

## FROM THE PILOTHOUSE



### Opportunity

The Society has taken advantage of an opportunity that knocked last month to purchase a substantial assortment of quality ship model kits, books, tools, supplies, and lumber. Members will find attached to this *Logbook* a report from the committee appointed to deal with this challenge, and should be ready to approve the committee's recommendations—or to propose alternatives—at the September 12 meeting. Details of the proposed sale will later be distributed to members. We hope to conclude the sale at the November meeting.

### The Quality of Durability

Following my recent piece on "Inspiration," I had occasion to turn to one of my favorite sources, Harold Underhill's *Plank-On-Frame Models*. An unscientific survey suggests that Underhill inspired far more modelers to build "p-o-f" than did Charles Davis's *The Built Up Ship Model*: I'm sure I have seen more models of Underhill's little Norwegian brigantine *Leon* than of Davis's supposed Revolutionary brig *Lexington*. Maybe this was just an accident of timing, but it may also be due to the quality of Underhill's superb drawings and good writing, and the quality of modeling that he advocated. One aspect of this quality is durability. "I have always made it a rule never to leave *anything* to an adhesive fixing if at all possible to pin or dowel it as well," he wrote. Some parts left "...dependent on adhesive [were] showing signs of coming adrift, [so he would] continue to suggest that all items be 'glued and dowed', leaving the reader to please himself as to whether he follows that advice or not." The use of mechanical fastenings was carried so far as to include brass parts of anchors and other metal fittings, which were secured with internal wire pins *before silver soldering!*

Needless to say, he also pinned deck and rigging fittings, including such items as cleats to which lines under some tension (subject to increase due to shrinkage) might be belayed. Which leaves me with one question: Why do so few of these fittings, when produced commercially, include integral cast or machined pins or dowels? Most have plain, flat bottoms to glue to the deck, and many are too small or thin to drill for

an effective pin. Production of cast fittings requires a pouring gate or molding sprue; why is this not made to leave a pin, perhaps 1/16-inch diameter and at least 1/4-inch long, attached to the fitting? Perhaps the manufacturers have never been inspired by Underhill.

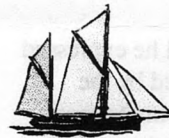
—Alan Frazer

## To Build A Ship Model



Our speaker for September will be Joe McCleary and his subject will be devoted to "Deck Furniture". A wide variety of items will be covered under this heading therefore Jack Bobbitt has agreed to continue with additional items under the same heading for our October meeting. This will give the membership ample time to prepare any questions they may have on this topic. If anyone has a model at this stage of construction, please bring it along as a welcome addition to our presentation.

Graham Horne



Len Wine is leaving the area. The details are in note from him in this issue. He has been an active member whose participation will be missed. He held the offices of First Mate and Clerk, and served as editor of the *Logbook*. He designed our logo. I want to personally thank him for the information he gave me when I began working with the *Logbook*. His friends at the HRSMS wish him smooth sailing in all his endeavors.

Tom Saunders

# MINUTES



## Minutes of Hampton Roads Ship Model Society August 8, 1997

Held at the New Covenant Church, Hampton, Virginia  
hosted by the Southside Bunch

**Meeting Called :** 20:07  
**Meeting Adjourned:** 20:49 official timing provided by Seiko  
**Members:** no actual count taken by the scribe; best guess, 14 present  
**Guests:** Greg Harrington: third meeting  
Richard Chase: second meeting  
Jim McCarthy: first meeting  
Mar Knittle: father of Ken

**Additions or Corrections:** Mr. Wine wants the record to read that his name is Len, not Lynn! Our apologies!

### Old Business:

The Skipper reported that Joe McCleary did, indeed, have trouble getting the gag in, but that he had no trouble getting it out.

### DUES ARE DUE!!!!

Don't force the Skipper to hold Captain's mast and order the Sliver Tongue Devil to take out his cutlass and administer punishment!

On the subject of E-mailing the newsletter to the membership as an alternative to receiving it through the mail, the Skipper called for additional discussion. There was none. The Skipper then added that there would be substantial cost savings with postage, if we go with it. All those capable of receiving it need to roger-up now!

Since it was Greg Harrington's 3rd meeting and he expressed a desire to join, the sergeant-at-arms was directed by the Skipper to escort Mr. Harrington and Guests from the meeting so that the election process could begin (all proceedings on this matter being confidential). After due course, Greg was welcomed as the newest member of the Society and promptly told that dues were due.

