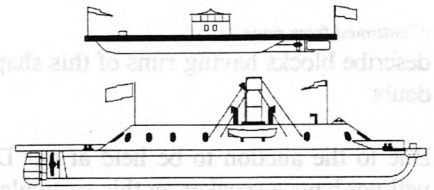


# Hampton Roads Ship Model Society

# Logbook



No. 138

DECEMBER, 1997

## FROM THE PILOTHOUSE



Members and readers who did not or could not participate in the silent auction may be interested in a brief report on the results. Fifteen members made a total of 154 bids on 70 lots; the most enthusiastic bidder made offers on 32 lots and was successful on 12 of them. Sixty-nine lots were sold, to 13 successful bidders, for a total that more than doubled the Society's investment in the goods sold. Twenty-one lots remain unsold for lack of bids or, in one case, a single bid that was substantially below the reserve.

By decision of the members at the November meeting, these remaining lots will be sold at a "live" auction, *with no reserves*, during the December 12 meeting at Jack Bobbitt's home. You must be present to bid. A list of these lots appears elsewhere in this *Logbook*, still with their original lot numbers to avoid confusion.

I believe all will agree that this was a satisfying project, in terms of financial benefit to the society, helping a model-maker to dispose quickly of material he could not use, putting that material in the hands of members who could, and having some fun along the way. While we may not have similar opportunities to acquire large lots of material in the future, we should consider having auctions periodically just to "redistribute" members' surplus stock. This activity is a regular part of other clubs' programs, including the Ship Model Society of Northern New Jersey and the U.S.S. Constitution Guild of New England.

—Alan Frazer

## THANKS

The members would like to thank Heinz and Marke Schiller for their hospitality in hosting the November meeting.

## To Build A Ship Model



Our November Speaker was Bob Comet and his subject was spars and rigging. At the outset Bob was at pains to point out that his subject was *so* wide ranging, it would be impossible to cover all aspects in one session therefore he chose to cover it in a general manner.

As always Bob went out of his way to provide each and every one of us with a set of notes to accompany his presentation. This was an asset that certainly made my assignment a good deal easier and the reference sources that were listed should certainly help most of us with our future projects.

At this point I am reminded of a conversation that came up at our last meeting. This referred to a particular entry at the U.S.S. Constitution Museum Ship Model competition held in Boston. The builder of this model had mistakenly built certain parts over scale. It was a great pity, for to my eye the workmanship was beautifully executed and when one takes into consideration all the time that must that was devoted to its construction, it was indeed a shame, for with a little extra time given to research and checking upon scale this fine model would have been without blemish. There is a lesson here. As individuals we are perhaps our greatest critics and when we are striving to improve that is all to the good. Self criticism of workmanship, knowledge of the subject at hand and the development of a critical eye will surely guard against such pitfalls. This brings me back to Bob's talk. He has helped make us aware that spars and rigging when taken together are not subjects that should be lightly entered into.

Thanks Bob for a session that was well presented, well illustrated and also for pointing us in the direction of higher standards.

There is a correction to last month's article.

The word soldering is wrong. Soldering is a method of bonding metal that should not be used on ship models. It has a short life. Brazing would be a better term and method.

Doubts were raised when the word concave was used to

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describe blocks having rims of this shape. I see no reason to doubt.

Due to the auction to be held at our December Meeting we will not have a speaker on this particular evening.

Graham Horne

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## MINUTES



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The meeting was called to order at 1959 hours.

One guest was present, Stephen Christian.

This was the third meeting for Mr. Richard Chase. He indicated his desire to become a member of the HRSMS and after the obligatory debate, his membership was approved by a vote of those present.

Corrections: It was noted that Alan Frazer's name was misspelled and Heinz Shiller's phone number was not correct. Joe McCleary said in the "To Build" column that his method of joining metal parts is by brazing, not soldering and that blocks and deadeyes are convex, not concave.

The Bob Comet gave the treasurer's report and said that 3 members have not paid their dues.

Congratulations were given to Jack Bobbitt for winning the NRG essay contest and Joe McCleary chastised the membership for not writing essays. He said that the work should be based on original research and to look at the NRG Journal for examples.

Congratulations were also given to Joe McCleary for winning the silver medal in the Constitution Museum's model competition with his model of the *Eagle*.

