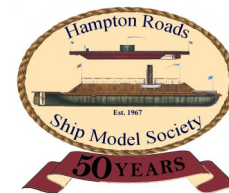


Hampton Roads Ship Model Society Logbook!

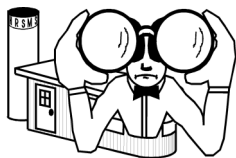


No. 410

WWW.HRSMS.ORG

August, 2020

From The Bridge



Mystery Photo



Unfortunately, my Logbook entry this month is a memorial. On the day of our last meeting, we lost a member to a long-lasting illness. George Livingston passed away July 11th, 2020 on the day of his 82nd birthday. A celebration of life was held today, and it was my honor to speak on behalf of the club about George's passion for boats and the modelling of boats. A recording of the memorial will be available later. The eloquent portion of his obituary that reflected so eloquently on the subject of our shared passion was certainly an accurate reflection of George's spirit. It was also my pleasure to speak about his fondness for our club, a fellowship of those that shared his enthusiasm for all things nautical.

Fellowship and enthusiasm are the key words. A fellowship, or society, is strengthened and given meaning primarily by those that engage with active and enthusiastic participation. George amply endowed us with this and with his friendship. Through self-reflection, I think I may have appeared unfriendly at times, because I often arrive to a meeting late and preoccupied. But George always made a point to give me a very friendly greeting, which was a catalyst to come out of myself and enjoy interacting with those that had gathered. As he was equally friendly to all, I'm certain I can say on behalf of the entire club that he will be sorely missed.

Not just a spectator, George was an active participator in the club, something that we highly value. It is sometimes difficult to find volunteers to give presentations, and George answered the call on multiple occasions. Gene, our previous skipper, initiated the modeler-of-the-month program, where individuals are highlighted with a brief biography. I wish, in its brief history, that George had been one of them, particularly because in almost every one, I have learned something new about my fellow club members, even those I thought I knew reasonably well.

(Continued on page 2)

MEETING NOTICE

The August meeting will
take place online.
1000 Hours
August 8, 2020



Mystery Photo #408: If you asked, I would say we had a busy harbor scene except that everything seems still and at anchor—or tied to the wharf. The only apparent activity is coming from the warship's boat, and even it looks to be secured by a painter. Calm would be the word I would use to describe this scene. The ship's smoke in the background, lazily trails off to the left. The few wind generated ripples and the warship's flags constitute the full extent of motion. A nice, calm day at a nice, warm location. However, at the same time one does get the sense of motion. The four point anchor of our subject gives off a strong sense of movement. Again if you asked, I would say, "A river runs through it."

So we're assuming that the subject this month is the small warship that's giving us the stern quarter. That we get any quarter at all is a positive sign that we are not dealing with pirates. (Pirates get a shameless plug here since "Talk Like a Pirate" Day is the 19th of next month—aarrgh, ye better be practicing!) But a quarter we have, and a quarter I like since this quarter unmasks the detail of a ship.

If we're getting detail, can we describe the detail? Absolutely! Let's start with the external rudder. The paddle-shaped device extends up to the yoke at main deck and terminates at an



Photograph of the preserved stern of the first HMAS Parramatta at Queens Wharf Reserve on the banks of the Parramatta River.

(Continued on page 2)

What's Happening at the Museum

Well, Cabin Fever is taking on a whole new meaning! Hope all is well with our membership. We've lost another of our brotherhood and it makes me doubly thankful for our new and, generally younger, members. I believe that our move to regular meetings in the Museum is largely responsible for our increased roster and increased attendance stats. So, thanks, again, to TMM and all the staff who make that happen. As most of you know, there exists an additional roomy classroom where the changing gallery (the McMullen gallery, nee Daily Press Changing Gallery) once stood. That gallery transformation was part of a much larger project in the Monitor Center that is very close to completion. One advantage of the Museum being closed to the public for a while is the opportunity for the contractors to work without distraction or restrictions that visitors would impose. We'll probably have an opportunity to meet in the new room before too long. But the other half of the project was two-fold. The HVAC system in the "wet lab" (Monitor Conservation) was at times working against best efforts to control and condition the air flow. That had to be corrected but afforded the opportunity to add an interesting perspective for the visitors of the conservation process. With steady work during the quarantine our contractors are near wrap-up on this major transformation. I'll tell you no more now but the change will be amazing and add a much broader and, at the same time, more detailed and in-depth visitor experience! There are a couple of additional news headlines (financial!) but I'll save them for next month; as always good financial news is timeless! Meanwhile, go on line and look at all the "virtual goodies" being offered. The staff has definitely not been asleep during the quarantine!

