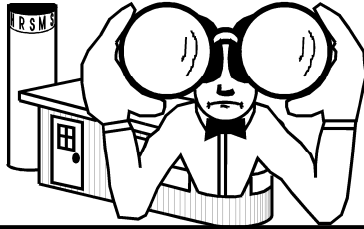


## From the Pilothouse



NOW DO YOU HEAR THERE FORE AND AFT -

Many thanks to Jeanne and Jack Bobbitt who continued their tradition of hosting the December meeting in their lovely home. The refreshments were delicious as usual. We had 28 members present for this meeting. Old timers say that this was not a record turnout, but it must have been pretty close. There were members there who we have not seen in months. The big question is, was is the refreshments or the auction that was the big drawing card? We had an abbreviated business meeting so that we could move on to the scheduled auction.

We voted two new members into the society: Mark Foster and Charles Landrum. Welcome aboard gentlemen. We also had a first time guest, Ron Lewis, who is a model builder and a docent at The Mariners' Museum, where he, along with Vince Scott, is an expert on the Crabtree Collection. We look forward to seeing more of Ron in the future.

Don Preul attended the meeting as a guest, and presented the prototype of a model of USS Monitor and CSS Virginia to be used as a favor at the NRG Conference in

*(Continued on page 2)*

Our Skipper and friend, Joe McCleary died on December 30th 2004. Mate, Dave Baker spoke for the HRSMS at Joe's memorial service held on January 2, 2005. The text of his remarks is included in this issue. Joe's wife, Helen sent a note to the HRSMS and it is on page eight. Joe's obituary may be viewed on-line:  
[www.legacy.com/dailypress/LegacySubPage2.asp?Page=LifeStory&PersonId=2986282](http://www.legacy.com/dailypress/LegacySubPage2.asp?Page=LifeStory&PersonId=2986282)

## Mystery Photo



Mystery Photo #222, this month's two-part puzzler guarantees the player loads of fun and ample reward for his effort! Not only are we tasked with solving the Mystery Photo, but a clue as well. Funny thing about clues: they're very subjective, yet they are often taken out of context with the puzzle. Even funnier is the reaction you might have once the clue is unraveled – you know, when you cup your hand to your forehead and exclaim: "It was right in front of my face the whole time!" What sort of bias is the presenter showing with this clue?

Apparently it's straightforward! To solve for the clue is to solve for the Mystery. I should heed this advice. I solved the clue but failed to follow through with the logic and solve for the Mystery. In other words, I identified the ship in the clue but didn't connect it to the four-masted bark. I overlooked one pertinent piece of information; desperate, I called Tom for help. More on that, later...

Poet Jeanne Robert Foster, in an ironic reflection of the posed Mystery vessel, wrote: "I saw her first abreast the Boston Light, At anchor; she had just come in..." as she began what amounts to a eulogy for the steel-hulled sailing bark *William P. Frye*. This bark, our subject, unwittingly figured prominently in events leading to the United States involvement in the Great War. The story that unites this vessel with our clue reveals a case of international intrigue and drama, with local highlights; it's gripping, historically significant, and worth (re-) telling.

The story begins July 13, 1901, on the banks of the Kennebunk River with the launch of a steel-hulled four masted bark christened *William P. Frye* at the Alfred Sewall & Company shipyard in Bath, Maine. Named after an influential (Maine?) Senator, it was built at a cost of \$150,000, with dimensions of: 332'-4" length × 45'-4" width × 26'-2" depth, and with recorded tonnage figures of 3374 GRT and 2998 NRT; a fair size for a vessel of her type and a giant when compared to her predecessors – those much lauded,

*(Continued on page 2)*

## NOTICE

THE JANUARY 2005 MEETING WILL BE HELD ON  
FRIDAY JANUARY 21, 2005

(Pilothouse—Continued from page 1)

November. The membership voted to accept the prototype. Club members have to assist in assembly, painting and mounting this model. Dave Baker and Tim Wood are heading up this project and may be contacting members to assist in the work.

Peter Danks, who hails now from Scotland (though he is originally English), and is one of the presenters at the NRG Conference, sent CD-ROM of some of his work to give an idea of what he will speak about at the conference. Because of the auction, we did not get a long time to look it over, but we will go through the CD again in January at a more leisurely pace. Peter's work looks to be excellent and his presentation work is very professional. He plans to make his presentation by power point rather than by slides, which will be a first for an NRG Conference. The speaker from NOAA, Jeff Johnston, who will be speaking on Monitor archaeology work, will also use power point.