A form was circulated for the members to sign up to host the meetings in 1998. Several months were still open when the form was returned to the skipper.

Bill Clarke reported that a steel navy colloquium will be held in Annapolis in the weekend of April 18.

Bob Comet said that Larry Iverson of Office Furniture is in the market for ship models. His phone number is 855-8200.

The auction committee presented a report on the auction results. The report stated:

15 bidders

154 bids on 70 lots

69 lots sold

20 lots received no bids

1 bid below reserve price

21 lots unsold

There was a discussion on how to dispose of the remaining material. A motion to hold a live auction at the December meeting for the remaining lots was made by Jack Bobbitt with a second by Jim McCurdy. This motion was passed by a vote of the members.

Bob Comet gave a presentation on rigging.

A natty John Cheevers arrived at 2119 hours.

The meeting was adjourned at 2145 hours.

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## MYSTERY PHOTO

Welcome to "Mystery Photo." Here, Bill Clarke asks the burning question, "What Ship Is It?" Each month a photograph will appear in the *Logbook* asking the reader to identify a ship, or maybe to provide details on a specific scene or event. Tell us what you can about the photograph and, perhaps, the story behind the photograph as well. The idea is to learn to use photographs as primary reference sources. Bill invites everyone to participate in identifying these images and to contribute their own mystery photograph, if they wish. I will collate, tabulate, and masticate all information and responses, and present the aggregate to the readership in the next newsletter. Help solve the mystery!

To date, no additional information concerning Mystery Photo No. 136 has come forth. Keep trying!

The fourth Mystery Photo, *Logbook* No. 137, is another tough one. The photograph, again, does not show an entire ship! Let's see what data we can gather from this photograph. This unmarked image presents an excellent up close look at the forecastle deck of a warship. We see one open, medium caliber deck gun and, perhaps, the pedestal base of a second behind it. The breech block on the forward gun is open obscuring whatever sits on the after pedestal. Are there any clues to the type and caliber of this gun? Awning supports with stanchions form a lattice over the deck. The detail of the support connections is extremely good. Notice the offset stanchion in way of the deck gun. The forward face of the superstructure is angular in construction. Ventures or wind deflectors cover the front of the open bridge. There is a search light with a canvas cover located on the platform just above the bridge. This vessel carries a simple pole mast. Is that a running light half way up the mast or the ship's bell? Two sets of split fore stays have their ends secured at the deck with

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turn buckles. A loose coil of line lies on the deck. The careful observer will notice the deck plating and see the joggling in their riveted connections (note the absence of wood decking material). Could the netting along the deck edge be skip netting meant to catch spent shell casings? Is that a boat boom rigged on the starboard side? A step or break occurs in the hull just aft the bridge giving this vessel a raised fore-castle deck. Outboard to port you can just make out the curve of the hull along the main deck edge and is that a waist gun we see there?. Do the vessels in the background provide a clue to the time frame or location of this image?

What conclusions can we draw from these clues? This ship is obviously lying to or at anchor judging by the absence of smoke, the rigged boat boom, and the line thrown on deck. The sea is calm, weather nice, and the sun is at the photographer's back. Judging from the shadows, the photographer took this photograph in either the early morning or late afternoon hours. (Bill Clarke eat your heart out; the sun didn't kill this photographer.) The image shows a medium sized vessel, probably a US Navy destroyer from the early 1900's. A quick scan through Conway's *All the World's Fighting Ships 1860-1905* proved that this vessel didn't resemble destroyers built for other navies. Concentrating on vessels belonging to the US Navy, I zeroed in on the period Norman Friedman, in *U.S. Destroyers*, calls "A decade of development, 1906-1916." The first of these designs, the Smiths, set the tone for US Navy destroyer style and arrangement until the introduction of the famous flush deck classes of WW1. US Navy destroyer design abandoned the turtle-backed fore-castle and returned to the style of the Bainbridges, but with a fully raised fore-castle deck. This change fulfilled a requirement that the these little vessels keep up with the battle fleet. During this time of technological change, destroyer classes doubled in size from around 500 tons, culminating in the "thousand tonners." The last of the "thousand tonners" was the Sampson class, DD-63-68, authorized in 1914. They were the first destroyers completed with 1-pound anti-aircraft guns.

