

## FROM THE PILOTHOUSE



### CONGRATULATIONS ARE DUE ALL AROUND

The following paragraphs of appreciation were written by Mate Joe McCleary, inspired by events at the May 1 dinner, which Jane and I missed, with regret, as we dined that evening in formal splendor (long dress and tux, respectively), one day east of Bermuda aboard Holland-America's *Rotterdam*. (No, we don't regret being where we were; only our inability to be in two places at once!) I heartily endorse Joe's comments and congratulations, and I thank him for saying it all so elegantly.

—Alan Frazer

### FROM THE FIRST MATE

Congratulations to Bill Clarke for arranging and orchestrating an outstanding banquet for the Hampton Roads Ship Model Society on May 1st. The food was great, the service was excellent and there was very good value for money. I think that we can count on the Radisson Hampton Hotel to do an excellent job of supporting the Nautical Research Guild conference in the year 2000. Both Bill and Jack Bobbitt are to be congratulated for being instrumental in selecting this hotel.

Graham Horne deserves special congratulations for being this year's recipient of the HRSMS Founder's Award. This award is a significant recognition of a member's outstanding contributions to our society over a sustained period of time. The winner is selected by a secret ballot of all our members, which fully demonstrates the esteem in which these members hold the winner. Graham has been a consistent attendee and contributor in spite of the great distance he is required to travel to attend meetings (not to mention the fact that he is cartographically challenged). His organization of the series of lectures and presentations on the art and science of model shipbuilding over the past two years has been outstanding. These presentations have been a very valuable asset to our members and have permitted many to improve their modeling skills to a significant degree. They give added value to our society. Well done, Brother Horne.

Congratulations are also due to Bob Comet and Len Wine for being nominated for the Founder's Award. They also have each made significant contributions to the club both currently and in the past. As with any award, there is a perception of there being winners and losers, but the fact is plain that all of our members are

winners due to the many contributions of Graham, Bob and Len.

Congratulations are also due to Len for having sold his house in North Carolina. That will certainly make it easier to attend meetings and we all look forward to seeing more of Lois.

Joe McCleary

## TALL STACKS AT CINCINNATI

The Skipper received a letter from Robert Buchmann in Cincinnati, inviting HRSMS members to exhibit riverboat models in a display being prepared by Maritime Modelers of Kentucky as part of the city's "Tall Stacks" festival, October 13 through 17. This event, featuring "real" steamers including *Delta Queen*, *Belle Of Louisville*, and more, attracts thousands of visitors; over 5,000 visited the model display last time.

Conditions include that the models must remain for the entire period, exhibited in a tent with 24-hour security, and will be insured only up to \$2,000 each. Static or r/c models are eligible.

Mr. Buchmann needs dimensions of each model by the end of July. To reduce correspondence, he asks that all entries from the club be grouped in a single letter, and detailed information will be sent to the club for distribution to the individuals. Please see Clerk Tom Saunders soon if you are interested.

## SYMPATHY

The members of the Hampton Roads Ship Model Society extend their sympathy to Bob Comet and his family at the passing of his wife, Dorothea, on Saturday, June 5, 1999.

## TO BUILD A SHIP MODEL



As I was not in attendance at our May Meeting I cannot report directly on Bob Comet's talk devoted to the creation of human figures. However I have heard that this was a good and interesting presentation and I for one am sorry that I missed it.

On behalf of all of us, thanks Bob for a job well done.  
Graham Horne

## MISCELLANEOUS JOTTINGS

Recently I attended the NRG Symposium held at the Mariners Museum and wish to state that it was, for me, time well spent. Much was packed into the time allotted. I learned new techniques and many new sources were made available. Joe hastened here and there, introducing the speakers, presenting members to one another, assisting with the slide projector, then dashing to dim the lights and all these things were done with an eye to time. Observing this, my sub conscious began to stir. Where in my mind's eye had I seen this hustle bustle acted out before? The audience faced a raised platform and off to our left sat our panel of speakers.

