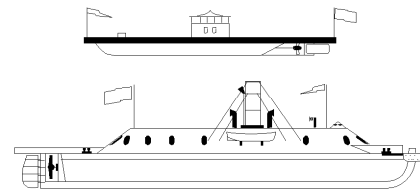


Hampton Roads Ship Model Society

Logbook

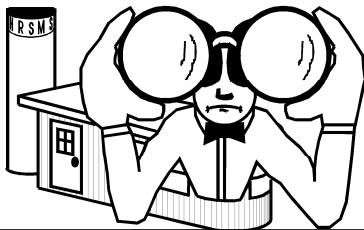


No. 222

WWW.HRSMS.ORG

DECEMBER, 2004

From the Pilothouse



NOW DO YOU HEAR THERE FORE AND AFT -

Many thanks to Mareke and Heinz Schiller for hosting the November meeting of the HRSMS in their home in Williamsburg. Everyone looks forward to the November meeting and the Schillers warm hospitality. A large number of members showed up in spite of the terrible weather. We had a lengthy business meeting followed quite a bit of show and tell presented by various members. Bob Comet gave an excellent presentation on how to make scale human figures for ship models out of wire armatures and a brand of modelling clay called Sculpee.

The December meeting will be held at the home of Jeanne and Jack Bobbitt and will feature an auction to benefit the HRSMS. First Mate Dave Baker will again act as auctioneer. So clean out those bookcases, cabinets and toolboxes of all those unused items that you need to get rid of.

At the November meeting it was announced that Abe Taubman had sold his plans business to a company called Loyalhanna Dockyard. LD will continue to carry Abe's line of plans under his familiar name: Taubman Plans Service. Several members indicated that they had dealt with this company and found their stock extensive and the management very responsive. Their catalog (two volumes) is a bit pricey, but Eric Myall has lent his copy to me, and I will bring it to the December meeting so members can look it over.

This company is on the web at www.loyalhannadockyard.com.

I have received an announcement that the Woods Hole Historical Collection & Museum will present their fifth biennial Woods Hole Model Boat Show on April 16 and 17, 2005. To get further information or to inquire about exhibiting models, the museum webpage can be found at

(Continued on page 2)

Mystery Photo



Mystery Photo #221 returns our focus to the American Navy of the Spanish American War era; the union jack and tall stack gives it all away. This was a time of steel ships and iron men, when brute strength hadn't fully yielded to the efficiencies provided through scientific development; this was also a time of revolution in shipbuilding methods, materials, and motive power; a time when well-honed, well-practiced and perfected routines, developed for a sailing navy, were being reshaped to fit a new style of fighting vessel. Yes, things were a changin'; if ever so slowly!

If you failed to investigate this image or didn't find a copy during your investigation, you missed what, Paul Harvey calls: "The rest of the story." Aside from the obvious, oblique close-up of a steel-hulled warship, we are treated to the record of a rare (in my opinion) event; one that probably never happens today. The clues to the story are here in the image; four are visible, but the main clue, unfortunately, is hidden in the black morass surrounding the hull. Did anyone find them? We'll get to this later.

First, let's see who responded and read what they have to say. Bob Comet was quick with his reply -I had it in hand before the November meeting. You can almost hear a sigh of relief in his response: "After the last several photos, this one is a breeze!" He continues by precisely defining the class: "It is one of the two *Wilmington* class gunboats GB #8 (*Wilmington*) or GB #9 (*Helena*). The hard part is to pick which is the one." How true! How true; these vessels were truly twin-sisters. Bob looked at the on-line images of these two vessels at the Naval Historical Center's web site and states that while they don't offer definitive proof of either vessel, he opts for *Helena* and calls his choice a "crapshoot!" Bob, I'm glad to see you're getting something out of the web site.

