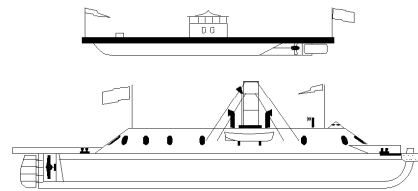


# Logbook



## FROM THE PILOTHOUSE



### Good Stuff (?) in Small Packages

Placing personal things in a new home inevitably brings memories and other thoughts about those objects, whether wedding gifts from dear friends, family heirlooms and photographs, or, for the modeler, a mental return to the creation of particular models or portions of same. Predominant, I think, are recalling your reactions as you looked upon the finished model, finally in its case—or, perhaps, its bottle? Or, like some of mine, on an open shelf, exposed to dust, dusting, thrown toys, or predatory cats.

Was it satisfaction and eagerness to get at the next project, or was it “Thanks” to whatever powers you believe in, followed by a vow never to do anything so foolish again? Looking back to early efforts, do they still look as good to you as they probably did “then” (in my case, over fifty years ago), or is it now time to pass them along, perhaps to the dumpster, where all but two of my early kit models have long since gone?

*(Continued on page 3)*

## To Build A Ship Model



The February meeting had Bob Comet as our guest speaker and his subject was naval gunnery throughout the ages. He certainly had our attention, not only from an historical perspective but also for adding to an awareness of the need for ever greater accuracy in our model building.

This topic will be picked up again at our April meeting. We look forward to it Bob.

In March Alan Frazer will give a presentation that covers a trip to Northern Europe in 1999.

Graham Home.



## Mystery Photo



With Mystery Photo, *Logbook* No. 164, Bill digs deep into his photo album to present the reader with a real bona-fide mystery. It is so good that I didn't receive the first nibble or guess. Heck, I didn't even get a cry for help! In short, there were no takers. Could it be that the short month didn't give our sleuths enough time? Is the steamer so rare it defies identification? Were there no clues good enough to put us on the right track? Will we ever know the name of this beast? And most importantly, are you prepared to let Bill beat you at this game? Let's see where our exploration leads.

This photograph has a little something for everyone--I apologize now, for those who may feel or get slighted. There is the rich hull plating detail for Alan, the old time styling for Bob Comet and me. Twin funnels guarantee engineering complexity for Joe and Len. Jack and Bill Altice will enjoy the abundance of fittings. The steel hull will appeal to Bill Clarke--naturally! The general, busy appearance is for Tom. What passes for masts and rigging should interest Ulrich. And

### ANNUAL HRSMS MEMBERSHIP FEES ARE NOW DUE

Annual membership dues are \$12.00. Non-member subscription rate for the Logbook is \$8.00.

Send payment to the Purser, John Cheevers 414 Burnham Pl. Newport News, Va. 23606. Make checks payable to HRSMS.

(Continued from page 1)

there are questions, questions, and more questions for Graham. Actually I'm just including this for column fill because I don't have a clue to the identity of this fine lady and haven't had the time to conduct proper research.

Based on that last comment, what does this photograph reveal to help us identify the vessel? Again it is clear that we have a commissioned vessel in service with the US Navy--she flies all the proper flags. We can see from her arrangement that she is an auxiliary of some sort, although we cannot tell if she is a tender, a stores ship, a collier, a troop transport, a general cargo carrier, or something else (the odds favor cargo or stores ship.) Her berth at the pier offers no leads as to location or purpose. Her architectural style does help narrow the window of time, however. A good window for dating this photograph would be from the Spanish-American war in 1898 to sometime during or just slightly after World War One, say 1920. I pick this time frame solely because of the vessel's employment in government service, even though I think we are looking at a vessel built by a European shipyard before the Spanish-American war. In my opinion, She most likely was acquired for naval duty during the war with Spain when the United States hurriedly purchased vessels of all size and description to augment the fleet that fought the Spanish King.

