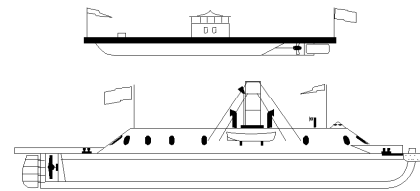


Hampton Roads Ship Model Society

Logbook



No. 213

WWW.HRSMS.ORG

MARCH, 2004

FROM THE PILOTHOUSE



Mystery Photo



NOW DO YOU HEAR THERE FORE AND AFT-

Many thanks to Jane and Alan Frazer for hosting the February HRSMS meeting in their home. The hospitality was warm and wonderful as always. It was also a pleasure to welcome a first-time guest, and possible future member, Bill Dangler. We look forward to future visits by Bill.

During the meeting, the membership had a long and fruitful discussion about how to proceed with the 2005 NRG Conference. The short answer is that the society will continue to sponsor the conference even without the drawing card of the Scale Ship Model Competition Exhibition (SSMC). We are exploring ways to have our own exhibition of models during the weekend of the conference by having attendees bring their own models to display. We may even feature some prizes that do not involve judging of the models, such as a people's choice award. The idea of having the Friday night reception at the Air and Space Museum also surfaced. Since the Air and Space Museum is only yards from the Radisson, this would make it much easier for attendees to get there.

At the last meeting I indicated that the new Vice President for Collections at the Mariners' Museum had just resigned after being on the job for only seven months. Since the VP was one of the main opponents of the 2005 SSMC, I indicated that I had made an appointment to meet with John Hightower, the President and CEO, on February 17, to see if I could convince him to change his mind and at least go forward with the 2005 SSMC. At this meeting I made a strong pitch which seemed to impress Hightower, and he agreed to reconsider the matter and get back to me. We met again on March 2, and unfortunately Mr. Hightower confirmed that he could not reverse the decision and that the museum would not sponger

(Continued on page 2)

Mystery Photo

Answer to Mystery Photo No. 212: If I'm not mistaken, it looks as if Cabin Boy slipped in an image from the last HRSMS cruise. I think I see Bill Clarke on the fantail! Yeah, he's the one hanging his head over the rail. Bill, for the last time, Poseidon is not pronounced "R-A-L-P-H!"

This image arrives in the nick of time. Not two months ago, one of our more prolific modelers mentioned that he selected this vessel, or a near sister, to be his next project. If you regularly attend the monthly meetings, perhaps you remember his remarks. Will someone paraphrase them and submit them as a guess? Also, over the next three months, it would be good for everyone to make a special effort to play Mystery Photo. I have a very full plate, and if you want a good column you have to do the research for me. (Tom has already accused me of plagiarizing part of the last MP – I have no comment!)

Before we get to a thorough review of the responses, I thought I'd share a tip from Tom Saunders. According to Tom: If you have an idea of what the mystery vessel might be, get on the Internet, go to Google and do an image search of that name. If your hunch is right, you will be rewarded with many images of the vessel – perhaps the same image as the Mystery Photo. I tried it for *Berengaria* and it works just fine!

Question: Who among us cannot say that this Mystery Photo conjures up images of Richard Crenna and Steve McQueen fighting their way up the Yangtze River to rescue American Nationals trapped by Chinese civil war fighting? In the movie The Sand Pebbles, a notional US Navy gunboat, the USS San Pablo, provides the setting for one of the better-told tales of courage and leadership, both lost and found. In an irony of ironies, the story surrounding our

(Continued on page 2)

HRMSMS ANNUAL BANQUET

Saturday March 20, 2004
Radisson Hotel, Hampton

(Pilothouse—Continued from page 1)

the SSMC in 2005 (and probably not at any time in the future).

I have heard that another museum is very nearly ready to announce that it will pick up the SSMC starting in 2006 (there is not enough time remaining for them to start in 2005). I am not at liberty to say which museum this is, as it is their right to make their own announcements. This museum is not in the Tidewater Area, so they will not be competing with us in any way. This museum would plan to have the following SSMC in 2010, in order to continue the established schedule.

