

FROM THE PILOTHOUSE



Congratulations are in order to Jack Bobbitt for his award-winning entry in the Nautical Research Guild's 1997 Essay Contest! The award was announced after the banquet at the NRG Conference in Boston on November 1.

Jack is by far the most successful competitor for NRG awards: this award follows consecutive successes in winning the Guild's Howard I. Chapelle Awards at The Mariners' Museum's Scale Ship Model Competitions in 1991 and 1995. The Guild's first Essay Award, in 1996, went to Erik A.R. Ronnberg, Jr., for a fascinating and revealing historical analysis of a Winslow Homer painting and a photograph that coincidentally focused on the same site in Gloucester, Massachusetts.

Jack's winning 1997 entry deals with his research and some of his modeling ideas for the Western Rivers diesel towboat *Wild Goose*. We continue to watch with fascination his progress on this dandy model, including the superbly thin steering wheel he brought to the October meeting.

Jack made excellent use of a newly available and little-known scholarly/archival resource, the papers of the Charles Ward Engineering Works in Charleston, West Virginia, builders of *Wild Goose*. These files, including hundreds of original drawings, are housed at West Virginia State University in Morgantown and were the subject of John Fryant's presentation at last year's NRG Conference in Tulsa. Jack also used the library and archives at The Mariners' Museum. We look forward to seeing his paper in a future issue of Nautical Research Journal.

—Alan Frazer

THANK YOU

The members would like to thank Graham Horne and his wife Moira for their hospitality in hosting the October meeting.

To Build A Ship Model



First of all there is a correction to last month's article. Advice on the use of microscope glass slides is wrong. This should read cover slips of seven thousandths thickness.

Our October meeting was once again devoted to the construction and building of deck furniture. We were introduced to an added variety of methods and techniques at a slide presentation given by Joe McCleary. This proved to be a blinkers off session that included a display of parts and fittings that had been made using the methods described. Without exception every piece had a sharp, crisp finish and appearance.

Joe concurred with Jack's earlier statement that power tools can be used to great effect when making deck furniture. Greater accuracy can be achieved as well as being an asset for production runs.

When making gun carriages, cut and stack as many side piece blanks as practicable for cutting at one time. Glue these pieces together lightly at the corners prior to sawing. At the conclusion of this operation separate the finished parts with a solvent. For the making of gun carriages a fine grained wood such as Swiss pear would be a good choice. The wheels or trunnions for carriages can be made from dowel. When the assembly of parts is to be contemplated, use jigs for assuring accuracy and faithful duplication.

While on the subject of sawing, a good source for miniature table saw blades is the Thurston Manufacturing Co. 45 Borden Street, Rhode Island, 02903. Do not forget to check the diameter of the arbor as well as the maximum blade diameter that your saw will accept before ordering.

Cutting Thin Metal Parts. Begin by first gluing thin metal to a strip of wood. This will ensure that when cutting or sawing the metal piece will not curl or distort. Avoid the use of ferrous metals. Rust is a potential hazard on ship models as they age.

Art Shapes. Forming metal domes, bosses etc. can be created by first working a piece of hardwood to a desired shape. A

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femal form is then made with an allowance for a thin sheet of metal to be sandwiched between both. Heat metal such as sheet brass or copper, then pound home the master shape into the recess. Hardwoods will endure the heat And pounding provided not too many finished pieces are required. We know this procedure works because we have seen the good results.

Soldering. When soldering, think about the quality of the job an longevity. Consider a solder that has a mix of 20% silver. File down enough solder for the job at hand then mix with a flux to form a paste. Use a low power source for better control of heat flow.

Oars. Cut out the shape of an oar from a thick piece of wood. When this has been done, place the piece on its side and set up the table saw for a taper cut. In this way, two or three oars can be sawn from one piece of wood.

Blocks. These items can be sawn from dowel of an appropriate diameter. However, as with deadeyes, they may have concave rims. If this is the case it will be easier to file or saw a concave shape prior to parting a block from a piece of dowel. Deadeyes are made in a similar manner to blocks with additional considerations for the accurate placement of holes. This is done with the use of jigs to ensure uniformity and as aids in speeding up production.