The most interesting feature, and one certainly not all that common on cargo ships, are the twin smokestacks located in the center of a forest of ventilators. This arrangement is fairly rare, usually only seen on passenger steamers where speed is more important than economy. I have seen photos of twin stack tugs though. Boilers at this time lacked forced draft relying on natural draft for combustion air and therefore were not all that powerful. Cargo ships were normally fitted with only one boiler or two boilers side by side. These twin funnels suggest a power plant consisting of four boilers, probably installed in a single boiler room. Their close spacing suggests that the firebox doors faced each other, opening into a single fire room. This way a single crew could stoke both sets of boilers. (Sounds like good Scottish thinking!) The large number of boilers (4?) suggests either a larger than standard vessel or one designed to make good speed--maybe she had a dual cargo/passenger role.

A less obvious feature and one that can yield valuable clues about the vessel's identity and origin is the detail of the hull plating. Published in the Nautical Research Journal, Vol. 42, No. 2, Alan Frazer writes an excellent article detailing hull plating and plating for ship models entitled: Shell Plating on Models of Iron and Steel Ships. One of the plating methods he described is the joggle method. (Joggling is a term used to describe a process where a tight "S or Z" shaped bend is introduced in a plate or shape. The depth of the "S" shape is usually equal to the thickness of the material or the mating surface.) On our vessel we see a variation of the joggle method called joggled clinker. This method of plating employes a joggled seam at the top of each strake and was primarily employed by foreign shipbuilders. The standard

American practice was to alternate plating strakes using the in and out system. Joggling relieves the necessity of fitting liners between shell plate and frames--remember this is a time of riveted construction. If a plate is joggled, the longitudinal stiffness of the plate is increased.<sup>1</sup>

To a lesser extent there are other features worth noting. Notice the gun on the forecastle deck poking its barrel out from under the canvas covered gun breech and pedestal stand. It was common for the US Navy to arm its naval auxiliaries. (Bob, you're the expert, do you think this is a 3-inch rifle?) My guess is that there are three others, each guarding one quarter of the vessel. Also, the draft marks are visible and clear to the naked eye. The top of the boot topping marks the 23'-6" waterline and extends down to the 14-foot waterline. Notice how the vessel is drawing less than 10-feet of water while at the pier. Is she empty in anticipation of receiving a cargo? Is she being removed from service for lay-up or overhaul and therefore is not being kept in ballast? Is she in the final stages of conversion to a US Navy auxiliary? Her paint looks good, her equipment looks new and in good order. I see no rust streaks at the hawser hole. I only see a little chalking of her side paint as it runs across the black boot topping. What can we say about the awning brackets and stanchions? Are they original equipment or have they been added in anticipation of service in warmer climates like the Caribbean? Were they added as part of her naval conversion, and does that make them part of a standard alteration package?

I have asked more questions than I have provided answers. I don't know what the name of this vessel is or what her intended duty was. I have given you my opinion and my best guess as to where to look for the answers. Who knows if I'm right? This mystery is not yet solved, so I would respectfully ask Tom not to publish the solution in the next *Logbook*. 'Til next time...

John Cheevers

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<sup>1</sup> Elijah Baker III, Introduction to Steel Shipbuilding (New York: McGraw-Hill Book Co., 1953).

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## *Dictionary of American Naval Fighting Ships*

### *Bonhomme Richard*

Bonhomme Richard is the French equivalent of "Poor Richard." John Paul Jones gave the famous ship this name in honor of Benjamin Franklin.

(Continued on page 3)

(Continued from page 1)

Oddly, my “first (serious)” model, which would now be classed as semi-scratchbuilt, does still look pretty good, and it was built *before* any of the kits, when I was fourteen. I recognize its shortcomings, some of them based on lack of knowledge of materials, like hull lifts sawn from some streaky-grained wood whose hard ridges got worse as I sanded away the soft areas between, and thick, shiny hardware-store—or dime-store?—enamel. I had read in Capt. E. Armitage McCann’s articles about colors “ground in japan,” but had neither the money nor the knowledge to obtain them in a small New Jersey town. Besides, Japan was at the moment still giving our guys a hell of a time in the Pacific, so, having turned my childhood Japanese “tin” toys in to scrap drives, the colors sounded treasonous! (Yes, we now own a Honda and a Mazda.)