We also had a brief show and tell session that included passing around the extensive Loyalhanna Dockyard catalog that was lent by Eric Myall. These people have an extensive stock and an excellent reputation according to members who have dealt with them. The catalog is expensive, but you can see review their entire stock on-line. Loyalhanna has just recently acquired Abe Taubman's stock of plans, which are now also offered on the web site.

Many thanks to First Mate Dave Baker who once again officiated as the auctioneer for our second club auction. Eric Harfst was also good enough to act as treasurer again. There was some spirited bidding for some of the items offered. At the end we took in a nice bit of change to add to our club coffers. More importantly, a large number of members acquired some very useful tools, books and plans at a reasonable price.

I hope everyone had a great holiday period.

THAT IS ALL

Joe McCleary

Received 12-23-04

---

## CABIN BOY NEWS

Astrophysicists at the Hampton Regional Scientific-Meteorological Society recently announced the discovery of a Black Hole for Ship Models. A senior scientist stated at a recent society meeting, "Once a model enters the black hole it will never be seen again." The exact location of the Black Hole has not been disclosed, but it is believed to be east of York County Virginia and north of Hampton Virginia.

(Mystery Photo—Continued from page 1)

wooden-hulled clippers. Fitted with a steel hull, masts, and yards, the ship carried double top- and topgallant sails and royal sails, almost 45,000 square feet of sail! She truly represented the pinnacle of sail-powered design.

Built for service in the family business, the same Alfred Sewall & Company that built her, she was among the last and largest steel barks built. She was constructed at a time when many American shippers had either switched to steam-powered vessels or sailing vessels carrying a schooner rig. In fact, the Sewall shipyard was the only American shipbuilder to build this anachronistic design and one of the very few American users of the type. *William P. Frye* followed an older and better known sister *Dirigo* – the first steel-hulled square-rigged vessel built in the United States. Another sister, *Edward Sewall* (built, 1899), was stranded in Norfolk, Virginia in 1916. When she joined the Sewall fleet, she proudly carried an American registry and, once placed into service, began her brief, 14-year life as a general cargo carrier.

The romantic notion that some revisionist historians foster equating these mighty sailing vessels with the romance of the sea can be set aside when we look into the vessels' service records. For convenience, only *William P. Frye's* record will be examined. Over her twenty-three voyages, she alternated her cargoes carrying coal, sugar, case oil, general bulk, and twice she shipped grain; not very glamorous work, but better than average. The primary cargo for these ships was coal, nitrates, and guano. It is interesting that these vessels were still able to turn a profit and ironic that they did it schlepping around raw material, not finished goods.

*Frye's* charters carried her from the major cities along the East Coast to San Francisco and other West Coast cities and points as far West as Shanghai, China. These voyages typically included a trip around Cape Horn and averaged 145 days in length. It was her last cargo, a shipment of wheat from Seattle, Washington destined for Queenstown, Falmouth, or Plymouth, England, that sealed her fate.

Meanwhile, on the other side of the pond, a different type of vessel was taking shape at the Stettiner Maschinenbau A.G. Vulcan shipyard in Stettin, Germany (now a part of Poland.) Christened *Prinz Eitel Friedrich*, after Kaiser Wilhelm's second son, on June 18, 1901, this 14,180-ton ship was designed as a coal-fired, two-stacked steam powered liner. A handsome ship in its own rite, she began service ferrying passengers across the world's oceans with the Norddeutscher (North German) Lloyd Line in 1904.

If the Archduke of Austria-Hungary, Franz Ferdinand, had never been assassinated in Sarajevo on June 28, 1914, by Gabriel Principe, a member of the Black Hand, a Bosnian nationalist group, these two vessels might never have crossed paths. Following the murder, sabers rattled. When political negotiations collapsed, the European nations joined forces based on complicated treaty and marriage arrangements and war ensued. It soon became clear that hostilities between the Allied and Central Powers was not going to end as quickly as first thought. When the initial land

(Continued on page 3)

(Mystery Photo—Continued from page 2)

campaigns stalled, England and Germany made plans to control events at sea.

Both navies began to intercept each other's and neutral shipping. England, with the larger navy, had better control of the sea lanes and was able to steer ships carrying contraband cargo bound for the Central powers into allied ports, seize the cargo, and intern the vessel. Germany, on the other hand, with a much smaller navy and lacking quick and easy access to favorable ports, initially chose a different strategy. They opted to destroy vessels intercepted near Allied waters using surface warships and u-boats after allowing their crews to abandon ship. In the South Atlantic, Pacific, and Indian Oceans they chose to intercept and destroy allied shipping while, for neutral ships trading with the Allies, they chose to destroy the cargo and then release the vessel. For this action vessels like the liner *Prinz Eitel Friedrich* were converted to armed raiders.

