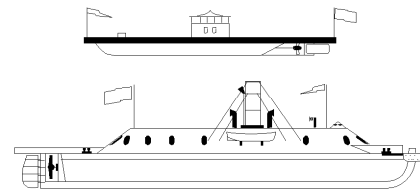


Hampton Roads Ship Model Society

Logbook



No. 140

FEBRUARY, 1998

FROM THE PILOTHOUSE



Giants

One of our own, **Bob Comet**, was honored with The Mariners' Museum's Cooney Award for 1997 at the annual awards ceremony for docents and volunteers on January 30, 1998. The award is presented by Trilby Cooney in honor of her late husband, Eugene A. Cooney, a former volunteer whom I had the privilege of knowing during my first few years at the Museum. The annual honoree, nominated and selected by docents and volunteers, is the one among them who best exemplifies the qualities that Gene displayed in his service to the museum. Among the qualities cited by Trilby in her presentation were Bob's overall friendliness, devotion to the Museum, sense of humor, helpfulness—especially to ship modelers, as many of us can attest—and, in general, “giving.” As most of our members know, Bob is “Mister Wednesday” among our three members who regularly demonstrate modeling techniques at the Museum. Congratulations, Bob!

Jack Bobbitt's award-winning “Wild Goose” article looks grand in the December *Nautical Research Journal*, along with his letter urging others to enter the Guild's annual essay contest. Jack is a fine draftsman and writer, in addition to his modeling skills.

On a less happy note, we lament the passing on January 16 of **Dana McCalip** of Chicago, a director of the Nautical Research Guild since 1973 and a member since about 1953, when he was 17. Dana's broad knowledge of maritime and naval history and technical details, and his skillful modeling at very small scales, gained international attention over the years through his writings in the *Nautical Research Journal*, England's *Model Shipwright*, and elsewhere, including *The Fife Rail* of The Nautical Research and Model Ship Society of Chicago. He served TNRMSS for many years as editor and president. He was conference coordinator for the Nautical Research Guild until last year when he swapped roles with Joe McCleary and assumed leadership of the Guild's Telephone Assistance Network, now re-named Technical Assistance Network since most of its traffic now comes from e-mail and internet. He will be missed by many.

—Alan Frazer

TO BUILD A SHIP MODEL



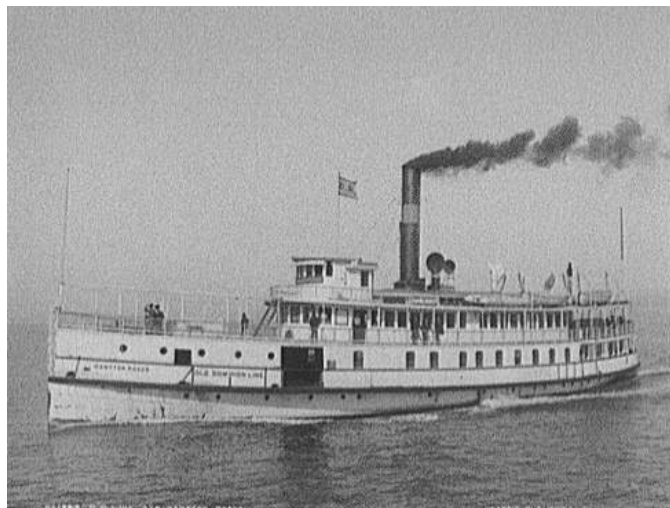
Last November brought us to the stage where our hypothetical ship model was completed. What now remains? Well, going through the list of topics submitted by the membership at the beginning of this series the following subjects have yet to be addressed.

Model Cases	Jigs and Special Tools.
Rope Making	Radio Control.
Scroll Work	Photo Etching
Plastics	Human Figures
Propulsion Choices	
Woods, Practical and aesthetic considerations.	

If anyone would care to add to this list, please let me know. Additionally, I am seeking members who would be willing to address any of the above topics.