Belaying Pins. Belaying pins can be made from dowel that matches the widest diameter of the proposed pins. Then using an end cutting tool, made on a lathe, pins can then be shaped and duplicated.

Gratings. Briefly stated, a jig is made to fit over a miniature table saw. in appearance it resembles a shooting board however, it incorporates a spacer that allows the saw to cut evenly spaced, parallel lines or dado grooves. For a complete breakdown of the above refer to Longridge's book, *The Anatomy of Nelsons Ships*.

This presentation generated a great deal of interest that was further evidenced by a group of members who congregated around the display of deck furniture at the conclusion of Joe's talk. The atmosphere was quite animated, which was just as it should be when people are gathered together, sharing a common interest.

Thank you Joe, for showing us just what can be achieved and for introducing us to the methods used in obtaining them.

At this time Congratulations are in order. Joe won an award at the U.S.S. Constitution Museums, Ship Model Competition and will be honored at a reception held in Boston on Friday, October 31st.

The speaker for the November meeting will be Bob Comet.
Graham Horne

MINUTES



The Meeting was called to order by the skipper at 20:20 hours.

Guests: None

Corrections: Glass cover slips (not slides) were used for windows as was stated in the October "To Build a Ship Model". Precision Engineering Works is a source for .007 inch glass in larger pieces. Bill Altice took the schooner model for repair.

The treasurer gave his report. Five members are still non-paid.

Old Business: The Skipper had a list of lots to be sold by auction. He explained the bid sheet and said that bids were to be received by November 10. Rules of the auction were discussed. It was stated that the reserve price was approximately one fourth of the retail price. Jack Bobbitt will be available for those who want to view the material for auction. There was a general discussion of the material to be auctioned.

New Business: The Mariners Museum is mailing the brochures for the year 2000 competition. It was noted that May 29 and not June 4 is the date for model delivery. Joe McCleary said that the 1998 NRG Conference will be held in Morristown New Jersey on September 24 -27. Alan Fraiser had a request for someone to repair a ship-in-a-bottle (no takers at this time).

Show and Tell: Tom Saunders passed a copy of *The American Neptune* provided by the Peabody Essex Museum for the members perusal. Jack Bobbitt had the ships wheel for his model of the *Wild Goose*. Bill Altice had an Atlas lathe for sale.

The meeting was adjourned at 21:52 hours.

NOTE

The table on page 5 is taken from the 1870 Record of American and Foreign Shipping of American Shipmasters' Association, "Rules For The Construction Of Wooden Vessels". The editors would like to thank Dean Warden for providing this material to us in electronic format. Dean supplied a wealth of information that will be included as space permits.

Mystery Photo

Welcome to the Mystery Photo, the portion of the *Logbook* 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 ship, specific details, an event, or maybe provide information on a scene. The idea is to learn to use photographs as data sources, learn how to do a little research, have a little fun, and share the wealth (as it were). Bill invites everyone to participate in identifying these images and to contribute photographs, if you wish. We will collate, tabulate, and masticate all responses (guesses) and present the aggregate to the readership in the next newsletter. Help solve the mystery!

The third Mystery Photo, *Logbook* No. 136, is really tough. The photograph doesn't show an entire ship! (Is Bill trying to tell us not to pick on the steel navy?) Let's see what data we can gather from this photograph. This image is looking aft and was taken from somewhere on the forward end of the forecandle deck of a warship. The photograph is unmarked except for two notes at the bottom. The left note, (C-R 122), possibly identifies the photo as one of a series taken of this ship by the US Navy's department of Construction and Repair. We see a warship with two superimposed, twin turrets mounted on the centerline, some bridge superstructure, anchor handling gear, and a tri-pod foremast. No identification number is visible. The anchor handling gear is unremarkable, as is the bitt on the foredeck. There appear to be two mine sweeping paravanes mounted on the first deck superstructure bulkhead, one port and one starboard abreast turret number two. There are two searchlights mounted each on a separate level of the foremast. No radar is visible in this image. The second or "B" turret has a stereoscopic range finder mounted atop it, and the turret shape and style are not that of the US Navy. There appear to be some smaller caliber, secondary weapons (possibly dual purpose 3" AA) abreast the bridge superstructure. The main deck planking extends to just forward of the number one turret. The sailors' uniforms don't appear to be those of the US Navy.

