

To Build A Ship Model



Mystery Photo



Our speaker for the July Meeting was David Tagg and he combined his presentation with that of gracious host.

David's subject for the evening was devoted to radio controlled models and aimed at an audience unfamiliar with this aspect of modeling. Mysteries were explained along with a pragmatic approach to layout and accessibility of power and control units mounted below decks.

Product sources were covered as were quality and expense. It was also noted that over recent years component size had been reduced.

For purposes of instruction and demonstration a fine model of USS *Tortuga* (LSD 46), a vessel of the *Whitley Island* class, was put through her paces. Propulsion was provided by electrical power, driving twin propellers. In addition to speed and steering the radio controlled the ships siren and navigational lights. This model has a wealth of detail that has to withstand a fair amount of handling which I found to be quite impressive.

Thanks David for an interesting and informative presentation.

Our speaker for August will be Joe McCleary and he will cover the building of the United States Brig, *Eagle* a ship from the War of 18T2. Unfortunately I will be unable to attend Joe's presentation so I shall have to content myself with a reading of General Brock's exploits which deals with a time of failed opportunism in our nations early history.

Graham Horne

The Task Force 50 Regatta will be held on Sunday August 15, 1998 at Lake Redman in York, Pennsylvania.

Welcome to the twelfth 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? Do you know the story behind the photograph? Bill invites you to participate in identifying these images, helping him to complete his archives. You may also contribute your own mystery photograph, if you wish. 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 this installment of *Mystery Photo*, *Logbook* No. 145, Bill completes the first year of this column; making an even dozen the number of rare and unusual photographs presented for your scrutiny. In this photograph, Bill treats us to an unusual, close-up view that clearly demonstrates the Marine Engineer's art. Those of us interested in warships of the Second World War should have no trouble identifying the structure captured by the photographer's lens. For all the rest of us, this photograph is an excellent example of the type we should seek to provide information for details and fittings. Good, published close-up views of older warships--including those from the Second World War--are rare and, when found, are treasured by the serious modeler. Bill has uncovered many such images in the National Archives, but few, if any, find their way into books or articles. This image, for those who aren't aware and to confirm the guesses of those who aren't sure, is taken from off the port side of an 'Essex' class aircraft carrier. The details show the port deck-edge elevator in the folded or stowed position.

The central part of the photograph is dominated by the lattice work of the elevator structure itself. The light, tapering trusses speak volumes to the weight the elevator was expected to lift. Aircraft immediately prior to the Second World War were considerably lighter and smaller than those operated by the U S Navy during the war. One wonders if weight estimates of Avengers and Hellcats were known or what the growth

(Continued from page 1)

margin was for this elevator when the ship was designed in the late Thirties. For those 'keen of eye,' several important details can be ferreted from the general clutter. Folding safety nets are visible at the top of the truss work. At each end of the elevator, diagonal sway braces are visible. At the bottom of the elevator, attached to the fixed lattice on each end, are the hitch blocks--the attachment points for the lifting cables. Notice that the design allows the portable section to cantilever past the hitch point. Ladders reach out on the aft side of each frame to the point where a sailor would insert a locking pin into each truss arm to hold it in place. Elevator guide rails and strong-backs are visible forward and aft of the elevator. All other discernable features detail items mounted on the ship's island house. The unique smoke stack gives away the 'class' of the vessel, if nothing else. The tripod main mast and twin mark 37 directors are good tell-tales too.

Now, what is the requirement for this elevator to fold? And does this requirement give a clue to where the photograph was made? Notice that in the foreground the faint images of a cleat and a bollard are visible. It would appear that the photographer was standing on dry land when he snapped the shutter. But he is not in relationship with the waterline of the ship, he is too high. Was he on a pier? Was he on a barge? Was he at the edge of a dry dock? Notice the stanchions and chain rail. Piers and dry docks don't have railings. Some barges do; but this would be a very large barge to raise the photographer to the level of the hanger deck. I am going to go out on a limb here and suggest that this photograph was taken from the edge of a lock as the ship transited the Panama Canal.

