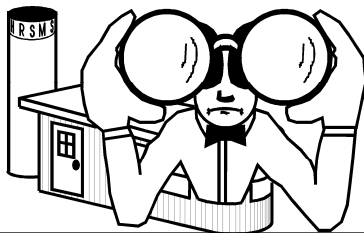


From the Pilothouse



Yes, there really is a Skipper, although from this year's meetings, you'd be hard pressed to recognize him. The Skipper and his wife, having paid a princely, non-refundable sum nearly a year ago for a river cruise from Budapest to Amsterdam, decided selfishly to go on the cruise and miss last month's meeting. That put a whammy on the Skipper, and the trip was rather cursed with weird weather and exposure to a really, really nasty bug. At any rate, we did get to see three maritime museums, of which the Deutsches Schiffahrtsmuseum in Bremerhaven was a highlight of the entire trip; it has to be one of the finest of its kind anywhere, and if you ever get a chance to see it, I urge you to visit. The Germans actually believe that maritime museums should exhibit models (hundreds of them, all superb), real ships and craft, and fine art depicting maritime themes, which covered the walls of a building perhaps four times the size of our Mariners' Museum. At a future HRSMS meeting you will be subjected to photos of the museums, the models, and the many interesting ships we saw on our trip.

Before leaving, the Skipper wrote to Artisenia Latina to obtain a new set of laser cut plywood parts for his "bargain" kit for a North Sea crawfish trawler. The kit included about six sheets of nicely-cut plywood parts, all for some completely different model. This week, a tiny package arrived from the kindly Spanish kit manufacture. It contained an annotated copy of the parts map from the kit instruction booklet, showing how thick each sheet of plywood should be, in millimeters, of course, the implication being that I should cut my own. I was so grateful I cried (but what I cried cannot be printed in the LOGBOOK .)

(Continued on page 3)

Mystery Photo



Mystery Photo #231: "Hey Joe." Now that's a phrase you may have heard before. Whether you associate it, as I do, with a certain Jimi Hendrix song; or, perhaps like Jack and Bob, you associate it with the World War II GI soldier's slang term of endearment; or maybe, like (???) , it reminds you of that Far Eastern come-on line from the 'local girls', you have to admit it does make you pause, turn your head, and face the beckoning cry. And now, so too, does this Mystery Photo call out to us, "Hey Joe?"

For at least 400 years, from the time Columbus discovered the New World until 1905, explorers have followed the cry to find a shorter route to the Far East; one far shorter than the long, established eastward overland trek or the long sailing routes around the Cape of Good Hope and Cape Horn.

Beginning in the early 1900's, explorers began to search for a sailing route across the top of North America – the famed North West Passage. In 1905 famed Norwegian explorer Roald Asmundsen finally completed this trek and plotted a navigable route across the top of North America. He succeeded where other more famed explorers had failed: men like George Back, Thomas Simpson and Peter Dease, and Sir John Franklin. Amundsen's trip lasted three long years and succeeded in earning him fame and limited fortune. The secret of his success may have been in the size of his expedition. Where the others had all mounted large expeditions with big ships and large crews, he used a small, converted Norwegian Herring boat, the Gjøa, and a crew of six.

It is written that Asmundsen heard the cry in his formative years. He wrote, "I, too, would suffer in a cause." He secretly performed a program of physical exercise and slept with his windows open in the middle of the Norwegian winter to harden himself for "the coming great adventure." In 1894, at the age of 21, he gave up on his formal education and

(Continued on page 2)

NAUTICAL RESEARCH GUILD CONFERENCE

**Hampton, Virginia
November 4 - 6, 2005**

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
September 9, 2005

Guests: Tony Clayton, 1st meeting
Marcus Janik, 1st meeting

The meeting was brought to order at 2010 hours by the Mate, John Cheevers.

The Mate recognized the guests. They told a bit about themselves and their interests.

When corrections to the minutes were called for, Bob Comet took issue with the model he showed at the last meeting being called an Oslo Ferry. His graphic correction is shown on page four of this issue. John Cheevers apologized for not including Bob Krumpen's response to the Mystery Photo.

