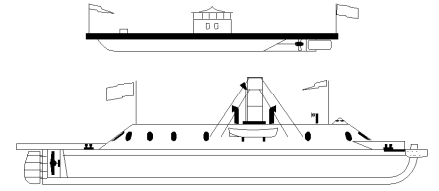


Hampton Roads Ship Model Society

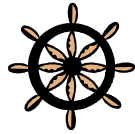
Logbook



No. 147

SEPTEMBER, 1998

FROM THE PILOTHOUSE PILOTHOUSE



Alan is gone on a trip to Scotland so he can teach the Scots how to spend money. Therefore the First Mate is filling in. A very important piece of business was transacted at the last meeting and needs to be rehashed for the full membership. A committee of three: Bill Clarke, Jack Bobbitt and Joe McCleary was selected to review local hotels so a venue could be selected for the Nautical Research Guild conference that the HRSMS will sponsor in October, 2000. There are really only three hotels on the southern end of the peninsula that can host such an affair: The Holiday Inn, the Omni and the Radisson. The committee visited all three and found that the financial deal from all three was about the same (after Clarke broke a few elbows). The Holiday Inn was dropped from contention because of numerous complaints during the last two conferences. Both the Omni and the Radisson are very nice hotels with great ambiance (or as Bill Clarke puts it, great ambivalence). They are big enough for the conference, but small enough so the we will basically own them for the weekend of the conference. The Omni fell by the wayside because, although it is fairly close to the Mariners' Museum (5 miles), it is basically a business man's hotel catering to Oyster Point. It sits in the middle of nowhere. If you do not have a car you cannot get to anywhere from there. The Radisson sits right on Hampton Harbor, which will make it easy for the boat tour on Thursday evening and there are a lot of shops and restaurants right in the area as well as the Air and Space Museum. So there is plenty to do in the area and the hotel is not all that far from the Mariners' (13 miles). The Radisson also has a bigger breakfast serving area compared to the Omni, which is an important point when trying to feed large numbers in a short time. The Radisson also has a large outdoor pool which we might use for demonstrating radio controlled models at sometime during the conference. The only draw-back at the Radisson is that the vendor sales area is a little small (1600 sq. ft; we would have preferred 2000 sq. ft), but the hotel estimates that 25 to 30 tables can be placed in this space plus another 5 to 6 in an adjacent hallway, which should be more than adequate. Vendors are very important; they are a big revenue maker for us and a big attraction for the attendees. Access for the vendors is excellent at both hotels. Therefore the committee recommended that we use the Radisson and that recommendation was accepted by a

unanimous vote of the members present at the August meeting. This is a big decision out of the way. Many thanks to Bill and Jack for their hard work on this project.

End of the line, Joe

To Build A Ship Model



Joe McCleary presented a slide show on the history of the brig-of-war Eagle and her commanding officer, Robert Henley. Joe led off by saying that this talk was the sort of thing that could be converted into a paper and submitted to the Nautical Research Guild as an entry in the annual essay contest which has a first prize of \$500.00 and a second prize of \$250.00. The research required is not difficult and can be down right fun when done in parallel with building a ship model.

USS Eagle was constructed at Vergennes, VT on Otter Creek in a period of only three weeks in the summer of 1814. The U.S. was engaged in the War of 1812 against Great Britain and needed to prevent Lake Champlain from becoming an invasion route from Canada. The local American naval commander, Thomas Macdonough, had Eagle built so that his forces would not be overwhelmed by a British naval squadron which was growing in size. Eagle was constructed by Noah and Adam Brown, who were ship builders from New York City, and who had built many ships for the navy.

