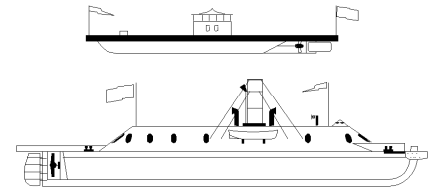


# Hampton Roads Ship Model Society

## Logbook



No. 183

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

SEPTEMBER, 2001

### Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 182! I find photos of vessels in dry dock to be most intriguing. They have both an invasive and clinical quality about them. The mental image I get from one of these photographs, if you'll pardon this digression, compares the vessel in dry dock to an unfortunate hospital patient forced to endure wearing one of those hospital gowns. With nothing left to hide and everything on display, the vessel/patient quickly loses all modesty. On second thought, I think I'll mix my metaphors and choose a modifier other than clinical. Perhaps I need a word that is more emotional and less functional, something like *risqué* or *exposé*. Could we compare a photo of a ship in dry dock to a movie poster where the viewer is enticed by the scantily clad young ingénue? Can this month's photograph entice us with the promise of something more? Maybe, but whatever this photograph does for you, it's important to remember that with a dry dock picture, there's more out there to see! Do I need a vacation?

Dry dock photographs are rare in photographic terms, the average photographer doesn't have ready access to take them. Their use in illustrating texts has been, until just recently, very limited. As a result, our norm is usually to study photographic documentation depicting vessels from the waterline up. So, getting to view the entire hull makes the study of ships infinitely more fascinating. Finding a dry dock scene with your current modeling project as the central character is a real treat, and gleaning useful data from the image is priceless.

The makers of steel-hulled ship models sooner or later face the dilemma of how to give their models a homogeneous appearance when armed with an uneven pile of research material. The tendency is for the modeler to over detail the 'topsides' while leaving the hull relatively plain. By not knowing where to locate plating seams, sea chests, doubler plates, bilge keels, and the like an equivalent level of textural detail is 'left-off' below the waterline, or sometimes below the sheer line. There are scores of fine and near-fine models out there with this uneven level of finish, we have all seen them. I offer as an example my model of the tugboat *Huntington*. Even though I had complete underwater hull documentation, I failed to include hull plating on the model and it contrasted with the finely laid wood decking and intricate fittings. The point I am making is that not all modelers have access to the level of detail that I had for *Huntington*. If you have it, you should use it, If you don't,

making a model that displays a homogeneous level of finish is very difficult and requires an even hand when applying detail.

This month Bill presents an exceptionally clean image of the type of photograph that can go a long way toward evening out the research pile. We are treated to an image of a vessel with the classic steam yacht arrangement at rest in a naval dry dock. Let's spend some time and see what we can learn about this vessel.

The copy image is not good enough to discern plating details, but it would be safe to say that with a yacht the plate edges are probably flush and therefore would be hard to see in a clean photo copy. We can see the size, shape, and placement of the port bilge keel. A careful look through the bracing of the forward staging platform reveals draft marks indicating a painted waterline at the 14-foot level. The stem is well rounded and knife edged to allow the shell plating to rivet to the stem/keel bar. Between the stage platforms and farther up we see a shadow cast by the upper edge of the hawse pipe. A nice, fair run of portholes runs aft about two feet below the deck edge sheer line.

The subject of this column appears to be undergoing a conversion of some sort, but it is difficult to tell if it's from civilian to naval service, the other way around, or for some other means. There is a veritable beehive of activity on deck. The pilothouse windows seem to be missing. The condition of the paint on the deckhouses starkly contrasts with the fine looking paint on the hull. This is actually pretty much the norm. Dry dock time is expensive and when the hull work and painting is finished, the ship leaves the dock. All other work is accomplished at a pier.

Looking closely at the rest of the image, you will notice not one but two objects in the dry dock. There is something else docked behind our yacht. Did anyone notice? If you did, can you identify it? If you want an identification of the object, you'll have to ask me at the next meeting.

I had a leg up on the rest of you in determining the whereabouts of this photograph. I was with Bill when he copied it. This image was made at the Philadelphia Naval Yard, Philadelphia, Pennsylvania. My best guess is the photographer took this photograph sometime late in World War Two. Bill copied the image from the original, which is in the regional branch of the National Archives in Philadelphia. Only problem for us is I don't remember the name of the vessel. I had thought that Bill was trying to trick me into identifying her as *Pawnee*, a private yacht that was purchased by the Virginia Pilots Association, renamed *Virginia* and used as their station ship. But no, Mr. Bill, you can't get me that easily. I do, however, suspect that this is a Cox and Stevens design as *Pawnee* was.

(Continued on page 2)



(Continued from page 1)

No one played this month! So the door was left open to write whatever I please. On the other hand, since no one played, the column became somewhat one-dimensional. I don't have Joe's usual saber rattling to deal with (shame) and I really have little of consequence to ream Clarke with. This is for the good, I suppose!

John Cheevers

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## THE ANSWER

The answer to Mystery Photo Number 182 will be published next month.

The answer to Mystery Photo Number 181:  
*USS Aileen* (PY) New York Navy Yard, May, 1905.