Ron Lewis

(Continued from page 1)



The selection has been more-or-less arbitrary, and simply began alphabetically. But based on the merit of George's contributions, his camaraderie, his spirit, and in honor of his passing, I'm pleased to say that George is the August 2020 modeler-of-the-month.

As a modeler, I particularly enjoyed the scope of George's subjects. Though many modelers have a clearly defined area of interest, George replicated a whaling ship, a fishing schooner, a colonial era armed sloop, a merchantman from the same time period, a runabout style speedboat, and of course, and most fittingly, a scratch-built rowing shell.



(Continued from page 1)



unusual box on the stern. It's unknown what the box is, I've never seen anything like it before. But if you pressed me, I would say that the box is a protective cover for the steering quadrant. A naval ensign flies from the staff located just off center to port. The flag just above it belongs to the ship in the distance. The stern, as is most of the main deck spaces, is covered by a canvas awning signaling a warm environment and location. The round wheel-like device that you see aft is an open hatch cover. The rest of the detail is lost to shadow. Moving forward we see that the awning from here to the forward stack has been furled to the center guy, giving us a peek at the fittings. What we see are ventilators, deck casings, davits and ship's boats, and stacks—things usually associated with a deck-over-machinery space. There is one exception. It is located near the second stack at the deck edge, and is a half round platform that is raised to its vertical, stowed position. When lowered it serves as part of the service platform for the gun located there. You see the gun stowed and trained forward. Moving forward some more, we again find canvass covered shadow until we get to the forecandle deck break. There we find the ship's simple, pole mast, a smallish bridge arrangement and a raised platform for a gun that does not seem to be there. And finally, we see the naval jack at the jack staff.



Australian flag adopted February 11, 1903

But whose jack is it? There is evidence at the stern of a ship's name, or part of one at least as it seems to have been photo-shopped to prevent immediate identification. Once identified, you will see that the photo-shopping covers the aft most port light. The better evidence is the ensign at the stern. We can only really see the lower half of the field on the fly edge. There seems to be three white blotches on a solid field and maybe one a little closer to the header. The rest of the flag is obscured. Looking at naval ensigns from my estimated window of opportunity (1900-1920), I can only find two that feature "white blobs" in the field. They would be for warships serving the British Empire in New Zealand and Australia. Since the blobs for New Zealand are red stars over white stars, I will discount that territory and look at Australia.

Birthed as the River class, named for a river, died on a river—a river runs through it. Seems to be the emerging theme this month. Three replies: Tim Wood, Rob Napier, and Dave Baker weigh in. Tim starts us off by berating the editor a bit: "This month's mystery photo is a no brainer, the editor forgot to remove the name of the ship from the starboard stern of the ship, he also forgot to remove the Australian National Flag fly-

(Continued on page 4)

Modeler of the Month August 2020

George Livingston



George Livingston was a member for 15 years, ending with his passing last month. In honor of his fellowship and service to the club, we are pleased to name him the Modeler of the Month for August 2020.

George loved being on the water, and this passion ran like a current through the course of his life. He discovered rowing while attending Lafayette High School, and was hooked by the sport. At the West Side Rowing Club he found instruction and storied camaraderie, of which he looked back upon fondly. He became a national champion: the races he won in Philadelphia and St. Catherine's, Canada, are too numerous to count. He even participated in the Olympic Trials of 1956, making a strong showing in a crew of 4. Later on as a cadet at The Citadel he still rowed with great dedication, often alone on the water, as no rowing program existed at the military college at that time.

After a few years' service in the Air Force, he began his career at Buffalo Savings Bank. Throughout his career in financial services, and through raising his first two sons Andy and Tim, he still found time to row. He ended his career as an institutional bond portfolio manager. After having worked in New York City for many years he and his wife Shirley retired early to Williamsburg in 1996 with their young son Tom. George's passion for the water shone through in the way he enjoyed his retirement. In Williamsburg, he volunteered for a while as a rowing coach at the College of William and Mary. And while many evenings

AMERICAN NAVAL HISTORY

1837

January 27: Battle of the Hatchee-Lustee. Colonel Archibald Henderson, USMC, who has been given command of 1 of the 2 brigades of the army in Florida, fights a sharp action with the Seminoles at Hatchee-Lustee Creek, on the edge of the Great Cypress Swamp near Lake Tohopekaliga. In 1843, Henderson is brevetted brigadier general for his services against the Creeks and the Seminoles, becoming the corps first general officer.