Because he has had past business dealings with the Air and Space Museum, Heinz Schiller was added to the Conference Planning Committee and designated as the liaison to this museum. Heinz has already been in contact, and the museum is very eager to cooperate with us during the conference, including providing space to have a ship model display. Bill Clarke, the chairman of the committee, will provide more details at the March meeting.

See you all at HRSMS the banquet at the Radisson on March 20th!

THAT IS ALL!

Joe McCleary

MINUTES



HRSMS Monthly Meeting
February 13, 2004

Host, Alan Frazer

Guests: Bill Dangler. 1st meeting

Eric Myall

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

Guests were welcomed.

A purser's report was given.

(Continued on page 4)

Rear Admiral Leroy J. Alexanderson, USNR, retired Commodore of the United States Lines and last Master of the S.S. United States, died on February 28, 2004, in Hampton, VA. He was born on June 27, 1910. In 1964, he was named Captain of the mighty super-liner, SS United States, the flag ship of the United States Lines and continued as the Master of the United States until its

(Mystery Photo—Continued from page 1)

Mystery vessel is equally gripping, heroic, and courageous!

With this thought in mind, how did the membership respond? "I believe the mystery ship in the February Newsletter is the U.S.S. PANAY (PR-5; ex-PG-45)", claims our wandering Dave Baker. Joe McCleary thinks likewise: "I have recently been doing research on river gunboats and have acquired a fair stock of plans and photos. (I believe Art Herrick is still looking for the guy who stole his plans and photos! - JFC) This mystery photo depicts one of the six vessels of the *Panay*-class of Yangtze River gunboats." Dave Millman, a volunteer from at the Mariners' Museum, echoes the choice. With, Tim Woods we travel down a different path: "Built by the New York Shipbuilding Co. originally ordered by the Chinese Navy under the Name *Fei Hung*. Never delivered as a result of the revolution in China. If this is the correct ship, she was sold to the Greek Navy and re-named *Helle*." Finally, Bob Comet had this to say: "At first I thought the ship was one of the 1937 destroyers masqueraded as a river gun boat, because the superstructures looked so flimsy, but I could see only two guns, and when I stepped off the length using a deck height for a reference, it came out to only a little over 200'. Sooo- maybe the bloody thing is a river gunboat."

There you have it, five good responses and guaranteed controversy. Who is right? Is anyone right? By way of proof, here is what they had to say.

Dave, always vacillating, has this to say: "She is definitely either the PANAY or her sister OAHU, and as I think I can count the five letters of her name on the bulwark around the fantail, I'm pretty much convinced." Joe, either defending his choice or counting his good fortune in having built his home under a large oak tree, offered this: "Every so often even a blind squirrel finds an acorn. And every so often that acorn falls right into his lap." Dave Millman arrived at his conclusion this way: "Dave Baker shows me the newsletter. This month's photo is the USS PANAY (PG45) and I believe it is off Woosung, China in 1928." (Dave, you're good! I hope you continue to play, I also hope Mr. Baker is not twisting your arm too tight.) Joe agrees with Millman's assessment of the image when he adds: "I have a photo of *Panay* (NH 50800) that appears to have been taken a few minutes before the mystery photo while she was on trials off Woosung, China on August 30, 1928."

Tim Wood didn't offer any details on how he came to choose *Helle*. And Bob Comet bases his guess from the same clue that Baker used, but goes another way: "The 1939 Jane's had a picture of the *Luzon*, PR-7, and said that *Mindanao*, PR -8, was the other ship in the class. I subsequently found two other photos of the *Luzon* and *Mindanao*, but could find no distinguishing differences between the two. I can not positively identify which of the two ships is shown in the mystery photo, but will guess *Luzon*, because I see 5 characters on the stern, which may be its name, but can not tell for certain."

