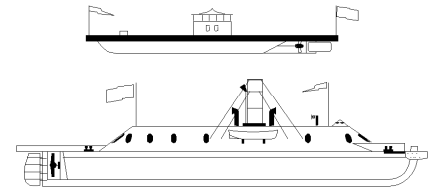


Hampton Roads Ship Model Society

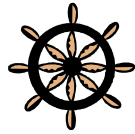
Logbook



No. 145

JULY, 1998

FROM THE PILOTHOUSE PILOTHOUSE



Compelling Impressions

Bruce Hoff, a former director of the Nautical Research Guild, seems to have coined the phrase “a compelling impression of an actual vessel” as part of a talk on museum quality ship models, presented at the Guild’s 1990 conference and published in *Nautical Research Journal* in March 1991.

It comes to mind often. Jane and I finally, a few weeks ago, found a quiet afternoon to escape into a theater and watch—with just one other customer!—James Cameron’s awesome “Titanic.” The film’s impressions of the actual vessel, whether at a Southampton dock or steaming into her last sunset with people moving about the decks, were certainly compelling. They were, in fact, the stuff of which special-effects Oscars are made for achieving such impressions without building a full-sized replica of the original, complete with working engine room! The compelling impression extended to such operational details as the helm command given at the crucial moment: “Hard a-starboard.” How many of us, accustomed to modern automotive usage, noticed that the command—and the resultant movement of the ship’s wheel—were opposite to the direction in which the rudder and the ship were to turn? Yet this was accurate and is documented in the records of the inquiry and in the special *Shipbuilder* souvenir issue on *Olympic* and *Titanic*. The steering engines of these liners, and probably of all White Star ships at the time, were rigged and commanded, like the simplest sailboat, according to the direction in which the *tiller* was to move: “Helm alee” turns your boat’s bow to windward. The modern arrangements of steering gear and helm orders—relative to turning the ship’s *bow* to right or left—were not standardized until after an international conference in 1928, and became effective in the 1930s.

“Compelling impression” is often used in the Guild’s confidential Ship Model Review Service reports, which I edit. Some models, beautifully made and clean, give a compelling impression that represents but a single moment of a vessel’s life: ready for launch, unsullied by the presence of gear or grime or humanity. Others, equipped for service and weathered in varying degrees as by work and the elements,

are more recognizably compelling relative to their use and over longer periods. Modelers may not get Oscars for special effects, but use of “compelling impression” by a reviewer or a competition judge is high praise.

—Alan Frazer

Mystery Photo



Mystery Photo

Welcome to the eleventh installment of “Mystery Photo,” the column where Bill Clarke asks, “what (war)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 also contribute your own mystery photograph. Play along, and learn to use photographs as primary reference sources. By knowing what to look for and understanding how to interpret what you see, you will greatly improve your ability to present your model in the correct way. I will collect all responses, add my remarks, and present the compilation in the next newsletter. Help solve the mystery!

With the eleventh Mystery Photo, *Logbook* No. 144, Bill treats us with a view of a relatively small warship presenting its starboard bow--The foreshortened effect comes from the telephoto lens of the camera. It is making a slow speed pass, crossing left to right in calm water. Even with this relatively washed out reproduction, we can still make out the ensign flying from a short staff located just aft the second funnel. This ship is flying US colors but is not US in design and appearance. So, what ship is it, and why was the photograph taken? What are the physical characteristics that define this ship? What is unique about the design or style? Are any of the design elements' things we've seen before?

This image shows a small warship with a flush deck, twin

(Continued on page 2)

(Continued from page 1)

funnel design. The bow has a fine entry and the stem carries a towing chock that blends well into the hull lines. What may be a spray strake is fitted to the deck edge. Forward, we see port holes along two decks. There is a single, twin gun mount forward. There are two masts: a large, dominant tripod foremast equipped with multiple radar antenna and a short pole mainmast equipped with a single yard. The twin funnels are unequal in height and contribute to the handsome appearance of the vessel. The short, squat bridge is boxy in design, extending to the sides of the hull, and has three windows on its forward face. What appear to be two gun tubs project from the forward face of the bridge. All other detail is either lost in shadow or reproduction.

