

## FROM THE PILOTHOUSE



Alan Frazer, our skipper, has once again failed to make the last liberty boat back to the hip. Having been declared AWOL Alan has concluded that he might as well be hung for a sheep as a lamb and is going off to Northern Europe to see the maritime sights. So the First Mate will be conning the Society for the next two months. Hopefully Alan will not make the mistake of assuming that Kosovo is a city in Northern Germany.

Congratulations to Len Wine who has finally gotten himself and his family moved back up from North Carolina. Welcome back Len and Lois. We missed you. It's good to have you all home again. The Wine's new address and telephone number in Toano appear later in the this month's Logbook, so that members can up-date their rosters. I am sure that it will be a comfort to all to know that Len will not have to be commuting 200 miles to the monthly meetings. Len's truck will appreciate the shorter drive also.

Bill Clarke has once again proved himself to be a sly weasel; not that this will be a surprise to anyone. As you all probably know, Bill is the photo-meister who selects the mystery photos that are published in each edition of the Logbook. John Cheevers in turn ollates all the identifications submitted by members and writes up the column in the next edition. Having fed the photo intelligence and identification team on a lengthy and steady diet of early United States Navy destroyers, Bill tried last month to throw the pack off the scent by slipping in a photo of a Royal Navy destroyer. Nice try Bill. Inside information indicates that at least one member hit the target squarely and a number of others scored close overs and unders.

Graham Horne continues to do a super job managing the series of lectures on ship model building that we have all enjoyed at our monthly meetings. This program is known to all under the general title "To Build A Ship Model". The talk at this month's meeting will be on sharpening. Hopefully everyone will get the point. But Graham cannot, and should not have to do the job all by himself. He needs your help and input. Specifically, members need to submit ideas for areas that need to be covered or to suggest those subjects which we have covered in the past, but which might bear repeating because the subject happens to be so useful. After all, this

program has been going on for over three years and maybe we need to recycle some of the old talks such as research sources, lofting, framing, planking, photo etching, etc., etc. Once we know what subjects need to be covered or recovered, it actually is not all that hard to find someone to give the talk. Though ugly, threats and brutality do produce results. So come to the meeting with some ideas in your head or written down because we will go over this subject during the business meeting.

Joe McCleary

## Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 156! Tom mentioned at the last meeting that if it wasn't for all the good things he received for the *Logbook* he could have published a larger copy of the mystery photo—too bad! With that in mind, this column will be short but I hope no less informative or entertaining. Before I begin, there is one little matter to take care or--**Will someone please take Bill Clarke's destroyer Photographs away from him before we have a mutiny?**

When each issue of the *logbook* arrives, I immediately turn to the Mystery Photo and see if I can identify the vessel. This month I was fairly certain that it's a British destroyer. I felt that all I had to do was spend some time at the Mariners' Museum Library to finalize the class or specific vessel. The best source I have, *Conway's All The World's Fighting Ships, 1860-1905* didn't provide clear enough data for a conclusive identification. Saturday after the meeting, Bill called and asked if I was stumped, and he confidently boasted that we wouldn't get this one. I was equally confident and answered that the vessel was a British destroyer. There was silence on the other end before Bill said that I wasn't even close. I wasn't sure if he was serious or toying with me but I was determined not to let him win. The answer would come from the Mariners' Museum. The following Monday I opened Joe McCleary's E-mail (see below) and he seemed to agree with my initial assessment. So far, so good.

(Continued on page 2)

## TO BUILD A SHIP MODEL



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The July presentation will be "Tool Sharpening " by, Joe McCleary.

If you have a request for a subject to be presented or would like to be a presenter, please contact Graham Horne.

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*(Continued from page 1)*

My visit to the Library didn't yield the results I expected. Searching through several books on British destroyers, including *Jane's Fighting Ships, 1908*, I found several classes that shared similar physical characteristics, but their proportions weren't a close enough match. So I searched through destroyers of several other navies and found several classes that shared similar design characteristics, a turtle-backed forecastle and three-funnel arrangement. However, destroyers from the major navies were dismissed because they carried features that marked their country of origin. That left smaller navies who usually lacked the wear-with-all to build their own. Under the section for Spain I found a listing for destroyers "all built at Clydebank." A photograph of an *Audaz*-class destroyer is a dead ringer for our mystery vessel.

I thought the mystery was solved and I set out to write this column. Then I received an E-mail from Bob Krumpen. Well, I'm here to tell you that while Bill sleeps with the Brits and Joe sleeps with the fishes, Bob Krumpen solved the mystery. (See his letter at the end of the column.) I followed up on Krumpen's letter and found the photograph in the Naval Historical Center records: photo No. NH 63230.

Kudos, Bob!