To firm things up, Dave Baker puts the nails it when he says, "The class identification is determined by the arrangement of the eight shielded .30-cal. machineguns along

(Continued on page 3)

(Mystery Photo—Continued from page 2)

the sides amidships, with two forward of the sampan in the davits amidships and two aft of it on either side. Also, the rather puny cowl ventilators abaft the after stack were unique to this class.” He goes on to say that *Panay* and *Oahu* were “the mid-sized pair among the three pairs of U.S. Navy river gunboats built at Kiangnan Dock and Engineering Works, Shanghai, during the 1920s.” Joe and Bob also mention that these gunboats were built there. Joe lists the three classes by name and principle dimensions:

Guam (PG43) and Tutuilla (PG44) 160' x 27' x 6'

Panay (PG45) and Oahu (PG46) 191' x 28' x 6.5'

Luzon (PG47) and Mindanao (PG48) 211' x 31' x 6.5'

Following the Spanish American War the United States found itself with far-flung possessions and business interests – principally in the Far East. The nation could no longer afford to remain in self-imposed isolation and protecting these interests assumed great importance. So, as Joe says, “Early in the 20th century the U.S. Navy began stationing patrol vessels on the Coast of China and on the major rivers to protect American citizens and their business interests. Many of the first vessels had been captured from Spain during the Spanish-American War.” By the mid-1920’s it was clear that these prize vessels were wearing out and needed to be replaced. According to Joe, the first pair of “new” gunboats, “*USS Monocacy* and *USS Palos*, were constructed at Mare Island Naval Shipyard, then taken to pieces for shipment to Shanghai, China where they were reconstructed. Their design came from the Yarrow Shipbuilding Company of Glasgow, Scotland, which had experience in building gunboats for service on the Nile River.” This would explain our Mystery vessel’s similarity to that gunboat type.

Baker presents the details of *Panay*’s design: “She displaced 450 tons standard displacement and 471 tons on trials, when she made 15 kts. The shipyard’s contract was for only \$234,770, but that was exclusive of the main engines, bullet-proof steel armor for the deckhouses, armament, and some of the auxiliary equipment, which was supplied from the United States. She was authorized for construction on 18 December 1924, ordered on 1 March 1926, laid down on 18 December 1926, launched on 11 November 1927, and accepted and commissioned on 10 September 1928. The engineering plant consisted of two Thornycroft oil-fired boilers providing steam to two sets of vertical, triple-expansion steam engines, each of which had a stroke of 16 inches and cylinders of 13.5, 22, and 34-in. diameter; the engines produced a maximum of 2,250 indicated horsepower. PANAY carried about 103 tons of fuel oil and had two 25-kw and one 10-kw, 120-v d.c. steam generator sets. As of 1935, she was listed as carrying two 3-in. 50-cal. guns and ten .30-cal. mg; the extra pair appear to be mounted just abaft the forward 3-in. mount. The normal crew was 7 officers, 8 chief petty officers, and 50 enlisted personnel; a number of Chinese civilians were also employed as cleaners and mess attendants and lived aboard, berthed in the tiller flat. Of possible interest, the bottoms of the Kiangnan-built PRs were sheathed in concrete, as the ships were frequently bottomed during low-water periods on the Yangtse River system.”

This gunboat design was less than a success. “All six were completed by 1928 but they were not considered highly successful as they turned out to be under powered and drew too much water, such that they could not operate in many riverine areas except during the flood season.” Says Joe McCleary. Adding one more rather odd fact, Joe mentions “These six vessels served nearly twenty years in the U.S. Navy without ever entering an American port.” Must have made it difficult, if not impossible, for these ships to develop an American fan base.

Nevertheless, *Panay* became a casualty of war in December 1937. According to Baker, “*Panay* was attacked on 12 December 1937 by Japanese aircraft while serving as station ship at Nanking on the upper Yangtze River. Three crewmen were killed and 43 Navy personnel and 5 civilian passengers were wounded during the attacks, which lasted from 1327 to 1554 local time, when the ship sank. The Japanese paid an indemnity for the ship’s loss (with great ill grace) on 22 April 1938.”