This series will resume in March.

Graham Horne



Old Dominion Line, Str. Hampton Roads
[ca. 1905]
CALL NUMBER LC-D4-21848
Library of Congress

MINUTES



The Skipper rung the bell and called the meeting to order at 2007 hours.

Crew: 18

Guests: 2 Marty Steffan, Mike Stofan

The purser gave his report and noted that 3 members were not paid. The clerk was directed to include a notice of due in the February issue of the logbook. Jim McCurdy accepted an appointment to the position of club historian. Bob Comet offered to host the October meeting.

New Business: The Skipper noted several inconsistencies in the Constitution and Bylaws of the HRSMS. After an explanation of the proposed changes, Joe McCleary made a motion to adopt the changes as read. Jack Bobbitt seconded the motion. The motion was passed to amend Article V of the constitution to the following:

"[Section 1-] A. The Skipper, who shall have general supervision over the Society and its functions, preside over meetings, call special meetings as needed, appoint the Historian and the Editor, and appoint committees as needed."

and

"Section 2-... If any office is uncontested, the Skipper may direct the Clerk to cast a single ballot electing the nominee for such office."

There will be a second reading at the February meeting.

Jack Bobbitt raised the point that, to his recollection, Article V, Section 2, had previously been amended.

Clerk's note: After research of the archives, Article V, Section 2 was amended to read "Clerk" at the March 1997 meeting.

Graham Horne said that future programs would be of the shop note type and gave examples of topics that he would like to cover.

There was a nomination of officers. John Cheevers made a motion to nominate the current slate of officers for a second term. This motion was seconded by Jack Bobbitt.

Bob Comet was contacted by Robert C. Forney (610 - 486-6566) with a Viking ship kit to give away. He is also looking someone to build a model of a Roman Trireme on commission. Contact Bob for details. Bob said that Larry Iverson (757 - 855-2800) was still looking for quality ship models to buy or display on consignment.

There was an announcement that Rob Napier had tendered his resignation as editor of the NRG Journal.

Joe McCleary talked about the Mariners Museum - NRG symposium and said that participation would be limited to 50 attendees.

Chuck Reynolds said that he would make arrangements to have the society's copy of the NRG Journal sent to Jim McCurdy. He requested that the Editor publish a notice to return outstanding material to Jim.

Show and Tell:

Jack Bobbitt showed his *Wild Goose* with new pilot house details. John Cheevers showed plans for the lighthouse tender *Beech* built in 1928.

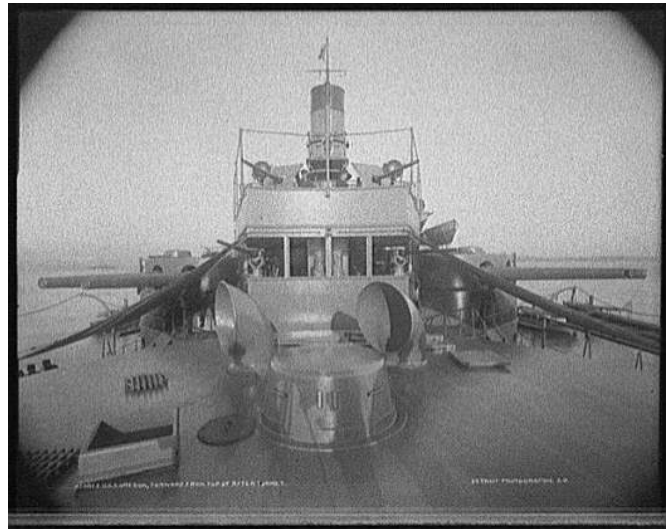
Joe McCleary displayed his *Pawnee* and said that one side would be planked and coppered.

Graham Horne displayed his model of a Delaware Ducker, noting that he used pear, holly and cherry in it's construction.

Bob Comet presented a model of a Baltimore Clipper. He said the plans came from Popular Science.