December 13: The sidewheel steamer Fulton, the first seagoing steamship built for the navy, is commissioned at New York.

December 26: The future admiral George Dewey is born in Montpelier, Vermont.

1837 Ends with no further actions.

Bob Moritz

THE ANSWER

The Answer to Mystery Photo 409
HMAS Parramatta (D55)

Parramatta anchored in Port Adelaide in December 1910, shortly after arriving in Australian waters for the first time

Nautical Term

Dolphin - A pile, usually made up of several heavy stakes or beams driven into the bottom, in a harbor, to which a vessel can moor. The origin can only be guessed at-that some early ones were highly decorated, probably with dolphins.

Tim Wood

were spent peacefully on the back porch with his wife and a good book, many more were spent in pursuit of a new hobby: ship modeling. He joined and became an enthusiastic member of the Hampton Roads Ship Modeling Society. Over the years the collection of models he made grew in quality, quantity, and sheer variety.

(Continued from page 2)



ing from the stern flag post.” Rob followed and he...“Well, I tried to make it, or least let it be, a mystery... But I looked closely and saw that the British Union Jack is flying on the bow staff and the dark ensign at the stern has what looks like a scattering of stars in the field, not in the canton.

Australia. Early destroyer or torpedo boat destroyer. I never really locked onto the difference, but this ship was early 20th century, for sure.” Dave ties it all together. “This month’s mystery ship is a unit of the Royal Australian Navy’s “River” class (also known as the PARRAMATTA class), of which six were built: HUON, PARRAMATTA, SWAN, TORRENS, WARREGO, and YARRA.”

Then they get serious. Dave says, “Ah, but which one? From the configuration, PARRAMATTA and YARRA can be eliminated, since they didn’t have the short length of bulwarks on the main deck just abaft the forecandle deck. Four to go. Assuming that Tom hasn’t erased the pendant numbers that were added early during World War I to the bows of all six of the class, and given the clean appearance of the ship, which lacks the crow’s nest that was added to all six while in service (and being unable to read the ship’s name that is faintly visible near the stern), plus the ship still having the original short funnels and being painted in the light gray that was in use at the times of their completions, I’m making a guess that the photo dates to around 1915. Most of the class had their aftermost torpedo tube removed and replaced by depth charge racks for Mediterranean



HMAS Parramatta Circa 1918

service, which also helps to narrow the period of the date of the photo. HUON, and possibly others, had a short cap added to the fore funnel later during WWI. As to where the photo was taken, I’ve not a clue but would guess that it was shot in Sydney, where HUON was built at the Cockatoo Yard, Cockatoo Island.” In the end, Dave never really makes a choice.

Rob started his search when he “looked in “Conway’s All the World’s Fighting Ships 1860-1905.” No luck. So, what the heck, I Googled “Australian destroyers WW1.” I look in Images. Find a vessel named Torrens. River class. One of 6. Class leader was HMAS Parramatta. I look for her. Lots of images showing vessel with straight or nearly straight stem, raised foredeck that dropped down to the main deck pretty far forward, right abreast the small superstructure. Two funnels --- they are relatively short, no taller than the superstructure and are the same. Flush main deck to stern. What? --- an outboard

rudder. Scroll through images of Parramatta, and then find the MP.”

Tim doesn’t say how he got there but I know he’s big on using Internet searches. He provided this data: “This month’s photo is of HMAS Parramatta (D55), anchored in Port Adelaide in December 1910, shortly after arriving in Australian waters for the first time. River class destroyer HMAS Parramatta at Port Adelaide, South Australia. HMAS Parramatta and HMAS Yarra were on their delivery voyage from the U.K. They



HMAS Parramatta circa 1910.

arrived from Albany, Western Australia, on 5 December 1910 and departed for Melbourne, Victoria, on 8 December 1910.”

Rob agrees and says “She’s shown in Port Adelaide in 1910, basically brand new. That’s why she wasn’t in the Conway book. I love the shipping behind Parramatta. Can’t believe, with 10 beams in her length, that she was anything but miserable at sea.” (We can’t all ride carriers, Rob. But if you ask me, it’s the round bottom that makes for the bad ride!)

