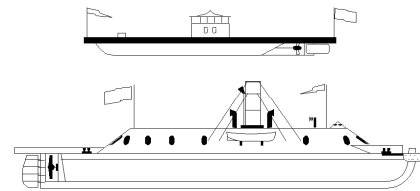


Hampton Roads Ship Model Society

Logbook



No. 191

APRIL, 2002

MINUTES



Minutes HRSMS Monthly Meeting
April 12, 2002
Host Dean Sword

The meeting was called to order by the Skipper at 2003 Hours. A call for guests to be recognized was issued but no guests were present. When corrections to the minutes were requested, a round of grumbling ensued about the lack of several details in the directions to the meeting. A note was passed from Jack Bobbitt adding detail to the blurb about bottom paint (published elsewhere in this issue).

A Purser's report was given.

Old Business: The new HRSMS shirts were distributed. Thanks and salute to Len Wine for taking care of this piece of business.

(Continued on page 3)

Correspondence

Errol McKercher is selling 70 sheets of 23" x 34" linen drafting paper for \$5 CAN a sheet. He will pay shipping costs to anywhere in North America for orders of 10 or more sheets. McKercher has no computer, so write him at:

538 Clark Avenue
Burlington, ONT L7S 1N6.
Tel: (905) 632-0133

Is anyone in the club building a Coast Guard vessel at 1/2" = 1'0" scale? I have BECC's new self-adhesive vinyl USCG hull emblem and will give it to anyone who will write a product review.

Scottie Dayton

Contact the Clerk for details.

Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 190. Hey, hey, something must be wrong in swampland! Where's the ship? This picture takes us in a totally new direction. Has Bill found a new way to elicit responses from the membership? If you'll pardon my metaphor, I think Bill is throwing us a curve ball by using an interior shot as the mystery. After all, he really doesn't make clear what he expects us to identify with this Mystery Photo. Does he expect us to identify the machinery? Is he looking for an explanation of how it works? Does he want to know what kind of vessel we have? We don't know. Whatever his intention, Bill must think he's way ahead in the count. Will we hit this one out of the park? As your umpire I'm going to really widen this month's strike zone and see if we can go yard.

Rob Napier of Newburyport, Massachusetts is almost certain it's steering gear. Bob Comet says it's an image of the aft steering area of a vessel. And Len Wine adds: "Obviously, we are looking at the steering gear for a ship with what appears to be a single rudder." Looking closer at the photograph, Rob adds: "The head of the rudder stock is concealed somewhere in the equipment near the center of the image." Bob notes, "...the rudder indicator bar shows a maximum hard over rudder angle potential of 35 degrees." A quick check of the photograph shows the rudder to be at zero-angle or amidships. An even closer look reveals the various linking rods, yokes, sliding sockets, the screw spindle, and numerous oil cups that make up the assembly. Of course, since we are looking aft, the rudder motor is just out of view to the right. But these guys know what they're talking about.

The action of this type of steering gear is fairly straightforward. The power source (Bob thinks its hydraulic, I think its steam, while Rob and Len decline comment) turns the threaded screw spindle visible in the center of this assembly. (*See the accompanying diagram for this type of steering assembly.*) The screw spindle is threaded at each end with opposing threads. As you spin the screw, the sliding sockets either move apart or come together depending on the rotation of the spindle. This action either pushes or pulls the linking rods, which move the rudder yoke arms forward or aft

(Continued on page 2)

Congratulations to Alan Frazer for receiving the 2002



(Continued from page 1)

causing the rudder to turn. This efficient mechanism is compact and absolutely required for larger vessels.

As far as attempting to identify the vessel, our respondents read the clues and formed three divergent viewpoints. Rob says, “the vessel has a good deal of tumblehome for that far aft.” He hedges this comment by adding: “unless the sloping bulkhead in the background, on what I think is the vessel's port side, is not her skin. The bulkhead could be a sternward extension of one of those internal sloping bulkhead arrangements that served as defense. But I don't think so.” Returning to his original train of thought, Rob adds: “The smooth rounding of that outboard plating into the deckhead seems like the signs of a turtle- or whale-back stern.” Finally Rob theorizes: “I wonder if this could be interior of the *Katahdin*. I would say “the *Katahdin* or something of her ilk,” but there was nothing else of her ilk.”

Bob took this approach, “The construction of the hull shows a riveted hull, which places the hull probably prior to the 1930's. The sloping upward deck and the overhead beams show that the ship is not very large, probably a torpedo boat destroyer size. The curvature in the ends of the deck beams would indicate a topside that had curvature at the deck edge, allowing for a sort of turtle back deck--consistent with torpedo boat and torpedo boat destroyer design prior to WWII.” He then narrows the field; “Since the hydraulic steering mechanism is of fairly heavy construction, torpedo boats are ruled out as they were pretty small to have this kind of gear. I know that *Winslow*, TB-5, built in 1897, (*Bob built and won a medal with a model of Winslow in the last Mariners' Museum Ship Model Contest*) has a much lighter cable/quadrant type of steering mechanism. My educated guess is that our photo is a hydraulic steering mechanism of a pre-world war two torpedo boat destroyer.”

