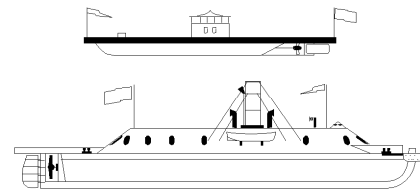


Hampton Roads Ship Model Society

Logbook



No. 227

WWW.HRSMS.ORG

MAY, 2005

MINUTES



Mystery Photo



HRSMS Monthly Meeting
April 8, 2005
Host , Bob Baycar

Guest: George Livingston, 3rd Meeting

The Meeting was called to order by the Skipper at 2000 hours.

After informing George Livingston that he was now eligible to join the HRSMS and receiving an affirmative reply, he was asked to step out of the room while the members conducted the ritual voting. George returned to the room and was welcomed as a new member.

The minutes were approved as published. However, Alan Frazer commented the he was not going to give a presentation on the Virginia Sloop as indicated under Notable Events. Bob Comet said he would be forwarding an updated presentation schedule to the Logbook editor.

Pursers' Reports were given. John Cheevers noted cash on deposit (\$3953.76) and Eric Harfst gave the status of opening new accounts and related that the Patriot Act has added difficulty to the process.

Greg Harrington gave a Webmaster's report. He detailed changes to the Members Page

Old Business: Dave distributed copies to the minutes of the Conference Committee to the members of that committee. Heinz Schiller gave information on a proposed ladies tour. Dave said the next meeting of the Conference Committee

(Continued on page 4)

Mystery Photo #226: Like a scene straight from Clarke's (Gulliver's) travels, the local peasantry tries desperately to push the evil, beached creature back into the sea; all the while, fearing swift and brutal retribution if they awaken the sleeping giant. In a mysterious way, this vessel reminds me of some mechanical beast created for science fiction; something from the mind of a mad scientist. It has a Jules Vern/ Wild, Wild West/ Willy Wonka-ish quality about it with all the giant gears, flywheels, swinging arms, and appendages. Did this submission terrify or delight our good modelers?

This photograph certainly highlights the fact that most vessels are built for very specific purposes. What an odd looking and purposeful vessel this is. What an interesting and challenging modeling project. What a great photograph! Here we see what is known as a ladder or bucket type dredge resting high and dry, more than likely, receiving a thorough hull cleaning. You can see from the shoreline that the tide is out. You can also see that the vessel has a fair amount of draft when ballasted down to her working waterline. Aside from what seems to be a missing bucket, probably the most important observation concerns the vessel's remarkably good condition. The assumption to make here is that our vessel must be relatively new. Any age on a working vessel of this type would reveal great wear and tear.

But, what is a dredge? The dictionary defines a dredge as "a large floating device for underwater excavation." According to one web site, a "dredge combines the four basic principles of mining: digging, classifying materials, [mineral] saving, and disposing of waste materials or tailings." A more detailed description describes ours as: "...a combined excavating and concentrating plant [looking] like an animated houseboat. An endless chain of mammoth steel buckets – a hundred or more, each weighing more than a ton – digs the

(Continued on page 2)

NAUTICAL RESEARCH GUILD CONFERENCE

Hampton, Virginia
November 4 - 6, 2005

(Mystery Photo—Continued from page 1)

gravel [or bottom spoil] and delivers it to the upper end of a revolving screen through which [ore] laden gravel passes to tables or riffles. The oversize gravel is discharged onto an inclined belt-conveyor called the *stacker*, which carries it to the tailings pile.” So we can safely say that a dredge is a vessel or barge equipped with machinery that excavates material from the bottom of a waterway either to harvest minerals or to construct and maintain navigational channels. Craney Island, Portsmouth, Virginia is built with the dredge spoil cleared from the shipping channels in Hampton Roads.

