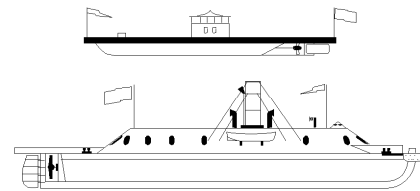


# Hampton Roads Ship Model Society

# Logbook



No. 161

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

NOVEMBER, 1999

## FROM THE PILOTHOUSE



The Skipper has taken French leave (again) and has gone out to Shake and Bake land. He is attending the annual conference of the Nautical Research Guild in San Diego. We hope he survives this experience although rumor has it that he is staying in the San Andreas Fault Motel. Having left the keys to the word processor with the First Mate, I am writing this month's column.

With the recurrence of the annual NRG conference, I was reminded of the conference that took place in Boston in 1997. As part of the technical sessions held on Saturday, Eric Ronnberg led a panel discussion which explored the status of maritime research and education. The object was to assess the health and well-being of such endeavors and to determine if the level of research and education was increasing or decreasing. Though no definite conclusions were reached, the discussion projected a rather gloomy perspective based partly on the observation that there were no maritime research departments at any of the major colleges or universities. At the time I thought this conclusion was unjustifiably gloomy and I still do. Two years further along I am inclined to think that the situation is improving steadily.

Granted there are still no departments of nautical or maritime studies at our universities, but I do not think that there will ever be. This field is simply too specialized and narrow. But you will find niches of maritime study buried in other departments, such as the Nautical Archaeology Program in the Department of Sociology at Texas A&M. The National Underwater Research Center at the University of North Carolina at Wilmington and the Cambrian Foundation have both played leading roles in exploring the wreck of USS MONITOR and the recovery and preservation of artifacts. Ignorance prevents me from giving further examples but I am sure that they exist.

What brought all of this to mind was the receipt within a short period of the most recent issue of the Nautical Research Journal and book catalogs from the Naval Institute Press, Chatham Publishing as well as the Naval and Military Press (the latter two are British publishers). The book review section of the Journal contained what may be a record number of reviews on books covering a wide range of interesting subjects within the maritime field. One review, authored by our own Jack Bobbitt, contained the interesting revelation that

a contemporary set of plans, most likely representing the early U.S. Navy schooner ENTERPRISE, had recently been discovered in Italy. For many years it had been thought to be impossible to build a model of this interesting little ship because no reliable plans were known to exist. As to the book catalogs, they all contained an amazingly large selection of new books on a wide variety of maritime subjects. The Naval Institute Press and Chatham Publishing have for some time collaborated to distribute each others books, making it much easier for readers on both sides of the Atlantic to obtain these books.

I need not add that the rapid growth in information systems technology (e-mail, on-line access, etc.) have proved to be a bonanza for both amateur and professional researchers. Information which in the past was exclusively held and only available to a privileged and knowledgeable few is now more and more readily available to many if not to all. With a significantly greater number of people searching more and more dark corners, the resulting discoveries will surely benefit ship model builders in the future. Witness the discovery of the ENTERPRISE plans which many knowledgeable people thought might never have existed since this ship was not built in a naval shipyard but purchased from a civilian builder. The recently found plans were supposedly drawn up while the ship was undergoing repairs in an Italian shipyard. So keep those PC's humming. There is no telling what might turn up next.

Joe McCleary

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

**Half-deck** The sanctum of the second mate, carpenters, coopers, boatswain, and all secondary officers. Quarter-deck, the sanctum of the captain and superior officers. In a gun-decked ship, it is the deck below the spar-deck, extending from the mainmast to the cabin bulk-heads.

## NOTICE

The Discovery Channel documentary, City of Steel: Carrier, will premier on Sunday, November 14 from 8:00 to 9:00 p.m. The documentary will feature *USS Harry S. Truman* (CVN 75) and *USS Ronald Reagan* (CVN 76) at various stages in their seven years of construction.

## Mystery Photo



So, in a sense, he was responsible for the rise and fall of the Austro-Hungarian navy.

John Cheevers

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Welcome to Mystery Photo, *Logbook* No. 160! This month, Bill leads us down a different path allowing us to delve into the inner workings of the Austro-Hungarian Navy. Few people associate the Austro-Hungarian Empire with the sea and are amazed to discover that, at one time, they possessed one of the principle navies in the world, a navy they would lose in a fight that came to be called World War One.

