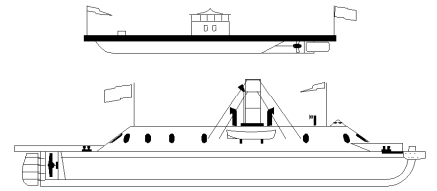


Hampton Roads Ship Model Society

Logbook

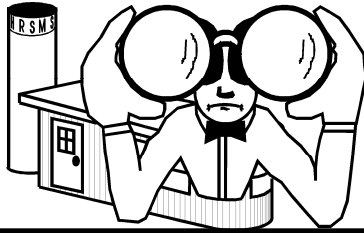


No. 233

WWW.HRSMS.ORG

NOVEMBER, 2005

From the Pilothouse



The Skipper thanks all those many, many HRSMS members who participated in the highly successful NRG Conference held last weekend in Hampton. A tremendous amount of work went into the preparations and during the meeting itself. It would be easy to sit back for a while and rest on our laurels (actually, I prefer the couch for resting, as the laurels are scratchy), but we've got to address many of the same issues that face the Nautical Research Guild. Who are we? How to we grow (or do we want to grow?)? How do we get new members not only to join the club but also to benefit from membership? Should we have an enhanced outreach program to attract younger people to the hobby? What will our future programs at the meetings discuss?

For nearly two years, the upcoming NRG Conference dominated much of the discussion time at the regular HRSMS meetings, and the Skipper had to remind folks last month, 90 minutes into the last meeting, that we'd yet even to mention ship modeling. The patience and understanding of those members not directly involved in the management of the NRG Conference has been greatly appreciated, but we need to get back not only to the main mission of the club, but also to consider whether that mission should be expanded.

At any rate, there's much to be done during the meeting on 9 November at Heinz Schiller's house in Williamsburg, and the Skipper hopes that everyone will come prepared to offer suggestions. And PLEASE bring along your current projects if they are portable; we also need to devote more time to the sharing of ideas and expertise on ship modeling.

Dave Baker

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.

Mystery Photo



Mystery Photo #232: In the spirit of the upcoming Virginia elections for high office, I thought I'd include some petty bickering and excessive whining of my own as a show of support for the current political candidates who display outstanding childishness while running for office. Alas, the upcoming NRG Conference weekend will keep me from fulfilling that promise. (Aren't you glad?) OK, I'll give you one observation: All I see on the tube is "He got chocolate in my peanut butter" ads. The way the candidates bark themselves reminds me of the image of the puppies in the mall pet store, the one where they are constantly jumping and crying "pick me, pick me!" I'm so happy our featured subjects ply the high seas. On the brighter side, there is little chance of the candidates littering the harbor with "Burma-shave" signage as they have on every dog run in town.

Back to matters at hand.

As I said, the conference planning will keep me from executing a meaningful column. So that you are not left wanting, our tireless Skipper came to the rescue with this well written history of our Mystery: "Dear John: Here's the short piece about this month's mystery ship. Please note that once I found the photo, I realized that it was taken EARLY in her career, as it shows her with the original four additional 6-in. mounts in place of the later two 8-in. mounts. - Very best regards/Dave"

Now the short piece...

"The CHARLESTON (Cruiser No. 2) was a protected cruiser designed by Sir William H. White of Sir W.G. Armstrong, Mitchell & Co., Elswick, with the design based closely on that of sisters NANIWA and TAKACHINO, built for Japan at Armstrong's Low Walker yard in the mid-1880s. The Japanese pair, in turn, had a design based on that of the ESMERALDA, built for Chile by Armstrong; that ship also ended up in the Japanese Navy, to which she was sold by Chile in 1894 as the IZUMI. Looking to purchase the latest in warship design from abroad, Secretary of the Navy William C. Whitney had sent Commander F.E. Chadwick to Armstrong's to purchase the plans, which had apparently been drawn up originally in a competition for a sale to Spain that was won by another yard. Using funds from the Act of 3 August 1886, the Navy had the CHARLESTON built at Union Iron Works, San Francisco, California. She was laid down on 20 January 1887, launched on 19 July 1888, and commissioned on 26 December 1889 under Captain G.C. Remey. She was the first cruiser built for the U.S. Navy not to

BILGEWATER

ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

From time-to-time the wind will blow a bit of scuttlebutt around the docks. Some of it are true and some of it ain't. I know that this Nautical Research Guild organization ain't been real happy with the numbers in their membership and they been tweekin this and that to get more of the lads to set their eyes onto their Journal magazine.