Following closely on Bob's heels, we hear from Dave Baker who makes the first definitive identification of our Mystery vessel: "The mystery ship for this month is the

(Continued on page 2)

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

PILOTHOUSE Too, To, 2, Two, II

Editor's Note: The Mate dutifully wrote a column for last month's newsletter. After flying through cyberland, it became lost on the editor's hard-drive. Ten lashes with a used typewriter ribbon. ED.

The October meeting of the HRSMS was crowned with a very useful and informative presentation about the use and preparation of custom-made photo-etched metal in ship modeling by John Cheevers, who not only showed numerous examples but also provided sources for commercial custom etching services. Many thanks to John and also to Bill Dangler, who reported on the arrangements for the first HRSMS picnic, which will be held starting at 11:00 a.m. on 30 October at Newport News Park. We hope to see you all there, snarfing chips and hotdogs, or at least nibbling horseshoes.

Alan Frazer spent a total of 13 hours at the Mariners' Museum on Saturday and Sunday, 16 and 17 October, representing the HRSMS at an outdoor exhibit held in conjunction with the Museum's annual antique boat display. Alan displayed a number of his and Bob Comet's fine models to the visitors. That's a lot of time and a lot of dedication, and we should all be grateful to Alan for his service.

ON THE WEB

A good web site for tips and tools on silver soldering and metal forming can be found at, <http://ganoksin.com/index.htm> While the site is for jewelers, there is some useful information for modelers.

(Pilothouse—Continued from page 1)

www.woodsholemuseum.org. Or you can write to Model Boat Show, Woods Hole Historical Museum, P.O. box 185, Woods Hole, Ma 02543. I will bring what information I have to the December meeting.

Under the heading of bad news, we have two members on the binnacle list (sick in quarters). In mid-November, Ryland Craze suffered a heart attack, but fortunately was rushed to the hospital, where he receive excellent care and expects to make a full and speedy recovery. Ryland may even be able to make it to the December meeting. Eric Myall has had to go briefly into the hospital to have some elective surgery carried out to take care of a long-standing condition. I am sure we wish both these shipmates a full and speedy recovery. Get well cards have been sent to both on behalf of the HRSMS.

Merry Christmas and Happy New Year to all of our shipmates who are not able to make it to the December meeting.

THAT IS ALL

The First Mate reported that the prototype MONITOR and VIRGINIA placque favor for next year's Nautical Research Guild convention had once again been delayed but that the professional modeler making the favors hoped to bring it to the November meeting in person.

The First Mate, rather shakily chairing the meeting in the absence of the Skipper—who was swimming the Yangtze Gorge that week (or was that gorging on Chinese quisine in Shanghai?)—made a plea to the members to bring more models to the meetings so that the attending members could learn about what each other are working on and share techniques. Also requested was more member participation in the monthly "Mystery Ship" contest. John Cheevers' detailed and painstaking work in preparing the commentary on the mystery ships is appreciated by all, but we need to have more members involved in trying to identify the ships if the monthly puzzle is to remain a successful feature of the LOGBOOK. The venue for the October meeting, Greg Harrington's workplace, worked extremely well, and Greg provided a fine spread of snacks for the post-meeting period. We continue to be indebted to Greg for his outstanding work on the HRSMS website.

(Mystery Photo—Continued from page 1)

U.S. Navy *Wilmington*-class gunboat *Helena*. The same photo of the ship appears on pg 288 of DANFS, Vol. III, G-K." (Dave, how good is the printed version of the image?)

Joe McCleary rounds out this month's replies and gets us closer still to "the rest of the story." He, too, correctly identifies the Mystery vessel: "This month's mystery photo is of *USS Helena* taken in a mud dock on the Liao River in China in the winter of 1903-1904." Like Bob, he struggled over which vessel to choose as our Mystery vessel. Turns out, he checked in the same places that Bob and Dave did: "The Navy photo website had a poor photo of *Helena* but none of *Wilmington*, so that was no help. I decided to check the Dictionary of Navy Fighting Ships (DANFS), and in Vol. III, page 288, was the very same photo of *Helena* with the above information on location and date."