Let me apologize, here, for the length and content of this month's column. I was called away unexpectedly, so you will have to make do with what I have so far. Hopefully, you will see where I was headed and get the gist of the story.

According to Erwin F. Sieche, in his article *Austria-Hungary's Last Naval Visit to the USA*, published in *Warship International*, Vol. XXVII, No. 2, "The Austro-Hungarian monarchy enjoyed some 270 miles of Adriatic coastline. Access to the Mediterranean meant that the Hapsburg Empire had to build up a navy of its own. Austria-Hungary, however, was a continental power with no overseas colonies or territories. So the navy was always regarded as some kind of expensive toy by the government authorities of Vienna and Budapest. As there were no overseas lines of communications and trade to protect, the Austro-Hungarian navy focused its overseas activities on regular training cruises, numerous commercial and scientific missions, and "showing the Flag" visits for political reasons." Indeed, this thinking was echoed by the fact that, after the outbreak of war, all further naval construction was halted and the navy withdrawn anticipating either a quick victory or peace settlement. This decision was costly in that it forced the Austro-Hungarian Empire into a policy of attrition that wasted their navy's strength and denied any offensive opportunity it might have. Following the Treaty of Versailles in 1918, what remained of the Austro-Hungarian navy was partitioned among the victorious Allied countries. The United States taking possession of the battleships *Erzherzog Franz Ferdinand* and *Radetzky*.

The physical features that we see in the photograph show a smallish pre-dreadnought with a flush deck, little superstructure, one twin turret fore and aft, two medium caliber gun turrets on the wings, and two equal sized funnels. The style of the funnels suggests German-Dutch-Austrian origins. It is a pleasing design that looks powerful for its size.

The Battleship in our Mystery Photograph is one of three *Erzherzog Franz Ferdinand* class ships. *Erzherzog* means Archduke in the dual Monarchy of Austria-Hungary. It is of great interest that the lead ship of this class is named after *Erzherzog Franz Ferdinand* heir to the throne. *Franz Ferdinand* was a friend of the navy and saw to it that sufficient monies were made available to build and maintain adequate vessels. *Franz Ferdinand* is also the same heir whose murder at Sarajevo in July, 1914 precipitated World War One.

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## Answer to Mystery Photo 160

The mystery photo was the Austrian ship *Radetaky* at Spalato in 1915. The photo number is, NH 72873.

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## MINUTES



October 8, 1999

Host: Graham Horne

The meeting was called to order by the skipper. There were no corrections to the minutes as published. A Purser's report was sent by Bob Comet.

Old Business: The Skipper asked if anyone had slides depicting the local area so he could prepare a presentation for the NRG Conference. There was consideration of topics for the 2005 NRG Conference. It was decided that Bill Clarke would give a presentation on "The American Sailing Navy." A sheet was passed so members could sign up to host meetings during the next year. There was discussion of the auction scheduled for the December meeting. By acclamation, Bill Clarke was selected to be auctioneer. (It must be noted that Mr. Clarke was not present to voice delight at his assignments.)

New Business: None

Show & Tell: John Cheevers had pictures of the Mystery Photo ship. He also showed examples of nickel plated railing for his current project done by the Wythe Lamp Shop. Joe McCleary showed a wood collar for the base of a smokestack and described the techniques used for bending the wood. Graham Horne showed an adjustable clamp. He also showed an advertisement for a small table saw intended to be used for ceramic tile. A motion was quickly made to direct Graham to buy the saw and give the membership a full report.

Joe McCleary gave a slide presentation on his trip to the UK.

The meeting was adjourned.

## Miscellaneous Jottings

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On a recent trip to Spain Moira and I visited a number of historic cities. Two of them have a long association with the sea and the first on them was Barcelona. This is Spain's second city and it is a place of beauty and sophistication. Its streets are wide, tree lined and flanked by grand architecture. Best of all it is alive and thriving. A pleasant stroll from the center can lead to the waterfront, which has been developed from an old dockland area. Today it is the site of marinas, cruise ships, promenades and restaurants.

Off to one side and by way of contrast lies an old stone building surrounded by trees. It was once the roofed-in Royal Shipyard dating back to the 1400's. Fifty-eight years ago, it became Barcelona's Maritime Museum. Inside, the ships models collection has an emphasis on historic small craft and steamships from the late nineteenth to the early Twentieth Century. The quality of the models range from fair to excellent. As one may imagine the interior is fairly large and the high roof offers voluminous space. Overall, the models are well displayed however, in certain areas illumination could be improved upon.

