

FROM THE PILOTHOUSE



Auction Action

Arrangements for the members-only auction are largely complete at press time. The rules, the "catalog" of items to be sold, and bid sheets, should be distributed at the October 10 meeting. Be there to get the earliest possible start on your looking and bidding: in case of tie bids, the first bid received will be the winner. The sale material is available for inspection at Jack Bobbitt's shop. Please call Jack at (757) 599-0557 for an appointment. Go with no appointment and you may find nobody home, or Jack otherwise occupied, and a waste of time for *you*. Tentative deadline for bids is November 10, and results should be available at the November 14 meeting.

Since participation is limited to members, those who have not paid 1997 dues should do so before submitting their bids.

By agreement at the September meeting, there are two protective features built into the procedure. The first—placing a "reserve" or minimum bid on the more valuable items—is protection for the Society, to assure that it recovers its investment plus a fair return to the organization for the work performed by several volunteers. This will avoid the spectacle of seeing a major kit or power tool, worth perhaps hundreds of dollars, go for ten bucks because one person said, "What the heck, I might luck out" while everybody else said "No way can I afford to bid on that!" Reserves are set at about 25 percent of recent retail value (including advertised "sale" prices) so there is still plenty of room for great bargains, if not for piracy on the high seas!

The second protection—for which I have no name—is for the members. All bids will automatically *open* at the stated reserve, or \$1.00 if no reserve is shown. Bidders will state only their *maximum*: the most they are willing to pay for the lot. Yes, we are asking you to *open* at your top limit, but you will *pay* only enough to beat the runner-up by one "increment"—a certain increase over the previous bid, varying with the level that bidding has reached (details in the bidding rules). So go ahead, bid \$200 for that special kit or tool or book. If your \$200 is the top bid, but second is only \$140, you will get the goods for one increment higher,

probably \$150.

So have fun, and may the best man win! (With the lamented lack of female members, I can safely say that.)

—Alan Frazer

To Build A Ship Model



I believe it is timely to note that a year has gone by since this series began, you may recall that we began with a discussion of sources for research and ships plans. From this beginning the talks are now at the 'stage' where a hull is ready for its deck furniture. At our last meeting in August Jack Bobbitt introduced us to this aspect of construction.

The term "Deck Furniture" covers a wide variety of items, requirements demand a different approach to quite a number of fittings. Among the number of power tools that can be used to good effect are a lathe, a power saw, a drill press and a disk sander. The small precision instrument and tool manufacturer that Jack recommended, the L. S. Starrett Co. in Athol Massachusetts is a name with a long history and a great reputation. If there is an item that this company does not make a second choice might be the Moore and Wright Co Ltd. in Sheffield, Yorkshire, U.K.

Jack then went on to say that because miniature set-squares are not made in small enough sizes, he makes his own from brass. Two strips are pinned at right angles, then silver soldered.

When small metal fittings, such as hinges or door handles are to be made, use shim brass.

If metal and wood need to be bonded, the following products were recommended Polyurethane Glue, Elmers Contact Cement and Dap Weldwood Contact Cement.

When the glazing of windows has to be considered we were advised that glass was the best option. Microscope slides in

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sizes 1 and 2. Size 2 in particular would more often than not be the best choice. Slides can be obtained from medical supply stores.

Ships wheels were then addressed and because cherry simulates mahogany in scale this was used to make patterns in triplicate. These patterns are then glued together at varying angles to form a staggered lamination. When dry, strong realistic wheels can then be sawn and shaped.

When considering the techniques for making nameplates and dials etc, the following method works very well.

Draw one's requirements to a scale four times larger than the finished size. This will be an aid in drawing easily and accurately. Take a photograph of the artwork, using a high contrast, black and white film. Prints can then be made from the negative and reduced down to the required size.

Deck housings, raised hatches and frames for gratings etc, should not be made with the intention of relying solely on glue. Joints and dowels should be integral to their construction as well. This is not only a matter of good practice in making parts stronger, it follows full size practices. Dowels should also be used to fasten furniture to the deck, it will help a model withstand the detrimental effects of aging.

All this and more was covered in Jacks presentation and I wish to thank him yet again for sharing with us his insights and experience.