Subject: Mystery Photo No. 156  
John:

Cheevers, you are one tricky weasel. You get us hooked on a series of USN destroyers and then you throw in a Brit. I peg this vessel as British for several reasons: the unusual "bull-nose" right at the front of the bow was queer to the RN as is the arrangement of the boom rigged to the foot of the mainmast and then secured to the mast when not in use giving that item an unusually fat appearance. Also although this destroyer appears to be a three piper, I think she may be a four piper really, the RN had several classes that had a double funnel in the middle. Now to figure exactly what boat or a least class. She is not a very early torpedo boat destroyer (i.e., early 1890's because she does not have an integral bow torpedo tube. I would also peg her as not being of post 1900 construction because of her arrangements. The location of the

mast is not much of a clue as these floated around during the life of a ship. The fact that the ship is painted white is significant. Generally only ships sent to the Far East were painted white and not many destroyers were sent out there. So for all of the above reasons, I will guess that this vessel is one of the JANUS class of 250 tonners built at Palmer's in 1895 or she could be one of the OPPOSSUM class built the same year; they were very similar. It could also be one of the SUCCESS class or LIGHTNING class but I could find no evidence that any of these class went to the Far East. I suspect that you got this photo out of David Lyon's new book THE FIRST DESTROYERS.

J. R. McCleary (Dealer in fine quality and slightly balding weasel pelts)

Subject: Mystery Photo No. 156

John:

The Mystery Photo in Logbook No. 156 is the Spanish Torpedo Boat FUROR. This photo has been published on page 65 of "Clear For Action" by Foster Hailey and Milton Lancelot, 1964. The FUROR as built at Clydebank was 220' long with a 25 knot speed (Janes 1898 page 94). This thin-hulled ship was fifth in Admiral Cerveras line emerging from Santiago on July 3, 1898 but only lasted 20 minutes under overwhelming American shelling.

Robert P. Krumpen, Jr.

John Cheevers

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## 1999 NRG CONFERENCE NOTE

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Anyone who is interested in attending this conference, but who has not receive a registration form can obtain one either on-line at the conference webpage:  
<http://www.sdmaritime.com/nrgconf>  
or by writing to Nautical Research 1999 Conference Registration, c/o San Diego Maritime Museum, 1492 North Harbor Drive, San Diego, CA 92101. Hotel reservations can be made by calling 1-800-877-8920.

The First Mate will bring a copy of one of the brochures to this month's meeting.

# MINUTES



June 11, 1999  
Host David Tagg

The meeting was called to order by the Skipper at 2015 hours.

A motion was made and passed to donate fifty dollars to the Chesapeake Bay Foundation in the name of Dorothea Comet. The Skipper is to act on this motion.

There were comments on Bob Comet's talk on "The Creation of Human Figures". Alan asked if there was any interest in his hulls mentioned in the Logbook article. There was discussion on the nature of the invitation to the 2000 NRG Conference to be made at the conference in San Diego. It was decided that the names of the speakers would be given but their topics would not be announced. The 2000 NRG Conference was discussed with the idea of contacting merchants in the

downtown area to inform them of the conference. Skip Watson is to get with Bill Clarke and Tom Saunders to make contacts in the downtown area. Jack Soulé showed several printed items that could be given away at the conference. He will get prices if interest is shown. Alan congratulated Graham Horne for receiving the Founders Award. Alan asked if there was any interest in sending a model to Cincinnati for the Tall Stacks Festival. No interest was indicated. Greg Harrington said there have been over 3000 visitors to the HRSMS web site and that the "Tip Line" is now active.