### New Business:

The Skipper called to the members attention the confidential flyer that was attached to the last newsletter (if you don't know what I'm talking about, you gotta come to the meetings) and had the purser distribute a preliminary inventory with current pricing, if known. The Skipper stated that he planned to form a committee to see to the disposition of this "stuff", if the club chose to purchase it. Jack Bobbitt mo-

tioned to have the club make the purchase at the asking price. This was seconded, voted on, and passed by the membership. The Skipper immediately moved to form the committee with Jack Bobbitt to lead. Members are: Jack Bobbitt, Jim McCurdy, Bill Clarke, and Bob Sanderson. The discussion continued with Jack offering to store the "stuff" and John Cheevers offering his truck to go and get it. Bill Clarke offered to help with the lifting. It was estimated that the "stuff" occupied about 25 cubic feet.

The Skipper offered to the membership an opportunity to repair two ship models owned by a man in Colorado. One, the sloop *Albany* was built by Dick Hanna in 1981. Apparently, the man is willing to pay a good repair price and possibly transportation. If your interested, contact Alan Frazer.

### Show and Tell:

Alan Frazer had several copies of *SeaLetter*, the publication of the National Maritime Museum in San Francisco. One, had an excellent IB profile of the lumber schooner *C. A. Thayer*. And the second contained an article about a model of *Kohala*, an excellent model showing plating and very good fittings. Alan also brought a brochure from his "ship check" of *USS George Washington* at N.O.B. This was Alan's first visit to a modern aircraft carrier and he came away very impressed by the size and complexity of the vessel. He brought a copy of an article received via E-mail titled "Model Ships Battle with Bb's", all about the shoot-em-up boys and their semi-scale R/C models. Sounds like fun!

Jack Bobbitt brought a copy of the latest catalog from Small Parts Inc. and a catalogue from Conway Maritime Press showing their complete line of maritime related books.

Bill Clarke offered-up for the taking a subscription form for *Seaways-Ships in Scale*. Also, he brought a copy of *Model Boats (UK)* with an article on *USS Kidd* illustrated with photos he took while on board. (See, Bill, those ship checks pay off!) He concluded with miscellaneous bits on ship arrivals, movements, etc., including a bit about the ships of Standing Force NATO due in this weekend.

Tom Saunders had a catalog of miniature casting supplies.

### Piping off:

The Skipper sounded a final bell when it was noted that this would be the last meeting for Ken Knittle. Ken is off to Department Head School via *USS Nimitz*, which is a unit of the Pacific fleet. Ken, you will be missed, and, good luck to you! Its hard to understand the Navy mindset when the career path of an avowed "Bubblehead" is to assign him as PAO of a Destroyer squadron and then ship him off to a chicken ranch. If this is moving up, the next career move should be with NASA.

## 1997 Lake Redman R/C Model Ship and Boat Regatta

1997 was my first visit to the Lake Redman R/C model ship and boat regatta hosted by Task Force 50. In the wee hours, Sunday morning, Bill Clarke (A.K.A. The Silver Streak) and I left the Peninsula and drove to Southern Pennsylvania for a day that promised good weather, good model boats, and a whole lot of fun. We got what we went for, and more!

As we made the rounds of the static display area, John French (from the Annapolis crowd) spotted us, and, after a tale of woe, pressed us into service judging the static portion of the meet. He bribed us with the promise of free food. We couldn't say no. I don't really know how many models we judged, but over 60 models, in various stages of completion, were on hand for the event. We saw everything from R/C fowl to the BB-gun, scale 100 knots, shoot-em up bunch from the Maryland Attack Group. Many of the models were of US Navy warships, and there was a large assortment of tug boats, pleasure craft, and sail boats. John Fryant was there with his award winning tug boat model from the Mariners' Museum Ship Model contest in 1991 (he hit an iceberg with it...) Tom Foller won the award for best warship, presented by the United States Naval Academy Ship Model Society, with *Belleau Wood*, a WWII light carrier.

It was interesting talking to the modelers there. Coming from this area, which is rich in things nautical, I came away with the feeling that these people are starving for information on ships. This made for some very good discussion on ship design, ship building, and lofting. There was one young fellow there who was building a 144 scale model of *USS Saratoga*, using plywood frames with balsa sheathing, and doing a good job of it. His scale proportions were excellent. He made his plans using the Joe McCleary method--he sliced up a plastic kit, traced the frame sections onto paper, and enlarged them 5 times on a Xerox machine. I was impressed with his ingenuity. The sole steam powered entry, a replica of a Thames River steam launch, got my attention, as did the scratch built WWII sub. The fleet anchorage is impressive where you can view and compare up to 20 models, all built to the same scale.