And Finally Len offers this viewpoint: “The all riveted hull construction means that our ship was built late in the 19th or early in the 20th century. My gut feel is that this 20th century, probably post WWI, because of the smooth state of all of the castings and components.

My first thought was that this was the steering gear for an early torpedo boat or torpedo boat destroyer. The whale back design of the hull would tend to support this but I couldn't find any hulls that really had this type of design aft. It's not a very large ship so I don't think its anything larger than of a destroyer. That left me with submarines. The hull is certainly well built enough to be a submarine hull. The time period, around 1920, would work for an early submarine also. The hull shape doesn't work for a *Holland* hull but it could possibly be a *Lake* hull. I think the sub is larger than a *Lake* hull and the other requirement is that the sub does not have aft torpedo tubes.

So based on the fact that this is a pre-welding hull and it does not have aft torpedo tubes I think this is either the *T-1* or the *T-2*.”

While Rob, Bob, and Len were able to identify the machinery, they each thought the gear was installed in a

vessel far smaller than I think we have here. They were all seduced by the curving deck and assumed it to be the top deck of their respective vessels. I think they all missed three important clues from the photograph. One, the riveting patterns on the butt plates, which I'll discuss later, two; the downward slope of the over deck as it goes aft, and three; this is some serious machinery! I'll look at the second clue first. If you study the compressed air pipes in the overhead you can detect the downward slope in that deck. The single lower pipe on the port side runs straight aft parallel to both the lower deck and the centerline. The cluster of three pipes also run parallel to the centerline, but slope down as they hang from their clips under the deck beam flange. Since they are parallel to each other in the distance off of center, their heights converge as they go aft because the deck is sloping downward.

Now, if we go with the thinking Rob abandoned and assume the curved deck to be the armored deck of a battleship. Would these new clues fit? If you study any of the profile plans in [American Battleships 1886-1923](#) by John C. Reilly, Jr. and Robert L. Scheinna, you see that the steering room is located well aft under the protective deck. You would also see that the deck has a pronounced transverse slope at the sides and that it slopes downward as you go aft in this area. I think that clue fits. What about the rivets, what can we learn from them? For expedience I'm going to dismiss the submarine guess because of the shape of the space in the photograph—it doesn't fit my understanding of what the pressure vessel should look like. Likewise the torpedo boat destroyer (TBD) should be dismissed. If this were a TBD, would we see these large rivets? Also, I would think we would see more evidence of lapped or joggled plate seams. There are two riveting patterns visible in this photograph. I suggest that the smaller rivets tie the structural deck together, while the large rivets in double rows tie the armor plates to the structural deck with seam and butt joints employing butt straps. This suggests that the final deck plates are fairly thick, maybe as much as an inch or more. Again this is emblematic of a large warship such as a battleship. Bob speaks to the third clue in his response in paragraph five.

If you ask me, I think we have a photograph of the steering gear of a US Navy pre-dreadnought battleship. I think we have five classes to choose from. Bill will have to tell us which.

John Cheevers

(See Picture on Page 3)

Note:

The minutes in the last issue of the Logbook mentioned “Red Oxide” spray paint for use as bottom paint. This can be purchased at Walmart and is number 20011 and the deck gray is number 20010.

Jack Bobbitt



HE'S BACK!

(Continued from page 1)

New Business: Graham Horne's note about the presentation schedule was read. Graham has been missed and we hope to see him soon. When a quiet period fell over the room it was noticed that Bill Clarke was not in attendance. An inquiry from the back of the room as to his whereabouts drew the response that "He was having a grand (not the adjective that was suggested) time in Merry Old England". While the crowd was in a raucous mood, a report came forward that an upcoming medical article in Readers Digest will be titled "I Am Joe's Fat Pad". The Skipper moved to bring the meeting to order. The Skipper asked the membership to work together to spread the duties of hosting the monthly meetings.

Show & Tell: Mark Heilenday showed the Micro Mark Catalog. Bob Comet showed a copy of Maritime Magazine. He also showed his pilot boat model Mary K of Norfolk. He gave an explanation of his process for making human figures from Sculpy by making a wire armature and then proceeding to sculpt and bake the figure in sections, legs, chest and arms, then head. Bob Baycar showed a Model Shipways kit and noted that they now have a resin hull. Alan Frazer showed the progress on his whaleboat. Dave Baker gave a report on a recent trip to Beaufort, North Carolina and the North Carolina Maritime Museum.