Ok, we’ll accept Parramatta as that is the name in the photo caption. But if we accept Tim’s claim that the editor left the name on and discount my claim that the name was partially photo-shopped out, then you could make on heck of an argument that the Mystery ship could be either of Dave Baker’s discarded choices. It’s only when you compare our Mystery photo with the on-line offering, that you see the vessel has to be Parramatta.

Dave offers rich detail about the class. “The Australian River class was a modified version of the Royal Navy’s “River” class of the 1901-02 UK building program; six others of similar design but with two 4-in guns were built by Yarrow in the UK for the Brazilian Navy. PARRAMATTA (commissioned in 1910) was built by Fairfield in the UK, while WARREGO was shipped partially completed as a “kit” to Australia to be completed in 1911 by Cockatoo, and YARRA was completed during 1910 in the UK by William Denny & Sons in the UK. The other three were built entirely built at Cockatoo, completing between 1913 and 1915.”

“The PARRAMATTAs had a “normal” displacement of 700 tons and were 250-ft. 9-in. long by 24-ft. 3.5-in. beam, and 11-ft. draft. Their two steam turbines produced a total of 11,500 shaft horsepower and a maximum speed of 26 knots. They had two oil-fired boilers, and with the maximum of 174 tons of fuel oil aboard, they had a range of 1,450 nautical miles at 15 knots. Total crew complement 66. Armament as built was on 4-in. gun mounted on the bandstand on the forecandle, three 12-pounder (3 -in.) guns (two sided amidships; the third on a low bandstand near the stern), and three trainable 18-in. torpedo tubes in center-

(Continued on page 5)

(Continued from page 4)



line, single mountings. Also carried were three Lewis machine-guns. The rudder on these ships (which gave away the mystery ship's class identity), was hung on the sternpost and not mounted under the hull."

And he briefly details their service: "During World War I, the six saw considerable active service, first cleaning out German influence in islands north of Australia and then later being sent to the Mediterranean to work with British Royal Navy warships; two of them operated in the Black Sea during late 1918 and into 1919. Post War, after a brief period as training ships, they were all laid up and were scrapped or used as targets during 1929-31. HUON, the last to go, was sunk by gunfire from heavy cruisers AUSTRALIA and CANBERRA on 10 April 1931."

Sunk as targets...or were they? That is the question. As happens all too often, ships sold out of service meet very different fates from the one recorded in their last official log entry. Rob offers a last thought which serves to get us to what Paul Harvey used to call "The rest of the story". He says, "I'm sure others will provide blow-by-blows of the vessel's career, from Scotland to the Hawkesbury River, which is just north of Sydney, New South Wales."

"According to the on-line history of the ship, "Parramatta was paid off from service on 20 April 1928 and handed over to the Cockatoo Island Dockyard for dismantling on 17 October. Parramatta and Swan were stripped down, and their hulks were sold to the New South Wales Penal Department and towed to Cowan Creek, where they were used to house prisoner laborer's working on roads along the Hawkesbury River. The two hulks were then sold in 1933 for 12 pounds each to George Rhodes of Cowan, New South Wales, who intended to use them as accommodation for fishers. This was opposed, and the ships were sold on to a pair of fishermen, who used them to transport blue metal to Milson and Peat Islands." Blue metal...had to look this one up. Blue metal is broken bluestone or basalt used in macadamizing.

"On 2 February 1934, Parramatta and Swan were being towed down the Hawkesbury River scrapped in Sydney, when a gale caused both hulls to break their