Since both countries traded with the United States, popular sentiment quickly became contentious as both sides sought to entice the Americans into entering the war on their side. As the situation on the European continent worsened, the naval war got uglier. Germany, faced with mounting warship losses, issued, in February 1915, a proclamation stating that merchant ships bound for England could be destroyed without warning. This change of tactics ultimately helped America enter the war on the Allied side. But this is getting ahead of our Mystery...

When hostilities began, *William P. Frye*, commanded by Captain H.H. Kiehne, the previous first mate, was in the middle of an east to west crossing of Cape Horn while *Prinz Eitel Friedrich*, under the command of Captain Max Thierichens, was in the Far East. As the bark continued her sail, the liner was hurriedly converted to an armed cruiser with the addition of 4 - 105 mm guns donated by the gunboats *Luch*, and *Tiger* at Tsingtau in China.

Following her conversion, the armed cruiser joined Vice Admiral Graf von Spee's East Asia Squadron, which sailed the South Pacific intent on intercepting and destroying enemy shipping. Their voyage brought the squadron from the Far East to the west coast of South America as they searched for new targets. There, on November 1, 1914, off the coast of Chile at Coronel they joined in battle with a British squadron commanded by Admiral Sir Christopher Craddock and decimated it.

After the German victory, von Spee led his force to the port of Valparaiso and a hero's welcome from the local German population. After coaling, victualling, and refit the squadron set sail for Port Stanley, in the Falkland Islands with the intention of capturing the British radio station and coaling depot there before heading north to refuel in the Plate Estuary. Meanwhile, news of Craddock's defeat reached England where a much stronger force commanded by Vice Admiral Sturdee that included two Battle cruisers set sail to intercept and destroy von Spee's fleet.

On December 8, 1914, von Spee's force was surprised to find Sturdee's force anchored at Port Stanley, but through a series of errors lost the advantage. In the ensuing battle, Sturdee avenged Craddock by decimating the German

squadron, which lost four of its five cruisers. The loss of the raider squadron and the few far-flung coaling centers brought a rapid end to German commerce raiding.

*Prinz Eitel Friedrich* escaped destruction at the Falklands and she and other survivors set sail independently. Realizing that rounding the Cape of Good Hope would be suicide, Captain Thierichens backtracked to Easter Island for supplies and then rounded the cape again, re-entered the South Atlantic and headed north to make history.

On November 6, 1914, *William P. Frye* sailed from Seattle with a cargo of 5034 tons of wheat bound for England. On January 27, prior to the German Proclamation, the *Frye* was intercepted by the German raider in the South Atlantic off the Brazilian coast. Upon inspection of the manifest, the German captain ordered the American vessel to jettison its cargo. The following day, the German captain noted that the disposal of the wheat had not been completed, so he ordered the ship's destruction. The crew was taken off and dynamite was rigged to blow out her hold. Images made from the raider show the vessel settling by the stern. Her scuttling is recorded at 29°45' S and 24°50' W.

It's interesting to note that Captain Thierichens chose to scuttle the bark instead of giving the crew more time to empty the vessel's hold and then release the ship and crew. You have to ask whether the beating by the British in the Falklands and general war weariness changed his perspective. The professionalism of the German captain surfaces when the American captain refused to strike *Frye's* colors intending to have the bark go down with the American ensign flying high. The German captain ordered the boarding party to retrieve the flag, which he subsequently presented to Kiehne. The sinking of the *William P. Frye* was the first such loss inflicted on American shipping in World War I.

Including *Frye*, *Prinz Eitel Friedrich* accounted for 11 ships sunk – five British, four French, and one Russian – totaling 33,424 tons. But after 7-months at sea wear and tear was beginning to take its toll; the raider was running short of supplies, and her increasing number of prisoners exacerbated the problem of feeding both the crew and her captives. As a

(Continued on page 4)

---

## MINUTES

---



**Minutes of Hampton Roads Ship Model Society  
December 10, 2004**

**Held at the home of Jack Bobbitt, Newport News, Virginia  
Hosted by Jack and Jeanne Bobbitt**

**Meeting Called:** 20:03 by skipper Joe McCleary  
**Meeting Adjourned:** 20:45

**Treasurer's Report:** Report was given. A listing of members with outstanding 2004 and earlier dues was given to the skipper. Those who are outstanding will be contacted.