What conclusions can we draw from these clues? The keys to identifying this ship lie in the shape and arrangement of both the turrets and the forward superstructure and mast. The style of the sailors' uniforms provides an additional clue to the nationality of the warship. The vessel's size almost certainly rules out any sort of battleship or battlecruiser. Using the sailors for scale, you could estimate the vessel's width at about 65', and this is far too narrow for a capital ship, but lands it squarely in the middle of cruiser territory. The vessel seems to lack all the accouterments that are so prevalent of ships that survived WWII and would seem to date the photograph from some time in the 1920's to the early 1940's. The cryptic C-R122, if we believe it to be a note from the US Navy's bureau of Construction and Repair, might suggest that

this vessel belonged to one of the foreign navies that brought ships to the United States during WWII for repair and refurbishment. Would that narrow the field of search?

I think, at this point, it is safe to say that we are looking at the image of a cruiser sized vessel that is not a unit of the US Navy. We can also safely rule out the navies of Germany, Japan, and Great Britain because the turret shape is wrong for them. That would leave the navies of France, Italy, Russia, and The Netherlands as the only navies who built and supported this size and type of warship in the inter-war years.

Let's see what the membership had to say! Once again, I received a call the night before the last HRSMS meeting, this time from Henry Schekulin who was certain that the ship was a French cruiser due of the shape, style, and arrangement of the turrets. He thought that the ship might be *Jeanne D'Arc*. He went on to say, "The ship was sent to the United States during the war to be refitted and after the war became a school ship." At the last Club meeting Bob Comet, Joe McCleary, and Graham Horne were speculating that the ship might be a cruiser or, perhaps, a battlecruiser, but they offered no guess at the ship's name.

Using Henry's clue, I searched several sources and found a photograph of *Duquesne* in Anthony Preston's book *Cruisers, an Illustrated History 1880-1980*, that has all the same features as the vessel in our photograph (especially the dual bridge wings). In checking Conway's *All the World's Fighting Ships 1922-1946*, I found five classes of French cruisers that fit the general appearance of the ship in the photograph. However, the ships of the *Duquesne* and *Suffren* Classes were the closest match with our photograph. The bridge arrangement of *Jeanne D'Arc* differed too much to consider it a match. That would narrow the field to six ships. Conway further reported that all French cruisers that survived the early war years went to the United States for refits. This further narrows the field to three ships. Could this be *Suffren* or *Duquesne* or *Tourville* arriving in the United States for their refit?

Two weeks later, Henry called again to add more information based on his further research. He discovered a photo of *Suffren* and found the resemblance to the mystery photo remarkable. He further noted that *Suffren* was the only ship of her class to survive the war. He now believes the photograph to be either the *Suffren* or one of the *Duquesnes*'. He faxed a copy of this photograph and I'm sorry to report that the fax quality was too poor for me to make a determination.

Thanks, Henry, Joe, Bob, and Graham. I think we are close to solving the mystery, but we still don't have a positive identification of the ship or the circumstances surrounding the photo. So, keep working on it!

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John Cheevers

What does Bill have to say about the photograph?

This photograph is different from the previous ones we have used. It was not identified in the archives and therefore is a mystery to all of us! With that preface, I will tell my method of solving the mystery.