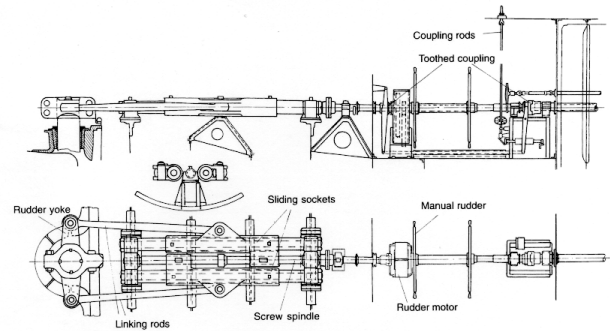
The meeting was adjourned.
(Coming next Month, a report on the HRSMS Banquet from Bill Clarke)

Alan Frazer has fixed his e-mail system and is back on line. His new address is:

AlanDFrazer@msn.com

Well done Alan! So make an appropriate change to your address list. If memory serves, that means of the old time members, only Graham Horne and Bill Clarke do not have e-mail. Since Bill shaved off his moustache, those two are both getting to be a real pair of twins. They both even speak a strange sounding dialect, although both swear that it is English in which they are conversing. You just have to remember that it is Graham who actually builds ship models.

Joe McCleary



Above: Schematic structure of the rudder assembly.

Mystery Photo

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



The Answer

The answer to Mystery Photo 190:

Tiller Room
USS Connecticut, BB-18
New York Navy Yard,
9/29/1906

NOTABLE EVENTS

MAY

- 4 **H.R.S.M.S. Annual Banquet**, Hampton Radisson
 10 **H.R.S.M.S. Monthly Meeting**: Host, Bill Clarke

JUNE

- 7 **H.R.S.M.S. Monthly Meeting**: Mariners' Museum
 Presentation: Library Tour

JULY

- 12 **H.R.S.M.S. Monthly Meeting**: McCleary - Wine
 Presentation: Dave Baker, 1/1200 Sacle

AUGUST

- 3 2002 Model Ship Regatta, Philadelphia, Pa.
 9 **H.R.S.M.S. Monthly Meeting**: Host Alan Frazer
 Presentation: Alan Frazer, Subject TBD

SEPTEMBER

- 14 **H.R.S.M.S. Monthly Meeting**:
 Presentation: Bob Comet, Sail Making

OCTOBER

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

NOVEMBER

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

DECEMBER

- 13 **H.R.S.M.S. Monthly Meeting**: Host: Jack Bobbitt

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

Thanks

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

Next Meeting

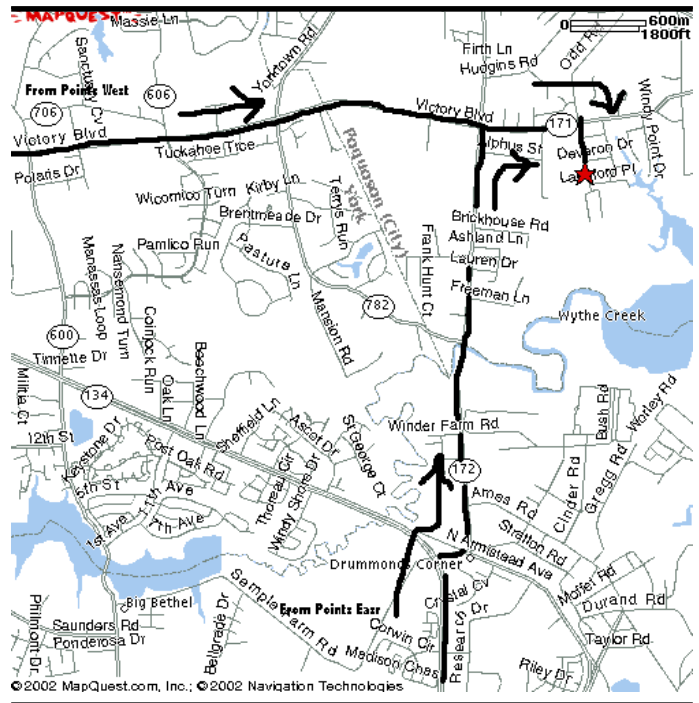
Date: May 4, 2002
 Place: 190 Odd Rd Poquoson, VA 23662-2035
 Time: 2000 Hours
 Host: Bill Clarke

From Points West:

Take I-64 E. 65.88 miles : Take the VICTORY BLVD EAST exit- exit number 256B- towards POQUOSON. 0.30 miles : Merge onto VICTORY BLVD. 5.02 miles : VICTORY BLVD becomes VA-171/LITTLE FLORIDA RD. 0.49 miles : Turn RIGHT onto ODD RD. . 0.25 miles

From Points East:

Take I-64 W. : Take the VA-134 N/MAGRUDER BLVD exit - exit number 262B- towards NASA/POQUOSON. 0.25 miles: Merge onto VA-134 N/MAGRUDER BLVD. 2.92 miles: Turn RIGHT onto SEMPLE FARM RD. 0.14 miles: Turn SLIGHT RIGHT onto N ARMISTEAD AVE. 0.02 miles: Turn LEFT onto VA-172/WYTHE CREEK RD. 2.10 miles: Turn RIGHT onto VA-171/LITTLE FLORIDA RD. 0.49 miles: Turn RIGHT onto ODD RD. 0.25 miles



NEW ARRIVAL

The Members of the HRSMS congratulate Bill Abbott (our carpetbagger member in New York) and his wife, Kate on the arrival of their second son, Thomas Nelson Abbott on Friday, April 26. The new Abbott weighed in at 7 pounds, 11 ounces.

Submitted By: Bill Clarke