Few people know the extent to which warship design is restricted apart from limitations imposed by Congress, cost, and technology. But, just as these are real limiting factors, there are a number of physical limitations as well, the most often quoted is the reference to battleship size and the width of the Panama Canal. In ship design most lay-men take note of a ship's published hull dimensions and assume the she either fits or does not fit through the Panama Canal (Panamax). This is not entirely true in aircraft carrier design, however. The flight decks of most aircraft carriers extend past or overhang the edges of the hull. In addition there are fittings, antenna foundations, gun sponsons, etc that add to the total width of an aircraft carrier. To make a transit through the canal these 'overhanging' fixtures either must not exceed the dimensions for transit or be made portable. This elevator is an example of a design compromise to suit the limitations.

Here are some other lesser known restrictions: mast height (to pass under the Brooklyn Bridge), total fixed width (to pass between the railroad bridge at Philadelphia), and, of course, length, draft, and width limitations for harbors and dry docks.

This month Harvey Williams guessed correctly that the image was of a folded aircraft elevator on an Aircraft Carrier. Kudos, Harvey.

John Cheevers

MINUTES



The meeting was called to order at 2003 Hours.
15 crew

1 guest Jack Soule'

The Minutes were approved as published,

Old Business:

There was discussion of the unresolved expenses related to the annual banquet. There was a motion by Harvey Williams with a second by Joe McCleary for the HRSMS to fund any out-of-pocket expenses. The motion was passed. Jack Bobbitt will inform the purser of the funds required to cover this expense so disbursement can be made.

Joe McCleary asked about the committee for the NRG 2000 convention. The Skipper noted that a committee was in place, chaired by Bill Clarke, with John Cheevers, Jack Bobbitt, Tom Saunders and Joe as members. After discussion of possible convention sites Bill, Jack and Joe were to visit several venues and report their findings at the next meeting.

New Business:

Greg Harrington offered to author and maintain a HRSMS homepage on the Internet at no cost to the society. His gracious offer was accepted by the members and he was given the green-light by the skipper.

Show and tell:

Joe McCleary reported that the Mariners Museum is to open a center to house artifacts recovered from the Monitor. He showed a copy of *Charting a New Course*, a publication by NOAA available at no cost. This publication gives details of the *Monitor* recovery project.

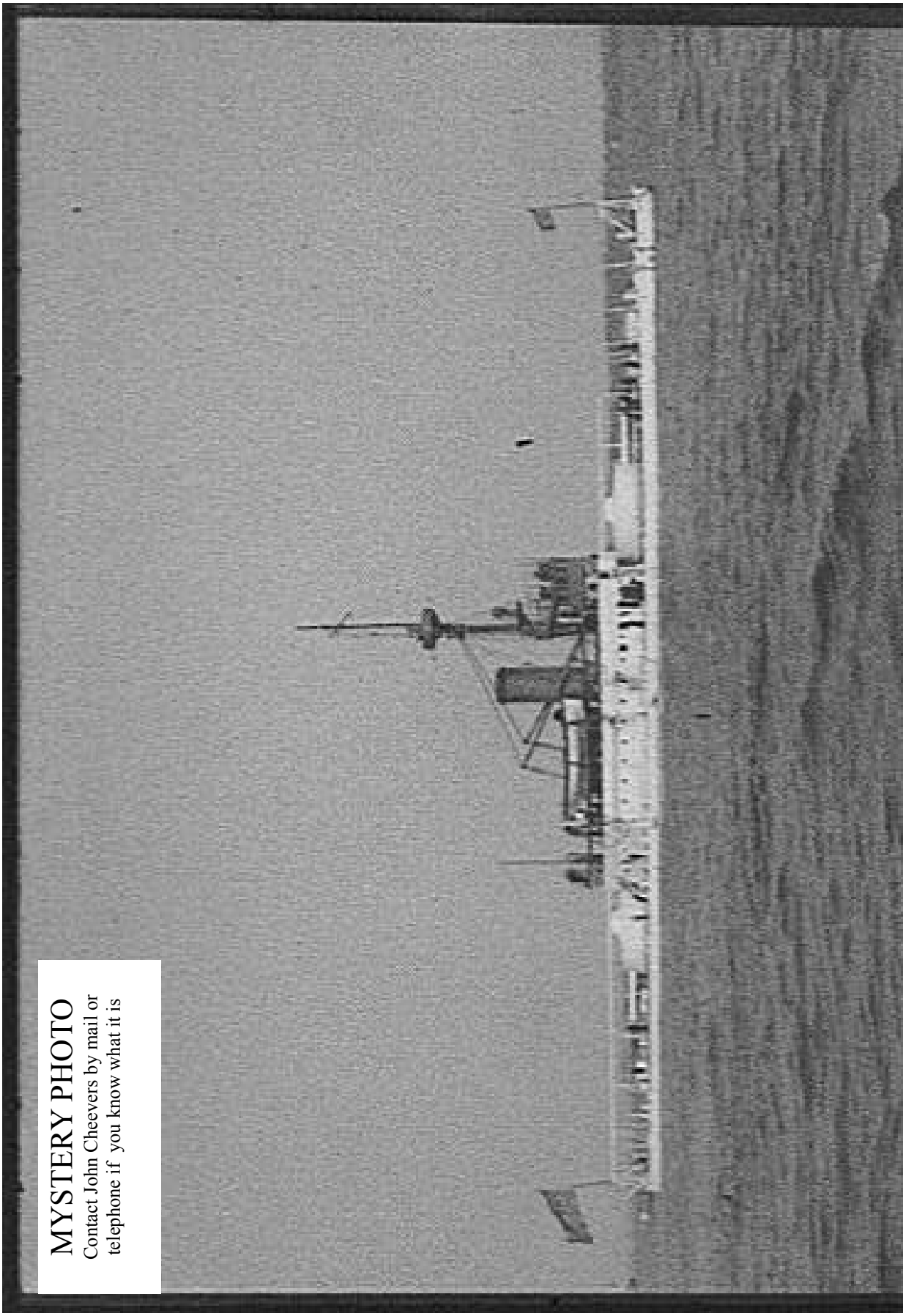
Bill Clarke and Gene Burger gave a report on their day-cruise aboard the submarine *Maine* (SSBN 726).

