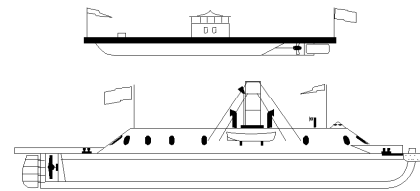


# Hampton Roads Ship Model Society

# Logbook



No. 199

JANUARY, 2003

## MODEL MAKING TRAINING SESSION SURVEY RESULTS:



The following were submitted by the HRSMS membership as subjects they would like to have covered in future meeting training presentations: Where a number appears after the item it indicates the total number of respondents giving the same item. Where an asterisk\* appears after an item, it indicates we have a volunteer for that subject or it has been recently presented\*\*.

Lofting  
Fiber glassing\*\*  
Painting and finishing (2)  
Scale rope making  
Making jigs and fittings (3)\*  
Block making presentation\*  
Lower Chesapeake Bay watercraft, History and development  
Plans research for warships from 1776 to present  
Shaping modern hulls  
Sail making\*\*  
Rigging, including knots and procedures (2) \*  
Plank on bulkhead construction for beginners  
How to make planks and other parts fit without gaps\*  
Manufacture of ladders, fire hose, and propellers  
History and development of submarines  
Tips on kit selection.  
Marine steam engines  
Building a simple kit model on a progressive basis, from inception to completion.

### The following members have volunteered to make presentations of the subjects indicated:

Joe McCleary  
Pewter Casting  
Resin Casting  
Brazing and soldering  
Making gratings, windows and sky light frames  
A different planking method than the one recently presented  
Mass production techniques

(Continued on page 3)

## Mystery Photo



I had an interesting conversation with a fellow club member at the last HRSMS meeting and I was left with the distinct impression that a lot of the newer members don't really understand what Bill and I set out to do with this column. So, before we get to this month's solution, I thought it would be good to revisit the ground rules and see if we can entice more members to play Mystery Photo.

When this column was conceived some five-odd years ago, I wrote this as the introduction: "This addition to the *Logbook* is where Bill Clarke asks the burning question; 'What Ship Is It?' From time to time a photograph will appear in the *Logbook* asking you to identify a particular ship, or maybe, to provide certain information on a ship or a scene. The idea is to learn to pick out data from photographs, learn how to use them as research sources and to have a little fun and share the wealth (as it were). You are all invited to participate in identifying images and to contribute photographs if you wish. All answers (guesses) will be tabulated, collated, masticated, and presented to the readership in the next newsletter. Help us solve the mystery!"

With very few exceptions, that charter has remained the same. Those who responded found their thoughts interwoven into some interesting commentary. We played and we had fun! There was never any promise of success on our part, only the thought that we'd do our best, make our guesses, share in the success, and take our lumps. The underlying goal was and still is to learn to use photographs as primary sources for modeling data and to use and appreciate the vast resource of experience and information we have at our disposal right here in Hampton Roads. We are achieving our goal. Over time we discovered sources outside of our immediate reach as well as welcomed players from outside our club boundaries. Through it all, the mission was always to appreciate the image.

Solving the Mystery Photo is not always easy—sometimes it is very difficult. It is important to note that,

(Continued on page 2)

## HRSMS ANNUAL BANQUET

Mark your calendars. The HRSMS Annual Banquet will be held on Saturday, March 29, 2003 at the Radisson Hotel in downtown Hampton. The menu and details will be published in the February issue of the Logbook.

(Mystery Photo—Continued from page 1)

while I compile your responses and add my own findings and spice to the pot, I, too, have to identify the image. Someone else supplies the photograph so I get to play. I take it as a matter of pride to attempt to identify each vessel, scene, or situation. We are not always successful, but out of 63 submissions, I can still count our failures on one hand. With the New Year, I'd like to see more of you make an attempt at responding. You don't have to have the vessel identified, just describe what you see—you may just provide the missing element needed to cement the identification. Also, I call on our photo submitters to provide a short paragraph describing what in the image you want us to concentrate on. If you do this, you will find we can submit more mainstream images that allow more members to play.