At the HRSMS meeting (Nov. 14, 1997), Bob Comet approached me and gave his initial assessment of the photograph. He originally thought that we were looking at a 5"-51 caliber deck gun mounted on the raised after platform of a US Navy destroyer. He thought this because of the straight run of the deck edge. I countered and said that it appeared to be the fore-deck gun of a US Navy destroyer and that the straight edge results from truncating the ship's side plating inboard to narrow the fore-castle deck. This makes for a wetter main deck, but increases the field of fire of the waist guns mounted on the main deck, allowing them to fire forward. I was not sure of the gun's size but I thought it to be 4". Later, as I was preparing this column, Bob Comet called again with additional findings. This led to an interesting discussion. Bob was

changing his opinion of the ship in the photograph. He now thought that the vessel was a member of the Sampson class and he used two, key clues to prove this. The first is the shape of the superstructure; it is angular. Secondly, is the inclusion of a second gun on the fore-castle deck. He said that he originally missed the second gun because it is blocked by the open interrupted screw breech mechanism of the 4"-51 deck gun. As proof of his identification, he cites the photograph on page 32 of Friedman's book *U.S. Destroyers*. We both sat with our copies of the book and made comparisons of this photo to Bill's Mystery Photo. Features matched right down to the shape of the ventures and split fore stays. Only Bill knows the exact ship of the Sampson class as we have gone as far as we can in identifying this Mystery Photo.

Food for thought: the ship visible just over the barrel of the deck gun is probably *Solace*, a naval auxiliary used as a hospital ship. Notice the white hull with the contrasting, dark stripe down its length.

Kudos, Bob Comet.

John Cheevers

What does Bill have to say about the photograph?

First of all let me say that this photograph did not produce as good a response as I had hoped it would. That said, this is what I call an "on board " photograph taken in the spring of 1916 of the *USS Davis*, DD-65. This photo has value to a model builder because it has so much detail that a modeler can use. Included in these would be deck details, an excellent view of the forward gun mount, and superstructure details. Usage of the gun view could be applied to other warships of the WW1 period which may have carried this mount.

As I search through the LCM files of photos in the National Archives, I find a great variety of this type of photograph usually taken in series of three to six views, and usually when alterations had recently been completed. I would urge anyone interested in building steel navy warship models to peruse the archives in search of these photographs. They will contribute a lot of information on details that can be used to make a high detailed miniature of the real ship. Regrettably, this will not be of much help in the age of sail since cameras were not invented at that time.