David Tagg gave a presentation on "Radio Controlled Models".

The meeting was adjourned at 2130 hours.

MYSTERY PHOTO

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



NOTABLE EVENTS

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:

JULY

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

The members would like to thank David and Karen Tagg for their hospitality in hosting the July meeting.

WATCH, QUARTER AND STATION BILL

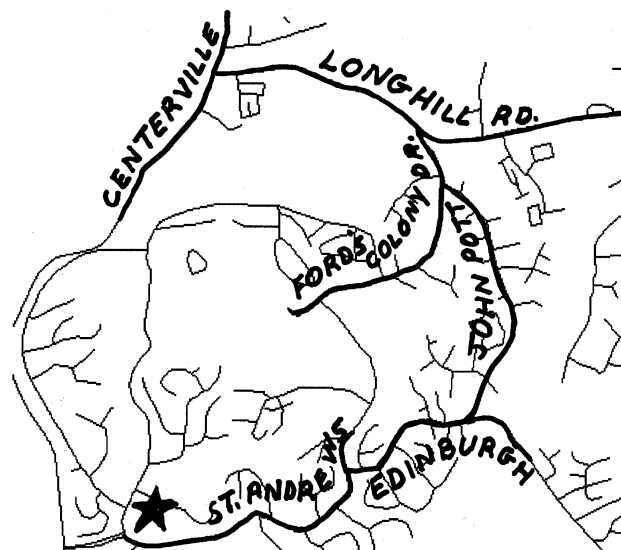


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	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

The next meeting will be hosted by our Williamsburg chapter of AARP on August 14, 1998 at 2000 hours. The meeting will be held at the Ford's Colony Swim and Tennis Club, 302 St. Andrews Dr., Williamsburg Va.

Take I-64 to exit 234. Take Rte.199 south 1.5 miles to Rte. 60. Make left turn (west) to first light (Rte.614, Centerville Rd.). Turn left, go 3 miles to Rte. 612 (Longhill Rd.). Go .7 miles to Fords Colony. Check in at the brick gate-house on the left. Go .9 miles (on John Pott) to Edinburgh. Make right turn. Go .5 miles to St. Andrews. Make left turn and go .9 miles to the Swim and Tennis Club building.



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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FAX (prior arrangements required)

PLEASE NOTE:

The ship plan included in this issue was prepared by Robert F. Sumrall