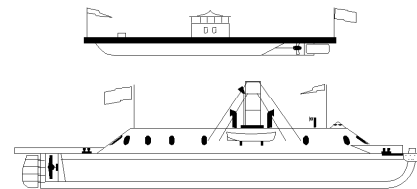


Hampton Roads Ship Model Society

Logbook

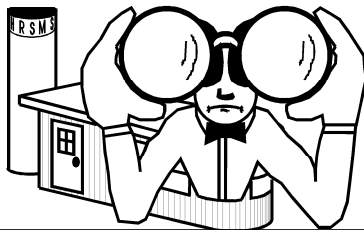


No. 221

WWW.HRSMS.ORG

NOVEMBER, 2004

From the Pilothouse



NOW DO YOU HEAR THERE FORE AND AFT –

Many thanks to Dee and Dean Sword for hosting the September meeting in their home on the Western Branch of the Elizabeth River. What a beautiful setting. "Welcome aboard" to Steve Rowe who was voted into membership at the meeting. Potential new member Charles Landrum, brought a sample of his work in the form of a miniature model that set everyone to drooling.

And thanks to Greg Harrington for sponsoring the October meeting at his work place. I was sorry to miss that meeting but it was just too long a commute from China.

The picnic which was held on October 30th appeared to be a great success. We could not have asked for better weather. There were about 30+ people there, including a large number of wives and even a few children. Special thanks are due to Bill Dangler who reserved the site and also brought a lot of useful paraphernalia to make the whole thing work better. It was obvious that Bill has organized more than a few picnics. Many thanks also to Bob Comet and Tim Wood, who did the coordinating, to Brad Granum, who bought the hamburgers and hotdogs at Ft Eustis Commissary, and to Ryland Craze and his wife who helped with the cooking. It was good to see both Graham and Moira Horne as well as Bob and Doris Sanderson, who had come down for a visit from their home in the DC area. Lost and Found note: Someone left a blue canvas cooler bag marked "Pendleton" at the picnic site. I will bring it to the next meeting.

It was suggested and agreed at the September meeting that we would have another auction to benefit the HRSMS at the

(Continued on page 2)

Mystery Photo



Mystery Photo #220: The ships that ferried the mass exodus of European immigrants to the United States and the Americas from 1847 to 1920 are often overlooked in the nautical record. The popular memory presents these tired, poor, and hungry souls arriving in the holds of what we have come to call 'super liners' - those hulking beasts associated with the finest in trans-Atlantic travel, the chasers of the Blue Ribbon. To be honest; some did! But the vast majority arrived as steerage in the bellies of smaller, slower, cheaper-faired, and class divided workhorses – both sail and steam powered - of the trans-Atlantic shipping lines.

In the same nautical record, ships are treated somewhat like people in the sense that some manage fifteen minutes of fame. Such is the case with the current mystery ship. Unless you're a serious student of vessel design or possess of an almost photographic memory of vessel arrangements, you might just need to remember the tragic event that brought this obscure vessel to the forefront. And it appears like Dave Baker did just that, at least until you read his response.

I will admit up front to having a pretty good idea what this mystery is. I tested my theory and was rewarded with a correct identification. But what would the reader do if he drew a blank and had to rely on the data captured by the image to search for a proper identification? Well, I suppose the reader would have to follow the cadence set down by Bill Martin Jr. and Eric Carle in their popular series of children's books. There is one called Brown Bear, Brown Bear, and the tag line for the children goes something like this: "Brown Bear, Brown Bear what do you see? I see a ___ looking at me." It's obvious that the reader, or child, must fill in the blank with the object highlighted from that particular page. After that you need luck, some smarts, and, perhaps, a photographic memory to piece together the clues to a ship's identity.

Let me tell you what I see!