And the paint I used was grey. Someone recently asked why. Perhaps McCann didn’t tell me that Coast Guard vessels were white, and I had never seen one (and *Popular Science* didn’t print in three-color then, except maybe covers). Or perhaps I knew too much, including that the Coast Guard became a functional part of the Navy in wartime, and I updated the paint job but not the boat’s peacetime configuration and armament. Memory fails me.

But despite its obvious flaws, that model has much that still looks good and is a source of pride at what I accomplished “way back then.” Its lines and edges are sweet and smooth, if you squint to avoid the grain humps that ripple the hull’s surface. Its handpainted cloth U.S. ensign and Coast Guard jack are not too sharply starred, striped, and anchored but flow nicely in the breeze, unlike the “stiff sheet metal” image that some modelers never outgrow. And the model features quite a few scratch-built fittings, starting with a double-ended lapstrake boat made of file card (Okay, so its strakes are not as even as they might be, and have some raggedy edges), and a carvel boat made of Plastic Wood® pressed over a wood form to make a very thin shell, later sanded, trimmed to a sharp sheer, and fitted with thwarts and oars. There are one-and-one-half each, hand-made, guns and searchlights, scratch-built RDF antenna and binnacle, and engine-room telegraph and half of a steering wheel in the pilot house. Also, half of a Marine Model Company “brass” bell, easily split because it is a turned-wood-and-gold-painted wartime substitute! I still have the other half, “just in case” I build another half model. Waste not, want not, but no, it won’t work for *Sea Bird*, if I ever come back to her, because she had a much larger bell, mounted in a cradle on the port side of her hurricane deck.

But perhaps my best memory of the *Atalanta* half-model is of the look on Dad’s face when I presented it to him on Christmas morning, 1943. And the all-too-rare hug. I was a true “closet” modeler with that project, and as far as I know he was totally unaware of what was hatching in that little space under the attic stairs.

Ship modeling and related activities have been a rewarding life-long hobby, not to mention a late-career opportunity.

This month, Bob Comet! I know you will all be as helpful to Bob, our new Skipper, as you have been to me. Thanks!

—Alan D. Frazer

I want to express my appreciation for the election to the Skipper’s position. I have, in my predecessors, excellent examples to follow. I hope that I will fill the job as well. We have a busy future ahead of us with the Year 2000 NRG conference, and I am grateful for those who will do most of the work in making it a success. With the competent help of those elected to fill the other positions and the support of the Society, I look forward to a successful tenure.

I have just returned from a ten-day visit with my daughter’s family in southern California. In the course of my stay I again visited the San Diego Maritime Museum, which I enjoyed as I have in the past. It was interesting to note the presence of a copious supply of advertising material at the museum for the Western Ship Model Conference & Exhibit that will be held March 31 - April 2 aboard the RMS Queen Mary in Long Beach. I will show the flyers at our next meeting.

Bob Comet

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(Continued from page 2)

## I

(Fr: T. 998; l. 152'; b. 40'; dph. 19'; cpl. 375; a. 28 12-pdr. S. B., 6 18-pdr. S. B., 8 9-pdr. S. B.)

The first *Bonhomme Richard*, formerly *Duc de Durae*, was a frigate built in France for the East India Co., in 1765, for service between France and the Orient. She was placed at the disposal of John Paul Jones 4 February 1779 by the French King and renamed *Bonhomme Richard*.

On 19 June 1779 *Bonhomme Richard* sailed from L'Orient accompanied by *Alliance*, *Pallas*, *Vengeance*, and *Cerf* with troop transports and merchant vessels under convoy to Bordeaux and to cruise against the British in the Bay of Biscay. Forced to return to port for repair, the squadron sailed again 14 August 1779. Going northwest around the west coast of the British Isles into the North Sea and then down the east coast the squadron took 16 merchant vessels as prizes.

On 23 September 1779 they encountered the Baltic Fleet of 41 sail under convoy of HMS *Serapis* (44) and *Countess of Scarborough* (22) near Flamborough Head. After 1800

(Continued on page 6)



**MYSTERY PHOTO**

Contact John Cheevers by mail, e-mail or  
telephone if you know what it is.  
[jfcheevers@juno.com](mailto:jfcheevers@juno.com)

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# MINUTES



Date: 2-11-00  
Place: Emmanuel Episcopal Church. Hampton  
Host: Southside Bunch

Guests: Dave Baker #2  
Frank Mastini #3  
John Wyld #1

The Minutes were approved as published.