Bill Clarke

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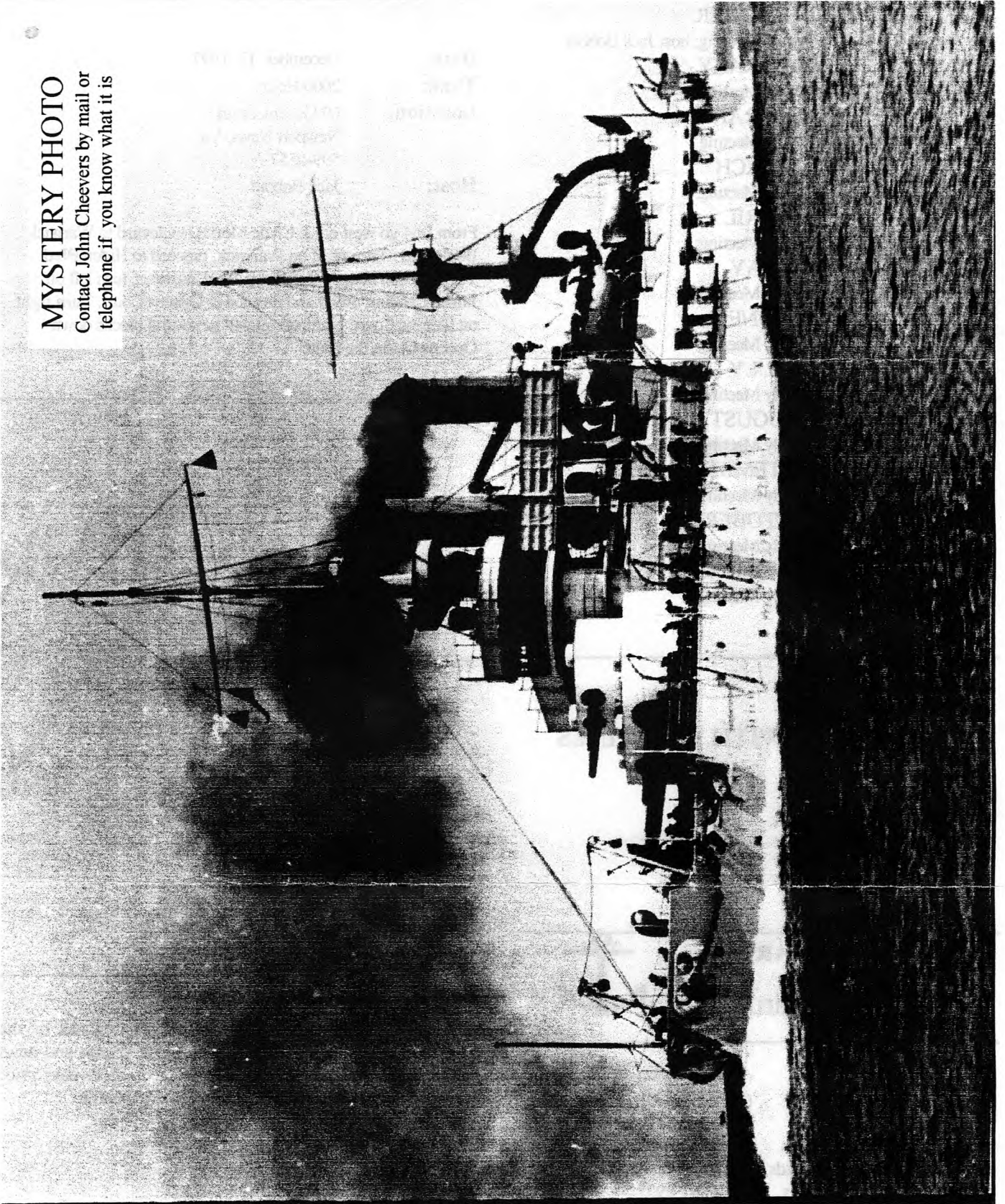
NOTE: Bill Clarke is about to embark on his annual trek to the International Model Show in London. Anyone wishing something (of manageable size) from the U. K. needs to step forward with the request and the pounds (sterling that is).

**"Left-overs" for Live Auction, December 12**

<u>Lot #</u>	<u>Description and Estimated Retail Value</u>
3	Brig (erroneously titled on box as brigantine) <i>Blue Shadow</i> (Mamoli) \$239.95/\$119.99 sale
4	Clipper ship <i>Flying Cloud</i> (Mamoli) \$399.95/\$219.99 sale
5	Clipper ship <i>Cutty Sark</i> (Mantua/Sergal) \$699.95/\$349.99 sale
6	Revenue Cutter <i>Jefferson Davis</i> (Bluejacket, in shipping carton) \$299.00
8	Micro-Lux jigsaw \$179.95/\$134.95 sale; bonus about 10 assorted blades
9	Dremel drill-press stand, with Craftsman motor tool \$58.95/\$43.95 (value for stand only)
11	Hot-Glue gun with glue sticks
14	Badger air brush, model 200-3 \$58.95; bonus (4) 15-oz. cans Testor's Air Brush Propellant @ \$10/can
33	Dividers & bow compass, 3-pc. Cased set, Koh-I-Noor (3rd unit missing), \$10
34	Clamps, cross-acting ("pinch dogs"), X-Acto, 3 @ \$5 ea; Clamps, hemostat, 4 @ \$6 ea; Hammer, model maker's, small, \$5.99; Pin vise, steel, double-ended, \$8.99; Screw driver, small, plastic handle, \$1; Screw driver, small, \$1.50; Document clips (1 bag); Tweezers, 6"±, 2 @ \$4.50 ea.
38	Saw, X-Acto, \$14; Saw blades, X-Acto, 4 #22118, 2 #34, 1 misc. (?), \$2.69 ea.; Saw, keyhole, X-Acto, \$3.99
41	Glue injectors 4 @ \$4.00 ea; Glue, acetate, 1 tube
42	Micro-Glaze (for glazing windows), 4 jars @ \$4.40 ea.
45	(Assorted spray cans, 1 of each, 11 cans total): 3-oz. Model Master Classic Black; 3-oz. Model Master Grey Primer; 12-oz. Country Loft White Pine; 11-oz. Dutch Boy Acrylic Enamel, Black; 15 oz. Krylon Gloss Black; 12 oz. Krylon Latex Enamel, Cherry Red; 12-oz. Krylon, Midnight Navy; 10 oz. Now Spray, Royal Blue; 10 oz. Now Spray, Wagon Red; 12 oz. Rust-Oleum, Almond; 12 oz. Rust-Oleum, Navy Blue; 12 oz.
60	Biesty, Stephen, and Richard Platt, <i>Cross-Sections, Man-of-War</i> . \$16.95
63	(2 books) Davis, Charles G., <i>The Built-Up Ship Model</i> (paper), \$6.95; and <i>Ship Model Builder's Assistant</i> . Paper, \$7.95
67	(4 books, paperback) Graumont, Raoul, <i>Handbook of Knots</i> . (paper), \$6.95; Mansir, Richard, <i>Planking Model Ships</i> . \$4.95; Mastini, Frank, <i>Ship Modeling Simplified</i> . \$18.95; Smith, Hervey Garrett, <i>The Arts of the Sailor</i> , \$6.95
70	McArdle, Gilbert, <i>Modeling U.S.F. Constellation</i> . Paper, \$9.95
73	Norbury, Ian, <i>Fundamentals of Figure Carving</i> . \$31.95 (not specifically on modeling)
76	Smith, Harry W., <i>The Art of Making Furniture in Miniature</i> . \$29.95/\$23.95 (Micro-Mark)
87	Goncalo alves, "miniature mahogany" in color, finer grain; 2 planks ea. 1" x 4" x 52"; 1 plank approx. 1" x 4" x 74", est. value around \$60 (Lloyd Warner advises that "this stuff eats tools.")