Slowly the scene changed to that of another time. We the crew were facing the quarter deck and sat at attention to starboard were the officers of the wardroom and amongst them was our own good doctor. Something was amiss. Should he not be wearing his best formal black? Perhaps, just this once, he had given Yillick the slip. Thus assembled I began to wonder what the punishments would be. Would we have the "Articles of War" read out yet again? More to the point, would I be examined on navigation and then banished once more to the crosstrees? These inner thoughts were rudely intruded upon by that striding figure who was rapidly moving away from the taffrail brandishing a cutlass and whom I fully expected to start yelling, "There isn't a moment to be lost"

Slowly these images of Aubrey and Maturin began to fade and it was with some relief that this was so. For had these fantasies been further played out, what God-awful music would Jack and Joe been heard to play later that evening?

With apologies to the Author, Patrick O'Brian.

Graham Home.

## Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 154 and one-half!

A curious thing happened while preparing this month's column--more curious than why I failed to complete the column in time for last month's *Logbook*. More people responded to kid that not only was the Mystery Photograph another warship, it also was very similar to the previous photograph. In fact, I too said as much to Bill. Later, while reviewing past mystery photographs and gathering my thoughts for this column, I began to realize that similarity wasn't really the point at all. The point is, that while a lot of these photographs are of old warships, the mix of composition and style makes them anything but similar. Bill is giving us a chance to review and comment on the photographic record that preserves another era--a record that is sparse, often crude, with large, glaring gaps in its completeness. We need to remember that these photographs are the survivors; those that fell into the right hands and are preserved. History is full of stories where circumstance and sometimes short-sighted individuals destroyed entire collections. So, next time, thank Bill for sharing these "pieces of the past" and, please, look past the similarity and shades of gray and really look at the photograph. Also, if you remember, there is a standing invitation to contribute photos to this column.

This month's Mystery Photo makes two in a row where we enjoy great reproduction. (Tom, whatever you are doing, keep up the good work!) With that said, let's look closely at this photograph and see if we can decipher its mystery. As Bill is fond of saying, this is the type of photograph I like: one with more than one vessel in the frame and lots of detail in the background.

So, what is the identity of our Mystery vessel? Does this photograph provide sufficient detail and information to identify the vessel(s)? Can we reasonably place the photograph in time? Are there unique features captured by the lens, that tell their own story?

Let's see... In the foreground we see a small, flush decked naval vessel with three oddly spaced funnels. The lack of lifelines and flags and pennants gives one the impression that the ships are under construction or out of service, possibly for overhaul. Behind and to the right is a second identical vessel. Both vessels ride high in the water with their entire, crudely painted boot top's visible. An open hatch at the bow may be for handling the anchors and equipment. The small cupola-like structure with the turtle shell top is the enclosed bridge space or conning station. In the background, almost lost in the clutter of the nearest vessel, we see a 4-masted schooner high and dry on a marine railway. It's a shame that we can not read

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the schooner's name and port of registry on the transom. Notice that the schooner's masts are in perfect alignment with the main mast of our vessel. Immediately behind the schooner is a warehouse like structure with the letters "P \_ E D" visible just below the eaves and between the funnels. Below the "E" and printed smaller are the letters "WAY." The tall, square smokestack may be a local landmark. To the left and behind the nearest vessel float several barges; and behind them, way in the distance and very faint, is a trestle or lattice structure. To the right, also in the background, are what appear to be pipes and box cars. Finally, for the eagle eyed player, just behind the third funnel of the nearest vessel are the three masts of another schooner. This photograph is very rich in detail.

let's see what the membership has to say:

Bob Comet, Joe McCleary, and Bob Krumpen, once again, do a yoeman's job in narrowing the search to a group of nine vessels identified by the United States Navy as torpedo boats of the *Blakely-class*. But, that's about the extent of their collective agreement. They each zero in on the correct class by identifying the three funnels with their unusual spacing.

Comet, using Freidman's *U.S. Destroyers*, Conway's *All the World's Fighting Ships 1900-1910*, and the *Dictionary of American Naval Fighting Ships (DANFS)* for reference, believes the vessel to be either *Blakely* or *DeLong*. He states that only the *Blakely's* and the *Porter's* carried three funnels, but that the configuration of the bull-nosed hawse pipe identifies it as a *Blakely*. Bob cinches the class identification by stating that the port and starboard torpedo tubes were carried between stacks two and three as opposed to the *Porter's* location on either side of the forward stack. Bob notes that two torpedo boats are visible in the photograph but declines to assign names without more evidence.