In addition to models, there is a number of traditional small fishing boats. Beyond this collection, one is drawn to the centerpiece and the gem of this Museum. This is a masterpiece of the shipwrights trade in the form of a Royal Galley belonging to John of Austria that witnessed the Battle of Lepanto in 1571. This was, without doubt, one of the great sea battles of history. A fleet of three hundred ships from

Venice, Spain and the Papal States under Don John of Austria defeated two hundred and seventy three ships of Ah Pasha. Fought off the coast of Greece, this battle marked a turning point of Moslem and Turkish power in Europe. It was also the last major engagement between oar driven warships.

It certainly gave pause gazing at this vessel, cradled within a shallow dry dock inside a Gothic structure, the only one of its kind that has survived intact to the present day.

Outside the museum, on a grassy knoll overlooking the harbor sits a small submarine. It looks surprisingly modern and a plaque with an inscription proclaims it to be the worlds first successful submersible. Hmm?

Seville was our second city of maritime interest. This is the center for the National Maritime Archives. Meticulous records detailing day to day expenses, bills of lading, wrecks and their known positions make it a place frequented by many of the worlds treasure hunters. This is an ancient city situated well inland on the banks of the Guadalquivir River. It has been a port city for many centuries and pre dates Roman times.

I could go on and relate more places of interest but even so a country cannot be fully appreciated within a mere two weeks. Already I have a desire to return for a longer period in order to delve deeper at a more leisurely pace.

Graham. Home.

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## To Build A Ship Model



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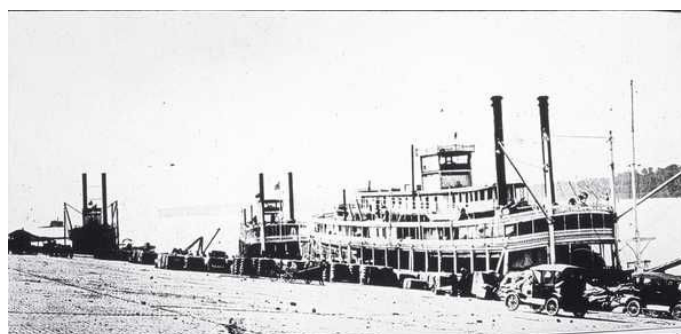
Our series of talks continues and for the month of November Jack Bobbitt will address the subject of "Bonding and Gluing." This is a new topic and an important one. Do not miss it.

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**Jury Mast** A corruption of *jour* mast - *i.e.* a mast for the day, a temporary mast, being a spar used for the nonce when the mast has been carried away. (French, *jour*, a day.)

**Kiosk'** A Turkish summer-house or alcove supported by pillars. (Turkish, *kushk*; Persian, *kushk*, a palace; French, *kiosque*.) The name is also given to newspaper stands in France and Belgium.

**Dumb-barge (A).** A barge without sails, used for a pier, and not for conveying merchandise up and down a river.



Ships in harbor, Greenville, MS

Courtesy of the Frances Loeb Library, Graduate School of Design, Harvard University

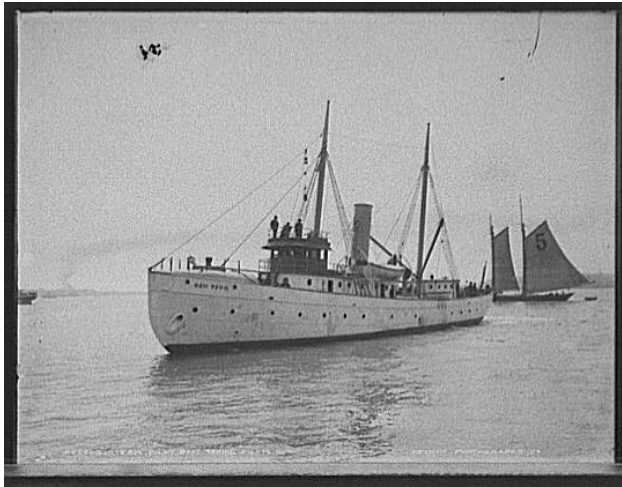
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**Davy Jones's Locker** *He's gone to Davy Jones's locker, i.e. he is dead.* Jones is a corruption of Jonah, the prophet, who was thrown into the sea. *Locker*, in seaman's phrase, means any receptacle for private stores; and *duffy* is a ghost or spirit

**MYSTERY PHOTO**

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





Steam pilot boat taking pilots out.  
Detroit Publishing Co. no. 060003.