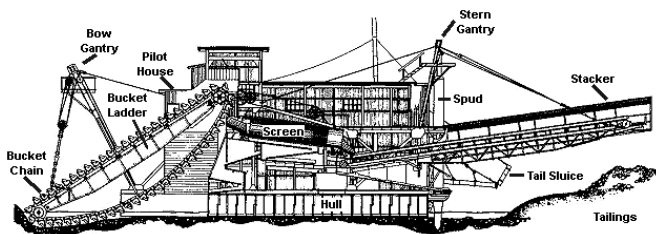
The heart of this machine consists of the dredge ladder and bucket chain. The ladder is a reinforced steel girder with sprockets at both ends around which the bucket chain rotates. The upper end is fixed and acts as a pivot while the lower end is raised and lowered via lifting tackle located in the gantry. The buckets in the chain dig the material on the outhaul and carry their spoil to the dump point as they ride along the top of the ladder. (Think of a chain saw’s cutting bar and chain running in reverse and you can see how this works. Each tooth or bucket cuts a bit of material and the bar advances as the material is removed.)

Referring to the web source again we see that “ladder dredges come in four varieties: (1) flume; (2) screen and flume; (3) combination; and (4) stacker.” While the external (visible) pieces all work about the same, the differences are concentrated inside the deck house and deal with increasing sorting capabilities that range from none (1) to very sophisticated (4). I won’t detail these capabilities here as our dredge seems to have very limited to no sorting capability.

By definition, then, our dredge is the flume type and its use is governed by the fact that all of the spoil is either removed for disposal or is rich enough in the sought after mineral that it is all deposited on barges for later processing.

A typical modern-style ladder dredge is illustrated below and except for the misplaced ‘Pilot House’ caption seems to highlight the important elements.

Our Mystery dredge is built on a bifurcated ship-type



hull in-lieu-of the rectangular houseboat or barge configuration, and dispenses with the stacker in favor of a retractable side chute (flume.) There is a large ladder-well at the forward end on the center line to deploy the ladder through. The upper deck is tied together forward to provide a platform for the bow maneuvering winch.

The hull is very similar in appearance but roughly twice the size of the steam fishing trawlers whose design, use,

and construction was covered so well by Eric Ronnberg in his five part article, Steam Trawlers Come to the Boston Fishing Fleet, published by the Nautical Research Journal (NRJ) in Vol. 39, No. 4, and Vol. 40, Nos. 1 through 4. Could this dredge have come from the same shipyard? While it’s possible, I have a sneaking suspicion that our dredge is foreign built. After re-reading his article I find that the steam trawler is an American-built copy of a foreign (British) design and that’s why we see the resemblance.

A more thorough study of dredges in general suggests that while Americans favored dipper type dredges (similar to the classic steam shovel) Europeans favored the ladder bucket type. While it is very risky to classify dredges in this simple way, it does seem to support the empirical data. In actuality, dredges were chosen based on the type of material they were expected to remove. John Thompson’s article, Commemorating the Large Steam Dipper Dredges of the Panama Canal, also published in the NRJ, Vol.43, No. 2, shows that “the Isthmian Canal Commission operated 102 remarkably productive steam shovels and a score of dredges of four different types.” The ‘score’ consisted of dipper, clamshell, ladder bucket (in two sizes), and marine suction types. Each was employed to its best advantage.

This month we have one response; it comes from Tim Wood who is becoming a skilled player of these Mysteries. “The best that I can say it is a photo of the Bucket Dredge *Parmelia*,” says Tim who “found it on a Freeport Western Australia website.” He enclosed a photograph (presented for your review) of *Parmelia* when she was known as *D9*:

According to Tim’s research, “*D9* was built during the



depression of the 1930’s, at Fremantle, as a bucket dredge. She was originally named the “*Parmelia*”, but later her name was changed to *D9* when she was bought by “Dredging Industries of Australia.” and converted to a suction dredge for the excavation of the channels at Kwinana, [Australia].” Tim completes his report by stating that “*D9* sank in 1962 under very suspicious circumstances. Officially she went down in a

(Continued on page 3)

(Mystery Photo—Continued from page 2)

storm, but rumors say there was a great interest in the insurance money.”

The resemblance between this dredge and our mystery vessel is uncanny. In a perfect world, Tim Wood would not be denied and, right or wrong, would be declared the solver of this mystery. We would discount the small and subtle differences we see in the fore-castle plating, the amidships bulwarks, and bridge arrangement and praise him for his fine work. We would hide behind the vessel’s odd-to-American-eyes arrangement and say it is definitely our Mystery vessel. But, this is Bill’s world and the truth here is often stranger than the fiction. It’s a shame we can’t wrap things up right here and end the column, but a check of Tim’s facts lead me down a different avenue.