McCleary opts for one of the seven *Shubrick* or two *O'Brien class* torpedo boats and notes that the two classes were virtually identical. Joe noticed the rather light draft of the vessel, 5ft-5in, and contrasts it with the design draft of 6ft-2in. (Joe you have very sharp eyes, indeed, to spot that the "boot top" was badly painted and to deduce a 5/12 fraction of a foot of draft.) On a more whimsical note, Joe proves what a small world it can be by noting "...that the commanding office of *USS Epervier* (the model that [he] completed in 1994) when she went down with all hands in 1815 was John Shubrick. This *Shubrick*, TB-31, is named for his brother, Thomas Shubrick."

Bob Krumpen rounds out the field with a very thought provoking analysis of our vessel. Citing *Jane's Fighting Ships 1919*, Bob guesses the two vessels are from the *Shubrick-class* of five torpedo boats. He surmises that the vessels are in the final stages of outfitting prior to commissioning due to the lack of lifelines and the absence of torpedo tubes. By comparing commissioning dates, Bob was able to eliminate three vessels until only *USS Shubrick*, TB-

31, and *USS Thornton*, TB-33, both built by William R. Trigg Co. of Richmond, Virginia, remained. To strengthen his article, he enclosed a photograph of *Shubrick*, printed in *DANFS, Vol 4*, on page 493, taken at Norfolk in the summer of 1901. The vessel is in the final stages of fitting out, but without torpedo tubes. He adds that the Mystery photo must date to early 1902. (Bob, I like the way you think.)

As you can see from the above written material, while the reference sources seem to list all the vessels, they frequently disagree in class grouping, size, and lead vessel name. Often this disagreement comes from either sloppy editing or from bad source material. At other times they are correct in their listing but circumstances make the information misleading. (This is what tripped up Bob Krumpen. Bob used a 1919 issue of *Jane's* for his identification. By 1919 only five of the original nine ships in the class were left.) From this it is easy to miss-identify and misdate old photographs. When trying to nail down an identification, you frequently have to cross check the reference data. All sources except for official United States Naval records should be considered as secondary. Of the secondary sources, more weight should be given to foot-noted material than undocumented lists. Joe, Bob, and Bob should not be disappointed that they weren't able to positively identify our Mystery vessel. They made good, logical, and informed decisions based on the material available to them. They were able to identify the correct class and there's something to be said for that.

From about 1881 to 1908 the United States Navy experimented with and built 35 examples of a type of warship collectively known as torpedo boats. These were small, relatively slow vessels much better suited to coastal work than escorting battle fleets to some distant encounter. The torpedo boat as a type arrived shortly after the perfection of the self-propelled or "automobile" torpedo by British engineer Robert Whitehead. Built in great numbers by European navies, the United States Navy was slow to acquire the type and never found it to be satisfactory. The type ranged in size from 46 to 340-tons. Service on them must have been a miserable experience. They were hot and lacked adequate ventilation; small coal bunkers gave them very short range; they had a tendency to roll heavily in a seaway; and stood little chance of surviving an attack except for a surprise. The United States Navy, failing to find a satisfactory use for them, frequently kept them "in ordinary"; using them mostly for training. By 1910, just two years after the last torpedo boat was commissioned, the type had nearly faded from the scene.

According to Alden in *American Steel Navy*, page 104, contracts for torpedo boats were apportioned among a number of smaller shipyards to encourage the development of the steel shipbuilding industry. But many of these yards were ill-prepared for such demanding precision work and failed to grasp the actual costs involved. Many of the boats were delivered overweight, causing great difficulty in meeting speed requirements. Nearly every builder lost money and

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## MORE ON "HEART OF OAK"

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In the last edition of the Logbook Bob Comet provided some interesting information about the naval tune "Heart of Oak" This tune was originally on the '59 hit parade of tunes. 1759 that is. The words were written by the well-known actor and play-write David Garrick. The music was composed by William Boyce and the song was part of the English operetta or pantomime titled HARLEQUIN'S INVASION or THIS WONDERFUL YEAR which appeared in 1759. The show was intended to celebrate a year of victories over the French during the Seven Years War (1756 to 1763) which we call the French and Indian War on this side of the Atlantic. It is also interesting to note that the war involved many more combatants than the French and the Indians and on this side of the pond it lasted longer than seven years.