From: *Dictionary of American Naval Fighting Ships*, Vol. I p 17

### *Aileen*

*Aileen* is a feminine proper name.

(PY: dp. 192; 1. 140' ; b. 20' ; dr. 8'; s. 14k.; cpl. 33; a. 1 3-pdr.)

*Aileen*, a yacht, was built in 1896 by John Roach and Sons, Chester, Pa. ; purchased 2 May 1898 ; and commissioned 14 May 1898, Lieutenant W. Kilburn in command.

*Aileen* served with the Coastal Defense Force during the Spanish-American War.

Decommissioned 26 September 1898, she was loaned to the New York Naval Militia 18 May 1899 as a training vessel. Returned to the Navy 18 November 1909, she was loaned to the Rhode Island Naval Militia 15 June 1910. With United States entry into World War I, *Aileen* reverted to the Navy and went into full commission 1 April 1917. She had convoy and patrol duty near New London, Conn., and in Block Island Sound until the end of 1918. She then served as a training vessel with the Reserve Squadron, Anti-Submarine Squadrons at New London until decommissioned 12 August 1919. *Aileen* was sold 29 October 1920.

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## FROM THE WEB

THE NAUTICAL ORIGINS  
of Some Common Expressions  
<http://www.fortogden.com/nauticalterms.html>

# MINUTES



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HRSMS Monthly Meeting  
August 13, 2001  
Host, Ford's Colony Group

The meeting was called to order at 2000 hours by the Skipper.

There were no corrections to the minutes. There was an omission in last month's minutes. The Clerk failed to record the meeting was adjourned to a presentation on Steamships by Bob Sanderson.

In the absence of the Purser, there was no report.

Old Business: None.

New Business: The conclusion of the 2005 Ship Model Competition & NRG Conference are scheduled for the last week of October. The Clerk was admonished (again) to distribute a current roster.

Show and Tell: Joe McCleary, Dover Publications catalog, and a copy of Innovation & Technology Magazine. Jack Bobbitt showed a replanked plank-on-bulkhead model. He also offered a set of plans for the *Essex*. Dave Baker showed his recently completed steam launch complete with a working steam engine. Bob Sanderson showed his completed double-planked Corel kit of the *Ranger*.

The meeting was adjourned to a presentation, "Type and Characteristics of Wood for Ship Model Building", by Joe McCleary.

Note: Dover Publications homepage,

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### *The Devil to Pay* -

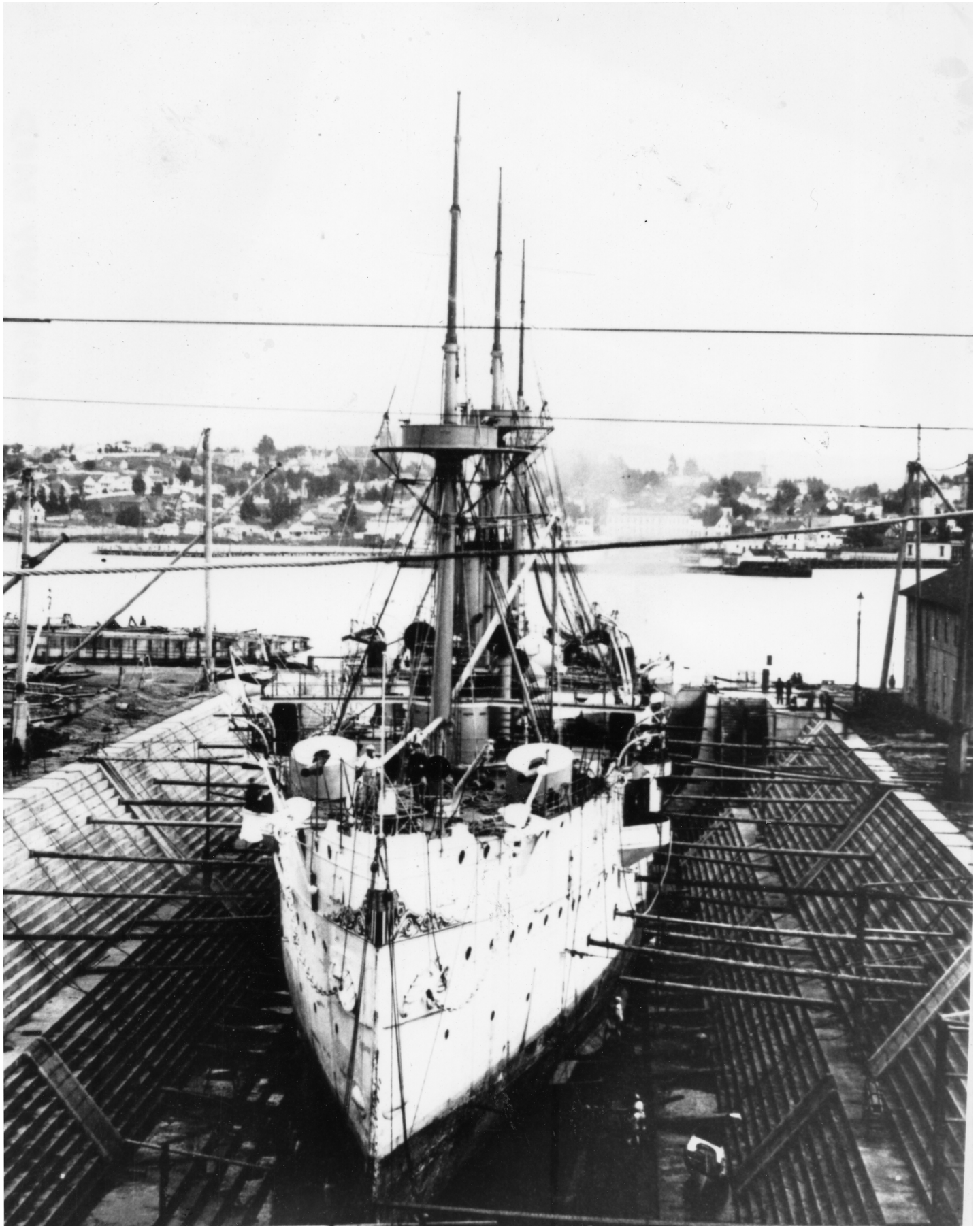
To pay the deck seams meant to seal them with tar. The devil seam was the most difficult to pay because it was curved and intersected with the straight deck planking. Some sources define the "devil" as the below-the-waterline-seam between the keel and the adjoining planking. **Paying the Devil** was considered to be a most difficult and unpleasant task.