A Purser's report was given.

The Webmaster, Greg Harrington, had nothing to report.

Old Business: Tom Saunders gave a report on the picnic. He asked for someone to pick up the drinks and ice, and if someone would bring the lettuce tomatoes and onions. Greg Harrington volunteered to bring the soft drinks and ice, George Livingston said that he would bring the lettuce, tomatoes and onions. John Cheevers reported that would be smoked pork loins for people pick upon. Bill Clarke gave the status of the NRG Conference committee. John Cheevers reported on the number of registrants. There was also discussion of the model exhibition at the Virginia Air and Space Museum. The Clerk asked that a list of those who donate door prizes so they could be acknowledged in a future issue of the Logbook.

New Business: Tony Clayton noted there would be a lecture on the Monitor to be held at the James City County Library on September 17th.

Show & Tell: Bob Comet showed his Osevar Faering. Skip Watson showed an antique bell and asked if any member could identify its use.

The meeting was adjourned to a presentation "Building the Confederacy", by Dean Sword.

While watching an arts & crafts show, there was a suggestion to use food coloring in water instead of paint to practice with a new air brush and to spray it on newspaper until you get the feel of the controls.

Cabin Boy

(Mystery Photo—Continued from page 1)

joined a Belgian expedition to the Antarctic. With his experience in hand he began preparations for his own voyage.

Early in 1903 he acquired Gjøa for his voyage. Pronounced "Joe," the now "arctic exploration vessel" Gjøa is not large, measuring about 70-feet at the waterline. I suppose her small size was her greatest asset on the voyage. My thinking is that her hull did not draw much more water than the thickness of the ice she encountered in winter. This allowed the vessel to rise as she was trapped in the ice, lessening the compressive forces on the hull, especially at the waterline, preventing the ice from crushing her. (You experts can refute this.)

Does our Mystery Photo show Gjøa? And what a handsome profile the vessel presents as she languishes in some protected waters someplace. Harvey Williams was the first to respond, calling the evening prior to the last HRSMS



engine." (Lancaster Sound is on the west side of Baffin Bay, west of Greenland.) I found the same image in the Time-Life book *The Northwest Passage*, one of a set of books published twenty five years ago all dealing with aspects of nautical and maritime history, on page 164. The caption reads: "The Gjøa sails into Nome, Alaska, in 1906, having completed her conquest of the Northwest Passage. Measuring 70 feet at the waterline, she was about the size of the ships that first sought a waterway to the Orient 400 years earlier." Next to no movement is indicated in the image.

Is there more to this story? Oh heck yes, but not a whole lot!

(Continued on page 3)

(Pilothouse—Continued from page 1)

Anyway, having missed what all reports have related was a very interesting meeting last month and also having failed to take part of the roast pig and other delicacies at the HRSMS picnic (many thanks to Bill Dangler, Tom Saunders, John Cheevers, and Heinz Schiller for their great work in getting the picnic together), the Skipper will slink into the next meeting by the side door. We hope you will all attend and that you will sign up to assist with the Nautical Research Guild Convention, which takes place less than a month from now, from 4-6 November. As this was written, we had about 135 guests coming (with more still expected to register), of whom 14 were members of the HRSMS. Hope more of you will attend, as the program is excellent, thanks to the work of Bill Clarke and the other members of the NRG Convention Committee.

Dave

(Mystery Photo—Continued from page 2)

According to a Hamilton Barrett from the Internet, "At a site along the Great Highway(?) in San Francisco's Ocean Beach, in the parking lot of the Beach Chalet Restaurant, on the western edge of Golden Gate Park stands a 12-foot "bauta," or stone shaft, made of Norwegian granite, and it features a relief of Roald Amundsen (1872-1928)." Today, the reason for locating a phallic shaped obelisk at the edge of a restaurant's parking lot may be unclear to the perpetually unwashed American public. So Barret explains: "The shaft has been here since 1930, and it marks where Amundsen's ship, the Gjoa (pronounced "Joe") was in dry-dock. It had been pulled ashore here in 1909, and placed on dry-dock display, after being given to the people of San Francisco from its Norwegian community. In 1972 the ship was returned to Norway." He remembers seeing the vessel in his youth and how it called to him. "Hey Joe?"