(Continued on page 2)

HRSMS AUCTION
To Be Held At The December Meeting
Auctioneer, Dave Baker

DECEMBER AUCTION

The December HRSMS meeting at Jack Bobbitt's will include a members' auction to benefit the Society's treasury. It will be conducted in the same manner as last December's. Members wishing to donate items for auction (such as unwanted kits, books, plans sets, tools, and materials) can bring them to Jack's or Dave Baker's house prior to the meeting or even bring them the night of the meeting itself. For items of greater monetary value, the donors can establish a "minimum" bid if they wish; just attach a sticker on the item listing the price at which bidding should start. Items not auctioned will either be returned to the original owners or, with their consent, donated to a library or charitable organization. We raised a very respectable sum last year and hope to do as well this year, and the members who bought various items last year came away with some very useful prizes. Please call Jack or Dave first if you plan to drop items by their houses.

Dave Baker

(Pilothouse—Continued from page 1)

December meeting. Jack Bobbitt is the host for that meeting and he agreed that there would be no problem having the auction at his house again. Dave Baker volunteered to serve once again as the auctioneer. So members should begin to search the dark corners for tools, books, plans, etc., that they no longer need and put them aside for the auction. Once your pile is complete, please contact Dave Baker by e-mail or other means to give him a list of treasures that are up for sale.

I attended the NRG conference in Portland, Maine over the weekend of 17-19 September. This conference was a little unusual in that it was hosted by the NRG leadership, not by a local club. There were about 160 attendees (100 participants and 60 spouses). The conference was well run, but none of the speakers addressed the subject of ship model building at all. Four speakers made five presentations. Two presentations were on the maritime history of Portland, one covered the building of Liberty ships in Portland during WWII, Clay Feldman spoke on research on plans for his model of Lexington, and Al Ross spoke about designing a kit for Bluejacket. I made a 15 minute presentation to support the Hampton Roads conference in 2005. It was well received and many attendees indicated that they are looking forward to coming back even without the Scale Ship Model Competition (SSMC). I have given Don Preul, the Secretary of the NRG, information about our conference in 2005 to include in the Secretary's News Letter that will go out with the next edition of the Nautical Research Journal. Dave Yotter will also post the information on the NRG web site. This will help keep the ball rolling for us.

I will give a brief report on the conference (with slides) at the November meeting at Heinz Schiller's house.

Speaking of the SSMC, it was announced at the NRG Conference that the Naval Historical Foundation (NHF) in

Washington, DC has agreed to assume the sponsorship of the SSMC starting in 2006. The exhibition of the models will be in the Navy Yard Museum in DC. The Washington Ship Model Society and the Naval Academy Ship Model Society will work to jointly sponsor a conference to coincide with the SSMC exhibition. The NHF will return the SSMC to its five year cycle in 2010. We have Dana Wegner, the curator of the Navy ship model collection, to thank for taking the initiative to convince the NHF to assume this sponsorship. Well done Dana!

I received an e-mail from Gene Larson, who had been contacted by Abe Taubman's daughter. The Taubman's are trying to sell the plans business, as Abe is getting too old to continue to run it. I do not think I ever knew Abe when he was not "old", but he sure made a wonderful effort to attend all the conferences that he could. No purchase price has been established. Right now the family is searching for potential buyers.

It was also agreed at the September meeting that we would explore the idea of using the photo of Monitor's turret to create a poster to hand out as a favor to attendees at the conference in 2005. The Mariners' Museum photo department has agreed to put the poster together from our rough design. So members should start creating designs they favor and we will start reviewing at the November meeting. Greg Harrington has put a copy of the photo on our web site, so members can download it to help in the design process.

That is all.

Joe McCleary

(Mystery Photo—Continued from page 1)

This month's gem is a handsome, single stack liner fitted with auxiliary sails in the schooner fashion on four masts. Her turn of the century hull (twentieth) features a straight stem, fantail stern, and a terrific, eye-sweet sheer line. The size of the stack and the surrounding forest of ventilators betray her natural draft, coal-fired power plant. Her bridge, set farther aft than what would be considered normal for the time, allows for a large, open promenade deck. Her paint scheme - dark hull, light superstructure, and dark stack - is unremarkable and standard for the time. The resulting contrast really highlights that terrific sheer.

