

FROM THE PILOTHOUSE



Annual Dinner, Saturday, April 4(ii)

This is written an hour after the conclusion of the event, and the lingering at tables suggested that a fine time was had by all. I don't believe ship modeling was mentioned at our table, as conversation ranged over definitions of Upstate New York, northern winters, poverty in Appalachia (including construction of a new "Habitat" outhouse in Williamsburg), train travel, Scotland's Forth Bridge, and corned-beef sandwiches. Talk about ships was limited, mainly to the current hot social topic of *Titanic*—the movie, nationally, and the wildly successful exhibition at The Mariners' Museum, locally. And all were punctuated by laughter. We spent three too-short hours socializing with each other, and with our spouses and guests. And we took time to sign cards for two spouses and for Jack Bobbitt, all currently under various degrees of doctors' care. Jack and Jean were our gracious hosts, and the staff of the James River Country Club produced a fine dinner and very nice service.

Acid and Lead(ii)

In the March *Logbook*, we offered a brief summary of Dana Wegner's new U.S. Navy technical report on *Lead Corrosion in Exhibition Ship Models*. The full text, with illustrations and appendices, has now been published to the broader community of ship modelers in the March issue of *Nautical Research Journal*. This is useful stuff, of interest to all modelers who hope their efforts may have at least some enduring qualities as family heirlooms. Remember that most of you probably "saw it here first," but this article is a fine example of the vital services rendered to the ship-modeling field by the Nautical Research Guild and its outstanding *Journal* under outgoing editor Rob Napier. To placate any cynics among our readers, I add a disclaimer that Mate Joe McCleary and I are directors of the Guild *because* we feel this way about the *Journal*, not the other way around.

—Alan Frazer

To Build A Ship Model



The lecture series will resume at the April meeting with Chuck Reynolds on the subject of jigs and fixtures.

Mystery Photo



Welcome to the eighth installment of "Mystery Photo," the column where Bill Clarke figuratively asks, "what Ship Is It?" What can you tell him about the photograph? Can you identify the ship(s) or the scene? Can you date it for him as well? Bill invites you to participate in identifying these images, helping him to complete his archives. If you wish, you may contribute your own mystery photograph. Play along, and learn to use photographs as primary reference sources. I will collect all responses, add my own remarks, and present the aggregate to the readership in the next newsletter. Help solve the mystery!

The eighth Mystery Photo, *Logbook* No. 141, presents us with a two-for-one that extends Bill's foray through the pre-dreadnought era. These two warships, docked bow-in at adjacent slips, illustrate the state of naval warship development at the end of the twentieth century. Notice the reflections cast by these vessels. It appears the photograph was taken on an overcast day. There doesn't seem to be a hint of shadow. The vessel on the right would seem to have the draw on the other. To the casual observer these two vessels might look quite similar, but to the keen of eye they are extremely different and present an interesting study in contrasts. What is similar? General appearance, paint scheme, and bow ornamentation is just a few of the similarities. What is different? Well, for starters, the amount of freeboard, the number and arrangement of the smoke stacks, and the shape of main turrets. The bridge on the left hand vessel, enclosed with windows, contrasts nicely with the bridge on the right hand vessel whose windows appear to be open. The vessel on

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1998 DUES

are now due and payable to the Purser, Bob Comet.

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the left looks abandoned and is very high in the water. Would this suggest that the ship is going out of commission, out of commission, or preparing for an overhaul? Aside from riding high in the water, the left hand vessel has more freeboard, too. No flags are present and the masts are stripped of all masting and rigging above the fighting tops. The anchors, too, are gone, as are the railings. Contrasting this, the vessel on the right appears to be in full commission. Near the bow, this vessel carries something we haven't seen in photographs of ships from this period--a punt suspended from each anchor handling davit. (Punts and balsas (rafts), carried by turn-of-the-century warships, allow the ship's crew to perform routine maintenance, such as cleaning and painting the hull.) Unless I miss my guess, The left hand vessel is drying laundry from the foremast. Notice how much fuller the waterlines of the vessel to the right are. Since these vessels appear to be of similar size, this would suggest that the right hand vessel has a greater displacement and is, therefore, the heavier and slower of the two. Are there any distinguishing features in the distance to give the geographical location away? Are these clues enough to hazard an identification? Let's see what we can learn from them.