Eagle was finished just in time to participate in the American naval victory on Lake Champlain which took place at Plattsburg Bay on September 11, 1814. It was a knock-down-drag-out battle but all the major British ships were captured (sorry Graham). The War of 1812 ended early the next year and all of the American vessels plus the captured British ships were taken down to the town of Whitehall at the southern end of Lake Champlain where they were laid up. By 1825 most of the vessels were in sad shape and some had sunk. The remaining vessels were sold for scrap including Eagle, but before she could be broken up, she too sank and was not worth salvaging. In the mid-1980's, nautical archaeologists from Texas A&M rediscovered the wreck of Eagle and

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mapped the remains. In the process they uncovered many unusual building techniques that had been employed by the Brown brothers to speed the construction process. The reconstructed plans created by the archaeologists served as the basis for building a model.

Robert Henley commanded Eagle in the battle. He was born in 1783 right here in James City County. His uncle, George Washington, helped secure Henley's appointment as a midshipman in 1798. Robert's older brother, John, and his younger brother, Samuel, also served as officers in the U.S. Navy. Robert Henley served with Thomas Truxton on board USS Constellation during the Quasi War with France. He also served in the Mediterranean against the Barbary pirates. From 1807 to 1814 he served in the Norfolk area and was briefly Commandant of Norfolk Naval Shipyard. After the War of 1812, he again served in this area and commanded the sloop of war Hornet in the West Indies in 1820. He ended up in Charleston, SC in 1825 and died two years later of bilious fever. He is buried in St Michael's Episcopal Church cemetery on Meeting Street in Charleston, which is one of the most prestigious churches in that prestige conscious city.

The talk was judged to be a success by the fact that neither Jack Bobbitt nor Bill Hinrichs fell asleep even though the lights were off.

Next month's program:

This program will also be presented by Joe McCleary. About six months ago Joe brought in a newsletter from the Niagara League in Erie, PA, which owns and operates the brig USS Niagara, which is a reconstruction of Oliver Hazard Perry's flagship from the War of 1812. The League recently replaced the ship's simulated fiber-glass carronades with real cast iron reproductions. Early this year the League test-fired three of their arronades against a mock-up of a wooden ship's side and video-taped the test. Joe was able to get a copy of this tape and will show it at the next meeting. He says it is a real ordnance flick.

Joe McCleary

HRSMS HOMEPAGE

Thanks to Greg Harrington, the Hampton Roads Ship Model Society now has a presence on the net. It can be found at:

<http://members.xoom.com/HRSMS/>

Greg has done a good job of getting the site up and running. There is space to showcase the fine work done by members of the HRSMS. If you have pictures of your work, bring them to the meeting and they will be scanned and put on the homepage. All suggestions are welcome.

Mystery Photo



Welcome to the thirteenth--unlucky thirteenth--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 this installment of Mystery Photo, *Logbook* No. 146, Bill plays host to our first guest photograph. Apparently, we have some closet steel hull guys out there! This photograph is a treat for me as it comes from a source I have limited access to--I have not yet linked my computer to the Internet. Nevertheless, I know about the source and I am anxious to have a look. This photograph is from the "Detroit Collection" in the Library of Congress. The Detroit Publishing Company file contains about 2,500 images, many, of which, are available through the Internet. Our thanks to Tom Saunders for this submission.

In this photograph, Tom treats us to a rather murky broadside view of a U. S. Navy iron hulled monitor. Known by such ignominious names as "cheese box on a raft" and "floating flatiron," the image of these rather useless vessels is forever cemented into the minds of the average citizen as the type that forged a revolution in warship design and development. But never let it be said that these ships were engineering marvels. They were slow, poor sea boats. They were hot, poorly ventilated, and had antiquated engines. The example shown here took over twenty years to build and suffered from being hopelessly outdated when construction was finally complete in the mid 1890's. Nevertheless, the United States Navy built and used this type of vessel, in one capacity or another, for better than seventy years.