Again to find answers to my questions and a possible identification, I turned to the usual sources. I began searching Anthony Preston's *Super Destroyers*, and on page 188 he describes a 1300 ton class known as the "Eblings'." This class, larger than previous classes, carried four 10.5cm (4.1-inch) guns and two triple torpedo tube mounts. Preston goes on to note: "Ebling class destroyers were flush decked and carried two widely spaced funnels." This description certainly fits our vessel. The entry for this class of destroyers in Conway's *All The World's Fighting Ships 1922-1946*, page 238, lists hull numbers T22-T36, and notes that T35 was handed over to the United States in 1945 and designated DD935. She was then given to France in 1947, as a source of spare parts. Neither work carried a photo of this class of ship, but Conway publishes a profile line drawing that matches our mystery photo. In the *Dictionary of American Naval Fighting Ships* (Appendix on Destroyers, vol. 1, p. 325), is the following note: T-35, one of the ex-German destroyers was unofficially designated DD-935. Norman Friedman either agrees or expands on DANFS and Conway in his book *U.S. Destroyers*, page 453, by stating that T35 was acquired in 1945, transferred to France 1947 for spares. DD935 apparently was not named while in US service.

Again, no members ventured a guess as to the identity of this vessel although several commented on its size and function.

John Cheevers

MINUTES



The meeting was brought to order at 2005 hours by the Skipper.

Crew Present: 18

Guests: 2- Jack Soulé, Karl Burger

Correction to the minutes: Graham Horne will host the October meeting, not Ulrich Guenther.

A treasurer's report was given. Only 15 members have paid their 1998 dues.

Old Business: There was discussion about Jack Bobbitt's note to the members that was published in the June issue of the Logbook. The consensus was to revisit this topic at the July meeting. Bill Clarke put several questions concerning the year 2000 NRG convention to the members. He broached the subjects of; the number of speakers, having one double-length speaker, a Sunday speaker, a Thursday program and the format of the Sunday session. These items were debated with no resolution.