## Show & Tell

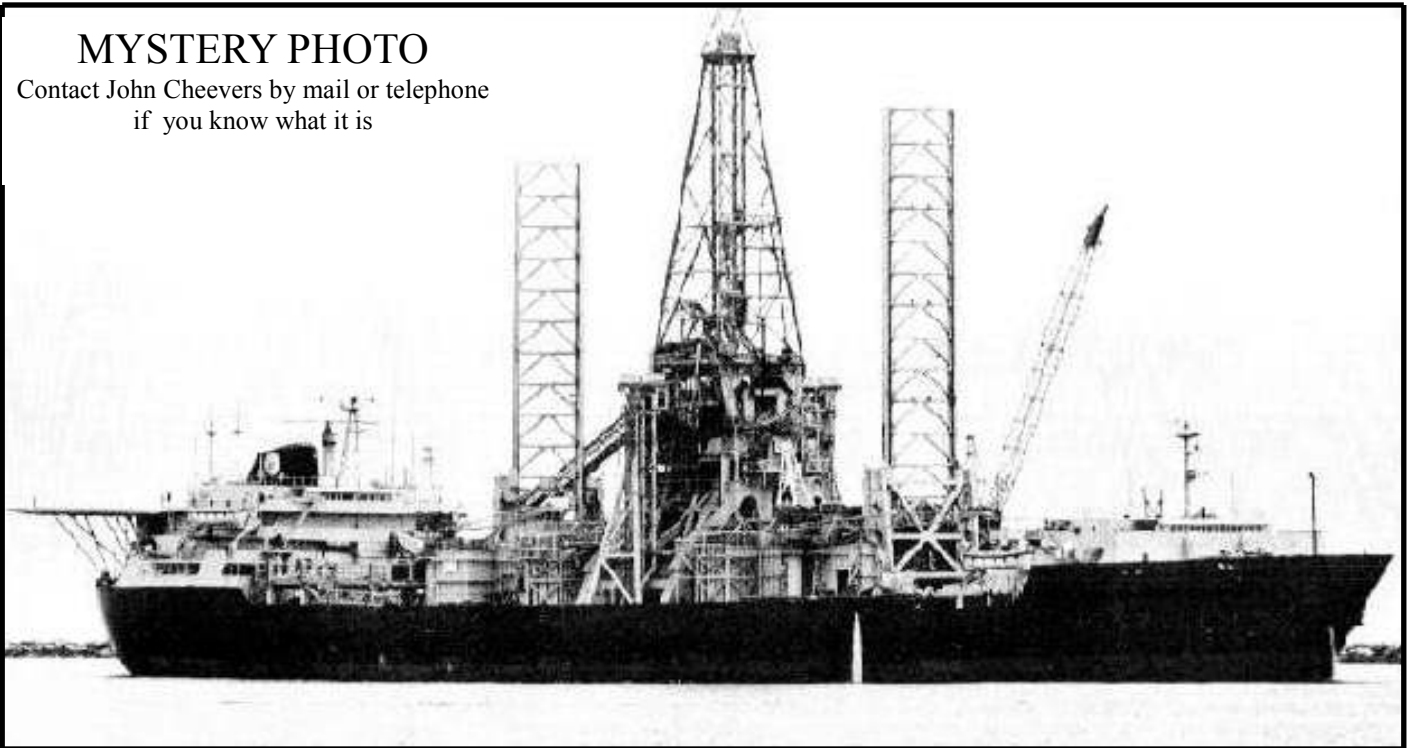
Bill Clarke produced a piece of 1 inch closet rod and suggested that it could be used as a replacement spar for a model that was damaged by an unnamed member. David Tagg Talked about the Newport News tour boat and said that it was active. Jack Bobbitt praised the Advantix Camera and said that he was quite pleased with it's performance.

The meeting was adjourned at 2110.

Clerk

## MYSTERY PHOTO

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



The picture may not be of good quality, but it is not a destroyer!

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## NOTABLE EVENTS

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### 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:

### JUNE

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

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## Thanks

The members would like to thank David Tagg and his wife, Karen 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

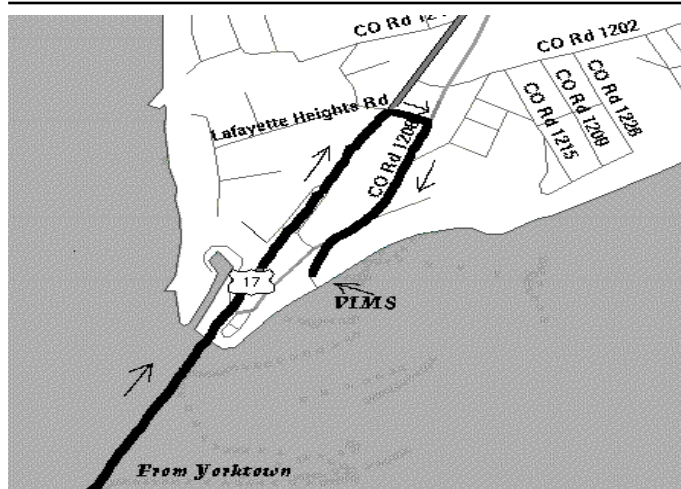
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## Next Meeting

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The next meeting of the HRSMS will be held on Friday, July 9, at 2000 hours. The meeting will be held at the Virginia Institute of Marine Science, in Gloucester County, Virginia.

Take route 17 North, cross York River (\$2.00 toll north bound only), right at first light (rt 1206), first right again (rt. 1208), park in any lot, meeting will be in Waterman's Hall (one story) which is next to Chesapeake Bay Hall (three stories, the one that looks like a Mississippi River Boat with white stacks). There are also large signs pointing the way to the institute.




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## WARNER WOODS WEST - PCS

In the past some people have purchased model building wood and linen line from Lloyd Warner at Warner Woods West. Lloyd has recently moved to Utah but is still in the wood and linen business. His new address is:

WARNER WOODS WEST  
P.O. Box 100  
Ivins, UT 84783  
e-mail [warwoods@cyberhighway.net](mailto:warwoods@cyberhighway.net)

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## THE DICTIONARY OF PHRASE AND FABLE BY: E. COBHAM BREWER

**Gang-board** or **Gang-way** (*g* hard). The board or way made for the rowers to pass from stem to stern, and where the mast was laid when it was unshipped. Now it means the board with cleats or bars of wood by which passengers walk into or out of a ship or steamboat. A *gang* is an alley or avenue.