With that in mind, what can we say about the monitor in our mystery photograph? What details can we discern from the photograph to help in its identification? What are the physical traits that point to a specific class or vessel? Well, for starters, we can make out the ensign and jack flying from their proper positions. We can make a reasonable assumption, if not a fair assessment, of its paint scheme--white hull with buff upperworks. With its long, low freeboard and the absence of bulwarks forward, this vessel was not intended to operate outside of protected waters. This monitor carries two round turrets, one fore and one aft. There is a fair amount of

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superstructure amidships--this is not in keeping with early monitor design. There is an enclosed bridge forward and a single funnel. The single mast with a fighting top sits between the funnel and bridge. A search light occupies the platform on the mast front just above the bridge. Two, long derrick booms for boat handling are visible, as well as the single anchor handling derrick at the bow. Numerous ventilators sit atop the deck house. There is the faint outline of awning framing forward and aft. There appears to be a row of round port holes in the superstructure bulkhead and a series of rectangular windows in the bridge face and side.

I searched John Alden's *The American Steel Navy* to find a match to these clues, hoping they would yield an identification. From page 92 through 101, Alden gives a brief narrative on U. S. Navy monitor design and procurement after the Civil War. Several very good photographs illustrate this chapter. One particularly good example, identified as the 3,990-ton monitor *Terror*, is on page 96. *Terror* is one of four ships of the Amphitrite class, the only post civil war monitors to carry the mast between the bridge and funnel. The class dimensions are: Length on load waterline, 259-6; Extreme breadth, 55-10; Mean draft, 14-6. After watching *C.S.S. Virginia* perform at Lake Redman, I can guarantee one of this class would make a great impression on the water. (*Mr. Altice, are you listening?*) I am not sure which ship of the Amphitrite class our mystery photo shows, but it definitely is one of them.

Again, no members ventured a guess as to the identity of this vessel.

John Cheevers

1998 Lake Redman R/C Model Ship and Boat Regatta

This year marked my second straight visit to the Lake Redman R/C model ship and boat regatta hosted by Task Force 50. Last year's experiences left me anxious for a return visit. Leaving in the wee hours of the morning, Bill and I ventured forth in search of fair hulls, fine superstructure, and good running--we found some of each, and we were not disappointed. The weather forecast, calling for overcast skies and patches of rain, threatened to spoil the day, but the usual fine Pennsylvania Summer weather held and the event came off as planned. Later we found that the Virginia Peninsula got a good soaking in our absence.

Upon arrival, we made straight for the static display area, and immediately spotted John French and Don Pruel from the Naval Academy Ship Model Society. They, once again,

pressed us into service judging the static portion of the meet (ain't life grand, we formed the Rebel half of the judging quartet)! There were fewer models in the event than last year, but their quality overall was better. The display and competition fell into the following categories: military/government, commercial/work boat, sail, and civilian (pleasure). In addition to repeat models from last year, there was a bumper crop of new building (or at least new to me). Gone this year was the radio controlled fowl and I only saw one shoot-em up model from the Maryland Attack Group. Submarines were fewer in number, but there was a superb example of Captain Nemo's *Nautilus*. John Fryant was there, again, with two superb examples from his model shop; a pleasure version of a Downeast lobster boat and the towboat *Gypsy* and accompanying barge (Look out Jack this one will give you a run for your money!) There was also a superbly executed example of the overnight steamer *Mount Washington* built from a kit. My favorite was the *Cedar*, originally built as a tender for the Lighthouse Service, presented here as a Coast Guard buoy tender. *Cedar* won the award for best warship, presented by the United States Naval Academy Ship Model Society.

Since this is an R/C regatta and contest, a word about the course is appropriate. The course was changed somewhat this year with the Ice bergs moved in a little closer to shore--didn't stop the hits though. The Ice flow contained a partially submerged *Titanic*, that bobbed about like a cork, in honor of all the current brew-ha-ha over the subject. Several new islands were "anchored" out in the sea. Some of these islands are dioramas each depicting a scene from W.W.II. One Island, complete with the Statue of Liberty, was set adrift after being rammed by an unnamed vessel. Fog was not to blame and the island was last seen drifting due east with two tugs giving chase. To the west of the course lies the "fleet" anchorage, and new this year was a set of piers complete with two ships along side.