Initially, I was curious as to why Bill would submit a photograph of a vessel that, from Tim’s data, appears to never have left Australia. Was this an image provided by his adopted clan in the Old Country? Does he have ‘other’ far-flung pockets of friends to draw photos from? Maybe! More likely, he found this image at his favorite photo ‘fishing hole’-the National Archives. Using this as a clue, I searched for ladder bucket dredges that were associated with the building or maintaining of American waterways like the Panama Canal.

Wonderful device the Google search engine! As I said, following Tim’s trail produced a few new leads like a nice image showing just water and a distant shoreline. It came with this caption: “**Cockburn Sound D 9** We are sitting just above the *D 9* in the image, the photo is taken facing the Chimneys.” While we can’t actually see the vessel, it is important to note that the *D9* wreck bears little resemblance to the image of *Parmelia*. By the time of her sinking, she was reduced to not much more than a flat barge, as the author notes: “the bow is shaped like a twin hull and can also be swum through to arrive at the front of the wreck.” Finally, I also found this nice table documenting the wreck site:

SITE NAME: D9 Wreck - Cockburn Sound

LOCATION: Cockburn Sound

TRAVEL TIME (From Perth): 35 Mins

DIVE RATING: Open Water

MAX DEPTH: 13.5 Metres

AVG DEPTH: 13.5 Metres

AVG VISIBILITY: 4 Metres

DIVE TYPE: BOAT

DIRECTIONS: GPS: S 32°01.145, E 115°32.872

DIVE INFO: The *D9* is one of the barges used to dredge the sound for shipping, she is around 50mtrs long and penetratable, but be wary, siltout IS a danger, so do it wisely!

Another interesting web site, this time for the Wellington Maritime Museum, produced this gem of a photograph showing a model of a ladder dredge that is different and similar in configuration to ours:

While digging deep into a site named Czbrats.com



(Canal Zone Brats – kids who grew up there, most notably John McCain), I found an image of another bucket dredge named *Corozal* that is remarkably similar to our Mystery vessel and remarkably similar to Tim’s submission - *Parmelia*. Further digging, possibly at another web site, yielded a copy of our mystery photo, again named *Corozal*, and dated 1912. Mystery Photo solved, but we’re just beginning another story.

If Bill can visit his favorite “fishin’ hole”, so can I. I was off to the Mariners’ Museum Library to check on a source that I knew would shed light on this Mystery. There is a Trade Journal, still in publication, that has existed for more than 100-years that documents the development and growth of all things “shippy.” I have used it many times to help solve these mystery Photos. But, before I get to that resource, here is what the Museum has in their photographic records: One, solitary image of a dredge named *Corozal*. The image is not dated but the back of the image lists these characteristics: “Built in 1911 at Renfrew, Scotland by William Simons & Company for the Isthmian Canal Commission. With a displacement of 2,430 tons she was 268.9’ long X 45’ wide X 19.5” in draught. Her coal fired steam engines drove twin

(Continued on page 4)

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Dave Baker (757) 565-7991

Mate: John Cheevers (757) 591-8955

Purser: Eric Harfst (757) 221-8181

Clerk: Tom Saunders (757) 850-0580

Historian: Vacant

Editors: John Cheevers (757) 591-8955

Bill Clarke (757) 868-6809

Tom Saunders (757) 850-0580

Webmaster: Greg Harrington (757) 930-4615

(Mystery Photo—Continued from page 3)
screws.”