I look forward to continuing this column and for the opportunity to continue to meld your thoughts into one. Let's all vow to make 2003 a good year for Mystery Photo and to our brotherhood of model makers.

Now, on with the show!

Solution to Mystery Photo, *Logbook* No. 198: I started a little earlier than usual on this column because I have a suspicion that the response count will be low due to the Holidays and because of the rarity of the vessel. Once again we find ourselves with an image that is crisp and clear, or what our first (and only) respondent, Rob Napier, calls "sensational!" Referring to her heavy burden and "tired, desperate for pain" appearance, Rob correctly sets the stage of this December Mystery.

The photograph, provided by Dave Baker, shows an old, worn, heavily loaded or ballasted freighter steaming in protected water or, at least, close to shore. With no identifiable flags visible, it's difficult to determine her national or naval status. One thing is certain, the empty gun tubs and rafts betray some wartime service. Continuing on, Napier says, and I agree, "Only two men [are] visible -- one on forecastle, one on poop." What we don't agree on is the presence of a third. I say there is the shadowy image of a man wearing a "Dixie-cup" hat and resting his forearms on the cap rail of the starboard docking bridge. Rob calls it a silhouette and is not quite sure. Nevertheless, only the smoke from the stack and the slight headway give motion to the image—there is not enough wind to ruffle the single flag flying above the bridge. In fact, it seems to be tangled around the signal yard!

The excellent composition of this image provides many, many clues to the vessel's identity, but none of the leads was solid enough to yield an exact identification. After much research I cannot define this vessel's name or location, but let me share what I learned and some theories I have.

First the clues:

We see a freighter of the old three-island type whose design was popular from 1900 to the mid 1940's. I would say this one was built somewhere in the middle of that time line, when many ships of this type were built for the United States Emergency Shipping Board for service in World War One. The in/out shell plate straking pattern belies her riveted heritage. The profusion of ventilators suggests a coal-fired steam power plant. Her generally small size is a clue to her relatively old age when the image was made.

Added to the generally older "shippy" features we have many other features that suggest the role the photographer captured. The gun tubs imply an obvious wartime service, although the lack of guns suggests the photo was made sometime after the war. The style and placement of the gun tubs point to service in World War Two (I'll get back to this,) as do the four large floats or rafts. If you look hard in the general area of the forward, starboard raft's stand you can see a catwalk that runs from the bridge deck to the raised forecastle deck. Napier wonders, and I think correctly, if it is "installed to give fast access to the forward gun tub?" What is more obvious to me is the fact that it and the raft stand limit access to the forward cargo hatches and foul the reach of the forward cargo booms. There is what I call streetlights on each mast. The masts seem to be very tall and have an inordinate amount of guys and antennae. The foremast also is fitted with a yard. Add that to the ladder like antenna (?) atop the bridge and she may be a communications ship of some sort.

Notice her ballasted condition. Could this be her normal load water line for the duty she performs? It is possible. Also, notice the bulwark plating in-way-of her two waists. It has more than double the normal amount of freeing ports cut into it. This ship is fitted to operate in rough seas! The extra openings are meant to quickly shed large amounts of green sea quickly.

Now the theories:

I'll begin by asking you to recall the subject of October's Mystery Photo—*USS Big Horn*. During my search for information about this Mystery Photo, it dawned on me that a lot of the fittings, equipment, and their arrangement on the vessel were similar to that seen on *Big Horn* and other ships in similar service during WWII. Of course, I'm referring to the time she served the United States Coast Guard as a weather ship in the North Atlantic. So naturally I again pulled those references from my library to see if I could identify this rascal.