The story of Roald Asmundsen and his crew's epic adventure is gripping, well worth reading, and really defines how our lives have changed in 100 short years. Gjõa has been restored and is now maintained on permanent display in Oslo, Norway.

I think a model should be forthcoming from someone in this crew. Jimi said it best: "Hey, Joe. Where you goin'...!"

John Cheevers



MEETING HOSTS

If you would like to host a meeting in 2006 please review the Notable Events column for open dates and contact the Clerk.

FOR MEMBERS ONLY

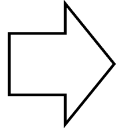
Helen McCleary is disposing of Joe's shop. There will be members only opportunity to purchase items such as books, tools and jigs on Saturday October 22nd at 10:00 am. The sale will be held in Helen's garage at 3312 Running Cedar Way, Williamsburg, Va.

CORRECTION TO THE MINUTES

Thanks to Bob Comet for setting the Clerk straight. He reported that Bob showed his model of an "Oslo Ferry".

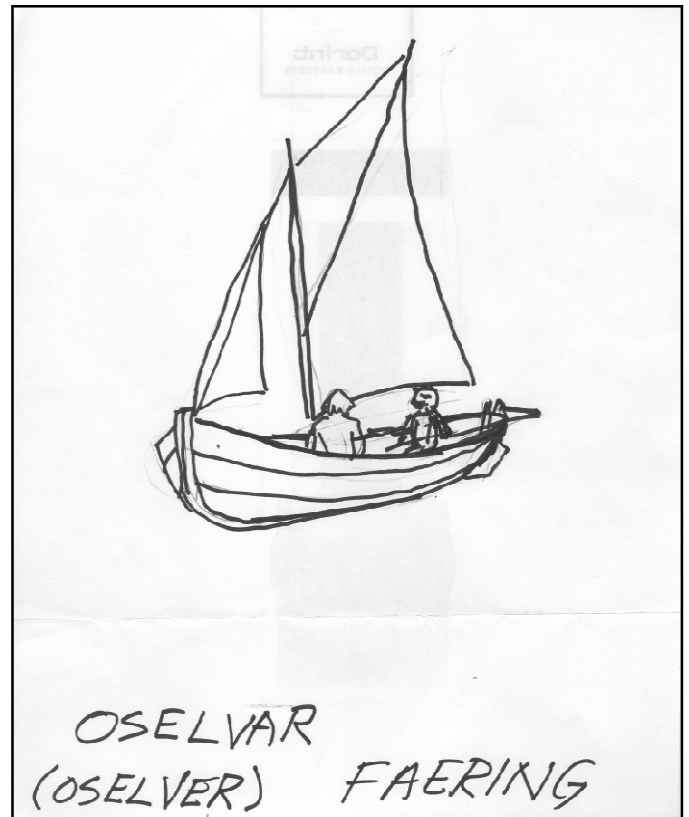
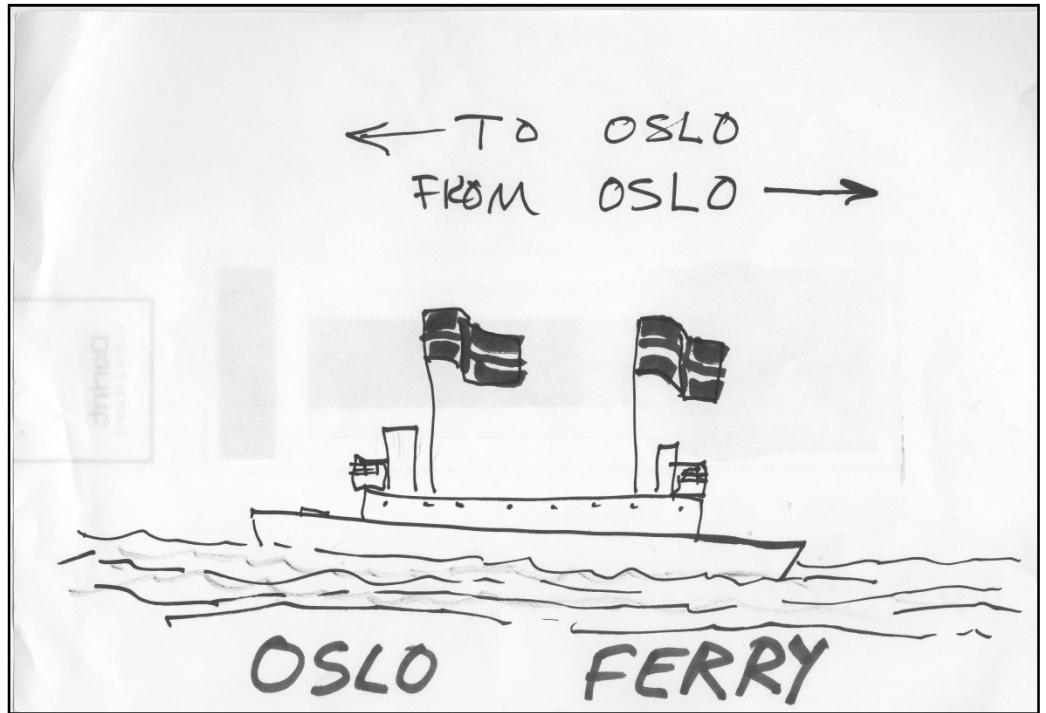
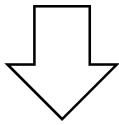
It was