Alan Frazer showed a drawer locking modification that he made to a tool chest that was part of the auction inventory. He also had a model of a Bay of Fundy Scow Sloop and noted that the base was rosewood.

The meeting was adjourned at 2202 hours.



U.S.S. Oregon, forward from top of after turret
[between 1896 and 1901]

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Mystery Photo

Welcome to the sixth installment of "Mystery Photo" where Bill Clarke asks the burning question, "What Ship Is It?" This month's photograph continues Bill's quest to challenge the reader in identifying a ship. Tell us what you can about the photograph; the story behind the photograph; and, maybe, date it as well. Bill invites everyone to participate in identifying these images and to contribute their own mystery photograph, if they wish. By playing, we can all learn to use photographs as primary reference sources. 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!

The sixth Mystery Photo, *Logbook* No. 139, appears, at first, to show a warship of Russian design. My first impression was Russian, anyway! But, before you crucify me, let me say, I see the Navy ensign and US flag, and I know which vessel this is. I'm only making a general comment about how the style of the design strikes me. Actually, this photograph shows another vessel from the pre-dreadnought era, like *Kearsarge* from the last mystery. Unlike *Kearsarge*, though, this vessel has freeboard to spare. Again, the quality of the copy is bad, but it is still possible to gather important physical clues to the name of this vessel. What we can see is a ram bow, three very tall stacks, light bridge work, and two military masts with fairly short topmasts attached. The vessel appears to be at rest, with light smoke issuing from the center stack only. Several ship's boats mill about along the starboard side; additional boats hang from davits ready for launch. A crowd of sailors has gathered just forward of the starboard 8-inch wing turret. That white streak that seems to run through them is a boat boom rigged to service the launch in the water. Notice the size of the ventilators just above the sailors. Less obvious clues are the turreted main armament, the casemate-mounted secondary and tertiary armament, and various bits of period detail. What is not evident at all in the photograph is the tremendous tumble home worked into the hull of this vessel. This vessel wears the standard US Navy paint scheme used prior to 1910. The hull is white to the level of the gun deck and buff above that. Let's see what we can learn from these clues.

A Search through several sources for a US warship(s) that has all the physical attributes described above yielded only one ship, the second armored cruiser built for the US Navy. Known as US armored cruiser 3 (ACR3), *Brooklyn*, authorized in 1892 and built by William Cramp and Sons, remained in service until being sold for scrap in 1921. The discontinuity in hull numbers stemmed from the reclassifying of *Maine* to a second class battleship prior to completion.

I know that I said that *Brooklyn* had Russian design queues, but the fact is American designers actually borrowed heavily from French Naval experience. The French originated the

armored cruiser type and US designers had no significant experience of their own to draw on. The motive behind the US Navy's effort to produce this type of vessel is unclear, however. What they managed to produce was a large, spacious ship with good habitability, an economical power plant, long range, and good seakeeping characteristics. These features made her well liked by those who served aboard her and made her a favorite for flagship duty. Alden in *American Steel Navy* really sums up *Brooklyn's* characteristics:

The *Brooklyn* was remarkable for the extreme tumble home of her sides and the height of her three stacks, which measured one hundred feet from the grate bars to the funnel caps. The former characteristic--like her huge ram bow, borrowed from the French--gave the wing turrets a wide arc of fire, enabling them to be trained dead ahead to directly astern. The high stacks, a trademark of Engineer-in-Chief George W. Melville, provided a strong natural draft to the furnaces, thereby reducing the attendant wear and tear on the boilers and fire room personnel.

As far as trying to date the photograph, I have another photograph of *Brooklyn* dated circa 1907 that shows the vessel with taller topmasts. So, we can immediately narrow the time frame to between 1896 and 1907. Arrangement plans of *Brooklyn*, copied from originals in the National Archives and corrected to June, 1903, shows a change that deleted the third old fashioned anchor stowed vertically against the starboard shell. If it was deleted at the time the plan was revised, then we can narrow the time frame further to between 1896 and 1903. This anchor is visible in the mystery photo just forward and below the chart house. Its anchor handling davit stands above it and does double duty as a boat davit (or is it the other way around).