There are several things (items) in the image that seem out of place, and these are what have me thinking about the origin and nature of this photograph. If you notice, there is a large crowd of people on the forecastle deck, along with a slightly smaller crowd on that long promenade deck. A ship, arriving or departing a port, should have huge crowds lining the rails in anticipation of things to come. Perhaps some bunting or streamers would be cascading down the vessel's side. But, the remaining railing spaces seem to be empty. The relative absence of people is unnatural. It just may well be

(Continued on page 3)

(Continued from page 2)

that the image is too grainy to see them, but I don't think they are there. Also, there seems to be a jury-rigged awning of some sort covering part of the promenade. Its lack of symmetry makes it stand out.

The image was made by someone – more than likely a trained photographer – aboard an unseen vessel that has just left the subject's starboard side. The vessel's wake leads us back to a point amidship where, perhaps, a harbor pilot might have just departed our subject via the Jacobs ladder, or maybe a late influential passenger was placed aboard. I would guess the former and I suggest that the photographer was aboard to record this vessel's image to coincide with an historic event.

Let's assume, for a minute, that the image shows the vessel arriving in port. This assumption is based heavily on the large discharge seen directly below the fashion plate – hence to you wooden shipbuilding fellows – and the small vessel seen near the stem off to port. Vessels generally pump their ballast when they enter port and take on ballast when departing. The smaller discharge visible amidships is routine bilge pumping and is generally continuous in nature. The smaller vessel is more than likely a tug boat hired to help turn the vessel to starboard. These older vessels were limited in power and carried small rudders. As fitted, they always needed help maneuvering in crowded port confines. The lack of flags and bunting would signal an unscheduled arrival made under duress. As noted earlier, normal arrivals and departures are generally marked by celebration.

The only people visible in the image are on the forward open spaces – I will assume they are not paying passengers but survivors or refugees from some calamitous event. Are they the survivors of a disaster at sea? Is this why there is no celebration as they enter port? What event would remove their cause to celebrate? Did their vessel sink, burn, run aground? Was it something as simple an engineering casualty? Were they rescued at sea? Let's assume they were and see where the assumption leads.

Who can tell me what major sea disaster defined trans-Atlantic travel in the early part of the twentieth century? Does the sinking of *Titanic* ring a bell? I remember reading once that the survivors were kept on deck of their rescue ship and that they were separated by class and that this caused a fair amount of friction among the poorer survivors. Does our Mystery Photo inadvertently capture that class distinction? Did the mores of the time keep the passengers physically separated by deck space and separated in comfort represented by the jury-rigged awning on the upper deck?

More questions than answers. What does David have to say?

“John: I'm pretty certain that the Mystery Ship in No. 220 of the Logbook is the *Carpathia* of *Titanic* fame. The 13,555 GRT liner was built by Swan Hunter at Wallsend-on-Tyne in 1903 for Cunard for their Liverpool to Boston service, but after her first run, she was transferred to the Trieste to New York route for the next 11 years. *Carpathia* picked up the *Titanic's* distress signals early on 16 April 1912 and was first on the scene to rescue survivors.”

The image, which I found on the Internet, is undated and is credited to www.postalmuseum.si.edu/titanic/carpathia.htm. It shows *Carpathia* arriving with the survivors of the *Titanic* sinking.