The scuttlebutt has it that this summer a couple of them Guild bigwigs was seen lurkin around a Star Trek convention in Los Vegas dressed as Darth Vader and Princess Leia (they thought they was at a Star Wars convention). When they found out that 15000 tickets had been sold, their light sabers lit up. The whopper part of the story is that Journal magazine is going to have a 36 part series on building the Starship Enterprise. There will be a complete set of plans and a material list that includes the address of a bloke named Abdullah in one those istan countries where the model builder can get the atomic material to build the warp drive.

Ya know, they might get a few of them Trekkies to read the magazine, but a lot of old salts might get their jib wrapped around the foremast

I ain't no English major so these words ain't mine, "Since 1948 the *Nautical Research Guild* has filled a niche in the ship modeling world by emphasizing the necessity of proper, original and deep research prior to attempting to create a historically accurate ship model." Them are the words of the guild fellas straight off their internet page. What puzzles the stuffin out of my honeybucket is with all the tweekin why there ain't been more wrapped jibs from the old salts.

Cabin Boy

Origins of Sea Terms

Catheads: Stout beams projecting on both bows of sailing ships, used in hoisting and housing the anchors. (c.XVI) They got their name from the custom, of unknown origin, of decorating them with carved or cast lions' heads, believed to be for good luck.

Submitted by Tim Wood

Bowline
Knot



(Mystery Photo—Continued from page 1)

be equipped with sails.

In one respect, the CHARLESTON departed from White's design, and that was in the use of two horizontal compound engines with cylinders of 44 and 85 inch diameter each and with 36-in. strokes. The CHARLESTON had six cylindrical boilers, all exhausting through the one funnel. Built by Union Iron Works, the engines performed poorly on the ship's original sea trials, due largely to the use of incompatible crossheads made of steel and slippers made of iron; additionally, the air pumps used to retain vacuum in the engineroom were too small, and the ship suffered from overheating bearings. Matters were soon corrected, however, and on her final trials, the ship made 18.2 knots at 6,666 indicated horsepower for four hours, making her--albeit briefly--the fastest warship in the United States Navy. Although she'd not made her contract speed, the Navy accepted her anyway (she had been contracted to make 18.9 kts at 5,000 ihp). To provide electrical power, primarily for lighting, she carried three 16-kw steam-driven generator sets.

The CHARLESTON displaced 3,730 tons normal and 4,390 tons full load and was 320 ft. overall (312 on the waterline) by 46-ft. beam. Draft was 18.5 ft. at normal displacement and 20 ft. 11 in. at full load. The intended main armament was to have been two 8-in. 35-cal. Mk 3 guns mounted fore and aft, but the weapons were not ready in time, and she initially had substituted four 5-in. 30-cal. guns mounted side by side behind the low bulwarks designed for the larger 8-in. mounts. Also fitted were six of the same 6-in. guns on the sides on the main deck, while secondary armament included four 6-pdr, two 3-pdr, two 1-pdr, four 37-mm, and two gatling guns disposed to fire through casemates on the first platform, the superstructure, and from the two fighting tops. Sources differ as to whether the four planned above-water, fixed 14-in. torpedo tubes were fitted. The armor was typical of that of contemporary protected cruisers. Instead of a belt, she had a 2-in. protective deck, with sloping sides 3-in. thick. The shields for the guns were 2-in. thick, as was the conning tower. The ship was designed for a crew of 34 officers and 296 enlisted personnel and also could carry 30 Marines.

CHARLESTON used coal for fuel and normally carried 323 tons, with which she was intended to have a range of 2,990 nautical miles at 10 kts and 1,184 nautical miles at 16 kts. With 622 tons of coal aboard in overload condition, however, she had a range of 2,460 nautical miles at 16 kts. In practice, however, the ship on her first Pacific deployment suffered from leaking boiler tubes and could attain only 14 kts at the outset; by the end of the deployment, she could barely make 12 kts.