### *Taken Aback* -

A dangerous situation where the wind is on the wrong side of the sails pressing them back against the mast and forcing the ship astern. Most often this was caused by an inattentive helmsman who had allowed the ship to head up into the wind.

### *At Loggerheads* -

An iron ball attached to a long handle was a **loggerhead**. When heated it was used to seal the pitch in deck seams. It was sometimes a handy weapon for quarrelling crewmen.



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## NOTABLE EVENTS

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### SEPTEMBER

14 **H.R.S.M.S.** Monthly Meeting: Host, John Cheevers

### OCTOBER

4-7 **NRG Conference**, Rockville Maryland

12 **H.R.S.M.S.** Monthly Meeting: Host, Graham Horne

### NOVEMBER

9 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller

### DECEMBER

14 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt

### JANUARY

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

### FEBRUARY

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

### MARCH

8 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch

### APRIL

5-7 Western Ship Model Conference, Long Beach, Ca.

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

### MAY

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

### JUNE

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

### JULY

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

### AUGUST

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

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## Thanks

The members would like to thank the Ford's Colony Group for hosting the August meeting.

### WATCH, QUARTER AND STATION BILL




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Skipper:	Bob Comet	(757) 934-1279
1 <sup>st</sup> Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
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

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## Next Meeting

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**Date:** September 14, 2001

**Time:** 2000 Hours

**Place:** 414 Burnham Place, Newport News Va.

**Host:** John Cheevers (591- 8955)

**Directions:**

Take I 64 to J CLYDE MORRIS BLVD (US 17)

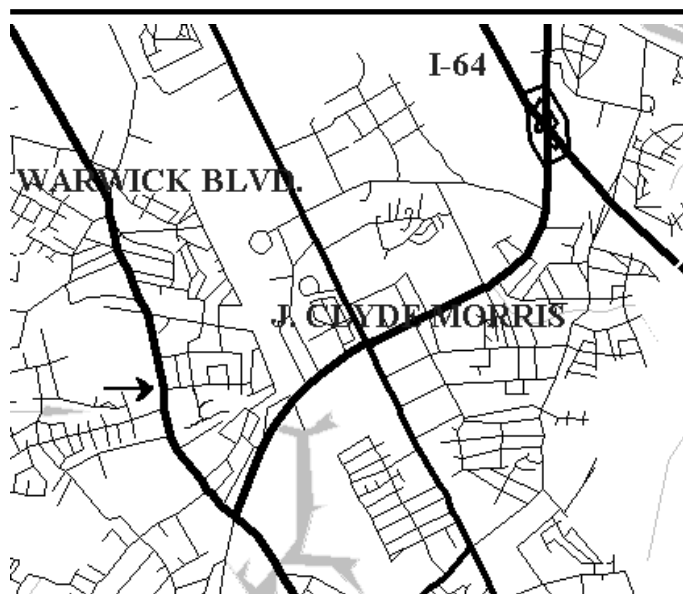
J CLYDE MORRIS BLVD (US 17) heading southwest for 2.7 miles

Turn right on WARWICK BLVD (US 60) heading northwest for .75 miles

Turn right on GLENDALE RD heading east for 0.2 miles

Turn right on BURNHAM PL heading south

414 will be on the left



*(Continued from page 2)*

*Toe the Line -*

When called to line up at attention, the ship's crew would form up with their toes touching a seam in the deck planking.

*Give (someone) a Wide Berth -*

To anchor a ship far enough away from another ship so that they did not hit each other when they swung with the wind or tide.

*The Bitter End -*

The end of an anchor cable is fastened to the **bitts** at the ship's bow. If all of the anchor cable has been payed out you have come to the **bitter end**.