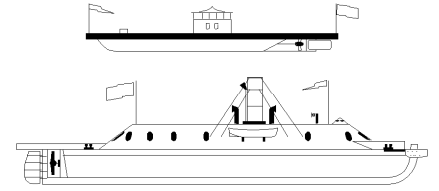


Hampton Roads Ship Model Society

Logbook



No. 169

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

JULY, 2000

MINUTES



6-09-00
Host Dean Sword
Guest: Bill Caldwell

The meeting was called to order at 2010 hours.

Omission: The minutes for the May meeting did not mention a videotape on the structural failure of the Titanic, presented by Len Wine.

Correction: Jack Bobbitt was given the United States Army Award for his model of the Army Corps of Engineers towboat *Wild Goose*.

A purser's report was given.

Old Business: The Conference Committee reports that the flier for the NRG Conference is in draft form. Ulrich Guenther will arrange for printing, with the flier being mailed in two weeks. There are 125 rooms set aside for the conference.

Joe McCleary said that two other awards presented for the 200 Model Competition. They are the People's Choice Award and the Contributors Award. The ballots for the People's are located at the exhibit and Joe encouraged members to cast ballots for their choice.

There was a general discussion of personnel changes at the Mariners' Museum.

New Business: Bill Peach said that the Elizabeth River will be closed during the OpSail 2000 Parade of Sail and that he had room for four people on his boat to view the parade. Dean Sword announced that Craney Island Disposal Area will be open for viewing the Parade of Sail.

To Build A Ship Model



At the July meeting there will a presentation, "Power Saws" by Graham Horne.



Len Wine said he would take orders for HRSMS nametags. The Clerk will put a notice to that effect in the Logbook.

There may be a need for one more volunteer to man the model builder's booth at the museum.

Graham Horne said there would be a shift in the presentation schedule from model building techniques to nautical history. He would like to have a more diverse participation in the presentation roster.

Show and Tell: John Cheevers showed his model of the *Rachael Carson* (good job John). There was a variety of books and magazines passed around with more tell than show.

The meeting was adjourned

Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 168. Sometimes a silhouette makes vessel identification very difficult. It usually calls for the reader to draw from his vast memory of ship types to make a positive identification. Lacking a good mental library of ship profiles can make from some very amusing guesses. Most of the standard references, such as Jane's

(Continued on page 2)

(Continued from page 1)

Fighting Ships or Talbot-Booth, contain a section where identification silhouettes of major vessels can be studied. Before electronics increased detection and classification ranges beyond the visual threshold, learning to identify and class ships and aircraft was a vital part of a naval training. I'm sure we all remember scenes from war movies where the submarine commander has only a moment to glimpse an approaching vessel and then he identifies the vessel by consulting a booklet of identification silhouettes. I'm sure this month's Mystery Photograph was not intended to be a silhouette, but we'll play it as such.

This month, as I waited patiently for mail from all our sleuths, I kept a keen eye peeled for any response from our active and retired naval personnel. I felt that they should have a leg up on the rest of us due to their training and many years of experience. Would they beat a path to my door with the answer? Sadly, no! I am especially disappointed with Joe. I may now have a glimpse into his psyche and it scares me when he says that everything on the surface is a target.

Finally, I received a note from Bob Comet the only person to venture, or should I say, hazard a guess. Bob was fairly certain that the vessel was one of the *Annapolis*-class gunboats. As he puts it: "The clipper bow and overhanging round counter stern which are characteristic of the class are evident in the rather poor reproduction of the photo. The barkentine rig holds true for this class of small gunboats and they were probably pretty fair sailors. Images of the four gunboats in the class are in the photo collection of the Navy museum web site. Two show the ships under sail and two show the ships moored to a dock. The only thing that doesn't check exactly is the location of the bowsprit, which appears to be on top of the deck in the mystery photo, but which is a little lower in the other photos. Also our mystery photo doesn't show a dolphin striker, but the other four photos do. I think it's the class leader Annapolis, pg-10, but it could be Vicksburg, pg-11, Newport, pg-12, or Princeton pg-13. They all served remarkably long careers in the navy." According to the listing in Conway's, *All the World's Fighting Ships 1860-1905*, these ships entered naval service in 1897 and 1898, were of composite construction, and concluded their naval service anywhere from 1919 to 1940.

While Bob was making his guess choosing one of the *Annapolis*-class gunboats, I was preparing to pick an earlier vessel--a sloop named *Ranger*. *Ranger*, the third of three new-construction vessels of the *Alert*-class iron screw sloops authorized by congress in 1873, entered service in 1876. Originally fitted with a schooner rig, this was changed to a bark-rig following the loss of her sister *Huron* while in a severe gale off the North Carolina coast. According to Donald L. Canney in *The Old Steam Navy, Vol-1*, "the *Alerts* measured 175-feet by 32-feet, with a draft of 12-feet and displacement of 1,020 tons. Each was fitted with an 11-inch pivot gun, two 9-inch Dahlgrens in broadside, and a 60-pound rifle on the topgallent forecastle." She gained some notoriety by being the longest lived vessel of the Old Navy by not

going to the scrapper until 1958.