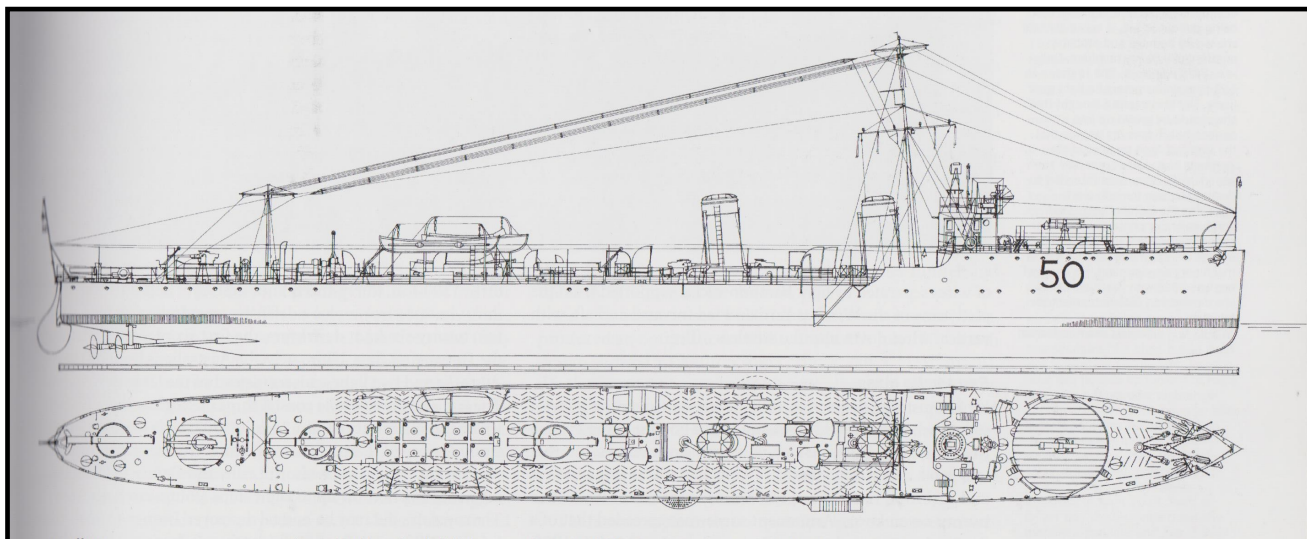


The wreck of *Parramatta* in the Hawkesbury River

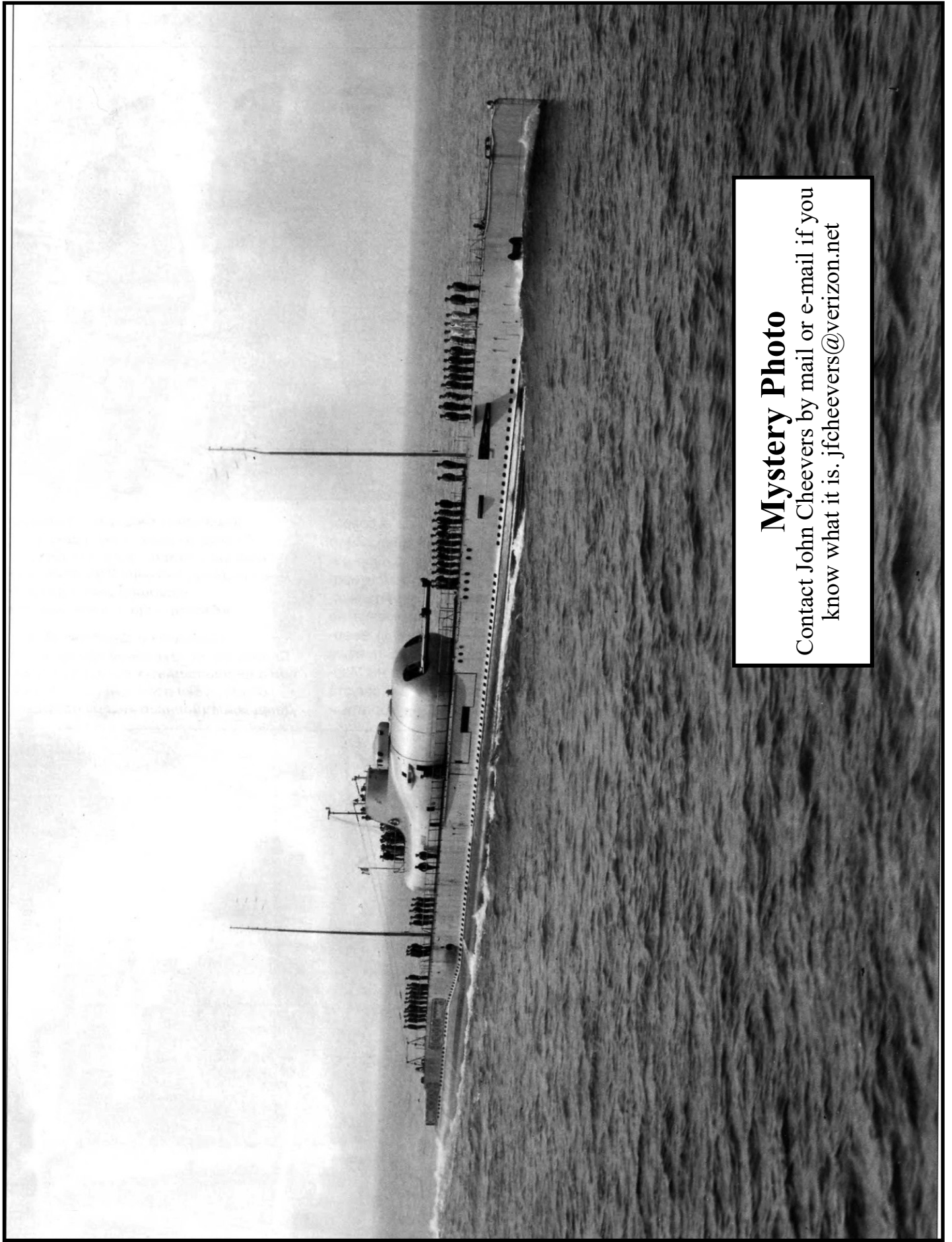
tows; Swan foundered and sank, while Parramatta ran aground in a mangrove swamp opposite Milson Island and was abandoned in position 33°30.07'S 151°10.88'E Coordinates: 33° 30.07'S 151°10.88'E. In 1973, the bow and stern sections of Parramatta were salvaged, with the stern established as a memorial on the south bank of the Parramatta River in Parramatta, New South Wales, and the bow later placed outside the Royal Australian Navy Heritage Centre, at the northern tip of the naval base at Garden Island, New South Wales. The wreck and bow and stern sections are heritage listed."