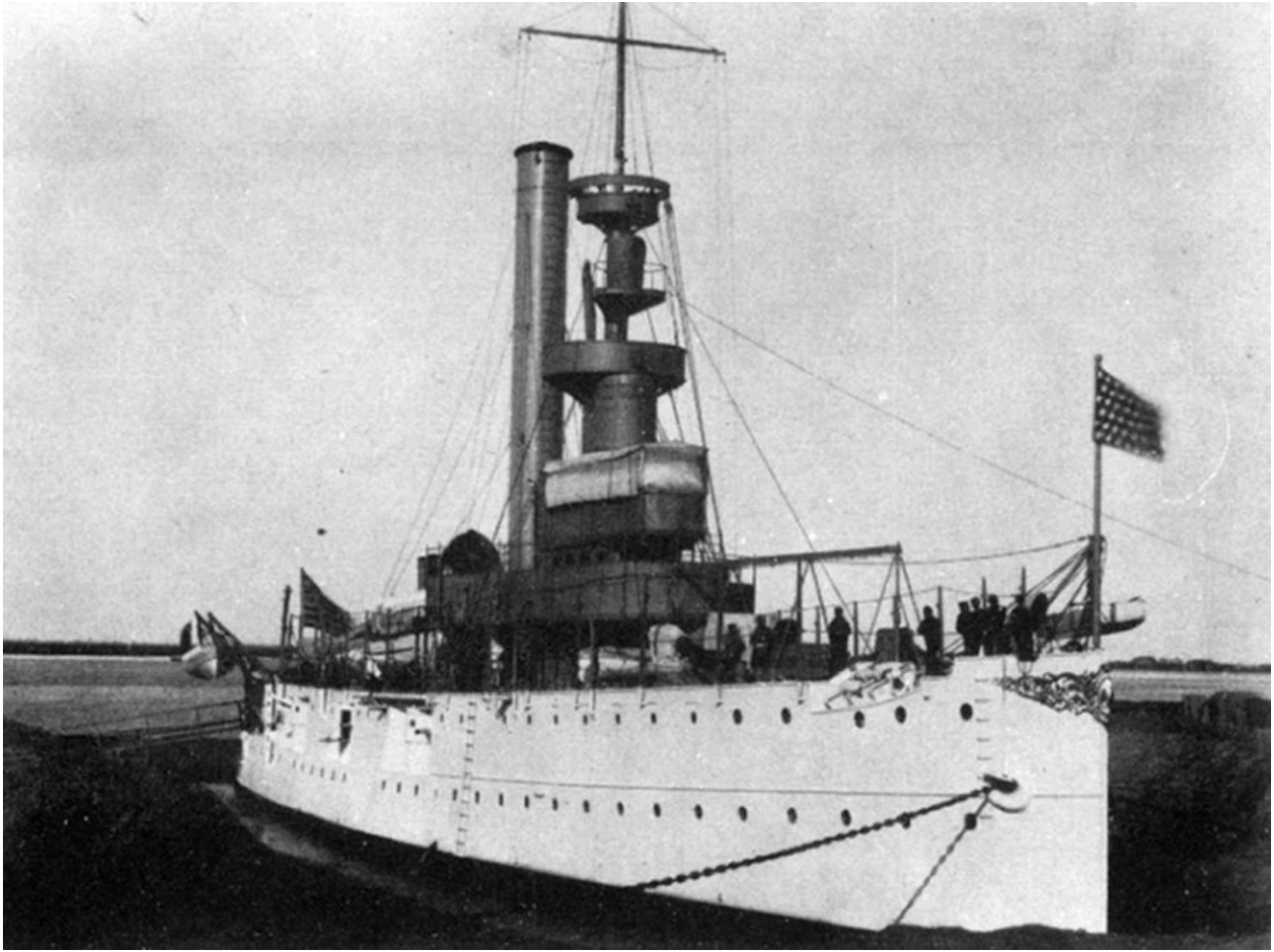
David got real lucky and attributes his correct identification of the Mystery Photo to the timely arrival of “John Bowen's 2003 book More Merchant Ships: The New Guide To Waterline Ship Modeling In 1:1200 Scale, a copy of which coincidentally arrived here only a week ago. Otherwise I'd have been clueless.”