I’m sure everyone is familiar with the Scottish shipwright and has at least heard of the vast shipbuilding community that existed along the river Clyde. It is said that nearly every available piece of waterfront contained a shipyard, shipway, or related industry. (One web site boasts of having photographs of 31 shipyards. Another makes a claim of 80!) Shipbuilder’s along this river can claim a number of records; probably the most notable is the building of the Cunard super-liners *Queen Mary* and *Queen Elizabeth*. With that kind of competition, these shipyards found themselves needing to specialize in order to survive. Our Mystery Photo illustrates one specialization – dredges. One such company, “William Simons and Company began business in Greenock in 1810, moved to Canada in 1812, returned to Greenock in 1818 and finally settled in Renfrew in 1860. It pioneered the development of a tool for deepening and clearing the river bed and its inventor was a Mr. Andrew Brown who became a director of the company.” They became a major builder of dredges. A competing shipyard nearby, Lobnitz and Company, produced a similar product. William Simons and Company remained independent until economics forced their merger with Lobnitz in 1959. In 1964 the new business became part of A & J Stephens of Linthouse but by 1969 it had disappeared.

Since the river Clyde was a hotbed of shipbuilding activity, I had a real good feeling that a search through the fore mentioned periodical begun in 1894 and now named Marine Log would provide good primary source data on dredges built during or near 1911. In that time frame, the magazine was published as International Marine Engineering. Being a trade journal, it contains news listings of contracts, launchings, and deliveries of new vessels in addition to the feature articles on new technology, ship designs, and related matters.

In the May, 1912 issue, on pages 188 and 189, there is an article titled Two Large Canal and Harbor Dredges; and its here we find the rest of the technical data that is *Corozal*. As previously stated, this article confirms that our dredge,

Corozal, was built for the Isthmian Canal Commission, and we learn that she made the voyage to the Pacific side of the canal under her own steam. We also learn that she “has a hopper capacity for 1,200 tons dredging and that her bucket ladder is designed for a dredge depth of 50-feet.”

Other facts include: “The dredger is propelled at a speed of 10-knots by two sets of triple-expansion surface condensing engines, supplied with steam from two cylindrical multi-tubular boilers...[with] a working pressure of 180-pounds psi. The dredging gear...is arranged to give three speeds of buckets to suit the various kinds of material to be dealt with. Two sets of buckets are provided, one of 54 cubic feet capacity for dredging soft material, and one of 35 cubic feet capacity for dredging stiff clay.’ The ladder can be raised at a speed of 10-feet per minute. “Steam maneuvering winches are fitted at the bow and stern,” each independently driven for precise movement. “Shoots are provided for loading into the vessel’s own hopper, and there are also overboard shoots controlled by independent steam winches for loading into barges alongside. Steam steering gear, full electric light installation and refrigerating plant are provided, also cabins for offices and comfortable quarters for the crew and the most modern equipment for a vessel of this class.”

If you are interested, as I am, in obtaining more data on vessels from these shipyards, the University of Glasgow, Scotland has in their archival collections “records, including photographs and plans as well as written documentation, of shipyard and shipbuilders all along the course of the River Clyde from Govan to Greenock and Kelvinhaugh to Dumbarton. The collections record the production and working practices as well as staff and industrial relations. The period covered ranges from the mid-nineteenth century until the late twentieth. [They] are custodians of the records of: **John Brown***, Clydebank; **Alexander Stephens***, Linthouse; **William Beardmore***, Dalmuir; **James Lamont***, Renfrew; **Lithgows Ltd***, Port Glasgow; **Simon-Lobnitz***, Renfrew; **Scotts***, Greenock; **Denny Brothers***, Dumbarton; **Napier** of Lancefield; and **Ferguson Brothers***, Port Glasgow.”

Did anyone identify the vessel in the background?

(Minutes—Continued from page 1)

would be Monday the 11th. Dave said that he sent a letter, check and notebook to the person that donated items to the society. Dave also passed around letters of appreciation from the three wives of former members that attended the banquet. The Skipper asked that, as a courtesy, members contact the hosts of meetings so a head count can be obtained and said that he would schedule a work session to assemble the conference favors.

Show & Tell: Dean Sword showed samples of model rope from a German company. Dave Baker showed a photo of a model airplane sent to him by Charles Landrum. Charles Landrum showed copies of the Daybook from the Hampton Roads Naval Museum.

The meeting was adjourned to a presentation “Hand Tools for Modelmaking” by Bob Comet.