I think it would be safe to hazard a guess that these vessels, because of their style, paint scheme, and general appearance, are a part of the US Navy. The vessel on the left is fairly easy to identify. The high freeboard, triple smoke stacks, and rounded forward turret betrays its identity. We are looking at USS *New York*, Armored Cruiser No. 2. Alden's *The American Steel Navy* has a profile line drawing on page 368. Built with high freeboard, the large hull provided space for generous coal capacity, which gave the vessel a large cruising range as well as making her a good sea boat. *New York*, highly regarded by officer and crew alike, was very popular with the fleet. But, why is it in this state of disrepair? *The Dictionary of American Naval Fighting Ships* (vol. 5, p. 70), gives us the answer and narrows the time frame when the photograph was made. It states that *New York* sailed to Boston 31 March 1905 where she was decommissioned for modernization, recommissioning 15 May 1909.

But, what of the other vessel, how do we identify it? Looking to Alden's *The American Steel Navy* again, we find, on page 363, a profile line drawing that matches the physical characteristics of our second vessel. The key to identifying and matching the line drawing is in the location and placement of the smoke stacks. In this vessel they are side-by-side rather than the more familiar en-echelon arrangement. This side-by-side arrangement was unique to this class of American warship, but was widely used by designers of British pre-dreadnought capital ships. As such, we can identify the second vessel as one of the Illinois class battleships. There were three vessels in this class and a careful search through *The Dictionary of American Naval Fighting Ships* failed to yield a clue to the exact ship.

No members ventured a guess to the identities of these vessels

or the location of the photograph.

Remember, Bill currently is providing photographs of vessels from my area of study and when he submits one from outside this time frame, your input will not only be welcome, but necessary.

John Cheevers

MINUTES



The meeting was brought to order at 2011 hours

Crew:15

Guests: 1 , Tom Sanderson 2nd meeting

A Purser's report was given along with a note that the 1998 dues are payable.

The minutes were approved as published.

Old Business:

Joe McCleary noted that 48 participants were signed up for the symposium to be held at the Mariners Museum.

David Tagg said that the society may be able to display their models in the downtown visitors center during the Hampton Boat Show.

New Business:

The Skipper said the Connecticut Marine Model Society had invited our club to attend their joint meeting on May 2, in Norwich Connecticut. They request registration by April 10. Please see the Skipper for details.

There was some discussion about having another joint meeting with the Washington group. There will be further discussion at a later date.

Joe McCleary made brochures available for the NRG trip to the northern United Kingdom.

Chuck Reynolds asked that items from the club library be returned to Jim McCurdy.

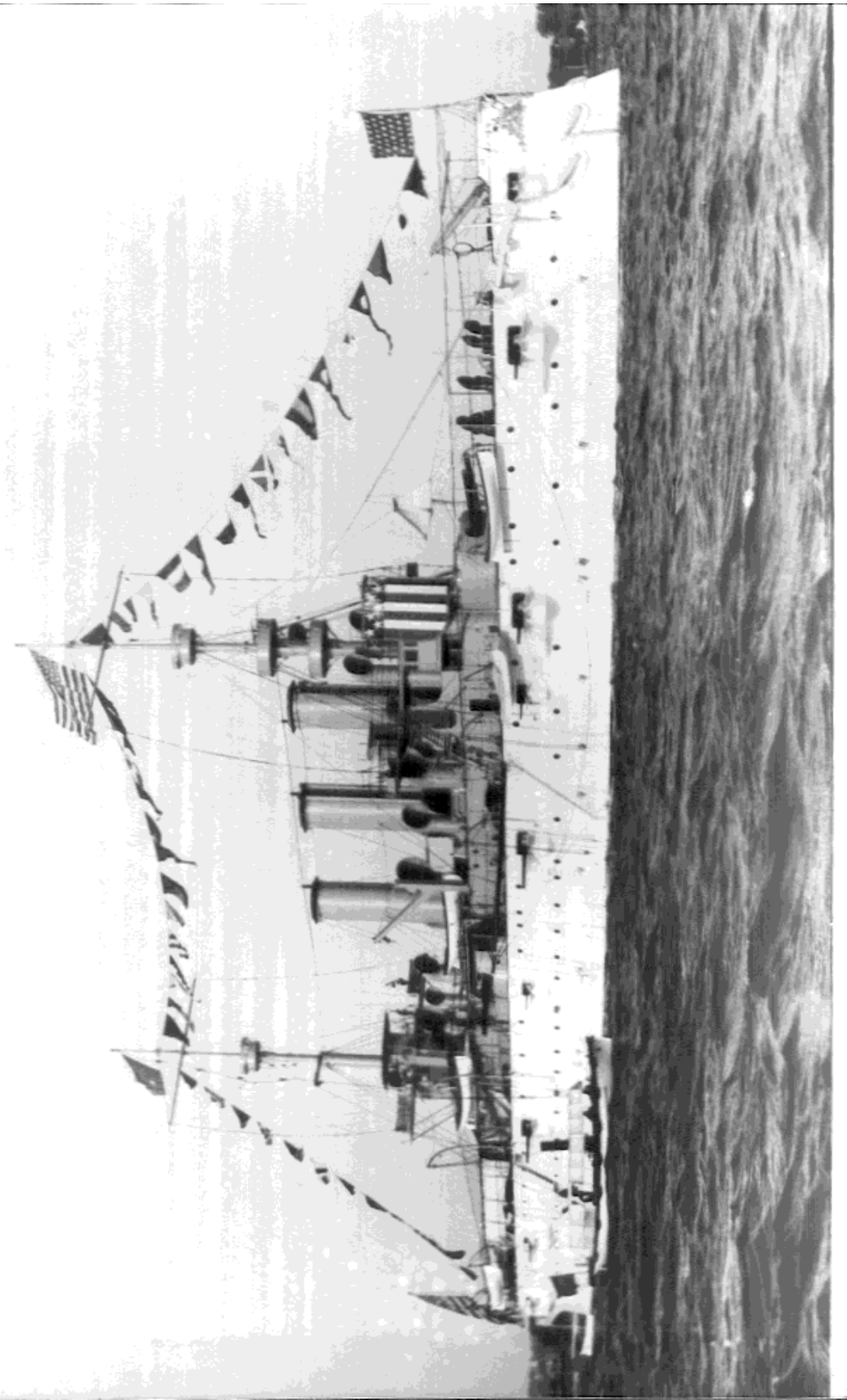
Joe McCleary displayed some small back saws made by Zona.