According to our newsletter editor, this image was chosen to bring the column back to its local roots as *Wilmington* and *Helena* were built at Newport News Shipbuilding and Dry Dock Company, commissioning in the late 1890's (1897 according to Bob) just prior to the United States involvement in the war against Spain. The characteristics of these vessels are identical, or as close to identical as hand building two examples from the same plan in 1890 can yield, so the particulars presented, while documenting *Helena* can be used for either vessel. From Dave: "[they] were 250 ft 9 inches long by 40 ft 11/16th inches beam and had a shallow draft of only 9 ft, again for riverine work. Normal displacement was 1,397 tons, and the

(Continued on page 3)

(Mystery Photo—Continued from page 2)

hull had an armored belt amidships some 3/8-in. thick over the engineering spaces (and with a 5/16-in. thick deck above). The ships had two sets of vertical, triple-expansion steam engines that produced a total of 1,894 indicated horsepower and provided a maximum speed of 15.08 knots on trials. The armament was eight 4-in. 40-cal. guns (four of them in casemates amidships), four 6-pounders, 4 1-pounders, and 4 .30-cal machineguns as completed. They carried a crew of 10 officers and 165 enlisted.”

And for matters pertaining to her active service, we get this from Joe: “She was christened by Agnes Steele, the daughter of the mayor of Helena, [Montana]. The ship saw action in the area around Cuba during the Spanish American War. She then departed Boston in November 1898 en route to the Philippines via the Suez Canal to help put down the Philippine Insurrection. The ship remained in the Far East for the rest of her life serving either in the South China Sea or the Yangtze Patrol. She was decommissioned at Cavite, [The Philippines], in 1932 and sold for scrap in 1934.”

Dave states that *Wilmingon* lasted much longer “being re-designated *IX-30* at the beginning of World War Two and even escorting an Atlantic coastal convoy before taking up her principal WW II function as training ship (renamed *Dover*) for armed guard personnel. [She] was not sold until December 1946.”

All three replies indicated that these gunboats were designed for service in the Far East on the Asiatic station but saw their initial service in action against the Spanish around the Island of Cuba. But only Dave alludes to the special characteristics surrounding this design. Their hull forms were designed to limit their draft for work far up the rivers of China. As such the area of the hull around the propellers was configured to form two tunnels. Also, according to Dave, the rather oddly shaped configuration “of conning tower below the fighting top on the mast (there was only one)” provided a bulletproof observation point “so that the conning officer could see above the banks of the Chinese rivers.” From a set of arrangement plans I found in the Transactions Society Naval Architects and Marine Engineers, Vol. 2 1894 we can see the dual propeller tunnels. This feature keeps the tip of the propellers more than one foot clear of the keel. The armored conning tower is there to see as well as unusual three in-line rudder arrangement, which must have made turning an affair to remember, but very necessary to turn a high aspect-ratio hull in the narrow confines of a river.

Let’s look closely at the clues to this Mystery Photo and see if we can decipher what is happening and why. At first glance we see a vessel ostensibly lying at anchor. But what is wrong with this observation? All you ex-ship drivers out there can correct me, but usually vessels are anchored such that they can swing by the bow from the mooring as the tide changes. If this is the case, then why is the anchor pull perpendicular to the longitudinal ship’s axis? And why does the wind make the jack and the ensign blow parallel with the anchor chain and to port? Does this indicate that a stern anchor is set holding the vessel in this position? How long do you think it would take to drag one or both anchors? If they

were anchoring in a river, wouldn’t the crew set the bow and stern anchors to hold the vessel relative to the current; this, too, does not seem to be the case.