**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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- 12 H.R.S.M.S. Monthly Meeting: host Jack Bobbitt  
JANURARY  
9 H.R.S.M.S. Monthly Meeting:  
FEBURARY  
13 H.R.S.M.S. Monthly Meeting:  
MARCH  
13 H.R.S.M.S. Monthly Meeting:  
APRIL  
10 H.R.S.M.S. Monthly Meeting:  
MAY  
8 H.R.S.M.S. Monthly Meeting:  
JUNE  
12 H.R.S.M.S. Monthly Meeting:  
JULY  
10 H.R.S.M.S. Monthly Meeting:  
AUGUST  
14 H.R.S.M.S. Monthly Meeting:  
SEPTEMBER  
11 H.R.S.M.S. Monthly Meeting:  
OCTOBER  
9 H.R.S.M.S. Monthly Meeting:  
NOVEMBER  
13 H.R.S.M.S. Monthly Meeting:

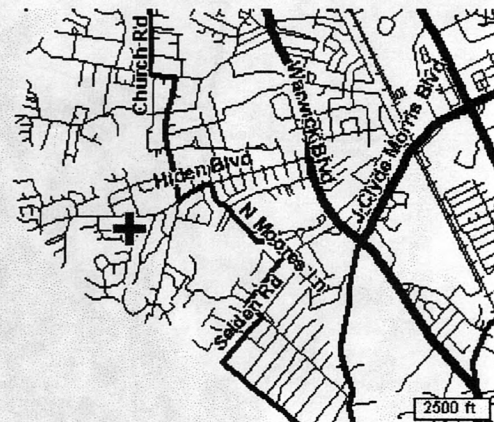
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## Next Meeting

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**Date:** December 12, 1997  
**Time:** 2000 Hours  
**Location:** 69 Queens Court  
Newport News, Va.  
599-0557  
**Host:** Jack Bobbitt

From I-64 go west on J. Clyde Morris Boulevard to Warwick Boulevard. Turn right on Warwick, proceed to Hiden Blvd. Turn left on Hiden. After Hiden Blvd. narrows, turn left on James Landing Road and proceed to Queens Court. Turn right on Queens Court. Number 69 will be several blocks down Queens Ct. on the right.



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## KEEPING UP WITH THE WINES

Len Wine's new address is:

Leonard Wine  
104 New Kent St.  
Lumberton, NC 28358

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## WATCH, QUARTER AND STATION BILL



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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)