Dave does an excellent job of cataloging *Carpathia's* specifications: “*Carpathia* was some 558 ft long (540 ft. between perpendiculars) by 64 ft moulded breadth and drew an impressive 32 ft. 7 in. fully loaded. A twin screw ship propelled by quadruple-expansion reciprocating steam engines, she could achieve 14 kts service speed. Her color scheme was black above the waterline, white superstructure, golden brown masts and derricks, black deck machinery and bollards, white boats with grey covers, white ventilators with red inside the cowls, Cunard red funnel with black top and three narrow black bands, golden brown hatch coamings with black tops, and wooden sheathed decks except black-painted steel at the base of the funnel.”

A sad fate awaited this famous rescue vessel. In 1915, the ship was reassigned to the Liverpool-New York route to carry war supplies. On 17 July 1918, while traveling in convoy, she was torpedoed and sunk by the German submarine *U-55*, 120 miles west of Fastnet, with the loss of five boiler room personnel; the other 275 crew and passengers were rescued.

John Cheevers





Mystery Photo

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

MINUTES



HRSMS Monthly Meeting
October 8, 2004
Host, Greg Harrington

The meeting was called to order by the Mate, Dave Baker, at 2000 hours.

A Purser's report was given.

Old Business: The picnic to be held on October 30 was discussed. It was announced that in Bob Comet's absence that Tim Wood had a sign-up sheet for items and foodstuff. The members were asked to see him after the meeting.

New Business: Dave Baker read a letter from someone in Denver who wants a model of a Lake Erie Passenger Steamer built. As usual, requirements were sketchy. Alan Frazer gave details of the Antique Boat Show Held at the Mariners' Museum.

Show & Tell: Tim Wood announced that the Pride of Baltimore would be in Norfolk on October 16-17. The book, More Miniature Ship Models authored by John Bowen and published by Conway Maritime press was shown.

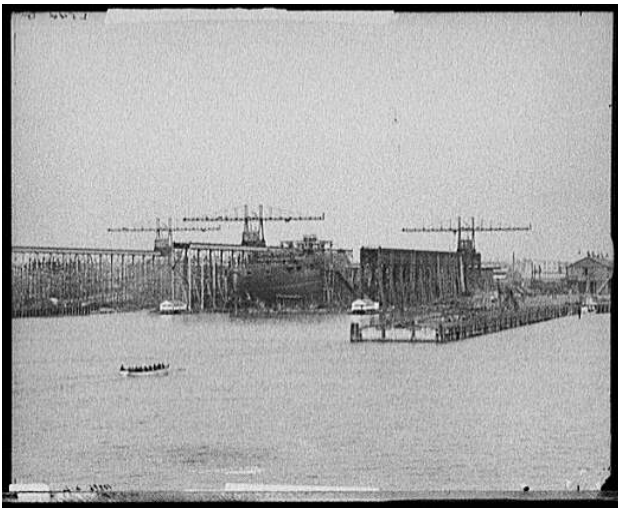
The meeting was adjourned to a presentation, "Photo Etching", by John Cheevers.

WANT TO SEE SOME NICE TOOLS?

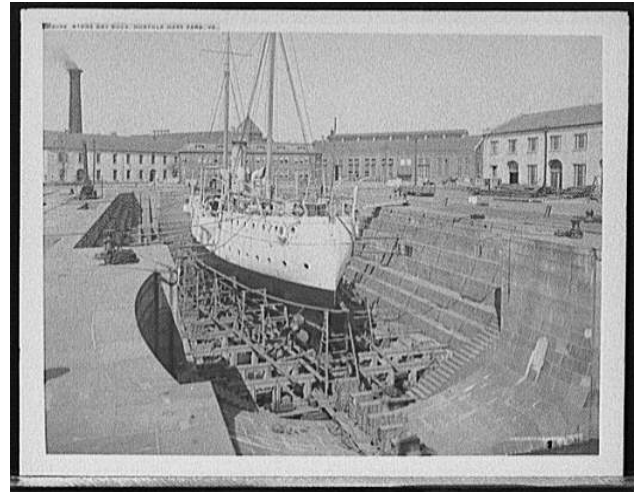
http://www.byrnsmodelmachines.com/index.html?id_mm=1109MM419435