As I looked at the photo, three things grabbed my attention:

- 1- The uniforms worn by the sailors on the port fore-deck - not a USN uniform by any stretch.
- 1- The main gun turrets have a strange look to them - general shape and openings. Again, not U. S. Navy. From the size of the barrels, I would estimate either 6 or 8 inch. Hence, a cruiser.
- 1- The tripod foremast - again, not U. S. Navy

So from an initial look we can surmise it is a light or heavy cruiser, of a foreign navy. My next step was to move to my library and pull out Jane's Fighting Ships and start looking.

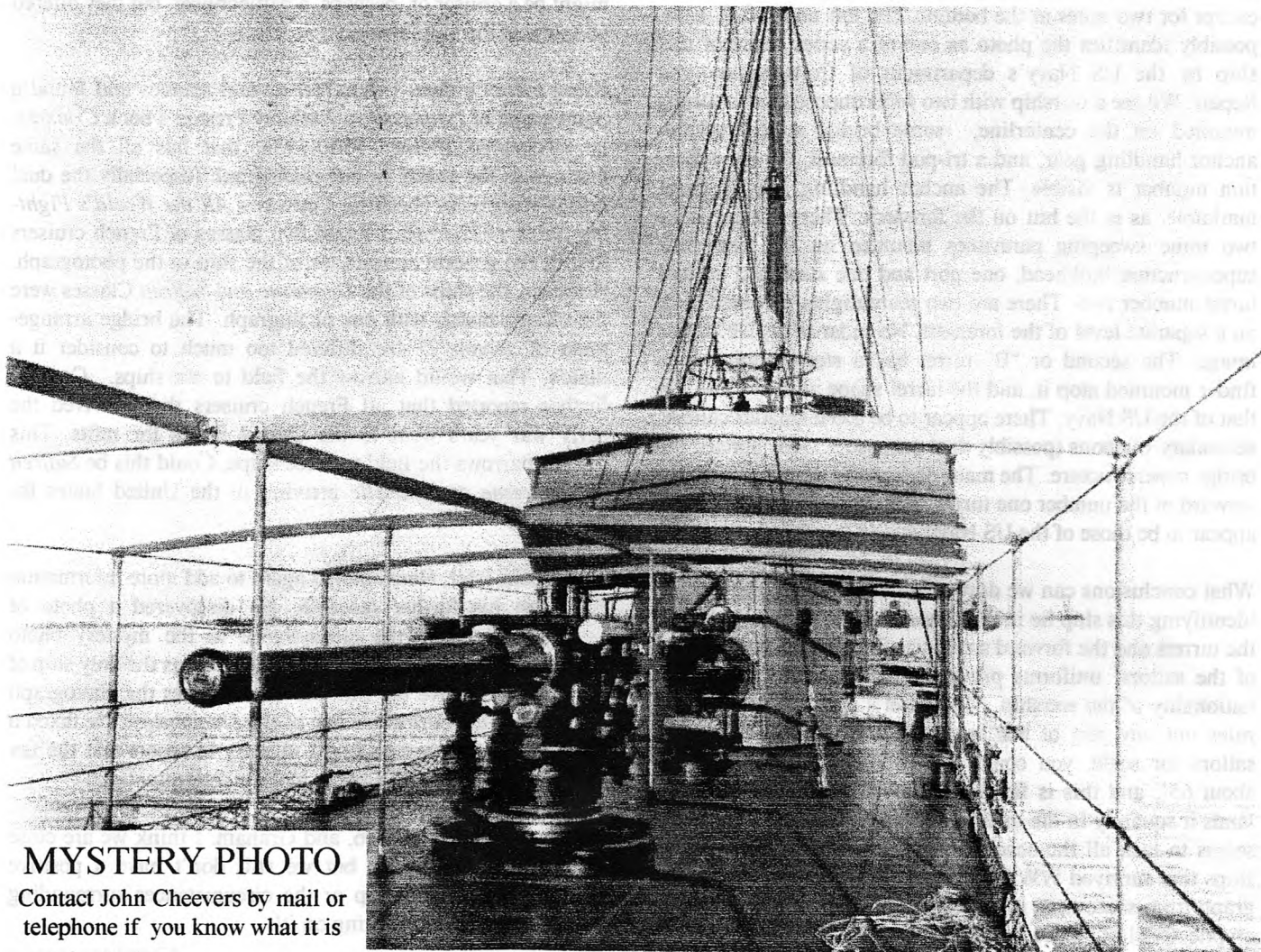
The ship looked of the between-wars period, so that is where I began. I was lucky fairly early, finding myself in the French Navy Section.