At first I was thrilled; this looked like an easy win. All I had to do was get the list of Coast Guard weather ships and find a ship image that matched our vessel. No sweat...No deal! While I struck out in the identification, I did find evidence that strongly suggests that this vessel was modified in accordance with or at least to a standard used by the Coast Guard during WWII. In a book titled [U.S. Coast Guard Cutters and Craft of World War II](#), by Robert Scheina, page 62, is an image of the weather ship *Monomoy*. *Monomoy* carries a gun tub that is identical to the bow emplacement of our Mystery vessel. This includes the rectangular riser, crane, railing, and splinter shield. On page 61, a photo of another weather ship, *Menemsha*, reveals almost an identical fittings arrangement. Both ships have extra freeing ports where necessary. Both ships were configured to serve in the North Atlantic. The problem is I can account for all of the known Coast Guard weather ships. That leaves the US Navy. Did they operate other ships in similar service?

John Cheevers

# MINUTES



HRSMS Monthly Meeting  
December 6, 2002  
Host: Jack Bobbitt

Guest: Gene Andes, 2<sup>nd</sup> Meeting

The meeting was called to order by the Skipper at 2000 hours. The Skipper asked for guests to introduce themselves. Gene Andes rose and stated that it had been a long time since he attended his first meeting (April 2000). The minutes were approved as published. The Skipper called for and was given a Purser's Report.

**Old Business:** A short informal discussion of the NRG Conference was held.

**New Business:** The question of whether there would be an Annual Banquet was raised. After a short discussion a motion was made and passed to hold the banquet in late March or early April. Bill Clarke and Joe McCleary were asked to make arrangements with the Radisson Hotel and get confirmation of a date. The Skipper appointed Jack Bobbitt and John Cheevers to a nominating committee, to present a slate of officers at the January meeting.

**Show & Tell:** Bob Comet passed along information on an oak tool chest at Lowes. Bill Clarke showed the newsletter from the Nautical Research and Ship Model Society of Chicago and model photos from Dave Abbot. Joe McCleary showed the Andrew Lambert book, Trincomalee: The Last of Nelson's Frigates and books on the *Alabama*. Brad Gray showed the bowsprit of his current project the *Sophie Marie*. Gene Andes showed his oak-planked *Vidalia*.

The meeting was adjourned to a presentation on techniques of fiberglass hull construction by Joe McCleary.

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## The Answer

The answer to Mystery Photo 198

From: Dictionary of American Naval Fighting Ships

### ***Carondelet***

*Carondelet*, formerly a separate village in St. Louis County, Mo., is now a part of the city of St. Louis.

IX -136: dp. 4,500 l. 343' b. 59'4"  
dr. 25'10" cpl. 152 a. 1 x 5"

The second *Carondelet* (IX-136) was built in 1921 by Societa Esercizio Bacini, Riva Trigossa, Italy, as Brennero (later

renamed *Gold Heels*); transferred from the War Shipping Administration 24 February 1944; and commissioned 4 April 1944, Lieutenant W. W. Morphew, USNR, in command.

*Carondelet* spent her entire wartime service as a station tanker in the Southwest Pacific and Philippines. Except for occasional voyages to refill her tanks, she lay at Milne Bay, New Guinea, until 26 November 1944; at Leyte from December 1944 to 25 May 1945; and at Subic Bay, Luzon, from 28 May to 12 September 1945. Pouring her precious fuel into the bunkers of the ships which pressed the war home to the Japanese, she rendered essential service. She returned at Mobile, Ala., 22 January 1946, and was decommissioned and returned to the War Shipping Administration 25 February 1946.

The Mystery continues.

-Notes on the back of the photo:

-Gold Heels – Later *Carondelet* (IX 136) in April 1944

-1945 grt blt 1921

-Ex –Brennero (raised letters on the bow section)

THE LETTERS WERE OBSCURED WHEN THE PHOTO WAS PUBLISHED IN THE LOGBOOK – Ed.

-S.S. *Gold Heels* (Panama)

-Boarded 2-18-43

-Type 23

-Although listed as an oiler in Silverstone, was actually a dry cargo ship

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(Continued from page 1)

John Cheevers

Carving the solid hull model



Dave Baker

Resin ship model kits- pitfalls, etc.