The people were great, the food was good. All in all, it was an enjoyable day, no one fell in the lake, only one model sank, and everyone had fun. Oh, yes, the silver streak, you say? Ask Bill what the good people of York county, Pennsylvania paint their guard rails with? Hope to return next year, and, maybe, bring a model of my own.

John Cheevers

## A FAREWELL

I wanted to take the opportunity to let everyone know that Lois and the kids and I will be moving to North Carolina in the next couple of months. My new job starts on September 22. We are all looking forward to the chance to get settled in a small town and check out that lifestyle.

It wasn't an easy decision to move and the HRSMS is one of the things I will miss the most. I have thoroughly enjoyed knowing each of the members and being a part of one the finest ship modeling clubs anywhere. My last meeting will be the September 12th one.

Keep us in mind if you are traveling down I-95 into South Carolina. We will be living in Lumberton, just north of the border. Once we are settled I will make sure that you all get our address. Feel free to drop in anytime you are down in our neck of the woods.

The Hampton Roads Ship Model Society has gone through a lot of positive changes over the last few years and it has been a privilege to be associated with everyone.

Sincerely,  
Len Wine

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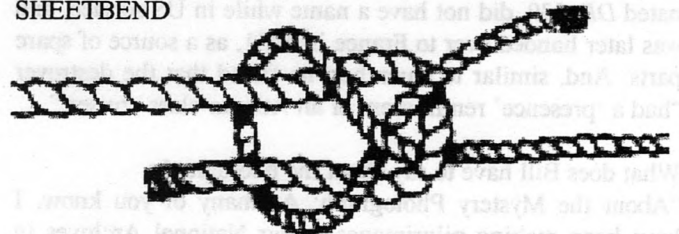
## THANKS

I would like to thank my good friend Nobe Smith of Norfolk for helping me print the photographs we will be using in the "Mystery Photo".

Bill Clarke

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SHEETBEND



## Mystery Photo

Welcome to the first installment of Mystery Photo. This addition to the *Logbook* is where Bill Clarke asks the burning question; What Ship Is It? From time to time a photograph will appear in the *Logbook* asking you to identify a particular ship, or maybe, to provide certain information on a ship or a scene. The idea is to learn to pick out data from photographs, learn how to use them as research sources, and to have a little fun and share the wealth (as it were). You are all invited to participate in identifying images and to contribute photographs if you wish. All answers (guesses) will be tabulated, collated, masticated, and presented to the readership in the next newsletter. Help us solve the mystery!

The first Mystery Photo, *Logbook* No. 134, features a ship, running at speed, approaching the viewer from its port bow. But, what ship is it and where was the photograph taken, and why? The careful observer may be able to pick out the number 39 just under the bridge wing or perhaps the US flag on the main mast. Additional clues to the ship's identity are the shape of the forward twin gun mount and the shape and style of the smoke stacks. It's interesting to note that smoke is only coming from the after stack. Is that a US radar atop the bridge? And, why is there such a large spray strake along the hull?

Let's have some fun and see what the membership had to say: Skip Watson was first out of the box with his witty response: "It's a ship." Jack Bobbitt was next and thought it was "a WW1 sub chaser." Alan Frazer went fishing and trolled for clues; more on his response later. Then, along came poor Lt. Ken Knittle, Public Affairs Officer of a Destroyer squadron no less. I expected better of him until I realized that he was a submariner by training and that all "targets" look the same to them. Ken's guess was that it was a *Fletcher* class destroyer. Ken, you're half right, it's a destroyer--you can still play, even from the West Coast. Ulrich Guenther guessed a cruiser, possibly the German cruiser *Emden*. After cleaning his catch, Alan Frazer sent in a well-researched response. Alan, citing Anthony Preston's *Super Destroyers* and the *Dictionary of American Naval Fighting Ships* (Appendix on Destroyers, vol. 1, p. 324), correctly nominated Z-39, one of the ex-German "Narvik Flotilla" destroyers. He also noted that the vessel was designated DD-939, did not have a name while in US service, and was later handed over to France in 1951, as a source of spare parts. And, similar to Guenther, he stated that the destroyer "had a 'presence' reminiscent of an Atlanta-class cruiser."

What does Bill have to say about the photograph:

"About the Mystery Photograph: As many of you know, I have been making pilgrimages to our National Archives in College Park, Maryland, for the purpose of copying naval ship photographs that would be of help to model builders.

This relates primarily to the steel navy, since the sailing navy pre-dates photography in most instances.

The first Mystery Photo depicts the US Navy's DD-939. Identifying features are the US Flag flying from the mainmast and the US Navy style block, shaded numbers seen on the upper side of the forward superstructure.