As I progress through the French cruisers I am initially looking for a pair of twin turrets forward and a tripod foremast. Well, I find two classes that fit that requirement, so I have to narrow it down a little more.

I notice the pair of platforms located on the foremast away from the centerline and the location of the paravane on the railing.

From these characteristics, I have satisfied my mind that this photograph is of one of the French heavy cruisers of the *Tourville* class, either the *Tourville* or the *Duquesne*. I would further venture that this photograph was taken soon after completion, since there is not a lot of equipment on the foremast.

Bill Clarke



MYSTERY PHOTO

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

TABLE 2.

Dimensions of Logs and Planks running fore and aft and their Fastenings in Proportion to the Sum of

Breadth of Beam + 1/4 the Length on Deck (B + L/4).

NAMES OF TIMBERS AND FASTENINGS	39		45		51		57		63		69		76		83		90		97	
	S.	FR.	S.	FR.	S.	FR.	S.	FR.	S.	FR.	S.	FR.	S.	FR.	S.	FR.	S.	FR.	S.	FR.
Keel	10	11	10 1/4	12	11	13	12	14	13	15	14	16	15	17	16	18	17	19	18	18
Scarf bolts through Keel		3/4		3/4		13/16		7/8		15/16	1		1 1/16		1 1/8		1 1/8		1 1/8	15
First Garboard	4	10	4	11	4 1/2	11	5	11	6	12	7	12	7 1/2	13	8	13	8 1/2	14	9	15
Garboard to Bilgeplanks	2 1/2		2 3/4		3		3 1/4		3 1/2		4		4 1/2		4		4		4 1/4	
Bilgeplanks to Wales	2 3/4		3		3 1/4		3 1/2		3 3/4		4		4 1/2		4 3/4		5		5 1/2	
Wales	3		3		3 1/4		3 1/2		4		4 1/2		5		5 1/2		5 1/2		6	
Above Wales	2 1/4		2 1/2		3		3		3 1/2		3 1/2		4		4 1/2		4 1/2		5	
Keelsons	10	12			0 1/2	14	11	18	12	22	13	25	14	28	15	32	16	36	17	42
Bolts through Keelsons		7/8		7/8		1		1		1 1/8		1 1/8		3/16		1/4		1 1/4		1 1/4
Bilgestrakes	4		4 1/2		5		6		7		8		9		10		11		12	
Clamps for Maindeck *	3	11	3	12	3 1/2	14	4	18	4 1/4	22	4 1/2	26	5	30	5 1/2	33	5 1/2	36	6	36
Clamps for Between Deck							4 1/2	18	4 3/4	22	5	26	5 1/4	30	5 1/2	33	5 3/4	36	6	36
Bolts for both Clamps		5/8		3/4		3/4		7/8		7/8		7/8		15/16		15/16		1		1
Deck Beams †	9 1/2	7 1/2	10	8	10 1/2	8 1/2	11	9	11 1/2	9 1/2	12	10	12 1/2	10 1/2	13	11	13 1/2	11 1/2	14	14
Hold Beams	10 1/2	9 1/2	11	10	11 1/4	10 1/4	12	11	12 1/4	11 1/4	13	12			13 1/2	12 1/2	14	13	14 1/2	13 1/2
Waterways for Maindeck, * Hardwood	4	8	4 1/2	9	5	10	7	10												
Waterways for Maindeck, * Softwood	4 1/2	10	5	10	6	11	7	11	8	12	9	13	10	14	11	14	12	15	13	16
Waterways for Between-deck									10	12	11	14	13	15	14	15	14	15	16	16
Bolts for both Waterways		5/8		3/4		3/4		7/8		7/8		1		1		1 1/16		1 1/16		1 1/8
Thickstrakes, Maindeck									5	10	5 1/2	11	6	11	6 1/2	12	7	12	7 1/2	13
Thickstrakes, Lower-deck															7	12	7 1/2	12	8	13
Bolts for Thickstrakes									3/4		3/4					7/8		1		1
Planksheer	3		3		3 1/2		4		4		4 1/2		4 1/2		4 3/4		5		5	
Bolts for Planksheer		1/4		5/8		5/8		3/4		3/4		3/4		3/4		7/8		7/8		7/8
Rail	3		3		3 1/2		4		4 1/4		4 1/2		4 1/2		4 3/4		5		5	
Iron diagonal Braces									4	5/8	4 1/2	5/8	4 1/2	4 1/2	5/8	4 1/2	5/8	5 1/16	5 1/2	5 1/2
Bolts or Woodscrews for these									3/4		3/4		3/4		13/16		13/16		7/8	7/8