The tune was a hit and became the official anthem or "march past" of the Royal Navy. When Royal Navy ships "beat to quarters", that is to say when the ship's drummer beat the long roll to signal the crew to clear for action in preparation for battle, the drummer beat the percussion accompaniment to Heart of Oak. Even Herman Melville in his book WHITE JACKET, which records his experiences while serving as a seaman on board USS UNITED STATES in the middle of the 19th century, indicates that when U.S. Marine Drummers "beat to quarters" on U.S. ships they also beat to the tune Heart of Oak. Due to reductions and consolidations in the 1970's all Royal Navy bands were done away with. The Royal Marine Bands now provide all the music for both sea services. Since the total strength of Royal Marine Corps is only about 6,000 people, a great percentage of that corps is now bandmen. But we always knew that the British have won their wars with bands and sergeants. by the way, the official tune of the Royal Marines is "Lie on the Ocean Wave".

Joe McCleary

## NEWS ITEM

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During his recent talk on finishes for models, Jack Bobbitt mentioned the fact that it was the intent of the Environmental Protection Agency to phase out all oil based finishing material over the next few years. His remarks were timely. Below is quoted the text of a news article from the Washington Post for Sunday, May 16, 1999:

### PAINT IS REGULATED AS AIR POLLUTANT

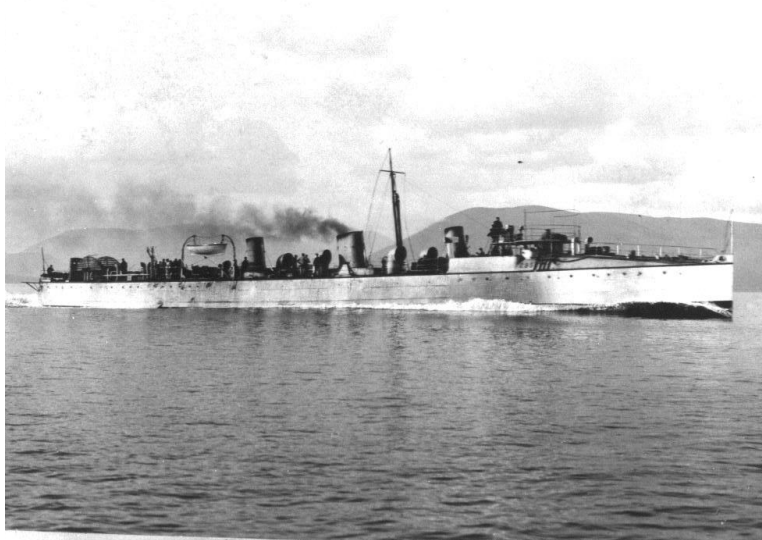
"California. In a move that could cost paint manufacturers millions of dollars, regulators approved new air quality regulations for Southern California in an attempt to eliminate toxic compounds and vapors from drying paint that are thought to contribute to smog and ozone.

The South Coast Air quality Management District adopted the regulation Friday over strong opposition from the industry, which said the requirements could force smaller manufacturers out of business. The rules will be phased in between 2002 and 2006.

Supporters believe the rules could influence paint manufacturers across the nation in the same way that California laws force automakers and gasoline refiners to reduce emissions"

I can see it now; people will be arrested for mixing up "bootleg" paint in their basements. Since John Cheevers originally came from Kentucky, he can probably teach us all how to do it.

Joe McCleary



### Mystery Photo

Contact John Cheevers if you know what is

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several went bankrupt. The last nine torpedo boats, all authorised on May 4, 1898, were generally patterned on the Navy-designed *Winslow* type, but so much latitude was given to the individual shipyards that little homogeneity resulted. Their final displacement ranged from 165 to 220 tons. This may explain some of the reasoning why authors choose to list the vessels differently.