I saw only one ship or, more appropriately, one boat sink on the course this year. The unlucky vessel was a W.W.II fleet boat that didn't quite get the equation correct--the number of surfaces must equal the number of dives. One frigate did manage to flood itself to the gunwales while at anchor. Most skippers executed the course well and those who maintained some semblance of scale speed were exciting to watch. The announcer--obviously a Yankee and an Airedale--needed constant correction as he narrated *CSS Virginia's* run through the course.

All in all it was a great day and lot's of fun. The atmosphere was terrific and it was good to see so many people enjoying themselves so much. The people from Task Force 50 were great and the food was good. No one fell into the lake and only one model sank. Hope to return next year and make it three in a row and, maybe, bring a model of my own.

John Cheevers

MINUTES



The meeting was called to order at 2010 hours.

Crew Present: 11

Guests: Jack Soulé, Mo Martin, Bill Caldwell, Craig Jennings

The guests were introduced.

A treasurer's report was given. A disbursement was made to Jack Bobbitt to cover unanticipated expenses for the annual banquet.

This was Mr. Soulé's third meeting. He was asked if he would like to join the HRSMS. With an affirmative answer from him, he and the guests were asked to step into the hallway. After the customary procedure, his membership was approved by those present.

Joe, Jack and Bill gave a report on site visits for the 2000 NRG conference. The sites under consideration were the Holiday Inn on

Mercury Boulevard, the Omni Hotel in Oyster Point, and the Radisson in Hampton. Their recommendation was to hold the 2000 conference at the Radisson. A motion was made with a second by Joe McCleary to adopt the committee's recommendation. The motion was passed. Bill Clarke was make the necessary commitments for the society.

Greg Harrington said that he had discussions with the Mariners Museum about them sponsoring the Mystery Photo on the HRSMS homepage. After some discussion, it was decided for him to work out the details with the museum.

Show and Tell:

Joe McCleary showed a copy of the book *The Seaman's Friend* Published by the Dover Press.

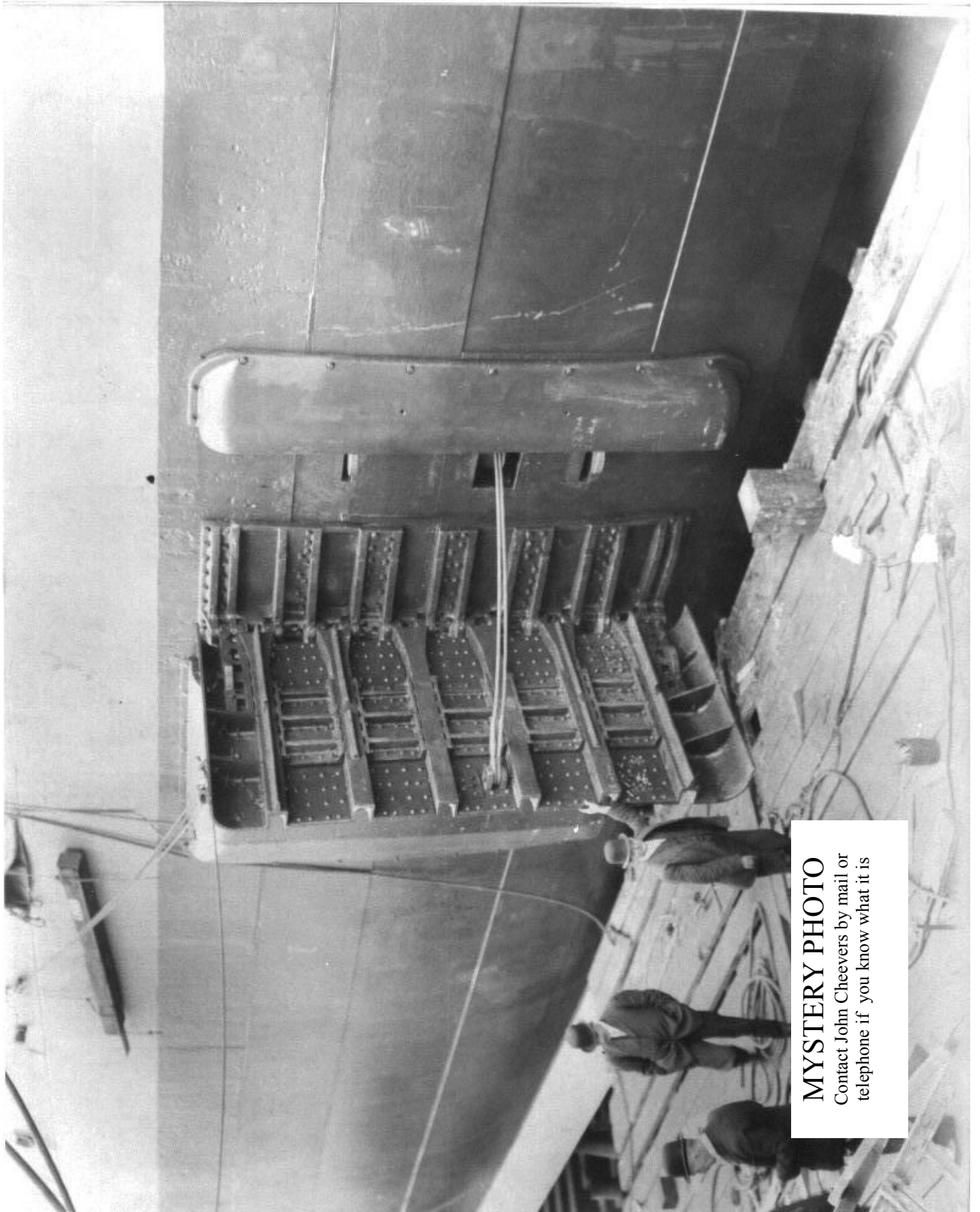
Bill Clarke had photos of the submarine *Maine* (SSN 741).