(Continued on page 7)

(Mystery Photo—Continued from page 3)

result, Captain Thierichens decided to enter the American port of Newport News, Virginia on the eastern coast of America on March 11, 1915. The ship and crew were interned there, but later the vessel was moved to Philadelphia.

With America's formal entry into the war the ship was seized on the April 7, 1917, and converted for service as a troopship. Commissioned on May 12, 1917, and renamed *De Kalb* (ID # 3010), she loaded her first contingent of U.S. troops bound for France one month later. Following service in the war, and a minor fire in 1919, the US American Lines Inc. bought the ship in 1921. She was renamed *S.S. Mount Clay* and served for 3 years. After a long lay-up, the vessel was broken up in 1935.

I suppose by now you are wondering what the pertinent piece of information was that I missed. It was a simple one sentence entry that captioned the *Prinz Eitel Friedrich* photos located on the Naval Historical Center's web site that read: "Among her victims while in the latter role was the schooner *William P. Frye*, captured on 27 January 1915 and scuttled the next day, the first U.S. flag vessel sunk in World War I." Now, I could pick this sentence apart. I could say that I discounted it because I was looking for a 4-masted bark not a schooner. I could say other things; but the fact is, I just missed it.

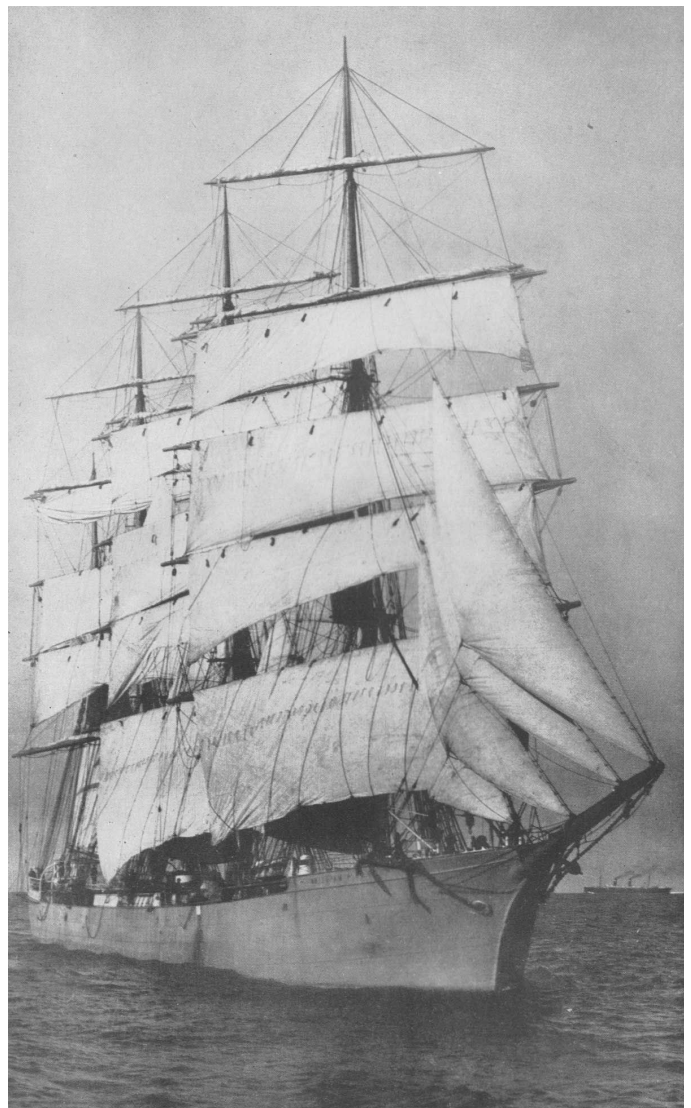
Bob Comet was the only sail-bent seafarer willing to put it on the line and supply this columnist with a guess - a guess for the Mystery, not the clue. I suppose it was the Holidays that caused the low number of responses. Even though Bob's guess is incorrect, it is packed full of great data. He begins: "In Bjorn Landstrom's [Sailing Ships](#) is a line drawing and description of the ship (or rather [a] four masted bark) that I believe is shown in the last Mystery Photo. The bark is the *Pommern*, launched in 1903 as the *Mneme* in Glasgow for a German owner." Bob is keenly aware of the great efforts ship owners made to keep sailing ships profitable: "Her three square-rigged masts are all of the same length, and yards and sails can be exchanged between masts. The yards are hoisted with steam winches, and the lower yards are checked with brace winches. This represents the effort on larger sailing vessels to simplify the rigs as far as possible so that they could be sailed with as small a crew as possible and compete with the steamships."