From the lack of smoke at the funnel we have to assume that the coal-fired power plant is secured. This would be dangerous if the vessel was at anchor in unprotected water. So the conclusion must be she is protected either at a pier or in a dock from the sea, current, and tide. Now look at the sailors on deck. Notice the color of their uniforms? I know the image is dark but you cannot mistake the winter navy blue uniform.

The only conclusion to derive from these clues is that *Helena* is in lay-up, probably a winter lay-up like the Hudson River towboats made at Roundout Creek, to avoid damage from ice and ice flows. The caption that accompanies the image I found at Navsource on the Haze-Gray website states that *Helena* is “at winter quarters in a mud dock at Newchwang, China.” The year is 1903. The on-line image is clear enough to see the vessel floating in a mud dock. A companion-way reaches from the hull near the ship’s boat on the davits to the edge of the dock. The water in the dock may freeze but at least there won’t be enough ice to damage or crush the hull.

While these gunboats sailed to the United States Naval base in Cavite for regular dry dock and maintenance work, they remained, with some exceptions, on station in China and the Far East for the balance of their service life. This necessitated extreme measures as well as practical and economical means, to ensure the warship remained a credible force to “show the flag.”

Not knowing China’s geography as well as our recent traveler to China, Joe McCleary, I searched for a map of China that contained the Liao river or Newchwang, City or Province. A site generated by a Google search informed that the city of Newchwang is now called Yingkou. The map I found on EnCarta shows the proximity of Yingkou to the mouth of the Liao. From half a world away, it seems close enough for me.

And now you know the rest of the story...

John Cheevers

MINUTES



HRSMS Monthly Meeting
November 12 2004
Host, Heinz Schiller

The meeting was called to order by the Skipper.

The Skipper thanked Dave Baker for chairing the November meeting. No guests were recognized.

Corrections to the minutes was the next order of business. Bob Comet stated that Jack Bobbitt would be giving the

(Continued on page 4)

ITEMS TO BE AUCTIONED AT THE DECEMBER MEETING

From Joe McCleary:

-Seventy-five numbers of MODEL SHIPWRIGHT, from #21 (Sept. 1977) to #96

(June 1996).,- Two bound volumes of MODEL SHIPWRIGHT, #s 13-16 (1975) and 17-20 (1976)

-Seven books: MODEL BOAT PROPELLERS (MAP Books), STEAM ENGINE DESIGN, POWER MODEL BOATS, USING THE SMALL ENGINE LATHE, CARE AND OPERATION OF A LATHE. RUNNING AN ENGINE LATHE, ELECTRO PLATING AND ELECTROFORMING,

- Box of Miscellaneous small motors and a few gears, - National Park Service set of plans for the Civil War Gunboat U.S.S., CAIRO ("this set is HUGE")

- Small Canvas Tool Bag

From Jack Bobbitt:

- Chrome-plated jeweler's saw, - other items for which Baker lost the list

From Greg Harrington:

- Artesia Latina kit for Morgan Whaleboat

From John Cheevers:

- Drafting materials and mylar sheets

From Dave Baker:

- 1/350-scale plastic kit for the aircraft carrier ESSEX (CV-9) (\$25.00 minimum)

From Allan Frazer:

- Rolling mill for converting wire into flat strip for fittings (\$25.00 minimum)

- Art prints: U.S.S. BULKELEY, DDG-84, signed by artist Tom Freeman, YACHT RACE--with large sailing warships, BATTLE OF THE IRONCLADS, Carl G. Evers for NOAA, 1977 (MONITOR and VIRGINIA), CITY OF KEANSBURG --Original poster, ca. 1930s (\$25.00 minimum), EIGHT BELLS, Montague Dawson; square-rig ship, color (\$15.00 minimum), ROYAL RACER; Montague Dawson; modern sailing yacht (\$15.00 minimum), OCEAN RACER, Montague Dawson; modern sailing yacht (\$15.00 minimum), PEKING, George F. Campbell, autographed by artist; B/W print ((\$10.00 minimum), UNNAMED CLIPPER SHIP, Kipp Soldwedel, autographed by the artist to Alan Frazer, ca. 1970), MARINERS' MUSEUM SHIP MODEL