As gripping a tale as *The Sand Pebbles* may be, it pales in comparison to the actual events surrounding *Panay*’s loss. Nevertheless the story provides the average American with a glimpse into life and sacrifice aboard United States warships on station deep inside China in the 1930s. One only has to wonder which gunboat Bob Comet would have picked if his Janes’ had been a little older.

John Cheevers



This photo is of the Skipjack Shorebird, modeled by Robert E. Comet
The model is scratch-built to 1:32 scale

(Minutes—Continued from page 2)

Corrections to the Minutes: The clerk failed to mention in the minutes that John Cheevers had given a presentation on his method of construction of his current series of tug boat solid hull models. Jack Bobbitt gave a partial presentation on block rounding and rigging.

The Webmaster, Greg Harrington gave a report on updates to the HRSMS webpage. Among modifications being made are ship references with an index of Mystery Photos.

Old Business: Discussion of the 2005 NRG Conference was postponed till the end of the business meeting. Bill Clarke said arrangements for the Annual Banquet are complete. A bartender will be provided for the social hour that is to commence at 1830 hours. (The menu and reservation form were included in the February Logbook.) The Skipper discussed the Founders' Award with nominees Dave Baker and Len Wine. (The ballot was included in the February Logbook.) The election of officers was completed. The Skipper directed the Clerk to cast a single vote for the unopposed slate of officers:

Skipper – Joe McCleary
Mate – Dave Baker
Purser – John Cheevers
Clerk - Tom Saunders

The following have graciously offered to host a meeting:

July – Joe McCleary, Len Wine
August – Eric Harfst
September – Dean Sword
October – Greg Harrington

New Business: John Cheevers reported that the HRSMS membership in the NRG was due for renewal. After discussion, a motion was made and passed to renew membership at the Donor (\$100.00) level instead of the current \$75.00 membership. Joe McCleary related that he had a conversation with an unrecorded person concerning the Monitor Museum in New York. He said that the museum consisted of a small parcel of vacant land near the Monitor's launch site and that it in no way would interfere with the Mariners' Museum plans concerning the Monitor.

Show & Tell: John Cheevers came out with a Sack-O-Ships. He explained his method of adding ink to the glue used to apply the deck planking on his solid hull tug boat Models. Alan Frazer showed a Micro Fastener catalog.

The meeting was concluded with a lengthy discussion of the 2005 NRG Conference.

**If you need a banquet
reservation form, please
contact the Clerk**

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

DIVERSITY

Last month's meeting had the makings of a no-holds-barred wrestlemania event, Ensign Cheevers in the red corner and Salty Dog Bobbitt in the blue corner. During Show & Tell, the Ensign was explaining his technique of adding a few drops of black ink to glue to create caulking seams in the deck planks of his current project. He said that it was messy but cleaned up well. Salty Dog commented that he rubbed the plank edges with a No. 2 pencil and that had given him excellent result. The Ensign replied that each has their own method, or something too that effect. Alas, the remainder of the discussion was anticlimactic.

As an ignorant bystander, I have to admit the ink-in-glue method did leave a little mess on the deck, but it produced an excellent result when sanded. Having seen models produced using the No. 2 pencil method, That too gives an outstanding result. How can such diverse approaches result in high quality outcomes? It occurred to me that the solid hull model being planked by Cheevers, lent itself to the inky glue trick while a plank on frame model may be better suited to the pencil edge procedure, especially if the internal framing was going to be visible.

Attendance at the meetings allows a bloke to learn several ways to skin the cat, all which are useful depending on the application. You won't glean those tidbits of wisdom by flying the recliner on the second Friday of the month.