An excellent source for additional information about *Brooklyn* is a pictorial article by Commander John Alden, U. S. Navy (retired) in *U. S. Naval Institute Proceedings*, Vol. 92, No. 4, Page 112-129.

A thought about US warship design from 1880 to 1920: Ships, like cars or fashion, tend to show the bias or thinking of their designers in their physical characteristics. They often reflect what is in vogue or technically feasible at the time of their creation. The retirement or replacement of a chief designer can change the flavor of the product. If there are competing design houses, it quickly becomes easy to identify the product from each. Hence, it becomes very easy to identify vessels as belonging to certain country's navies or to group them to specific time frames. Ships of the US Navy, at the turn of the century, were designed by four so-called "manufacturing" bureaus. They were the Bureau of Construction and Repair, the Bureau of Steam Engineering, the Bureau of Ordnance, and the Bureau of Equipment and Recruiting. Looking at just the Bureaus of Construction and Repair and Steam Engineering, we can spot several other US Navy ships designed during this period that carried the famous "hundred-foot stacks"; USS Iowa (BB#4), USS

(Continued on page 4)

(Continued from page 3)

Nashville (PG7), and USS Wilmington (PG8), and USS Helena (PG9). Only one other US Navy ship had the pronounced tumble home though, USS Iowa.

Let's see what the membership found out about this photograph. I think I took the mystery out of this photograph when I accidentally circulated additional views of Brooklyn during my show-and-tell portion of the last meeting. This was a grievous error on my part, but it generated much discussion throughout the membership. No one actually came up to me and identified the photograph, but my ears told me the story. Next time I won't be so generous.

John Cheevers

Yes I have returned from the old country. The M. E. was good as usual and I met more great people associated with our hobby, but more about that at our next meeting.

I think that I will furnish the photographs for the logbook and possibly a date if one was noted when I copied the photograph. That will leave John to do the commentary on what information the photograph can produce to help the modeler. Besides, he has my Dictionary of American Naval Vessels at his house which leaves me more in the dark than usual.

Bill Clarke (RB)



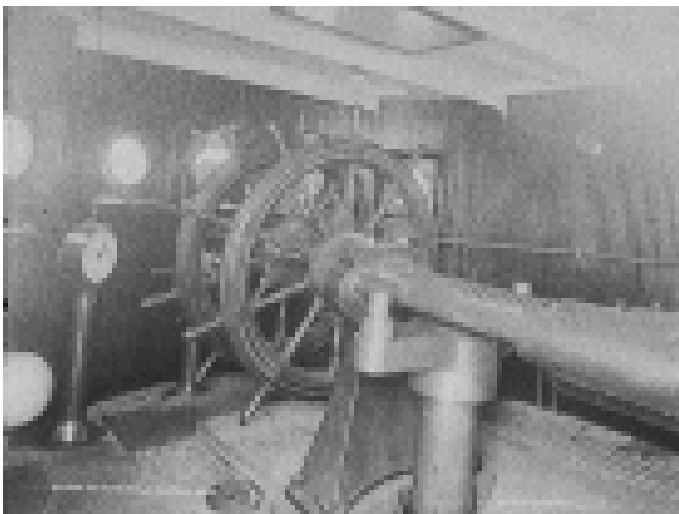
Clipper ship St. David

[1905?]