In addition, because this an anniversary I wish to acknowledge every speaker who has helped with our program. Collectively, their contributions have become a resource in helping us build a better model than our last. For that, and on behalf of the membership I wish to thank everyone concerned.

Our speaker for the October meeting will be Joe McCleary. He will continue with more on deck furniture.

Graham Horne.

MINUTES



The meeting bell was rung by the Skipper at 2017 hours

Guests Present:

Hugh Van Brimmer
Bob Morris
Dan Brown

Mr. Len Wine was recognized for contributions to the club and wished well in his pursuits as he leaves the area for new employment in North Carolina.

Corrections:

It was noted that John (the pen) Cheevers recorded the minutes from the August meeting, and the title Clerk should be substituted for Purser in the minutes.

The Skipper made note that he was a member of the auction committee.

The Purser gave his report and stated that dues were outstanding for eight members.

Old Business:

Jack Bobbitt made a motion to accept the auction committee report. There was a second from Joe McCleary. It was requested that before taking a vote, a recap of the events leading to the auction be given. The Skipper gave the recap of how the items became available and the appointment of a committee to ascertain how the club would divest itself of said items through an auction. An amendment to the motion made by Bill Clarke with a second by Joe McCleary, to pass the ship plans that were obtained with the material to be auctioned to the club historian. The amendment was passed. The Skipper opened discussion on opening the auction to non-members. There was no support for this amendment from the floor. Bill Clarke explained the rationale behind grouping items in lots. Len Wine proposed an amendment to put a reserve price on each lot. Guest Bob Morris asked how tie bids would be settled. The committee was tasked to resolve details of the auction. Len's amendment was given a second by Joe McCleary and passed. Graham Horne raised the question of what to do if lots remain unsold. There was no resolution to Graham's question. The original motion was passed by the membership by a show of hands.

Joe McCleary said that 100 people have registered for the NRG conference and read a list of vendors. The conference has been able to put on a second tour of the Hart Museum.

The subject of a meeting place was mulled over again. Bob Sanderson said that the Ford's Colony venue could possibly be used four times a year. Dean Sword suggested that a meeting

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room may be found in a hospital.

Chuck Reynolds suggested that a list of sources for the model builder be compiled for new members. He also reminded the members that the historian has the index of the NRG Journal compiled by Bill Altice in addition to the NRG index. He requested that material on loan be returned to him and stated that he will relinquish the duties of historian at the end of 1997.

Len Wine said that he had in his possession two tables and a canopy that were the property of the society. Chuck Reynolds offered to retrieve them from Len.

New Business:

Joe McCleary said that Ted Williams was looking for someone to subcontract the construction of the hulls of steel navy models. Contact Joe if you are interested.

Alan Frazer wanted to know if anyone was interested in restoring a model schooner.

Show & Tell:

Alan Frazer had a copy of the brochure for the year 2000 ship model competition and said there would be a \$50 entry fee for an entrants first model.

Joe McCleary showed us the progress on his *Pawnee* and gave a good talk on the history of the ship.

The speaker was Jack Bobbitt. The subject of the presentation was "Deck Furniture".

The meeting was adjourned and refreshments were served by our gracious hosts, the Williamsburg AARP.

Mystery Photo

Welcome to the 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 details from photographs, learn how to use them as research sources, have a little fun, and share the wealth (as it were). You are all invited to participate in identifying these 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 second Mystery Photo, *Logbook* No. 135, features a ship with considerable bow damage that appears to be the result of a collision with another ship or maybe a pier. The photograph shows a ship painted in a dazzle style camouflage pattern. An identification number on the hull reads "73" and is located

just below the foreword deck house. There is a note in the lower right-hand corner that reads, Cammell-Laird. The men in the photograph seem to be a mix of sailors and civilians. The civilians appear to be wearing derby style hats. The ship is reminiscent of the U.S. Navy WW1 style "flush-deck" destroyer more commonly known as a "four-piper", but it only carries three funnels--the center one being thicker than the other two. The amount of rigging on the masts and the rig in general suggest early communications gear. Indeed, there are horizontal spreader bars on the masts for a di-pole radio antenna. There is an absence of radar on the masts, but there are enclosed lookout platforms (crows nests) on both masts. Notice the seamen on the main mast. What about the large baffle or wind screen just below the bridge windows? But, what ship is it and where was the photograph taken, and why?