A Purser's report was given.

As this was Mr. Mastini's third meeting, he was asked if he would like to join the HRSMS. He responded in the affirmative. Mr. Mastini and the guests were asked to step form the room. Following the usual ritual, Mr. Mastini was welcomed as a new member as he and the guests returned to the assembly.

Old Business: Bill Clarke said that Claudia Pennington is no longer associated with the Mariners' Museum. This evoked some discussion by the members. Bob Comet said that he would host the August meeting. Dean Sword said that he would host the June meeting. The Skipper raised the issue of the annual dinner. A motion was made and passed to hold the dinner in early April. Bill Clarke was appointed a committee of one to arrange for the dinner at the Radisson Hotel (Members, see the insert in this issue of the Logbook). The election of officers was held. Pursuant to the by-laws, the Clerk cast one vote for the unopposed slate of officers. The officers for the next year; Skipper- Bob Comet, First Mate- Len Wine, Purser- John Cheevers, Clerk- Tom Saunders. Jack Bobbitt announced that John Hightower had agreed to present the awards at the NRG Banquet in October. Alan Frazer said that he had resigned as a Director of the NRG after tenure of ten years.

New Business: The usual suspects, John Cheevers Jack Bobbitt and Bill Clarke were rounded-up for a committee to present nominations for the Founders Award to be given at the annual banquet. (Members, please see the insert enclosed in this issue of the Logbook.)

The business meeting was adjourned .

Show & Tell: Bob Comet asked about two ball stanchions for a 1/8 in. per foot model of the *Nashville*. The consensus was that the stanchions could be photo-etched. Frank Mastini showed a brochure for show by scrimshaw artist Russell White, to be held at the Galleria in Hartford, Connecticut. Jack Bobbitt showed a catalog from Blue Ridge Machinery.

John showed exquisitely done sheaves for his model of the *Rachael Carson*. Bill Clarke noted that the Washington Ship Model Society will host the 2001 NRG Conference at Rockville, Maryland.

Bob Comet gave the first of a two-part presentation on "Naval Gunnery." This session covered "Inception to the Civil War."

Clerk

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## OpSail 2000

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Bill Peach submitted several OpSail 2000 newspaper clippings from the Virginian Pilot. He plans to view the Parade of Sail from his boat on June 16 and wants to know if any members care to join him. This would be a great photo opportunity. For more information, see <http://www.opsail2000.org/>

### Some OpSail ships:

**Amerigo Vespucci**, Italy, 330 feet  
**Bat'kivshchyna**, Ukraine, 89 feet  
**Californian**, U.S., 140 feet  
**Capitan Miranda**, Uruguay, 205 feet  
**Cisne Branco**, Brazil, 275 feet  
**Dar Mlodziezy**, Poland, 357 feet  
**Dewarutji**, Indonesia, 191 feet  
**USCG Eagle**, U.S., 295 feet  
**Esmeralda**, Chile, 371 feet  
**FairJeanne**, Canada, 120 feet  
Gazela of Philadelphia, U.S., 178 feet  
**Gloria**, Colombia, 249 feet  
**Gorch rock**, Germany, 295 feet  
**Guayas**, Ecuador, 264 feet  
Juan Sebastian de Elcano, Spain, 370 feet  
**Kalmar Nyckel**, U.S., 116 feet  
**Kruzenshtern**, Russia, 376 feet  
**Lycia**, Italy, 60 feet  
**MEKA II**, U.S., 60 feet  
**Mir**, Russia, 367 feet  
**Picton Castle**, Canada, 200 feet  
**Pogoria**, Poland, 131 feet  
Pride of Baltimore, U.S, 170 feet  
**Sagres El**, Portugal, 293 feet  
**Simon Bolivar**, Venezuela, 270 feet  
**Susan Constant**, U.S., 116 feet  
**Victory Chimes**, U.S., 170 feet

## NOTABLE EVENTS

### MARCH

10 **H.R.S.M.S.** Monthly Meeting: host, Alan Frazer

### APRIL

1 **H.R.S.M.S.** Annual Banquet

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

15-16 Northeast Ship Model Conference, New London, Ct.