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Mystery Photo Another View

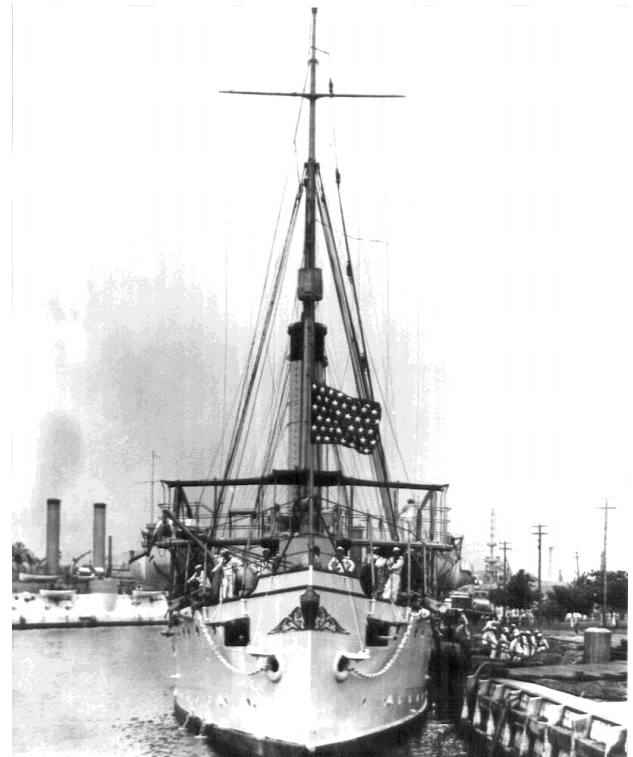


U.S.S. Solace, steering gear

[between 1890 and 1901]

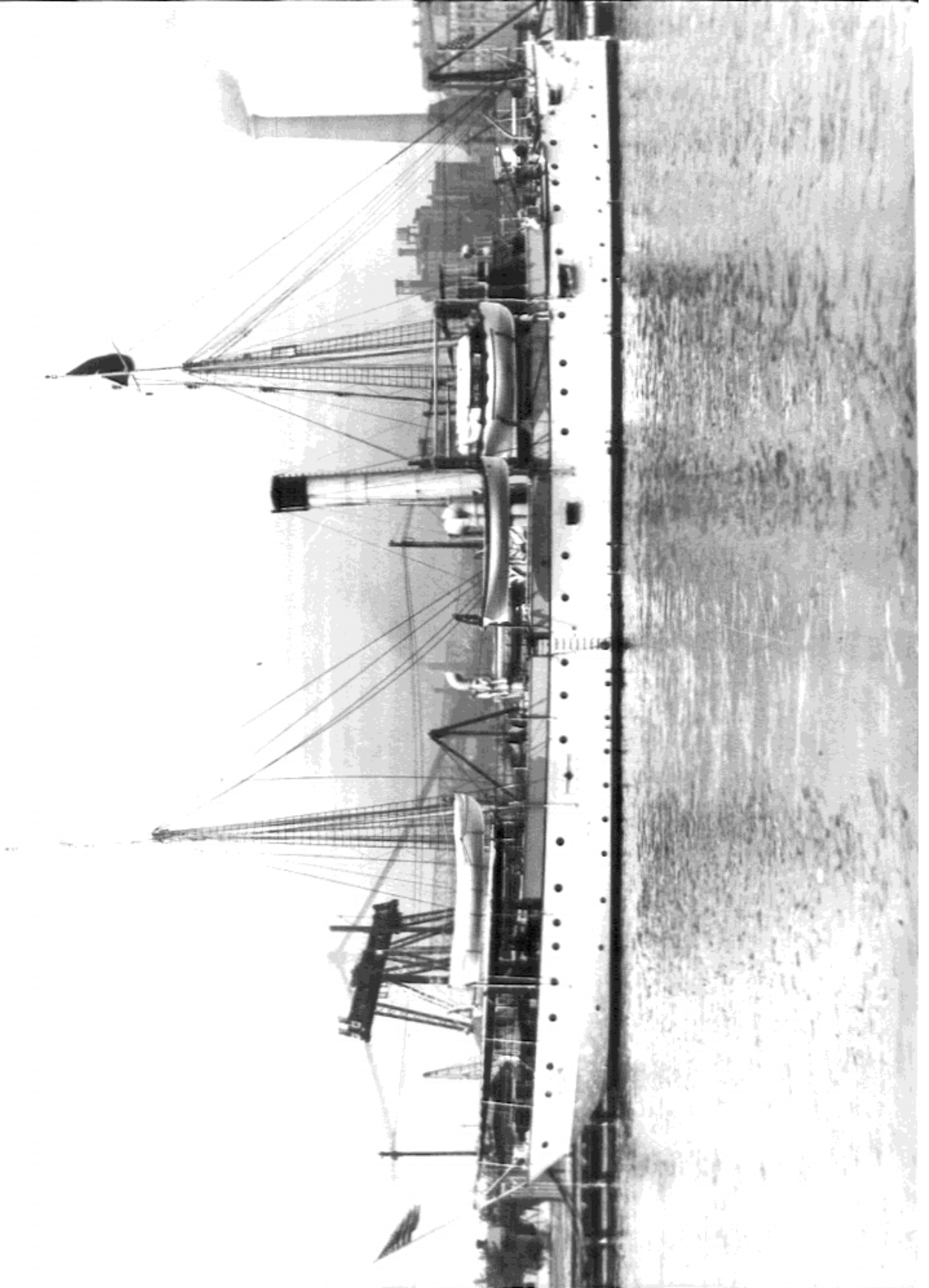
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Library of Congress