Let's see what the membership had to say! I received a call the night before the last HRSMS meeting from Bill Fox who wanted to know if he was the first to respond. I assured him he was and we proceeded from there. Bill, citing the *Dictionary of American Naval Fighting Ships*, correctly identified the ship as *USS Stockton*. He continued to quote from *DANFS*: "the *Stockton* collided with *SS Slieve Bloom* near South Sark Light. The destroyer had to put into Liverpool for repairs and the merchantman sank." Fox, of course, is correct. This is the basis for the photograph. But what about other clues taken from the photograph? Can we use them to match the ship's identification with published data on *USS Stockton*?

According to Paul Silverstone in *U.S. Warships of World War One*, DD#73 was *USS Stockton*, one of 6 units of the Caldwell class. Three of the Caldwells were completed with three verses four funnels and two had three verses two shafts. *USS Stockton* was built by William Cramp and Sons Shipyard in 1917. He further states that the class was an experimental type with cutaway sterns. Norman Friedman notes in *U.S. Destroyers* that this class was in effect the prototype class for the famous flush-decker programs of World War I. He agrees with Silverstone that *USS Stockton* had "three rather than two screws" and adds, "Only the two Cramp built units were completed to the original C&R plans." A very good photograph of *USS Stockton* appears in Friedman's book on page 35 which shows the ship carrying the very same dazzle camouflage pattern and identification number seen in our photograph. Another excellent photograph showing the cutaway stern appears on page 36 (Note: Alan, here is a great plating photo too).

An interesting anecdote about the history of this ship deals with the Lend-Lease agreement between Great Britain and the United States in 1940. That agreement lent 50 surplus destroyers to Britain in exchange for base rights in the Caribbean. It has been stated many times that those destroyers had one of their boilers removed to provide space for addi-

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tional fuel bunkering to increase their operational range. This allowed for the removal of one of the four stacks and gave the lend-lease destroyers an appearance quite similar to that of the original Caldwell class design. From the note "Cammell-Laird", referring to a shipyard located along the river Mersey in Liverpool, England, and the vessel's appearance, the observer could be fooled into thinking that the photograph represented one of the Lend-Lease "four-pipers." *USS Stockton*, it turns out, was one of the Lend-Lease transfers and, in effect, was delivered already sporting the profile that was to become so familiar. It's ironic that without the information given by brother Fox, it might be easy to mistake the photograph as having been taken sometime during the Lend-Lease period World War II.

What does Bill have to say about the photograph?

"There are a few items of note in this photograph. I used it in hopes of causing some confusion among the membership.

If one takes the number (73) and charges into a source, the identification takes very little time. However, if one looks at the number location, the notation on the lower right hand sector, and the number of stacks, confusion might enter the thought process.

First: the notation "Cammell Laird." This as a very famous shipyard in England. Hence, the ship could be British.

Second: the number and location of it also muddy the water. The number looks American, but it is not placed at the bow like we would expect it to be. The location is where the British place their numbers, but there is no letter prefix as is the British practice.

Third: there are three stacks (not the Four) we usually see with U.S. WWI destroyers. However, note the middle stack is somewhat larger than the fore & aft stacks. Do we have two combined into one?

All this put aside, we see a typical U.S. flush deck destroyer design. The bridge structure is definitely U.S.

Some historical facts: The low number notes that this ship was built at the beginning of the U.S. flush deck destroyer program. Do we dare mention this could mean some experimentation occurred in this ship and her sisters? The bow damage occurred in March, 1918 (WWI), not after *USS Stockton* was transferred to Britain in 1940 as part of the trade for bases. The ship survived WWII and was scrapped soon after hostilities ended."

Kudos, Bill, and thanks to all who participated.

John Cheevers

Spars and Rigging.



This is a rallying call to those of us who rail and seethe at being referred to as the "Sticks and String Crew" It is galling having to admit that this offensive term is effective, in part, because of its brevity. Retaliation is long overdue. Perhaps a prize should be awarded to the person who can come up with a counter put down that is just as brief.