Bob Comet

Ship rigging to include standing rigging, running rigging, splicing, seizing, knotting, making blocks and hearts. To be done in two to four sessions, depending on content.

**Conclusion:** We have a lively interest in continuing the training presentations, and have presenters for a number of the subjects. I would also like to hear from members individually who would like to make presentations on subjects listed above without asterisks or new subjects of their choosing. If members have other suggestions please let me hear from you.

Bob Comet, Training Session Coordinator

## Battle of Hampton Roads Commemorative License Plate

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The following is the text of a letter issued by the Mariners' Museum:

January 2, 2003

Dear Friends of the USS *Monitor*,

We are pleased to announce that the Virginia General Assembly has authorized the Commissioner of the Department of Motor Vehicles to issue a special license plate commemorating the Battle of Hampton Roads, the landmark encounter between the Civil War ironclads, the CSS *Virginia* and the USS *Monitor*.

These commemorative plates are only \$25 each (and personalized plates are \$35.) For each plate sold in excess of 1,000 registrants, \$15 will be paid into the state treasury and distributed annually to The Mariners' Museum to further the construction of the USS *Monitor* Center.

The Department of Motor Vehicles will issue the plate, though, only after The Mariners' Museum has received 350 pre-paid applications. We need to secure 350 pre-paid applications by February 3, 2003. Our production deadline is June 30, 2003.

To be among the first to receive a Battle of Hampton Roads commemorative license plate, please complete the enclosed application and rush it with your payment, credit card or check made payable to *The Mariners' Museum*, to Kimberly Hansin, Campaign Coordinator for the USS *Monitor* Center, The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606.

Hurry, as you can see, we have a limited amount of time to ensure the success of this project! The Museum must receive all pre-paid applications by February 3, 2003. If you have any questions or would like more information about this special commemorative plate, please contact Kimberly Hansin at (757) 591-7746.

Thank you for your support.

Best regards,

John B. Hightower President &: CEO  
The Mariners' Museum

P.S. The fees for the commemorative plate are separate from your annual vehicle registration fee as noted on the application form.

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The Clerk will have copies of the museum letter, the application form and postpaid return envelope at the January meeting, or those interested may contact the Clerk and the literature and envelope will be mailed to you.

## BILGEWATER ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

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In this issue of the Logbook, you will see a list of topics to be covered and those who have agreed to present them. I give a salute to the members that share their knowledge and skill with the rest of the membership. The depth of coverage during the presentations is only limited by the constraints of time.

The HRSMS Annual Banquet has been set for March 29<sup>th</sup>. It is a time for us to honor those who support us in our nautical pursuits. Let us all get together for an evening of good company, good food, and, maybe, lively entertainment (Bob Comet could return with his concertina).

The expertise of the model builders in the HRSMS is widely recognized. The Clerk has received an inquiry for model restoration that was prompted by the HRSMS being given a reference while the individual was visiting Mystic Seaport.

No tweaks this month. The usual targets are safe on the main deck.

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From: *Dictionary of American Naval Fighting Ships*, Vol. V, p 334