Bob's second reply details *Pommern* and her career. Physically very similar to *William P. Frye*, her dimensions are: length 312', width 43', depth 25', length of main mast 164', crew size 26. Her primary cargos were guano and grain, which Dave Baker would call pre-guano. Geesh: a bark built in England for a German owner in 1903, given to Greece after World War One as reparation, then sold to Finnish interests and renamed *Mariehamn*. Made her last voyage just prior to World War Two, then used as a grainery in Stockholm, she survives today as a museum in the city Mariehamn. Sounds a lot like our Mystery vessel; that's what I call a small world.

Circumstance sometimes unites unlikely players in events that are far removed from their intended tasks; a liner hastily converted into an armed cruiser and a sailing bark willing to risk capture to deliver contraband into a war zone. The first vessel was destined to serve against her home

country and the second vessel paying the ultimate price. Finally, Jeanne Robert Foster closes her eulogy for *William P. Frye*: "Never again she'll head a no'theast gale, Or like a spirit loom up, sliding dumb, And ride in safe beyond the Boston Light, To make the harbor glad because she's home."

John Cheevers



William P. Frye

## JOSEPH R. McCLEARY

The members of the Hampton Roads Ship Model Society, of which Joe McCleary was “Skipper,” knew him as a wise, witty, and utterly dependable friend, always read to share his vast knowledge of model building and maritime history. He was a widely-acknowledged master at the art of ship modeling and wrote extensively on the subject, principally in the pages of the quarterly Nautical Research Guild *Journal*. Joe’s approach to model building was a mirror of his approach to life in general: methodical, carefully thought out, and innovative; his creative use of ingenious special building jigs was especially widely admired. Joe didn’t just research his models, however; he also became deeply immersed in the social and economic context and the history of the ship he was building. A good example would be Joe’s model of the slave ship *Dos Amigos*, which he built for the Mariners’ Museum’s traveling exhibit on the slave trade that was later shown by the Smithsonian in Washington and also appeared elsewhere around the country. Joe studied the slave trade intensively and wrote about the subject with knowledge, compassion, and wisdom. Recently, he uncovered an unknown manuscript journal that had been kept from 1815 to 1819 by the Navy hero Oliver Hazard Perry and employed Perry’s detailed notes about the sloop-of-war U.S.S. *Peacock* to improve his model of the ship—and he also shared the results of his research in a scholarly 3-part article in the *Journal*. Joe was also an incisive book reviewer who pulled no punches but also gave due praise when it was called for. Indeed, anything that Joe wrote or built was a prime example of fine workmanship, painstaking scholarship, careful organization, and consummate skill.

Joe shared his rare talent and experience in ship modeling not only with our club members and the readers of the Nautical Research Guild *Journal*, but also with any and all of the visitors to the Ship Modeling Demonstration Booth at the Mariners’ Museum, where he volunteered his services all day every Tuesday; whether it was school children learning about Columbus’ ships, or people seeking advice in repairing a family heirloom, or a retiree looking for a challenging leisure-time hobby, Joe cheerfully helped them all. He also gave many informative and entertaining lectures on maritime subjects at the Mariners’ Museum and was frequently consulted by the Museum staff.

As “Skipper” of the Hampton Roads Ship Model Society, Joe ran a tight ship at the meetings and was also a major participator in the planning for the Nautical Research Guild conventions hosted by the Society, serving as the point of contact for the NRG, where he had served as a member of the board of directors. He was never too busy to respond to requests for advice or help, despite his heavy schedule of duties with the James City County Planning Commission and other organizations.

We tend, however, to think of people only in the context in which we ourselves experience them. There was a great deal more to Joe McCleary than his mastery of ship modeling. Joe served as an officer of the U.S. Navy from his graduation from Tufts University in 1963 to his retirement as a Captain in 1993. After rising through positions of increasing complexity and responsibility, Joe rose to command one of the Navy’s last non nuclear-powered submarines, the U.S.S. *Bonefish*, from 1976 to 1978. Even aboard the cramped spaces of the submarines he served in, Joe found time for model building among his heavy schedule of responsibilities.