However, if you look at the design style, you can see that this is not US Navy (compare this to the *Fletcher*, *Sumner*, and *Gearing* classes). If you are familiar with WWII destroyers, you will recognize the nationality as German. The single, large caliber twin turret forward, the flat faced superstructure, the spray strake, and the large number of portholes all speak German Navy.

This particular ship is the ex-German destroyer Z-39, turned over to the US Navy, after the German surrender, as a war prize. This ship was used for evaluation testing by the US Navy and is seen here running at high speed off Boston on 24 August, 1945.

I thought I had found one of those "scarse" photos when I ran across this series of photographs on DD-939. So you can imagine my dismay, when I saw the same photograph printed in M. J. Whitley's book "Destroyers of World War Two."

Kudos, Alan, and thanks to all who participated.

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In recent editions of our Newsletter we have been introduced to some excellent sources for research. continuing in the same vein I would like to mention some of the material that is available at Mystic Seaport Museum" Connecticut in addition to numerous lines plans for small craft many ships plans have been donated to this Museum by well known builders, d4gners and their families. These include famous names from the U.S. Canada, Britain and Europe. Amongst these are collections from some of the worlds great shipyards. All told the list of builders exceeds five hundred together with sixty thousand drawings with a concentration on vessels from the late nineteenth to the early twentieth centuries.

Copies of this list can be supplied upon request.

Graham Horne 804-749-4719

Mystic Seaport Museum.

Curatorial Department, Collections.

Ships Plans Division

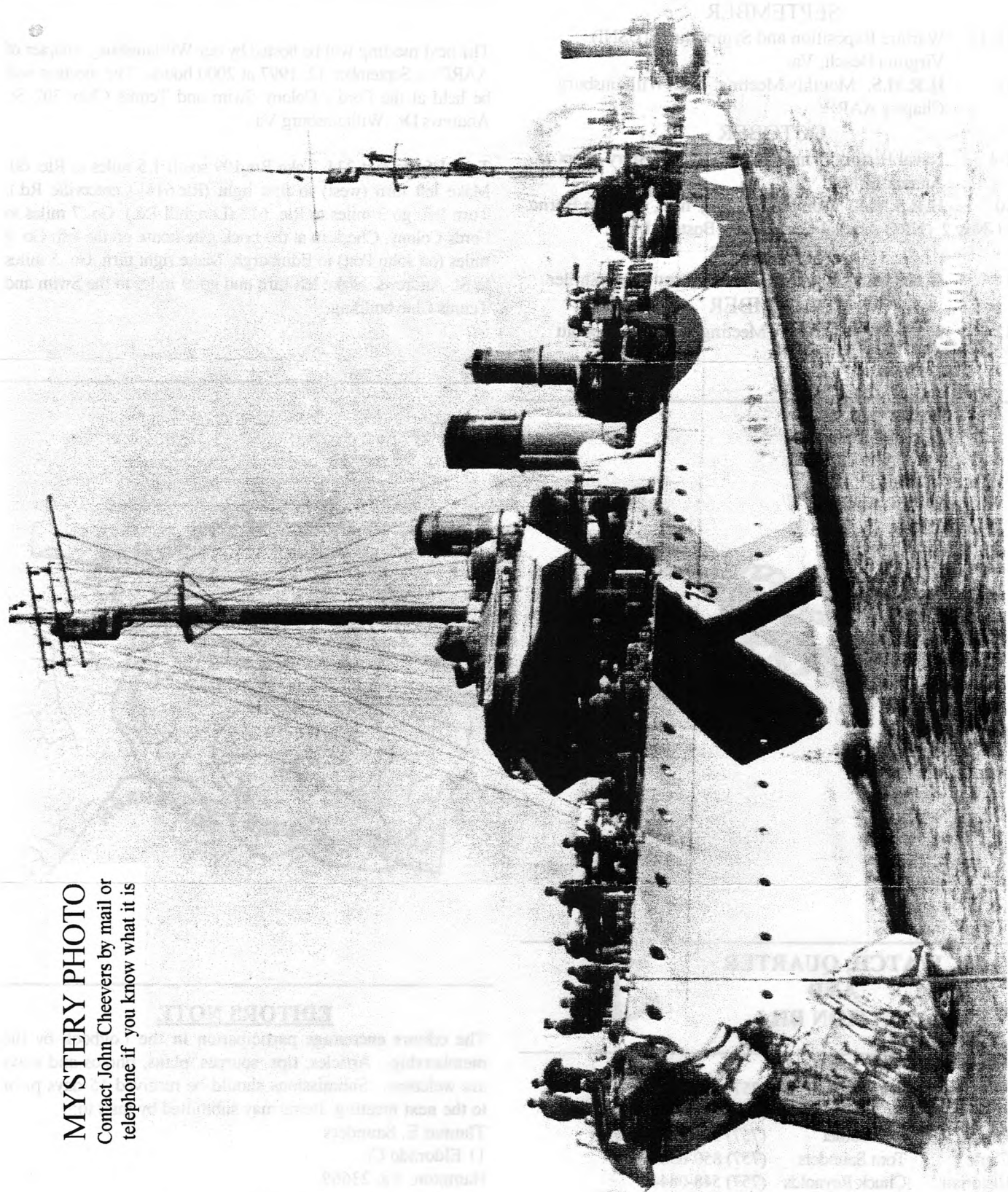
50 Greenmanville Avenue.