ON THE WEB

SHIP MODELING by GENE LARSON

- Shop Notes and Tips

<http://members.cox.net/elarson5/>



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NOTABLE EVENTS

MAY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
“How to Sharpen Tools”, John Cheevers
21-22 Maritime Model Expo, NASMA, CBMM

JUNE

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer
“Model Construction”, Alan Frazer

JULY

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
“Building the Virginia Sloop”, Ryland Craze
20-23 IPMS Convention, Atlanta Ga.

AUGUST

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Charles Landrum
“Working with Photo Etched Parts”, Charles Landrum

SEPTEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
“Building the Confederacy”, Dean Sword

OCTOBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
“Types and Sources of Wood”, Jack Bobbitt

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.
12 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
“Building the San Felipe”, Heinz Schiller

DECEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
“Building the Blue Nose II”, Tim Wood

JANUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers
“Elements of Makink P.O.B. Hulls”, Bob Comet

FEBRUARY

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

MARCH

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

APRIL

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

An Interesting Model Building Forum

<http://forum.drydockmodels.com/>

STRAWBERRIES AT BILL'S A MAY MEETING TRADITION

Next Meeting

Date: May 13, 2005
Place: 190 Odd Rd Poquoson, VA 23662-2035
Time: 2000 Hours
Host: Bill Clarke

From Points West:

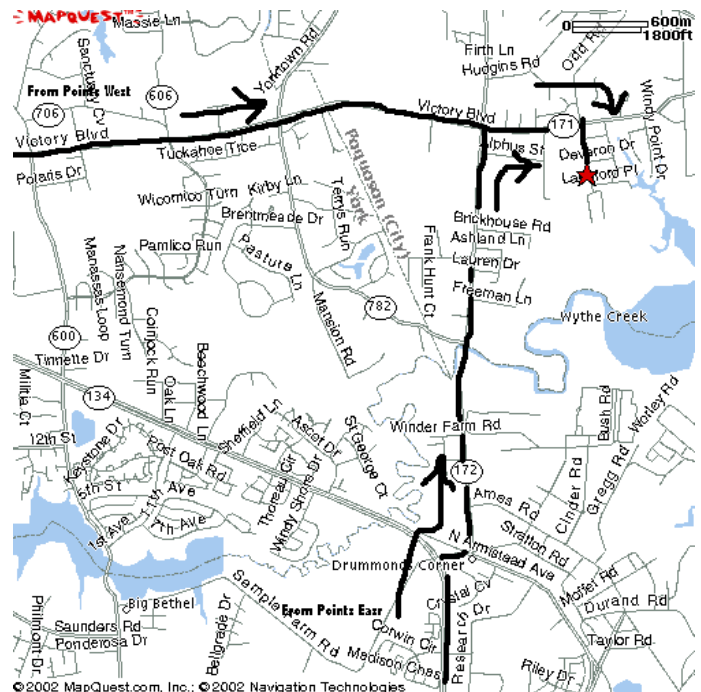
Take I-64 E. 65.88 miles : Take the VICTORY BLVD EAST exit- exit number 256B- towards POQUOSON. 0.30 miles : Merge onto VICTORY BLVD. 5.02 miles : VICTORY BLVD becomes VA-171/LITTLE FLORIDA RD. 0.49 miles : Turn RIGHT onto ODD RD. . 0.25 miles

From Points East:

Take I-64 W. : Take the VA-134 N/MAGRUDER BLVD exit - exit number 262B- towards NASA/POQUOSON. 0.25 miles: Merge onto VA-134 N/MAGRUDER BLVD. 2.92 miles: Turn RIGHT onto SEMPLE FARM RD. 0.14 miles: Turn SLIGHT RIGHT onto N ARMISTEAD AVE. 0.02 miles: Turn LEFT onto VA-172/WYTHE CREEK RD. 2.10 miles: Turn RIGHT onto VA-171/LITTLE FLORIDA RD. 0.49 miles: Turn RIGHT onto ODD RD. 0.25 miles

As a courtesy,

PLEASE CALL IF YOU WILL BE IN ATTENDANCE
(757) 868-6809



Thanks

The members would like to thank Bob Baycar and his wife, Pat for hosting the April meeting.