The ship began her first operational deployment on 10 April 1890, as flagship of the Pacific Squadron, which patrol eastern Pacific waters. From 19 August 1891 to 31 December of that year, she was flagship of the Asiatic Fleet and then, after another stint in the Pacific Squadron, she departed for the U.S. East Coast from San Francisco 2, arriving in Hampton Roads on 23 October 1892 after a leisurely cruise around South America. The ship participated

(Continued on page 3)



From the left, Ryland Craze, Heinz Schiller, John Cheevers and Karen Comet working the registration desk at the NRG Conference

(Mystery Photo—Continued from page 2)

in the Colombian Exposition International Naval Review at New York City on 26 April 1893. Sent to South American waters to defend U.S. interests during the Brazilian Revolution in the summer of 1893, she continued on to the Pacific, arriving at San Francisco, where she was decommissioned to reserve on 27 July 1896. The cruiser was reactivated for the Spanish American War, recommissioning on 5 May 1898 and sailing to Guam as escort for three transports carrying troops to capture the Spanish island of Guam. On arrival at Guam, she found a Spanish garrison of only 59 troops and fortifications that lacked any gun powder, and the Spaniards -- who had not yet learned of the war -- wisely surrendered on 21 June. The cruiser then sailed to the Philippines to support Admiral Dewey's squadron, which had already decimated the weak Spanish fleet defending Manila Bay. The CHARLESTON participated in the final bombardment of Manila on 13 August 1898 and assisted in the capture of Subic Bay from Philippine native insurrectionists in the summer of 1899. On 2 November 1899, she struck an uncharted reef some 10 nautical miles east of Camiguin Island and was wrecked beyond repair. There were no casualties, however, and the entire crew made their way to Camiguin, where they were picked up by the gunboat HELENA ten days later.

The photograph in the LOGBOOK was taken very early in the ship's career, and prior to her first deployment, as it shows her still with the temporary 6-in. guns fore and aft. A similar photo taken at Mare Island leads me to conclude that the photo may have been taken either there or in San Francisco Bay."

This column was endorsed by no political candidate.

John Cheevers

From: *Dictionary of American Naval Fighting Ships*, Vol.V p 271

Perseverance

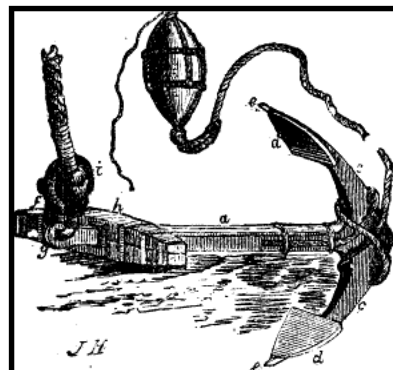
(PYc--44: dp. 190; l. 164'8"; b. 14'7"; dr. 5'6"; s. 18 k.; cpl. 22; a. 1 20mm., 2 dct.)

Perseverance (ex-*Bedford* (C.G.), ex-*Condor*) was built by George Lawley and Sons, Neponset, Mass., in 1913; acquired by the Navy from the U.S. Coast Guard, 22 January 1943; converted by the Alabama Dry Dock and Shipbuilding Co., Mobile, Ala.; and commissioned 1 March 1948, Lt. Comdr. Charles E. Priolean in command.

Assigned to ServRon 1, *Perseverance* got underway for the South Atlantic at the end of March. After working her way down the Greater and Lesser Antilles and along the coast of South America, she arrived at Belem, Brazil, 14 May, and reported for duty in the 4th Fleet. Continuing on to Recife, she served as relief flagship for V.Adm. J. H. Ingram for the remainder of the battle to block the Atlantic Narrows to enemy shipping and ensure safe passage to Allied merchantmen. With the approach of German capitulation, *Perseverance* was ordered inactivated. She decommissioned at Recife 18 April 1945 and was struck from the Navy List 19 May 1945. Then made available to the Maritime Commission (W.S.A.) for disposal, she was transferred a year later to the State Department and sold abroad.



Detail of mast hoops on a Chesapeake Bay Skipjack



Stocked Ship's Anchor.

- a. Shank
- b. Crown
- c. Arm
- d. Fluke
- e. Point
- f. & g. Eye and Ring
- h. Stock
- i. Fisherman's bend

MINUTES



Hampton Roads Ship Model Society
October 14, 2000
Host, Greg Harrington

Guests: Tony Clayton, 2nd meeting
Marcus Januk, 2nd meeting
Ron Lewis, 3rd meeting

The Skipper called the meeting to order at 2000 hours. The first order of business was to ask Ron Lewis if after three meetings he still wanted to join the society. Following an affirmative reply, the guests were asked to leave the room. An abbreviated version of the ritual was conducted and the guests plus new member Ron Lewis returned to the meeting.