Steam pilot boat "New York".  
between 1900 and 1905]  
Detroit Publishing Co. no. 060002.

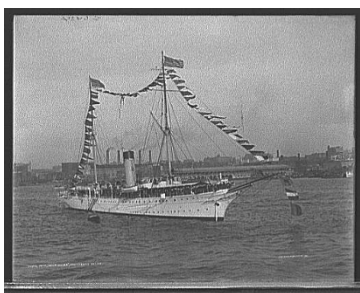


U.S.S. Porter.  
[between 1897 and 1901]  
Detroit Publishing Co. no. 020884.

**Beatrix.**  
1891 June 29.  
Detroit Publishing Co. no. 05106.  
Eastern **Yacht** Club annual regatta; **yacht**  
renamed Harpoon.



**Yacht Mayflower, President's yacht.**



Detroit Publishing Co. no. 022616.  
Gift; State Historical Society of Colorado;  
1949.

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## NOTABLE EVENTS

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### NOVEMBER

12 **H.R.S.M.S.** Monthly Meeting: host, Heinz Schiller

### 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: host, Alan Frazer

### MARCH

10 **H.R.S.M.S.** Monthly Meeting: host, Southside Bunch

### APRIL

14 **H.R.S.M.S.** Monthly Meeting: host, Bill Clarke

### MAY

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

### JUNE

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

### JULY

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## AUCTION ITEMS

Many members have indicated that they will have items for the December auction. Please send lists of those items to the editors so they may be included in the December Logbook.

From Jack Bobbitt:

Magazines SHIPS IN SCALE, editor Scottie Dayton. They number from Vol. 2, # 9 through Vol. 8, # 46. They run from January 1985 through the March-April issue of 1991. Total of 33 issues. There is enough reading material, modeling tips etc. to keep one busy for a year!

Booklets:

1. Chesapeake Bay Crabbing Skiffs, by Howard Chapelle
2. The Bronze Cannon, by John P. Richardson
3. Modeler's Guide for Skipjack Willie L. Bennett, by Ben Lankford.

Books:

1. Romance of the Sea, by J.H. Perry
2. The Model Shipbuilder's Manual of Fittings and Guns, by Capt. A. P. Isard
3. Knots and Splices, by Percy Blandford
4. The Low Black Schooner (America), by John Rousmaniere
5. Philadelphia On The River, by Phillip C.E. Smith
6. Sailing Ships of War, by Dr. Frank Howard
7. Visual Dictionary of Ships and Sailing

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## Next Meeting

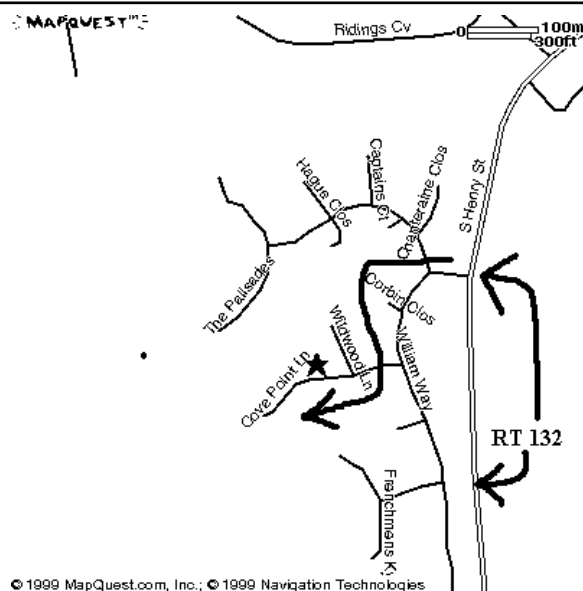
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The November meeting will be held on November 12, 1999, at 2000 hours. The meeting will be hosted by Heinz and Mareke Schiller at their new address, 133 Cove Point Lane, Williamsburg, VA 23185. Phone:757.564.6471

Directions;

From points East: I-64 W, Take the VA-199 WEST exit 0.4, Merge onto VA-199 W. 3.0, Turn RIGHT onto S HENRY ST/VA-132. 0.9, Turn LEFT onto WILLIAM WAY. 0.1, Turn RIGHT onto COVE POINT LN. 0.1

From Points West: I-64 E., Take the VA-199 WEST exit and proceed as above.



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## Thanks

The members would like to thank Graham Horne and his wife Moira for hosting the October 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:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580