COMPETITION; poster, 1985 Four A-D Louis Feuchter paintings, Mariners' Museum Reproductions (\$15.00 minimum for entire set), WATERMELON SCHOONER AT PRATT STREET, Ca. 1930, Bugeye LIZZIE J. COX, Skipjack JESSIE PRICE

Schooner MATTIE F. DEAN (has small tear), BRIG NEWSBOY, George F. Campbell, from MODEL SHIPWAYS, ca. 1980s

PLANS:

ST. LAWRENCE II, Sea Cadet Training Brigantine, Kingston, Ont., early 1960s: 15 sheets (\$45.00 min.), ALMA, Steam Schooner; 5 large sheets (\$25.00 min. bid), WAPAMA, Timber Schooner, 10 or more sheets from set of 13, very detailed (\$25.00 min.), D.D. CALVIN, Great Lakes

Steam Lumber Drogher, 1883; 3 sheets (\$10.00 min.), SABINO, small day steamer now at Mystic Seaport; 3 sheets incl. hull framing (\$10.00 Min.), CUTTY SARK, official restoration model dwgs. by George F. Campbell (\$10. min.), New Bedford Whalers (\$5.00 min each set or \$20. 00 for all five), JOHN R. MANTA, schooner, 2 sheets, ca. 1904-1925, CHARLES W. MORGAN, 2 sheets

SUNBEAM, bark, 2 sheets plus "typical" belaying pin plan, Hermaphrodite Brig VIOLA, 2 sheets Mast and Yard Details, Typical Brig, 2 sheets, SMITH K. MARTIN, schooner, 1930s, 5 sheets (\$5.00 min.), PACIFIC, Mississippi River Train Ferry, 8 sheets by Alan L. Bates (\$5.00 min.), ELSIE, schooner, sheet one of 3 from Model Shipways kit, OWLS HEAD, NY City Sludge Tanker, negative and positive photostats of plans; handsome ship for nasty job,

- set of place mats of Gordon Grant watercolors; incomplete set

Books:

SHIPS AND SEAMEN OF THE AMERICAN REVOLUTION, Jack Coggins, 1969; excellent cond. (\$20.00 min.), NAVY BOARD MODELS 1650-1750, John Franklin; Conway, 1970; mint cond., autographed to Alan Frazer (\$30.00 min.), PRISONER OF WAR MODELS, Ewart C. Freeston, USNI Press, 1970, Mint condition \$30.00 min.), ADMIRALS IN COLLISION, Richard Hough, 1959; excellent cond., HISTORY OF THE ROYAL NAVY, Peter Kemp, 1969; mint. condition, (\$20.00 min.), MODELING THE BRIG-OF-WAR IRENE (British GRASSHOPPER), E.W. Petrejus, 1970; near-mint copy (\$20.00 min.), SHIPS OF OTHER DAYS, Edmund Sears Sayer, 1930; one of 1,000 copies, THE STORY OF THE U-505, Museum of Science and Industry, Chicago, 1975

From Bill Caldwell:

--Several sets of model plans

-- Wood

Please note that the above list is not exhaustive. Members having other items they no longer need, or that they are tired of hiding from their wives, should feel free to bring them along.