After serving as chief of staff to the Commander, Submarine Force, Pacific, Captain McCleary had a number of important posts in Washington, D.C., starting in 1987, primarily in the sensitive area of the liaison between the Pentagon and the Congress, where his tact, patience, and broad understanding of human

nature were particularly useful. Joe's diplomatic skills, knowledge of intelligence matters, and reserves of energy were next put to good use at the U.S. Embassy in London, where he served from 1987 to 1990, initially as the U.S. Naval Attaché and then as the U.S. Defense Attaché. Joe rounded out his Navy career as Deputy Chief of Legislative Affairs for the Pentagon.

When he retired in 1993, Joe received a glowing tribute in the *Congressional Record* from Congressman Owen Pickett, who cited Joe's reputation for "consummate leadership, energy, and integrity, and also for his "brilliant" insight into military and legislative affairs. The Congressman concluded with the statement: "A man of Captain McCleary's talent and integrity is rare indeed." Those who knew and worked closely with Joe would wholeheartedly agree.

The Department of Defense also recognized Joe McCleary's immense value to his country, bestowing on him numerous awards, including the Defense Superior Service Medal, the Legion of Merit with two Gold Stars, the Meritorious Service Medal, the Navy Commendation Medal with a Gold Star, and the Navy Achievement Medal.

In 1994, Joe and Helen came to Williamsburg to retire—but didn't. Instead, Joe put his experience in political matters and his deep interest in land-use planning to work for the citizens of James City County, where he served on the Planning Commission since January 2001. Joe's lifetime habit of detailed and balanced examination of each project was of special value to the committee, and he chaired the steering committee that produced the unanimously-approved county Comprehensive Plan. Joe also served on committees that reviewed business zoning ordinances and on the county's Industrial Development Authority research and technology task force.

So, Joe McCleary was a man of truly outstanding capabilities and service to many different groups, from the family that he loved, to his neighbors in Graylyn Woods, to his volunteer colleagues at the Mariners' Museum, to his fellow ship modelers, to his dedicated and painstaking service to the citizens of James City County, and through his three decades of highly meritorious service to our country. We here all knew Joe McCleary as a valued friend, as a generous mentor, and as a leader in those pursuits that we shared with him—but we also need to know and remember with admiration and respect that his rare talents, experience, and generous spirit served all of us.

Arthur D. Baker III  
2 January 2005

(Continued from page 3)



**Members:** 25 members and guests were present when the meeting came to order.

Guests: Charles Landrum – 3<sup>rd</sup> meeting  
Mark Foster – 3<sup>rd</sup> meeting  
Ron Louis – 1<sup>st</sup> meeting  
Don Preul of J&D Productions

**New members:** This was the third meeting for both Charles Landrum and Mark Foster. Since they both indicated a desire to join the Society, all guests were asked to leave the room and after the usual ritual were welcomed in as the newest members. Pro-rated dues are due, gentlemen.

**Additions or Corrections:** Only one (which proves the worth of Tom's new digital voice recorder!) The Webmaster reported that the intention to place a member's ship plan/book listing on the member page is only in the planning stage at the moment.

**Pat on the back:** The skipper commended John Cheevers for an interesting Mystery Photo dealing with the gunboat *Helena* shown wintering in Chinese waters; and called for more members to participate in solving the monthly mystery.

**Web Master's Report:** Report was made of the final additions and alterations to the search index, and mention was made of several new 'mug' shots. Later that evening, I noticed more 'mug' shots in the making. If you want to put a face with the name the on-line roster is the place to go.

**Minutes:** In a break with tradition, in deference to the upcoming auction, the skipper deviated from the usual order of business and called for Show and Tell first.

#### **Show and Tell:**

- Alan Frazer lead the parade with a demo of his soon-to-be-auctioned item: a hand made rolling mill. Nice workmanship, someone will get a finely made tool. Also, he made available three photos of the Mississippi River train ferry *Pacific*.
- Charles Landrum showed a small lamp made by his uncle, I believe, from a .50-caliber shell casing fired by the *USS Arizona* at Pearl Harbor.
- Greg Harrington brought a book about the *S.S. Leopoldville* disaster (paperback.) it's a good read and he will loan it to anyone wanting to read it. Make sure he gets it back!
- Bill Fox read a news item stating how the Queen Mary II will reinforce its deck chairs, or more to the point, the chairs in the various bars and night spots. Seems they are collapsing at an alarming rate from unexpectedly heavy travelers. Some reports in other media claim the plus size crowd to be primarily American.