### *Pocatello*

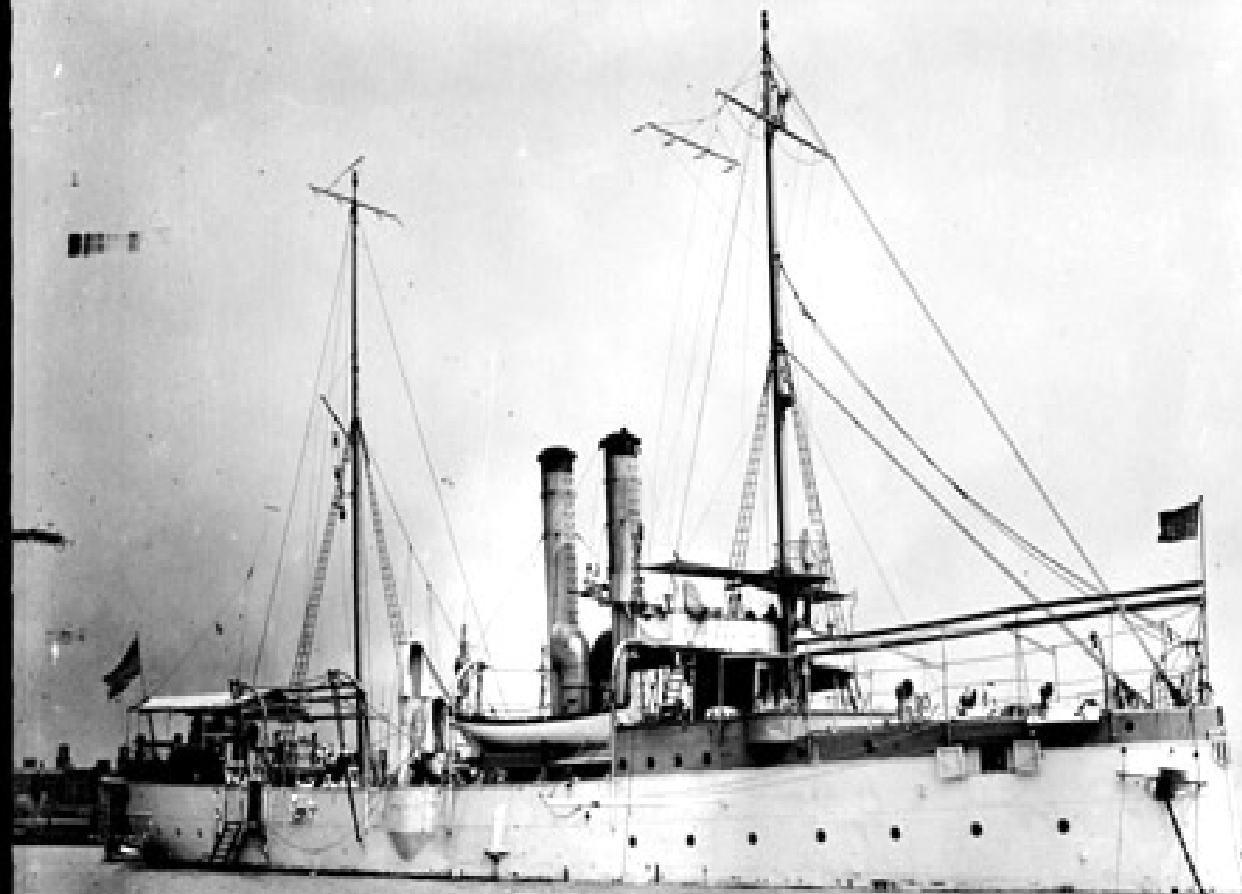
A city in Bannock County, southeast Idaho.

(PF-9: dp. 2,415; l. 303-11"; b. 37'6"; dr. 12'; s. 20 k.; cpl 180; a. 3 3", 4 40mm.; cl. *Tacoma*; T. S2-S2-AQ1)

*Pocatello* (PF-9), a patrol frigate, originally classified as a PG, was laid down 17 August 1943 at Kaiser Yard No. 4, Richmond, Calif.; launched 17 October 1943; sponsored by Miss Thelma Dixey, a great granddaughter of Chief Pocatello; manned by a Coast Guard crew; and commissioned at Richmond 18 February 1944, Lt. Comdr. S. C. Guill, IJSCG, in command.

After fitting out at General Engineering and Drydock Co., Alameda, Calif. and shakedown out of San Diego through 28 April *Pocatello* was assigned to Commander, Western Sea Frontier, and directed to commence weather station operations out of Seattle, Wash. Departing San Francisco 17 May, she arrived Seattle 22 June. One month later she commenced her first patrol on Weather Station Able.