Dave Baker

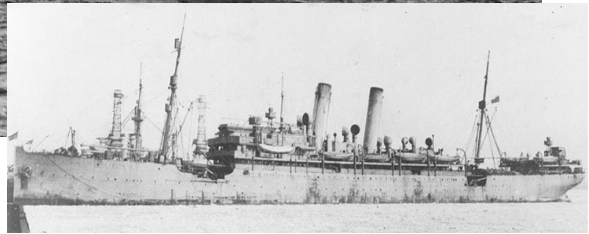
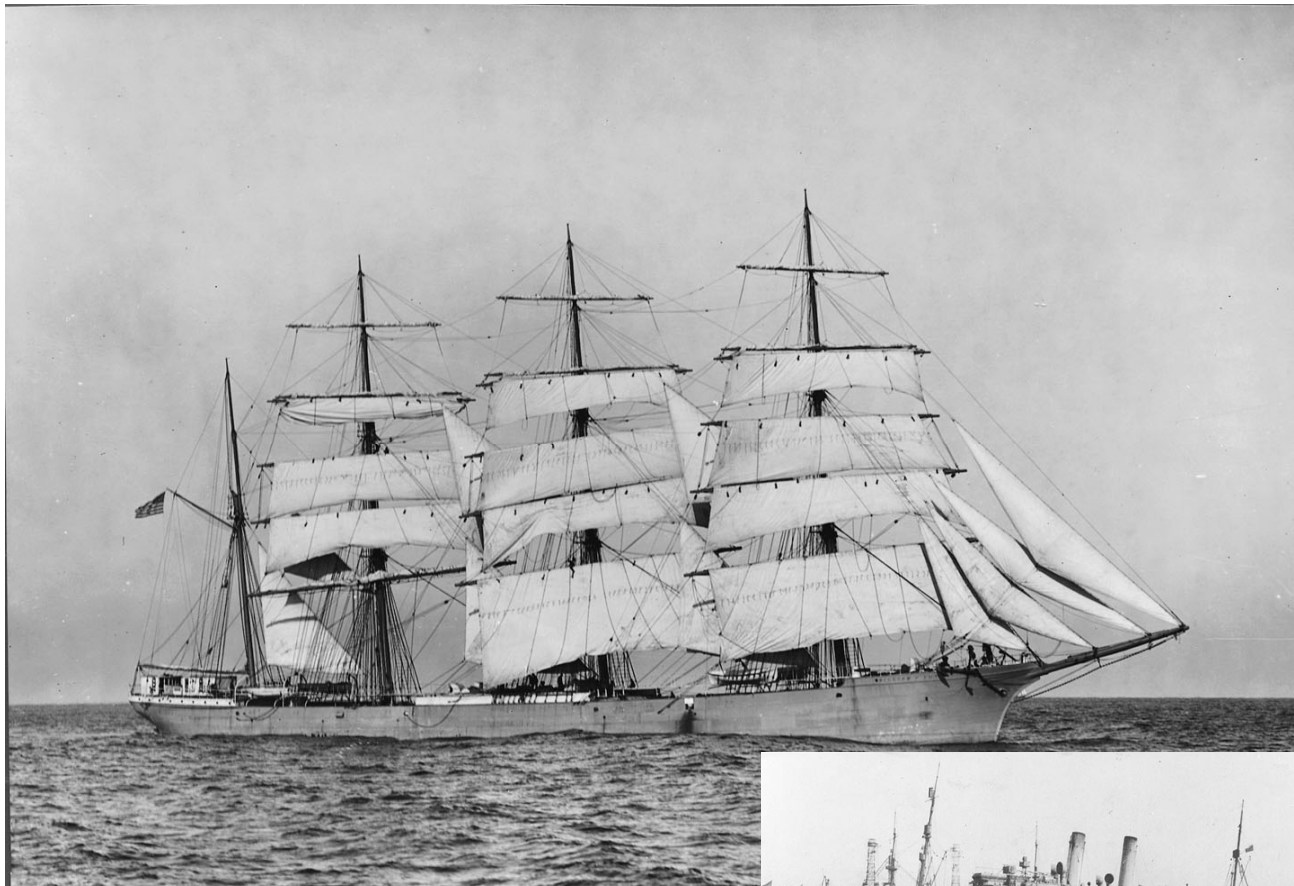
(Minutes—Continued from page 3)

presentation on "lap Strake Boats" at the January meeting, not Joe McCleary as noted in the Logbook. Alan Frazer did not give a report on the Mariners' Museum Boat Show as he was not present.(This information was excerpted from an e-mail and erroneously included in the minutes.)