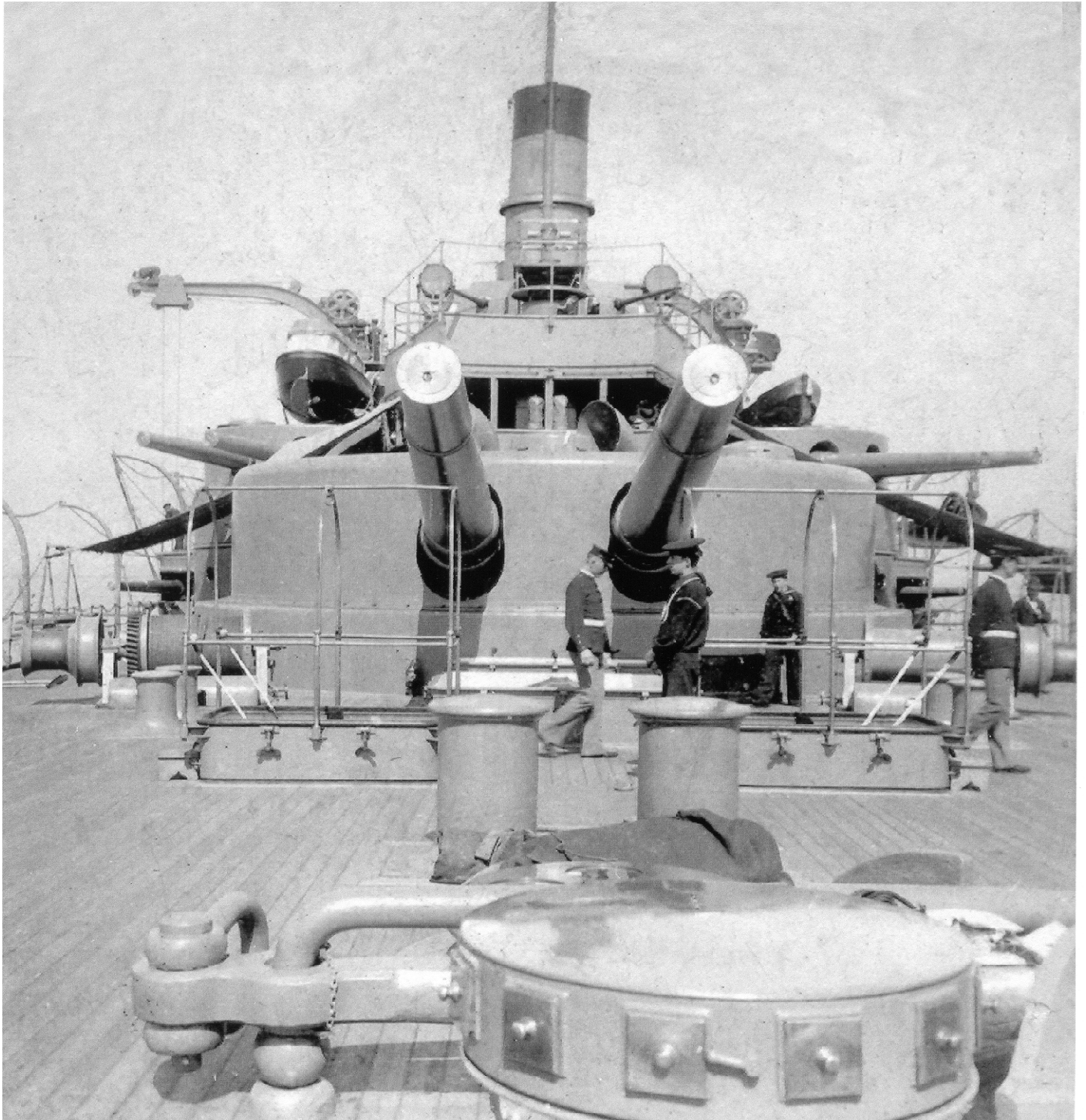
A salute is in order for the Webmaster. Greg Harrington has done a commendable job in the construction of the HRSMS web site. He continues to make additions and improvements to the site. The "Members" e-mail alias has improved communications to all except one member.