Bob Sanderson presented his Billings model of the *Santa Maria*.

The August presentation was a slide show by Joe McCleary.



Langley Aerial, starboard bow, underway, aircraft on deck. June 1927, NARA



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

NOTABLE EVENTS

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

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

AUGUST

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

Next Meeting

The next meeting will be hosted by Dean Sword on September 11, 1999 at 2000 hours.

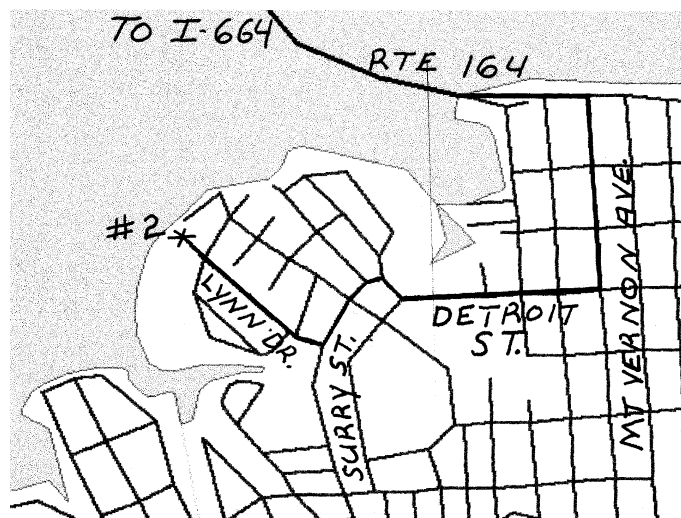
2 Lynn Dr.
Portsmouth, Virginia
Telephone (757) 399-5415

From north:

I-64 to I-664 south. Cross the Monitor-Merrimac Bridge and take Exit marked Portsmouth Rte 164. Follow Rte 164 to the end (this is an interstate highway type road and after you cross the bridge over the Elizabeth River you are suddenly on a residential type street). At the first stop light turn right (Mt. Vernon Ave.) and proceed to the next stop light (Detroit St.) and turn right. See map below for the rest.

From south:

This greatly depends on from whence you come and I suggest that you call for directions. 399-5415



Thanks

The members would like to thank our Williamsburg chapter of the AARP for their hospitality in hosting the August 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

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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