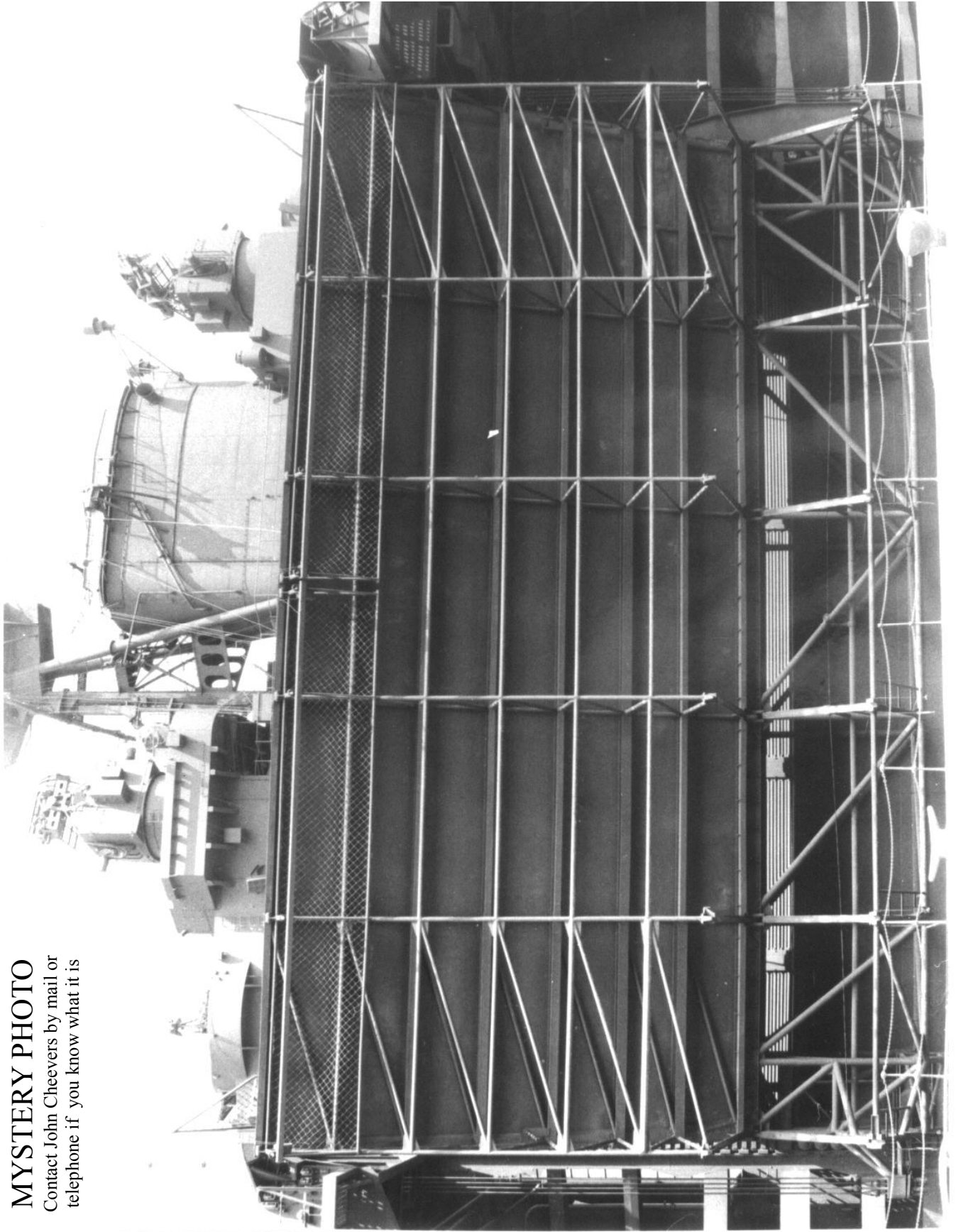
New Business: Alan Frazer had a letter from someone looking for an out of production kit by Dynamic Models of the *Smit Rotterdam*. He also made mention of someone looking for a reasonably priced model of a Liberty Ship, between 2 feet and 5 feet in length. Contact Alan for more information if you can help with these items. Greg Harrington showed a nice Newport News Shipyard tee-shirt that is available for the small sum of \$9.00, American. Dean Sword had small spring type clothes pins that he used for clamps. They are available at most craft stores for approximately \$1.50 a bag. Joe McCleary had the new Small Parts Catalog. He also had pictures of the recently raised propeller from the *Monitor* and the press kit for it's arrival at the Mariners Museum. Gene Burger had copies of the *Subcommittee Report*. Graham Horne gave a favorable report on the Maritime Festival at Saint Michaels. The possibility of a joint meeting with the Washington, Annapolis and Philadelphia clubs in January 1999 was raised. Bill Clarke talked about his four week trip to the UK and promised an trip report for publication.

The meeting was adjourned at 2105 hours so the "Strawberry Fest" could commence.

Have you paid your 1998 dues ?

MYSTERY PHOTO

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



NOTABLE EVENTS

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 Graham Horne

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:

APRIL

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

MAY

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

JUNE

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

Thanks

The members would like to thank Bill and Joe Ann Clarke for their hospitality in hosting the June 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
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

Next Meeting

The July meeting of the H.R.S.M.S. will be held on Friday, July 10th, at 2000 hours. The meeting will be hosted by David Tagg at 8 Colonial Acres Drive in Hampton, Virginia.

From Norfolk

1. I 64 heading west to W COUNTY ST (HWY 143) heading east
2. Turn left on WOODLAND RD heading northeast .2 mi.
3. Turn right on E PEMBROKE AV (HWY 351) heading east .8 mi.
4. Bear left on OLD BUCKROE RD (HWY 169) heading north to Colonial Acres Dr.
5. Right on COLONIAL ACRES DR

From Richmond

1. I 64 East to W MERCURY BLVD (US 258) heading east
2. Turn left on FOX HILL RD (HWY 169) heading east 3.9 mi.
3. Turn right on OLD BUCKROE RD
4. Turn left on COLONIAL ACRES DR



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 be submitted by mail to:

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Hampton, Va. 23669
E-mail: t.e.saunders@worldnet.att.net
FAX (prior arrangements required)