P.O. Box 6000.

Mystic, CT 06355-0990 Telephone 203-572-5360

# MYSTERY PHOTO

Contact John Cheevers by mail or telephone if you know what it is



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## NOTABLE EVENTS

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### SEPTEMBER

- 11-13 Warfare Exposition and Symposium; (USNI)  
Virginia Beach, Va.  
12 **H.R.M.S.** Monthly Meeting: host Williamsburg  
Chapter AARP

### OCTOBER

- 2-4 Naval History Symposium (USNA History Dept.),  
Annapolis Md.  
10 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne  
31-Nov 2 NRG Annual Conference; Boston, Mass.

### NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: host Heinz Shiller

### DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt
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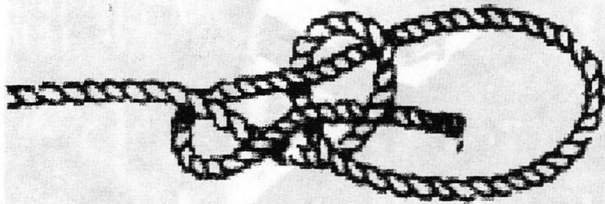
## Next Meeting

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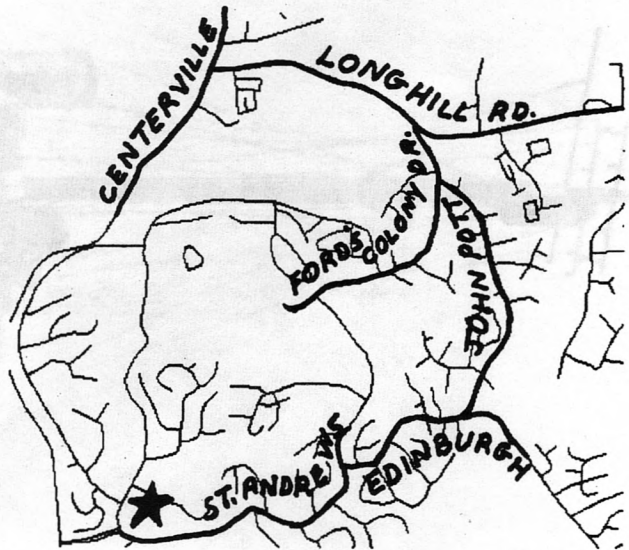
The next meeting will be hosted by our Williamsburg chapter of AARP on September 12, 1997 at 2000 hours. The meeting will be held at the Ford's Colony Swim and Tennis Club, 302 St. Andrews Dr., Williamsburg Va.

Take I-64 to exit 234. Take Rte.199 south 1.5 miles to Rte. 60. Make left turn (west) to first light (Rte.614, Centerville Rd.). Turn left, go 3 miles to Rte. 612 (Longhill Rd.). Go .7 miles to Fords Colony. Check in at the brick gate-house on the left. Go .9 miles (on John Pott) to Edinburgh. Make right turn. Go .5 miles to St. Andrews. Make left turn and go .9 miles to the Swim and Tennis Club building.

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BOWLINE



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## WATCH, QUARTER AND STATION BILL



Skipper:	Alan Frazer	(757) 865-7300
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Chuck Reynolds	(757) 548-0844
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

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## EDITORS NOTE

The editors encourage participation in the Logbook by the membership. Articles, tips, sources, plans, photos and news are welcome. Submissions should be received 15 days prior to the next meeting. Items may submitted by mail to:

Thomas E. Saunders  
11 Eldorado Ct.  
Hampton, Va. 23669  
E-mail: t.e.saunders@worldnet.att.net  
FAX (prior arrangements required)