*Pocatello's* weather station was approximately 1,500 miles west of Seattle. Patrols consisted of thirty days at sea followed by ten days in port at Seattle. *Pocatello* alternated on station with the Coast Guard cutter *Haida*, and had completed a dozen patrols by the war's end. *Pocatello* was then laid up on The West Coast. Scheduled for disposal, she shifted to Charleston, S.C., arriving 6 April 1946, and decommissioning there 2 May. *Pocatello* was subsequently sold at Charleston to J.C. Berkwit and Co. of New York.



## **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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## NOTABLE EVENTS

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### JANUARY

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet  
Nomination of Officers  
Presentation, "Why We Are Doing this", J. Bobbitt

### FEBRUARY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker  
Election of Officers

### MARCH

- 8 Monitor Day, Mariners' Museum  
14 **H.R.S.M.S.** Monthly Meeting: South Side Bunch

### APRIL

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

### MAY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke  
17 International Small Craft Center Opening,  
Mariners' Museum

### JUNE

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer

### JULY

- 11 **H.R.S.M.S.** Monthly Meeting: McCleary, Wine

### AUGUST

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

### SEPTEMBER

- 12 **H.R.S.M.S.** Monthly Meeting:  
20 Festival in the Park, Mariners' Museum  
27 Scientific & Navigational Instrument Exhibition  
Opening, Mariners' Museum

### OCTOBER

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

### NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

### DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
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## Thanks

The members would like to thank the Jack and Jeanne Bobbitt for hosting the December meeting.

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## Next Meeting

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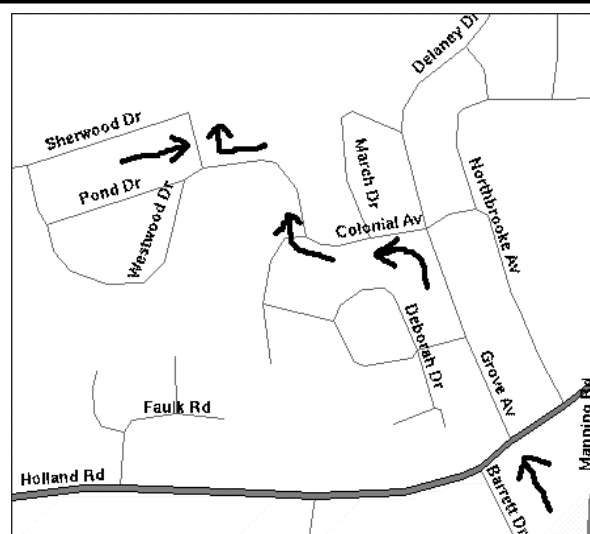
**Date:** January 10, 2003

**Time:** 2000 Hours

**Place:** 316 Sherwood Drive, Suffolk, Va.

**Host:** Bob Comet

For those coming from Richmond, take either 460 E or 64 E. From 460 E, proceed until it intersects 58 W. Proceed on 58 W, staying on 58 bypass. On the third stop light after 58 by pass joins 58 bus., turn right onto Grove Ave. Take second left onto Colonial. Take second right onto Pond. Take first right onto Sherwood. House is seventh house on right at 316 Sherwood Drive. phone 757 934 1279. For those coming via 64 E, take either James River Bridge (Mercury Blvd exit) or continue to 664 S and cross Monitor Merrimac bridge tunnel. Those taking James River Bridge, follow route 32 (state) south to 58 W then proceed as above. Those taking 664, proceed to 58 W (Suffolk exit 13) and further proceed as above. For those coming from Newport News or Hampton, take either the James River Bridge or 664 S and proceed as above. For those coming from Norfolk, Portsmouth, or Virginia Beach take 64 E to 58 W, or take 264 W to 58W and proceed as above.



**WATCH, QUARTER  
AND  
STATION BILL**



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1<sup>st</sup> 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  
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