not
this!



Nor

This!



↑ It was this!!! ↑



Mystery Photo

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

NOTABLE EVENTS

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

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

BRING YOUR CURRENT PROJECT TO THE MEETING

**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

Next Meeting

Date: October 14, 2005

Place: 2713 Magruder Blvd Hampton, Virginia

Time: 2000 Hours

Host: Greg Harrington

Form Richmond

1: Merge onto I-64 E. 70.58 miles

2: Take the HAMPTON RDS CENTER PKWY EAST exit- exit number 261B. 0.40 miles

3: Stay straight to go onto HAMPTON ROADS CENTER PKWY. 0.75 miles

4: Take the VA-134/MAGRUDER BLVD ramp. 0.16 miles

5: Keep LEFT at the fork in the ramp. 0.08 miles

6: Merge onto VA-134 N. 0.21 miles

7: Turn LEFT onto BUTLER FARM RD. 0.01 miles

8: Turn LEFT onto VA-134 S. 0.12 miles

From Norfolk

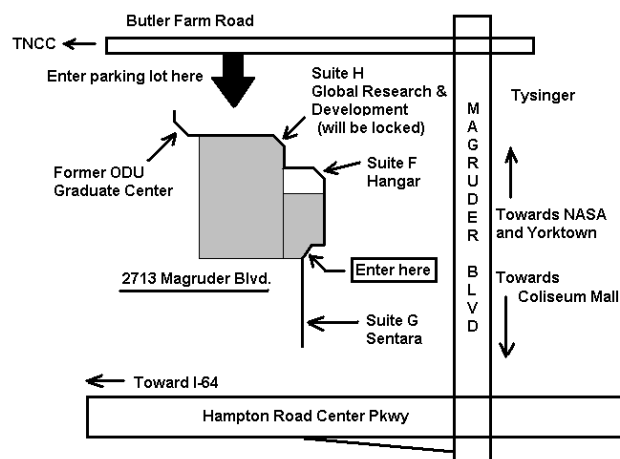
1: Merge onto I-64 W. 15.30 miles

2: Take the VA-134 N/MAGRUDER BLVD exit- exit number 262B- towards NASA/POQUOSON. 0.25 miles

3: Stay straight to go onto VA-134 N/MAGRUDER BLVD. 0.81 miles

4: Turn LEFT onto BUTLER FARM RD. 0.01 miles

5: Turn LEFT onto VA-134 S. 0.12 miles



Thanks

The members would like to thank Dean Sword and his wife, Dee for hosting the September meeting.

Anchor
 Bend