Cabin Boy



This photo is of a Chinese junk, modeled by Ulrich Guenther

4 The model is kit-built and the scale is unknown



Mystery Photo

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

NOTABLE EVENTS

MARCH

- 12 **H.R.S.M.S.** Monthly Meeting: Host: Bob Krumpen
How Did I Get There Without Templates" ; John
Cheevers

APRIL

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch
Rigging Tips; Jack Bobbitt
30-May 2 Western Ship Model Conference

MAY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
Making Treenails, Special Hull Planks; Bob Comet

JUNE

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Model Painting ,Part 1; Jack Bobbitt
18-20 Antique and Classic Boat Festival , CBMM

JULY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, McCleary - Wine
Model Painting, Part II; Jack Bobbitt

AUGUST

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
Jigs, Mass Production Techniques, Making Close Fits: Joe
McCleary

SEPTEMBER

- 4 Mid-Atlantic Maritime Festival, CBMM
10 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Making Tapered Spars; Bob Comet
17-19 NRG Conference, Portland Maine

OCTOBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
How To Make Art Work and other tips on Ordering
Brass Etchings; John Cheevers

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
Making Scale People; Bob Comet

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Making Ventilators and other Metal Forming
Techniques; Joe McCleary

JANUARY

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

FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting:
Election of Officers

Thanks

The members would like to thank Alan Frazer and his wife Jane
for hosting the February meeting.

Next Meeting

Date: March 12, 2004

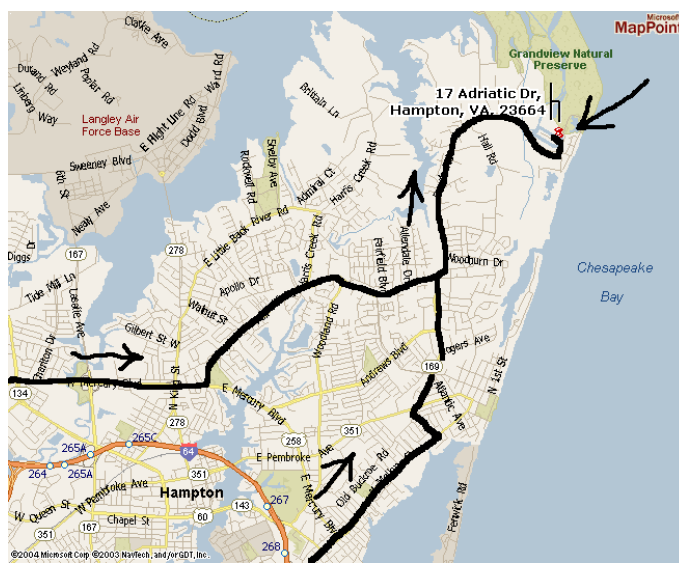
Time: 2000 Hours

Place: 11 Adriatic Drive, Hampton VA

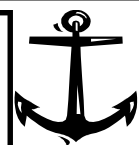
Host: Bob Krumpen

FROM THE WEST: Exit I 64 at Hwy 258 (Mercury Blvd)
heading east. After 2.8.miles,turn left onto Hwy 109 (Fox Hill
Road.) After 2.8.miles turn left on Beach Rd. After 2.7 miles
turn left onto State park Dr. After one block, turn left on
Adriatic Ave. No. 11 is the sixth house on the left. Be sure to
park on Adriatic or even on Beach Road rather than State
Park Dr. Since parking is prohibited on the later after dusk.

FROM THE EAST: Exit I 64 onto Hwy 169 (Mallory St.)
heading north. After 2.0 miles, turn left onto Whitaker Ave.
Take a short jog to the left on Grove St. And then turn right
onto Old Buckroe Rd. After 1.5 miles on Old Buckroe Rd.
Take a one block jog to the right on Sliver Isles Blvd. And
then turn left on Beach Rd. Then follow the remaining
directions above.



WATCH, QUARTER AND STATION BILL



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