#### **Old Business:**

- The Skipper received a CD from upcoming NRG Conference presenter, Peter Danks, which previews his presentations. The skipper hadn't reviewed the disk and would report on its contents at the January meeting. It was noted that information detailing the up-coming Conference was due to the NRG by April, '05 in order of it to be published in the Secretary's news letter. Dave Baker reported on efforts to secure base material for conference mementos. Don Preul was on hand to show the prototype memento – very nice!
- Len Wine mentioned that a box of old club magazines was on hand for disbursement: First come, first served. Remainders will go to TMM library for their on-going book sale.

#### **New Business:**

- The Skipper formally mentioned two recent member illnesses. Ryland Craze suffered a heat attack and Eric Myall underwent elective surgery. Both members are on the mend; we hope to see them in the near future.
- For those interested in model machinery, models of machinery, machinery, objects made from steel and other metals, steam related items, etc the next Cabin Fever meet will be on the weekend of January 14 & 15 at the fair grounds in York, Pennsylvania.
- The Antique tool sale in Mechanicsville, Va. (outside Richmond) will be on January 1 & 2.
- It was reported that TMM will present an exhibit called 'Life's a Beach' in place of the more familiar Scale Ship Model Competition and show. Call Joe for details on 'Life's a Beach.'
- Motion was made and passed to renew the Society's membership in the NRG at the current level.
- Mention was made that the replica pilot schooner *Virginia* was christened on December 10, 2004. Go to the otter berth in Norfolk and see this vessel.
- Finally, Dave Baker gave a report on the current state of affairs at the U.S. Naval Institute concentrating primarily on changes to the publishing side of the house.

The business portion of the meeting was adjourned at 20-45 in order to get on with the primary focus of the evening – the Auction!

#### **Program: To Build A Ship Model**

- Postponed until January due to the auction.

#### **Third ever HRSMS Auction!**

Without wasting any time, but before turning the gavel over to auctioneer Dave Baker, the Skipper tried (unsuccessfully) to pass a motion designed to limit the field of active bidders by excluding members who missed the last two meetings from participating in the auction. When it was pointed out that he missed the October meeting, he quickly withdrew his motion.

(Continued on page 8)

(Minutes—Continued from page 7)

The remainder of the evening saw the membership and guests reduced to less than pack mentality as they maneuvered to outbid and outwit each other in pursuit of each coveted prize. As with all auctions, the bidding began slow and cautious as each bidder sought to identify the playing field. Were there bargains to be had? It depends on your perspective. I personally saw several members get great deals as posters, books, plans, kits, tools, raw material, and several odd objects slowly disappeared from the auction block. More than once the ruckus overwhelmed the auctioneer, and it took Herculean efforts to restore order. The dim must have been tremendous and reached its crescendo as Dave and Heinz dueled for the final offering.

Cashier Eric Harfst diligently recorded each transaction while the Skipper made sure bids from Eric and Dave were recorded properly (no insider hanky-panky here!) When it was all over and the dust had settled, it was reported that the event grossed \$700.00.

Following the auction, those in attendance feted royally on Jeanne's excellent party fare. It was nice to get reacquainted with old friends as several members who have been scarce as of late joined us for a little end-of-year merrymaking. Thanks go to Jeanne and Jack for providing another gracious and fun evening.

Submitted by John Cheevers (silent partner)

The Clerk would like to thank John for filling in during his absence.

---

## A Note From Helen McCleary

---

Jan 4 2004

Dear Members of the Hampton Roads Model Society,

Joe loved modeling. One of the main reasons was because of the camaraderie of the modelers.

For him the opportunity to share his knowledge and skills was very important. You gave him this opportunity.

His relationship with each member was unique, but his love of the club was even more than the sum of the parts.