### MAY

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

19-21 8<sup>th</sup> Annual Mid-Atlantic Maritime Arts Festival:  
Chesapeake Bay Maritime Museum

### JUNE

9 **H.R.S.M.S.** Monthly Meeting: host, Dean Sword

### JULY

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

### AUGUST

11 **H.R.S.M.S.** Monthly Meeting: host, Bob Comet

### SEPTEMBER

8 **H.R.S.M.S.** Monthly Meeting: host, Willamsburg  
AARP

### OCTOBER

13 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne  
27-29 NRG Conference

### NOVEMBER

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

### DECEMBER

8 **H.R.S.M.S.** Monthly Meeting: host, Jack Bobbitt

### JANUARY

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

### FEBRUARY

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

## Thanks

The members would like to thank Harvey Williams and the Southside Bunch for hosting the February meeting.

## WATCH, QUARTER AND STATION BILL



Skipper:	Alan Frazer	(757) 867-7666
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1808
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

## Next Meeting

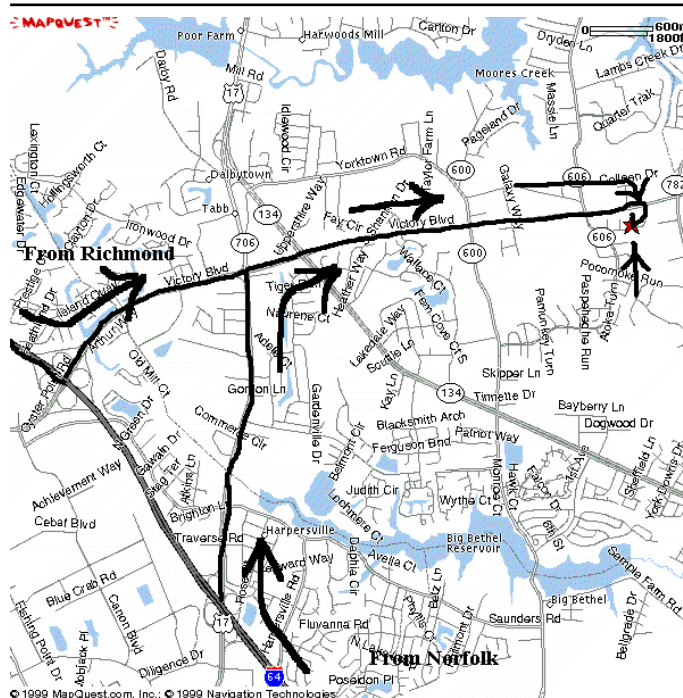
Date: March 10, 2000

Time: 2000 Hours

Place: 105 Accomac Turning, Yorktown, VA

Host: Alan Frazer

Easiest route from East or West is via I-64 to Exit 256-B, marked "Victory Boulevard (Route 171 North) Poquoson/Yorktown." Follow 171 for about 3.4 miles, to sixth light. Turn right onto Running Man Trail (Route 606); first possible left to Tuckahoe Trace (Route 1630); then third left into Accomac Turning (1631), to third house on left (The route numbers appear on every street in the neighborhood, and are lower and easier to read at night than the street names). Early arrivals please park in the driveway. Those coming from Hampton and East will probably know shortcuts to Route 171 via Magruder Boulevard/Hampton Highway (134), Big Bethel Road (600) and other combinations; a good Peninsula map will help others to learn them. There is no shortcut from the west. If you get lost, call 867-7666.



(Continued from page 3)

*Bonhomme Richard* engaged *Serapis* and a bitter engagement ensued during the next four hours before *Serapis* struck her colors. *Bonhomme Richard*, shattered, on fire, and leaking badly defied all efforts to save her and sank at 1100 on 25 September 1779. John Paul Jones sailed the captured *Serapis* to Holland for repairs.