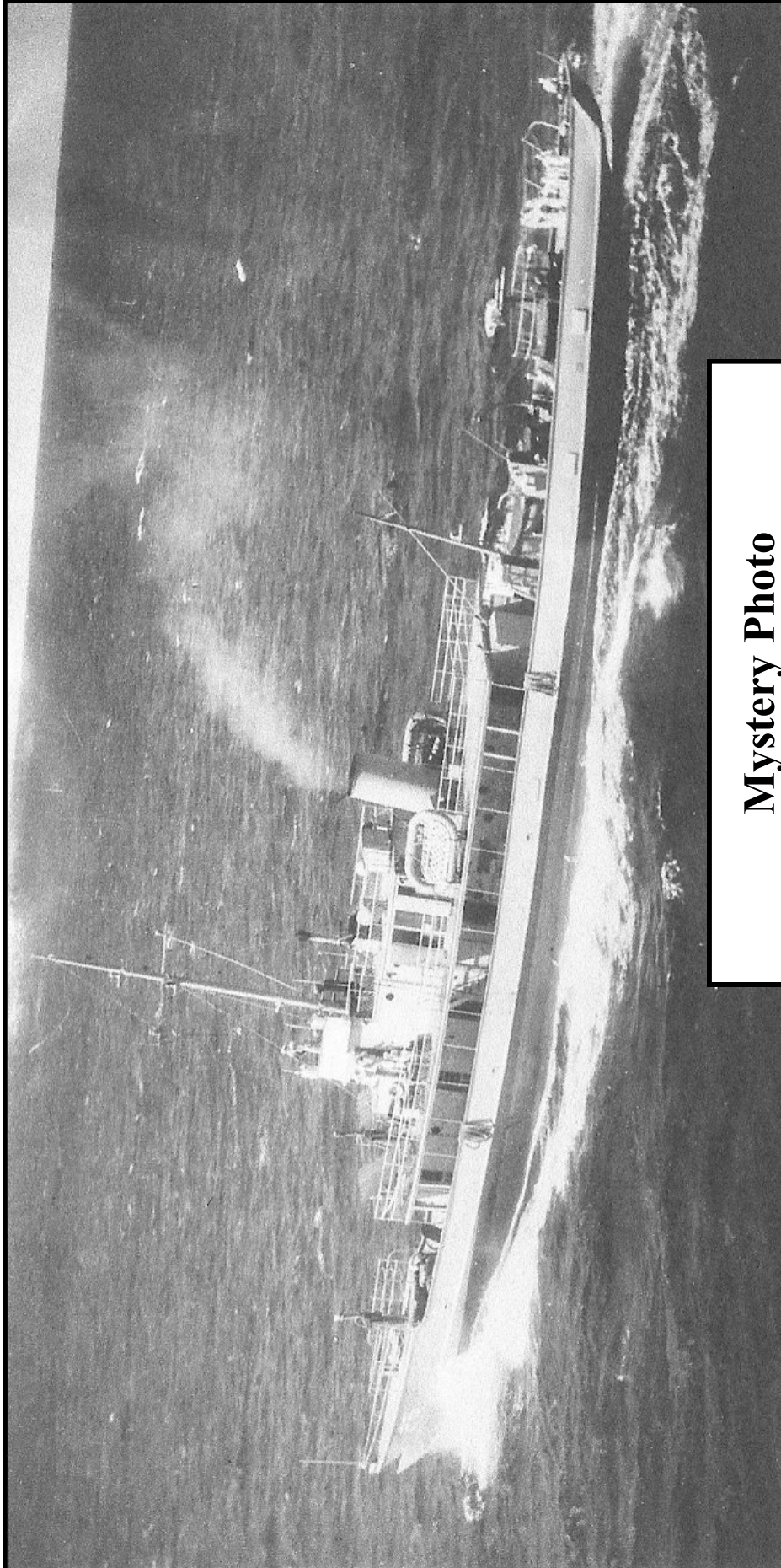
Who knows?

The wreck has been found and positively identified. There are photos of the wreck on various websites—Google or Bing will get you there. I think we will be happy to have the name of the vessel presented in “The Answer” of our Mystery Photo. And I hope you will be happy reading this fifteen minute diversion.

Keep your decoder ring handy! ‘Til next time...

John Cheevers

2020 Dues
are now due



Mystery Photo

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

NOTABLE EVENTS

FEBRUARY

- 8 HRSMS Monthly Meeting: Mariners' Museum
Election of officers
- 28 IPMS Richmond Old Dominion Open, Richmond Raceway

MARCH

- 14 HRSMS Monthly Meeting: Mariners' Museum
- 21 HRSMS banquet, Al Fresco Restaurant

APRIL

- 11 HRSMS Monthly Meeting: Auction, Norge Hall

MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum

JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum
Presentation,

DECEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

JANUARY

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

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) 218-5368
Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
January 11, 2020
Mariners' Museum

Guest: Mike Weller, 1st meeting

The meeting was called to order at 1008 hours by Skipper, Gene Berger. The Skipper commented on the passing of Yves Pochard. It was noted that Kevin Ritton will be the Modeler of the Month. There was no correction to the minutes as published. Ryland Craze gave the Purser's report and noted that dues will be due starting in February. Greg Harrington gave the Webmaster's report, demonstrating the use of login help, the search function, list of museums, and glossary of terms.

Old Business: The banquet was discussed. Four options were presented to the members, the Warwick Yacht Club, the Riverwalk Restaurant, the Mariners' Museum and the Al Fresco Restaurant. After reviewing the merits and negatives of each option, a show of hands indicated that the Al Fresco was the member's choice. John Cheevers said the Founders Award ballot was completed and would be included in the February Logbook. Ryland Craze reported that the HRSMS was now Charter Club in the Nautical Research Guild. Membership includes a \$2,000,000 liability policy for the HRSMS. Ryland the talked about the Richmond chapter of the International Plastic Model Society's Old Dominion Open model competition and show to be held on February 29, 2020. Gene said that Norge Hall had been reserved for our auction an April 11th. Greg Harrington said there is now an order form for shirts and hats on the web page. Ron Lewis said that A. C. Moore Arts and Crafts Store is going out of business.

New Business: The Skipper said that there are many copies of a booklet on the Crabtree collection in the Model Builders Stand. The booklets a free and need to be dispersed. It was noted that we are out of HRSMS brochures. Tom Saunders said that he would procure a new batch of brochures. The next item of business was nomination of officers. After much banter and discussion, the following nominations were made; Skipper - Greg Harrington, Mate - John Cheevers, Purser - Ryland Craze and Clerk - Tom Saunders. The election process will be concluded at the February meeting.

Show & Tell: John Cheevers showed his carved hull of the Fair American. John Wyld showed his USS Goudalcanal escort carrier, using a plastic kit as the foundation. Kevin Ritton showed his Model Shipways Picket Boat #1, saying that he shortened the hull by 4 1/2 inches. Ryland Craze showed the progress on his Model Shipways Longboat and a set of diamond files from Micromark. Hank Ghittino showed his 1:144 sidewheel gunboat Harriet Lane from a Model Expo kit. Greg Harrington showed his Danish eel drifter. Gene Berger showed the progress on his Olympia calling out the details of the cowl and working masts.

The meeting was adorned to a presentation by Ryland Craze.