The Skipper asked for corrections to the minutes. To the Clerk's surprise he received none.

Eric Harfst gave the purser's report was given. He said that several people's dues were in arrears and that the Clerk would be sending notices issue of the Logbook. Eric had several questions about the schedule of dues payments. He was referred to the bylaws.

Greg Harrington gave the Webmaster's report. He said that he posted the photos of Bob Krumpen's model of the Willie L. Bennett. He requested photos of models for inclusion on the web site.

The Skipper asked that the order of business be reversed to

allow for a protracted discussion of the NRG Conference.

New Business: Tim Wood asked if he could send nautical terms and their definitions for inclusion in the Logbook. He was assured the contribution would be most welcome. Ron Lewis said there would not be an antique boat show at the Mariner's, however there would be an oyster roast held on October 15th. John Cheevers reported for Bill Fox that there would be a harbor tour on the Miss Hampton conducted by the Steamship Historical Society on October 30th. John had several items form Joe McCleary's library to be put on the model builder's booth at the Mariners

Old Business: The Clerk gave thanks to those who helped with the picnic. Bill Dangler he could reserve a site for a picnic in 2006. In the absence of the NRG Committee Chairman, John Cheevers gave a report on the status of the conference planning. There was some confusion as to the numbers John was reporting. John was not confused but some members could not reconcile his spreadsheet. John politely e-x-p-l-a-i-n-e-d his figures. A full accounting will be forthcoming following the conclusion of the conference. A discussion of times, events and assignments was held. There was discussion about adding an honorary member. A motion was made and passed for a third honorary member of the HRSMS. Harvey Williams gave the status of Frank Mastini's recent illness. He said that Frank indicated that he would be attending a meeting soon.

In lieu of Jack Bobbitt's scheduled presentation, Dave Baker gave a travelogue of his recent trip to Germany.

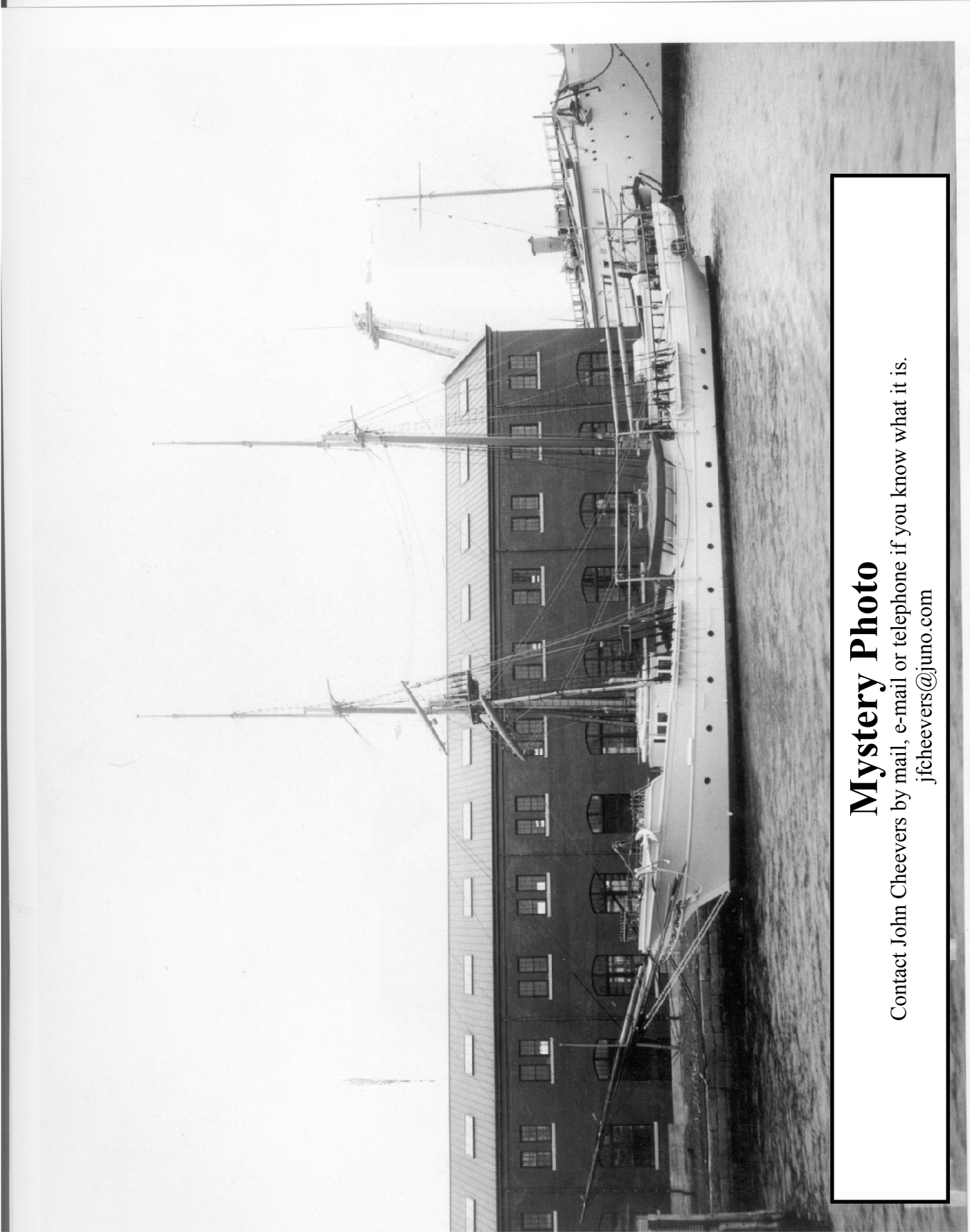
The marathon session was concluded approximately 2200 hours.