Norfolk & Western Coal Piers, Circa 1905



Newport News Shipbuilding and Dry Dock Co., Circa 1905



Stone Dry Dock, Norfolk Naval Ship Yard, Circa 1905



White House Landing on the Pamunkey River, Circa 1862



NOTABLE EVENTS

NOVEMBER

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

DECEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Auction, Dave Baker Auctioneer

JANUARY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers, "Lap Strake Boats", Joe
McCleary

FEBRUARY

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

MARCH

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood

APRIL

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Bob Baycar

MAY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

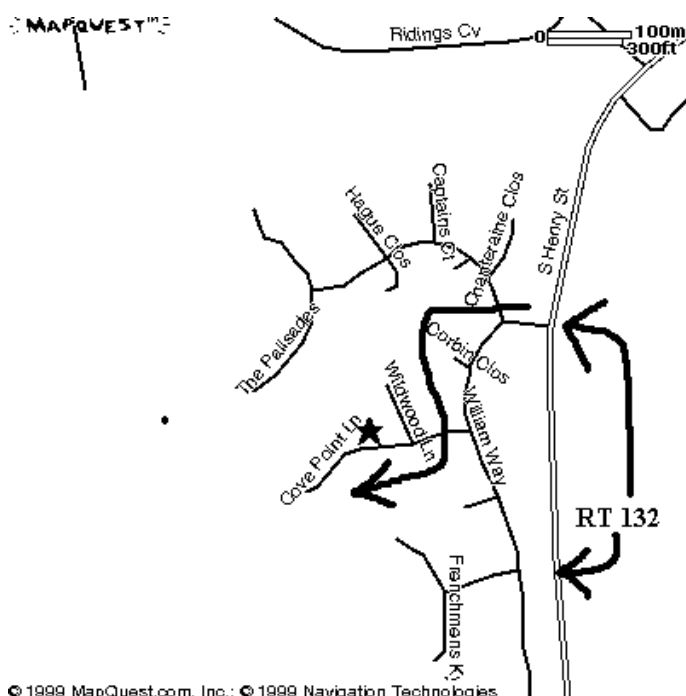
Next Meeting

The November meeting will be held on November 12, 2004, at 2000 hours. The meeting will be hosted by Heinz and Mareke Schiller, 133 Cove Point Lane, Williamsburg, VA 23185. Phone: 757.564.6471

Directions;

From points East: I-64 W, Take the VA-199 WEST exit 0.4, Merge onto VA-199 W. 3.0, Turn RIGHT onto S HENRY ST/VA-132. 0.9, Turn LEFT onto WILLIAM WAY. 0.1, Turn RIGHT onto COVE POINT LN. 0.1

From Points West: I-64 E., Take the VA-199 WEST exit and proceed as above.



WATCH, QUARTER AND STATION BILL



Skipper: Joe McCleary (757) 253-1802
Mate: Dave Baker (757) 565-7991
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
Webmaster: Greg Harrington (757) 930-4615

Slush Fund -

A slushy slurry of fat was obtained by boiling or scraping the empty salted meat storage barrels. This stuff called "slush" was often sold ashore by the ship's cook for the benefit of himself or the crew. The money so derived became known as a **slush fund**.

Rummage Sale -

From the French "*arrimage*" meaning ship's cargo. Damaged cargo was sold at a **rummage sale**.

From: <http://www.fortogden.com/nauticalterms.html>

Thanks

The members would like to thank Greg Harrington for hosting the October meeting.