Bob Krumpen almost hit the nail on the head with his analysis. I was preparing to do much of the same analysis when his letter arrived. Using the arrangement of funnels and torpedo tubes as a guide I narrowed the field of available torpedo boat classes to the nine *Blakely*'s. Like *Comet*, I eliminated the *Porter-class* because of the differing bow-towing chock design. Then I noticed that the class listing in each reference book grouped the ships in different ways--some listed them as a single class and some listed them by builder. I disagree with Krumpen's choice of William Trigg shipyard because a contract for three vessels was awarded to the shipyard and I'm not too sure that 3 and 4-masted schooners regularly called at Richmond. That leaves just four vessels in the class that were built in pairs--*Blakely* and *DeLong* built by George Lawley and Sons, and *Nicholson* and *O'Brien* built by Lewis Nixon.

My source information is Silverstone's *U.S. Warships of W.W.I.*, Alden's *American Steel Navy*, Friedman's *U.S. Destroyers*, and *DANFS*.

No one commented on the photograph's number in the lower right corner; C-R 13924. A check of the number in record group 19N at the National Archives failed to produce any results. This is probably the result of not having the data loaded to computer. I did find this photograph in my "99-cent" file, though. The vessel was identified as *USS Nicholson*, TB-29. An unknown photographer captured our two little torpedo boats in 1902, during their much protracted fitting out period. They required nearly six years to complete. (Joe, you may stand down. I think the ragged boot top was the handiwork of a shipyard employee!).

John Cheevers

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**The Answer to Mystery Photo 154**  
USS Nicholson TB-29, 1902

## MODELS AVAILABLE

Alan Frazer has two "collectible classic" plastic hulls, with deck structures and fittings, for anyone interested: Revell's original large-scale *Cutty Sark* and Ideal's three-masted schooner yacht *Atlantic* of 1907. Both now over forty years old and had been assembled but were later "rigged down" due to damage. I believe the spars and sails were discarded; I had planned to convert *Cutty Sark*, at least, into a plaque-mounted half model; two if I could get the halves apart without damage. Call me at 865-7300 if you want me to bring either to the June meeting.

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From The  
THE DICTIONARY OF PHRASE AND FABLE BY E.  
COBHAM BREWER

**Charley noble:** Galley stove-pipe.

**Dead Lights** Strong wooden shutters to close the cabin windows of a ship; they deaden or kill the daylight. *To ship the dead lights.* To draw the shutter over the cabin window; to keep out the sea when a gale is expected.

**Dead Ropes** Those which are fixed or do not run on blocks; so called because they have no activity or life in them.

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## MINUTES



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Date May 10, 1999  
Host : Bill Clarke

The meeting was called to order at 2010 hours.

**Old Business:**

The annual banquet was discussed and everyone was quiet pleased with both the food and service.

A time has been reserved for Jack Bobbit to address the 1999 NRG Conference for an invitation to the 2000 NRG Conference. If the HRSMS provides a flier, it will be included in the welcome package in San Diego. The NRG committee discussed the dinner for the 2000 conference.

**New Business:**

A question was raised about the HRSMS' membership in the

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## NOTABLE EVENTS

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### JUNE

- 11 **H.R.S.M.S.** Monthly Meeting: David Tagg  
 25-27 CBMM- 8th Annual WoodenBoat Show

### JULY

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

### AUGUST

- 13 **H.R.S.M.S.** Monthly Meeting: host Williamsburg  
 AARP (Hinrichs, McCleary, Sanderson)

### SEPTEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: host Dean Sword

### OCTOBER

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

### NOVEMBER

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

### DECEMBER

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

### JANUARY

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

### FEBRUARY

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

### MARCH

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

### APRIL

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

### MAY

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

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## Thanks

The members would like to thank Bill Clarke and his wife, Joe Ann for hosting May meeting.

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## WATCH, QUARTER AND STATION BILL




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Skipper:	Alan Frazer	(757) 865-7300
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Jim McCurdy	(757) 482-5426
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

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## Next Meeting

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The June meeting of the H.R.S.M.S. will be held on Friday, June 11th, 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




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NRG. Joe McCleary said that he would look into the matter.

The Clerk was asked to contact the Historian and ascertain if he wished to continue in that capacity.

The meeting was adjourned at 2100 Hours.