Mickey Martelle wringing money from passersby



Activity in the NRG Conference vendors room



Mystery Photo

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

NOTABLE EVENTS

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.
11 **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**:

OCTOBER

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

BRING YOUR CURRENT PROJECT TO THE MEETING

**WATCH, QUARTER
AND
STATION BILL**



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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

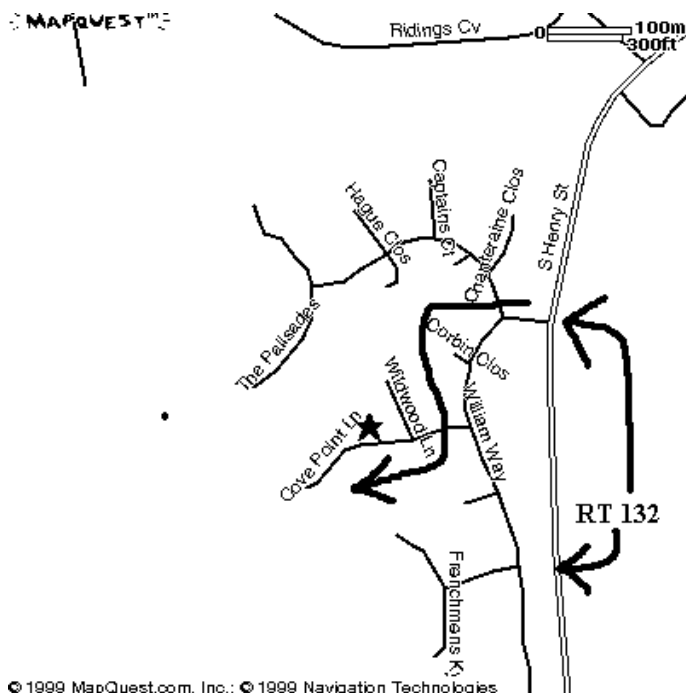
Next Meeting

The November meeting will be held on November 11, 2005, at 2000 hours. The meeting will be hosted by Heinz and Mareke Schiller, 133 Cove Point Lane, Williamsburg, VA 23185. Phone: 757.564.8471

Directions;

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

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



MOROPE

The Modelropery
Rope for model rigging
The web site has the order form
<http://www.home.foni.net/~agondes/en/left.htm>

Thanks

The members would like to thank Greg Harrington and his wife, Mary for hosting the October meeting.

ARTICLES WANTED

The editor wants articles for the Logbook so you won't have to look at dumb stuff like this box.