A Purser's report was given.*

The Webmaster, Greg Harrington, detailed changes to the web site including improving operability with both Netscape and IE and the addition of a form so members can post their personal library holdings to the members area.

(Continued on page 5)



CLUE

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

(Minutes—Continued from page 4)

Old Business: Joe McCleary gave a report on NRG Conference preparation activities. Funds* were appropriated for the design of conference poster project by voice acclamation. Joe reported that he received a call from Bob Freedman about possible conference participation by a group from Maryland. Bill Clarke will investigate.* Joe also discussed funds from the NRG to support the conference. He also noted that the Washington Ship Model Society will host 2006 NRG Conference and the Ship Model Competition will be held at Naval Museum. He then gave a report on the Portland Conference. The members were reminded of the auction and asked to clean out their closets. Bob Comet gave the results of the training survey and read a list of topics to be covered. Greg said that he could post presentation notes on the web site.

New Business: Taubman Plans Service has been sold to Loyalhanna Dockyard. Bob Comet reported that a Bob

Morman needed restoration work on a model he owns. It was suggested that he contact Bill Altice.

Show & Tell: Pat Mearthy showed some of the books and photos in his personal library. Jack Bobbitt showed a jig to bend brass tubing for the stern davits for his George Lavender. Graham Horne showed clamps and a vise and his process of affixing thin metal to wood for shaping. Bob Comet showed a beading box for small parts found at Wal-Mart in the craft section. Eric Myall showed strops he made for the members and detailed their use. Joe McCleary showed several books, a set of small round nosed pliers and a pouch for small chisels. He the showed slides from his trip to Portland Me.

The meeting was adjourned to a presentation on “Making Model Human Figures”, by Bob Comet

NOTABLE EVENTS

DECEMBER

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

JANUARY

- 1-2 Antique Tool Show - The Showplace, Richmond Va.
14 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers, "Lap Strake Boats", Jack
Bobbitt
14 -15 Cabin Fever Model Engineering Ssow, York Pa.

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:

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.
12 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

Next Meeting

Date: December 10, 2004

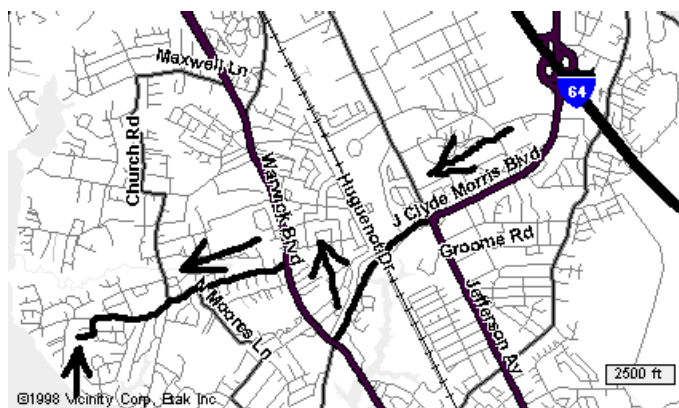
Time: 2000 Hours

Location: 69 Queens Court
Newport News, Va.
(757) 599-0557

Host: Jack Bobbitt

From I-64 go west on J. Clyde Morris Boulevard to Warwick Boulevard. Turn right on Warwick, proceed to Hiden Blvd. Turn left on Hiden. After Hiden Blvd. narrows, turn left on James Landing Road and proceed to Queens Court. Turn right on Queens Court. Number 69 will be several blocks down Queens Ct. on the right.

Please call if you are planning to attend.



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



From: <http://www.tricoastal.com/virginia/>

Thanks

The members would like to thank Heinz Schiller and his wife, Mareke for hosting the November meeting.