So the river literally does run through it now. For those interested, you can learn about the development of the type in Norman Friedman's book *British Destroyers from the Earliest Days to the Second World War*. On page 97, you will find one of Dave Baker's excellent line drawings of this class. If you want up to date information, go to the Internet. There is a picture, there, of the wreck with a waterfall in the background which suggests a continuation of the calm and serenity we get from this month's *Mystery*. Charge your batteries everyone, we may get to meet again in September.

John Cheevers



Dave Baker's Drawing of the River-Class destroyer *Huon*.



Mystery Photo

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

NOTABLE EVENTS

AUGUST

- 8 HRSMS Monthly Meeting: Online– Zoom
Presentation, TBA

SEPTEMBER

- 12 HRSMS Monthly Meeting
19 Talk Like a Pirate Day

OCTOBER

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

NOVEMBER

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

DECEMBER

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

JANUARY

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

FEBRUARY

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

MARCH

- 13 HRSMS Monthly Meeting:,
APRIL

- 10 HRSMS Monthly Meeting:
MAY

- 8 HRSMS Monthly Meeting:
JUNE

- 12 HRSMS Monthly Meeting:
JULY

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

WATCH, QUARTER AND STATION BILL



Skipper: Greg Harrington (757) 218-5368
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
Zoom Video Meeting
July 11, 2020

Guests: Don Good, 3rd meeting

The meeting was opened by Skipper and moderator, Greg Harrington. As it was Don's 3rd meeting, Don was asked if he wanted to join the HRSMS. With an affirmative reply from Don, he was removed from the meeting while the ritual vote took place. Don returned and was welcomed as our newest member. Ryland Craze gave the Purser's report detailing receipts, expenditures and account balance. Greg Harrington gave the Webmaster's report noting that he added instructions for joining our Zoom meeting and posted new model photos.

Old Business: There was discussion about the September picnic. The decision was made to cancel the picnic for this year. The was discussion about sharing a Zoom account with the Ship Model Society of New Jersey. This action will be left to the officers at a later date.

New Business: None

Show & Tell: Tom Ruggiero noted that the National Museum of the U.S. Navy is being moved out of the Washington Naval Yard. John Cheevers showed a DSPIAE pin vise with micro drills. Dave Chelmow showed the progress his Oyster Sharpie. Gene Berger showed work on a 1:48 Butler class destroyer escort. Gene Andes showed the walking beam engine for his steamship *Mount Washington*. Hank Ghittino showed the progress on his *HMS Eagle*. Don Good talked about a box-stern Chesapeake Bay workboat to be raffled to support the Hospital in Gloucester.

The meeting was adjourned to a presentation, "Solid Edge 2020", by Greg Harrington.