These dimensions are given for oak; if other material is used, additional size must be given at a rate of 20 per cent. for hackmatack, 40 per cent. for spruce.

* In vessels with more than one deck, the main deck is the second deck from above; in such vessels the dimensions for the upper deck is 20 per cent. less in size than those on main deck.

NOTABLE EVENTS

NOVEMBER

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

DECEMBER

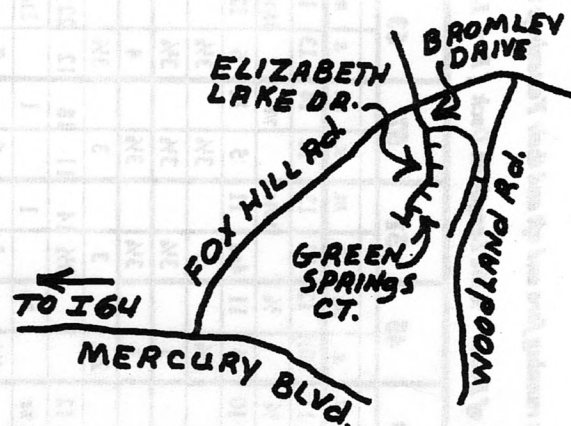
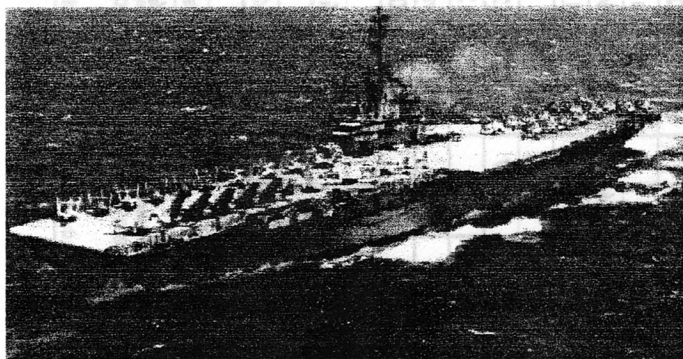
12 H.R.S.M.S. Monthly Meeting: host Jack Bobbitt

Bill , The list is getting short!

Next Meeting

The next meeting will be hosted by Hinz Schiller, 337 Green Springs Court, Hampton, Va. on November 14 at 2000 hours. Please call if you are attending, (757) 851-7287. Take Mercury Blvd. To Fox Hill Road, turn left on Fox Hill Rd. Follow Fox Hill to the far end of Willow Oaks Shopping Center. Turn right on Bromley Dr. and right again on Elizabeth Lake Drive. Green Springs Court is the 5th cul-de-sac on the left.

USS YORKTOWN (CV-10)



John F. Cheevers
414 Burnham Pl.
Newport News, VA 23606

WATCH, QUARTER AND STATION BILL



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1 st 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
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	Tom Saunders	(757)-850-0580

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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FAX (prior arrangements required)