Perhaps we could use this weapon at a club meeting when an offender is off guard during the social hour, maybe when he has just taken a bite out of a piece of cake, incommoded, momentarily silenced. We have a month to brood on it, ponder deeply, give birth to the counter put down of all put downs.

"Are ye with me mates?" Lets ave them words wrote down on parchment and fer them as as'nt mastered their letters it'll be whispered to em in the fo'c'sle watch.

We'll ave our revenge lads! Wait till we fall in on em at Schillers Tavern. Lets spring it when they are at their pipes and rum, all warm and comfortable like, at their ease in the best parlor, murky all of em. Shabby ain't in it. The floor will be awash with peanut shells, the carpet embedded with pie crusts, plates broken underfoot, along with bottles-rolling in the hearth.

It'll be November then, chances are the night'll-be a bad'n, a blow come in from the east maybe. Rain lashin and rattling them windder panes. Always makes Ben's parrot uncommon nervous it does. Aye, an its about time he did somat about them horrible stains runnin down the back of is shoulder too, makes a right mess every time he sits down.

So there they'll be mates, slumped in their cups, feeling smug, indolent on dry land. Its then we'll ave em!

Phew! I'm gettin meself into a lather just thinkin on it.

Yuletide may be the season of good will, but by ell!
With luck we'll ave ad our satisfaction by then.
Punctuation not withstanding. Ain't had time mates.

Graham Horne

MYSTERY PHOTO

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



C-R122

ENCLOSURE - B

NOTABLE EVENTS

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

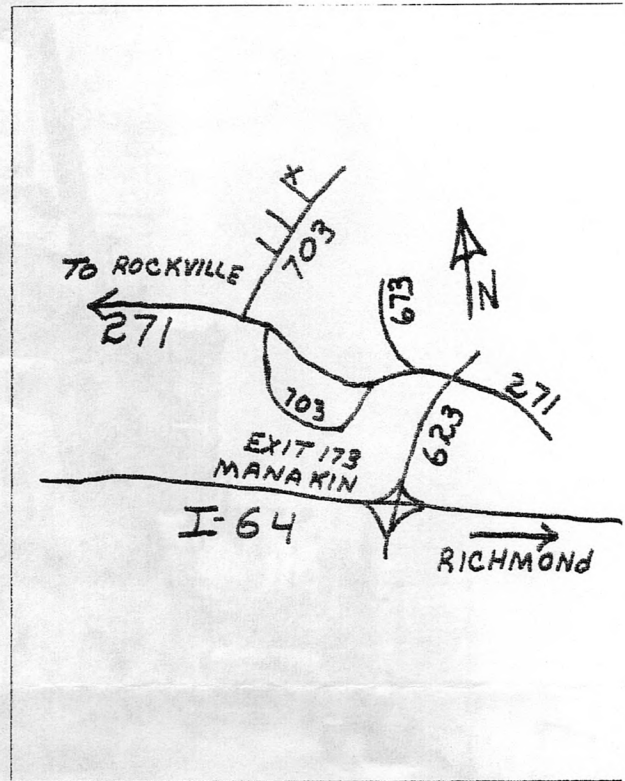
The next meeting will be hosted by Graham Horne on October 10, 1997 at 2000 hours. The meeting will be held at 12188 Loblolly Lane, Rockville Va. Please call if you will be attending (804) 749-4719.

Take I-64 west past Richmond to the Manakin exit. Proceed north on Rte.623 to Rte. 271. Turn left on Rte. 271 to Rte. 703. Turn right on Rte. 703 to Loblolly Lane. Loblolly Lane is on the left.

A Note From Graham

For those attending the meeting out here in October it might be worth mentioning that for those who have the extra time to consider stopping at two stores in Richmond. One is "Woodcrafters" off Staples Mill Rd. There is an exit off I64 for this road and it leads directly into Willow Lawn Shopping Center where this shop is located. The second store is "Pleasance Hardware", located on West Broad St. at Short Pump. The road from there leads directly to this house.

Both stores offer items the average store does not and for the modeler, Woodcrafters in particular.



WATCH, QUARTER AND STATION BILL



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:

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