Joe McCleary asked if anyone had a Mae West he could borrow for his scheduled talk in California. (The clerk failed to note which member wanted to know why a life preserver would be

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MYSTERY PHOTO

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



NOTABLE EVENTS

APRIL

- 4 Annual HRSMS Banquet, James River Country Club
 10 **H.R.S.M.S.** Monthly Meeting: host Ulrich Guenther
 17-19 Steel Navy Colloquium, USNA Annapolis, Md.

MAY

- 8 **H.R.S.M.S.** Monthly Meeting: host Southside Bunch
 16-17 6th Annual Mid-Atlantic Maritime Festival, CBMM

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:

FEBRUARY

- 12 **H.R.S.M.S.** Monthly Meeting:

MARCH

- 12 **H.R.S.M.S.** Monthly Meeting:
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Thanks

The members would like to thank Greg Harrington and his wife Mary for their hospitality in hosting the March meeting.

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
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Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

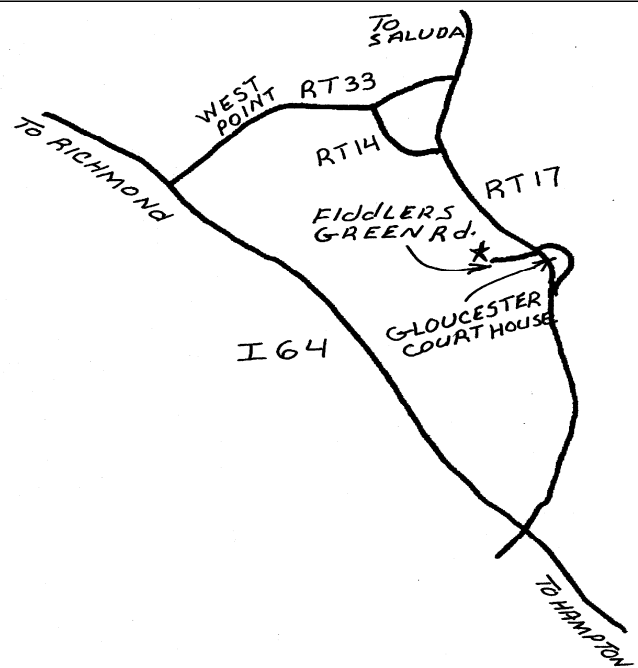
The next meeting will be hosted by Ulrich Guenther on April 10, 1998 at 2000 hours.
 5637 Fiddlers Green Rd.
 Gloucester, Va.
 Telephone (757) 693-9732

From points south:

Stay on Rt. 17 north until the 3rd traffic light past Walmart. Turn left at Rt. 619 (Fiddlers Green Rd.) for ¾ mile. After crossing a small creek, it is the next driveway on the right, No. 5637. There is a red fence and a brown house up on a hill.

From points north:

Take I 64 south to exit 220. Go 5 miles past Westpoint and turn right on Rt. 14 to Rt. 17. Go 9 miles to the traffic light in Gloucester and turn right on Rt. 619.



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 called a Mae West.)

Chuck Reynolds said that he paid the HRSMS dues to the NRG.

The meeting was adjourned at 2042 hours.