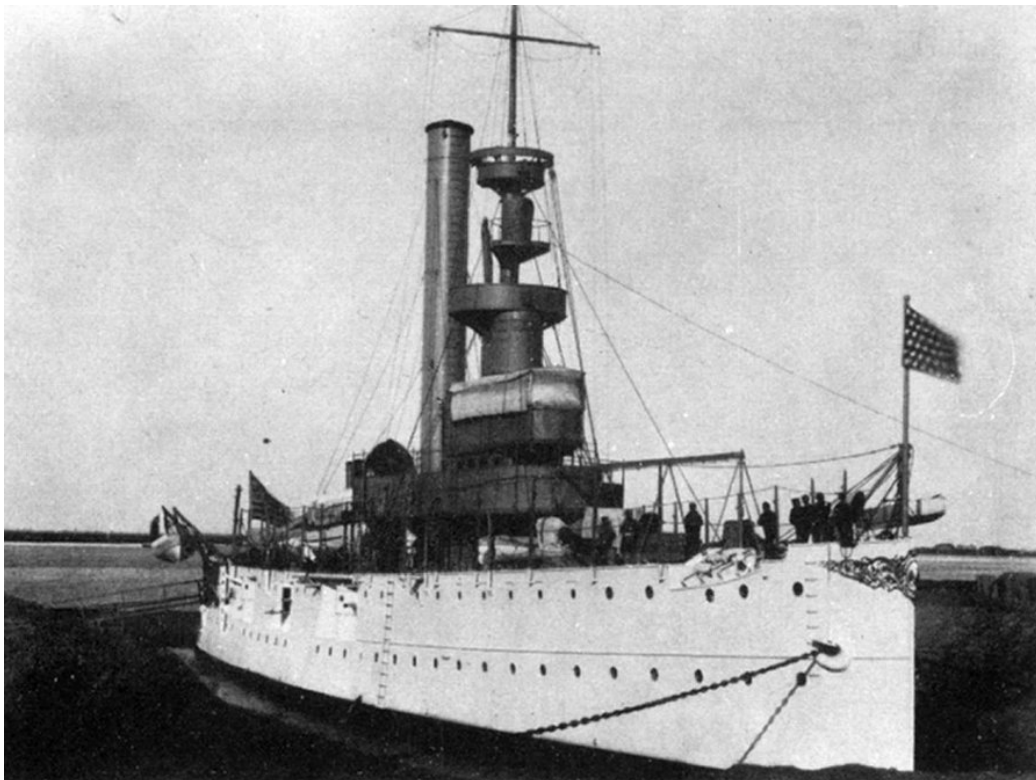
Thank you all for the beautiful floral tribute, for the speakers at his memorial service, for all the members who were able to attend, and for all who were there in spirit.

But most importantly, thank you for being a group that enriched both Joe's and my time in Williamsburg.

Sincerely,  
Helen

---

The photo below is the *Helena* and was provided with last month's Mystery Photo column. Due to space limitations, it was omitted.





**Mystery Photo Missing in Archived Copy of Logbook  
If you have a copy of this month's photo, please  
contact the Webmaster**

---

## NOTABLE EVENTS

---

### JANUARY

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

### FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker  
Election of Officers, "Lap Strake Boats", Jack Bobbitt

### MARCH

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood  
"Recommended Hand Tools for the Novice", Bob Comet

### APRIL

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Bob Baycar  
"How to Sharpen Tools" John Cheevers

### MAY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke  
"Types and Sources for Wood for Ship Modeling"  
Jack Bobbitt

### 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

### DECEMBER

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

---

**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

---

## Next Meeting

---

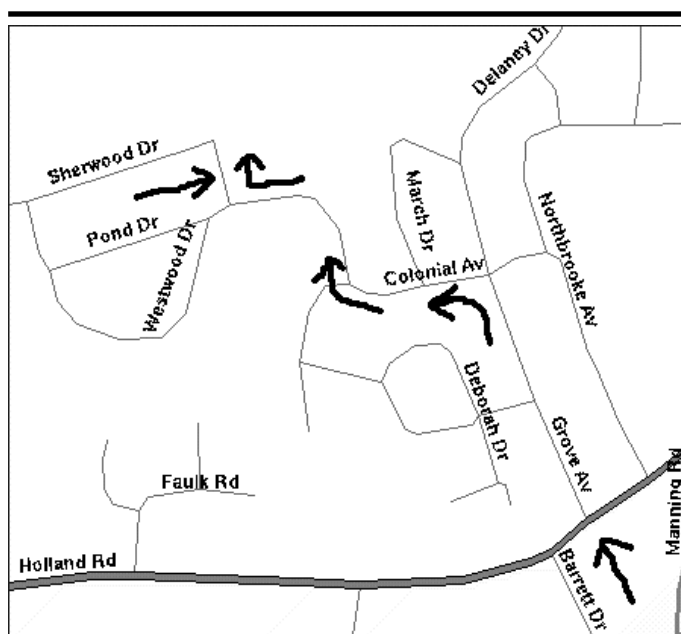
**Date:** January 21, 2005

**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. At 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.



---

## A SHIP MODEL FORUM

<http://home.att.net/~ShipModelFAQ/Contents.html>

---

## Thanks

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