The similarities between these two classes are remarkable and in silhouette it would be near impossible to differentiate between the two. And this is what makes Bob's identification such an interesting dilemma. If it weren't for his waffling over the bowsprit, I would feel compelled to agree with his guess. I wish he had followed his instincts and looked into the reasons why the bowsprit was different.

I studied the images of the *Annapolis*-class that Bob mentioned on the US Naval History web site and compared them with our Mystery Photograph. I found three features that favor *Ranger* over any *Annapolis*. They are: the funnel fitted to the *Annapolis*-class gunboats was fixed in height while *Ranger's* was retractable, *Ranger* carried two hawser pipes on the port and starboard bow while the *Annapolis'* only carried one per side, and the port light arrangements are different. I also confirmed what Bob says about the location of the bowsprit--its location matches exactly with that of *Ranger*. This was enough to prove to me that the mystery photo is *Ranger*.

Later, while writing this column, I happened upon a documented photograph of *Ranger*, credited to Our Navy Photos. It is almost identical to the Mystery Photograph. The only thing different in this photo is the absence of the freighter steaming past the bow. I would bet this image comes from the same series due to the incredible similarity of the two.

John Cheevers

The Answer

USS Ranger, Photo Number NH-71737, Mare Island California, 1898.

NAME TAGS

Please contact Len Wine if you would like to order a HRSMS name tag. The cost will be approximately \$5.00. Please pay the Purser upon delivery.

DUES

If you have not paid your dues for the current year, Please open your kit, retrieve the paltry sum and pass it to the Purser. Failure to do so may result in your name be bandied about in your absence.

MYSTERY PHOTO

Contact John Cheevers by mail, e-mail or
telephone if you know what it is.
jfcheevers@juno.com



NOTABLE EVENTS

JULY

- 14 **H.R.S.M.S.** Monthly Meeting:
 1-2 Toronto 2000 Model Boat Exhibition

AUGUST

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

SEPTEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: host, Williamsburg 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:

MARCH

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

APRIL

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

MAY

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

JUNE

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

Thanks

The members would like to thank Dean Sword for hosting the June meeting.

WATCH, QUARTER AND STATION BILL



Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
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Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

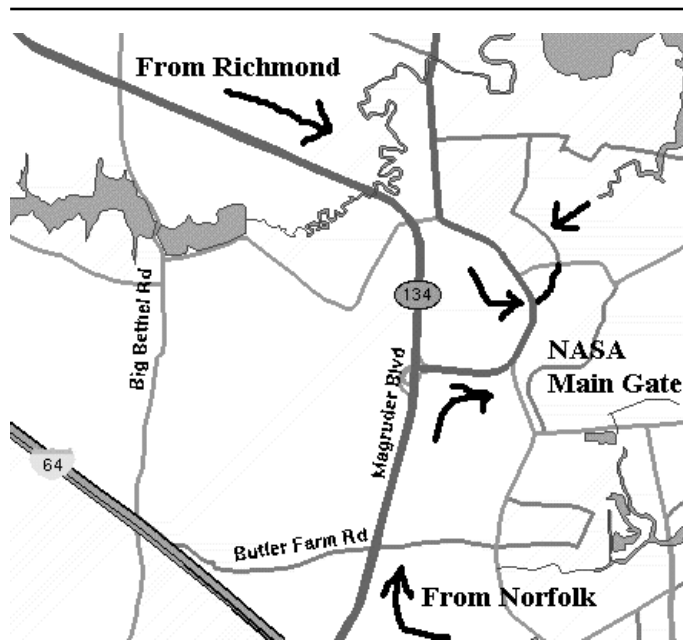
Date: July 14, 2000
 Time: 2000 Hours
 Place: Wythe Room, Reed Conference Center, 14 Langley Blvd., Located at NASA Hampton, VA

Host: Tom Saunders

From Norfolk: Take 164 West to 'Exit 262B VA-134 North Magruder Blvd to NASA/Poquoson" and go North, Continue on ramp at sign reading "Exit 262B VA-134 North Magruder Blvd to NASA/Poquoson" and go North for 0.3 miles, Continue on VA-134, Magruder Blvd and go North for 1.9 miles, Continue on ramp at sign reading "VA-172 North to N.A.S.A./L.A.F.B." and go Northeast for 0.2 miles, Continue on VA-172 and go Northeast for 0.9 miles to the NASA Main Gate.

From Richmond: Take I64 East, Bear right on ramp at sign reading "Exit 256B Victory Blvd East to Poquoson" and go West for 0.3 miles, Bear right on VA-171, Victory Blvd and go Northeast for 1.7 miles, Turn right on VA-134 and go Southeast for 5 miles, Follow signs to NASA Main Gate.

Tell the guard that you are going to the Reed Conference Center and ask for directions.



THE DICTIONARY OF PHRASE AND FABLE

BY E. COBHAM BREWER

Water-logged Rendered immovable by too much water in the hold. When a ship leaks and is water-logged, it will not make any progress, but is like a log on the sea, tossed and stationary.