MYSTERY PHOTO

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



NOTABLE EVENTS

FEBRUARY

13 **H.R.S.M.S.** Monthly Meeting: host John Cheevers

MARCH

13 **H.R.S.M.S.** Monthly Meeting: host Greg Harrington
20-22 NRG & Mariners Museum Ship Model Building
Symposium, Mariners Museum

APRIL

10 **H.R.S.M.S.** Monthly Meeting: host Ulrich Guenther

MAY

8 **H.R.S.M.S.** Monthly Meeting: host Southside Bunch

JUNE

12 **H.R.S.M.S.** Monthly Meeting: host Bill Clarke
26-28 "Wooden Boat Show", St. Michaels Md.

JULY

10 **H.R.S.M.S.** Monthly Meeting: host David Tagg

AUGUST

14 **H.R.S.M.S.** Monthly Meeting: host Williamsburg
AARP

SEPTEMBER

11 **H.R.S.M.S.** Monthly Meeting: host Dean Sword
24-27 NRG Conference, Morristown NJ

OCTOBER

9 **H.R.S.M.S.** Monthly Meeting: host Bob Comet

NOVEMBER

13 **H.R.S.M.S.** Monthly Meeting: host Heinz Schiller

DECEMBER

11 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt

JANUARY

8 **H.R.S.M.S.** Monthly Meeting:

Next Meeting

Date: Friday February 13, 2000 hours

Location: 414 Burnham Place, Newport News Va.

Host: John Cheevers (591- 8955)

Directions:

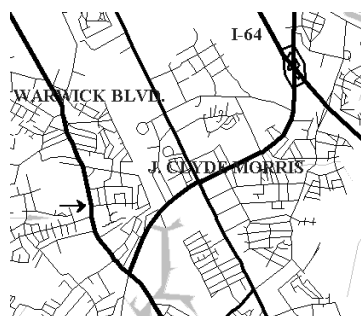
Take I 64 to J CLYDE MORRIS BLVD (US 17)
J CLYDE MORRIS BLVD (US 17) heading southwest for 2.7
miles

Turn right on WARWICK BLVD (US 60) heading northwest
for .75 miles

Turn right on GLENDALE RD heading east for 0.2 miles

Turn right on BURNHAM PL heading south

414 will be on the left



WATCH, QUARTER AND STATION BILL



Skipper:	Alan Frazer	(757) 865-7300
1 st Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Jim McCurdy	(757) 482-2846
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	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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Hampton, Va. 23669

E-mail: t.e.saunders@worldnet.att.net

FAX (prior arrangements required)