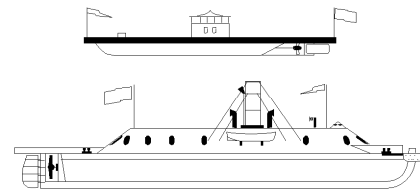


Hampton Roads Ship Model Society

Logbook



No. 234

WWW.HRSMS.ORG

DECEMBER, 2005

MINUTES



The November meeting was held in the home of Heinz Schiller. Nov 11, 2005.

Called: 20:00 by the Skipper

Adjourned: 22:00 by the Skipper

New Members: 2 prospective new members attended their third meeting

Tony Clayton and Marcus Janik

Since they expressed a desire to join the Society, they were ushered from the room so that business could be conducted. Both were voted in and welcomed.

Treasurer's report: \$4,172.48 in the account with loan to NRG Conference committee of \$590 outstanding.

Web report: Webmaster noted that the by-laws are now on the member's page of the club website, and that a company thought to be deceased, A.J. Fisher was back in business. He gave their web address.

Old Business:

Report on the NRG Conference. Skipper Baker thanked all club members for their work in making the conference a success. Since the Committee Chairman was absent for the second meeting in a row, an abbreviated report was made by the registrar. The registrar read four good reviews taken from the NRG message board. Money totals were not yet ready as several bills were still outstanding and refunds were not yet complete.

The skipper reported that an error in the by-laws was spotted and some discussion was had to determine the best fix.

Honorary membership flap: the honorary membership voted on in October but not enacted was rescinded by unanimous vote.

Motion made to make provision in the by-laws to present a
(Continued on page 2)

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 #233: It's not often that we have a photograph documenting a smart-looking naval auxiliary; even rarer still, to have one of a sailing vessel. So is this our year-end treat? Will this entry bring new players to the table? Or, will we only get players who are able to address the vessel's type? I think that anyone who knows the difference between a fairy and a faering would find identifying this vessel a snap!

This vessel is, without a doubt, a topsail schooner. No! She is without a doubt, a brigantine. No! She is without a doubt, not a sloop. Maybe the only thing we are "without" is doubt; but I doubt it. Actually no one dared to make a guess as to the identity of this quasi famous vessel. Too bad, it would have made my job much easier.

Well, I have to admit to receiving help from the Mystery maven himself. In answer to his inquiry, "Have you identified the ship, yet?" I had to pretend shame and say, "No." So he offered two, unsolicited clues: 1) that the ship was listed, with a photograph, in Paul Silverstone's book, U.S. Warships of World War One; and 2) that my company (NNS/NGNN) built a vessel with the same name. I liked the second clue; it only narrowed the field to 662 eligible candidates. I should finish running those down by next Thanksgiving.

Clue number 1, however, stumped me for some time. I went through Silverstone's book during my original search and had dismissed all images of sailing vessels for one reason or another, but partly because, in my haste, I couldn't easily match their physical attributes with those of the Mystery vessel. The primary reason was that I thought I saw clear, close-up images of this mystery ship somewhere and, therefore, I spent little time searching for matching attributes—I just scanned for the images I had in my mind. BIG MISTAKE!

Upon reexamination of the book, one vessel was a closes match—*USS Boxer*. Her image appears on page 260. I previously eliminated her for some now forgotten reason, but more than likely due to differences in sailing rigs. Now, due to the process of elimination, I am sure that Clarke's first clue leads me to *Boxer*. Just to be safe, I played devil's advocate and assumed that the original mystery image was mislabeled—it has happened before. I needed to compare the images again.

If you want to play photo detective, you need a plan. My plan and yours as well, should be to decide what

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(Minutes—Continued from page 1)

certificate of achievement to folks too young to join the society as a way of rewarding their efforts at ship modeling. – tabled.

Motion made to make provision in the by-laws for a limited-term, friendship member category for those who work to help the club but whose efforts do not merit receiving honorary status. – tabled.

Motion made to donate proceeds from sale of crossed flags shadow box to a deserving organization. Motion made since some profit will be realized from the NRG Conference. – tabled.

General discussion not resulting in motions: Possibility of rebating registration cost of NRG Conference to those club members who attended. Possibility of finding a permanent meeting space to coincide with the desire to find ways to increase club enrollment and lowering the mean age of membership. Discussion of who would present when the few active modelers no longer can attend regular meetings. No mention was made of invading a third world country.

New Business:

Tabled due to length of old business.

Show and tell:

Jack Bobbitt presented the latest Garret Wade tool catalog showing where that company is beginning to offer ship modeling tools and ship model kits.

Henry Schikulin displayed two books (in German), 1) of the battleship Bismarck with loads of photographs, and 2) Book of Model ships.

Greg Harrington displayed his hull of the Spanish or Portuguese fishing trawler. Atrisanano Latismo(?) Plank on bulkhead. He discussed problems with fairing the bulkheads prior to planking.

Tim Wood brought and showed the book “Origin of Sea Terms” where he intends to pull all the salty language and terms we will see in upcoming Logbooks.

Program: To Build a Model

This month Heinz Schiller discussed his rationale for building models and shared some of his innovative ways for making parts. Heinz says that he approaches making a model knowing and understanding that he is not, by nature, a patient man. He has several iron clad rules he always follows. The first of these is “The model must be finished in a year.” Otherwise he begins to hate the model and it will not get finished. His second rule: he insists that he has a code of honor that makes him finish the model no matter what. The results of this love hate relationship speak for themselves when you view his excellent and eclectic collection of fine models.

(Continued on page 3)

(Mystery Photo—Continued from page 1)

attributes to look for? Should we only study the vessel’s physical attributes? Or should we look for other things as well, such as the setting; does the location tell us anything? Will certain attributes help determine the vessel’s mission? Will specific features help fix the image in time? And, finally for Bill, is there some correlation between this image and current events?

All right, let’s get these clues arranged! What is most prominent on this vessel? What features stand out that are not likely to be altered during her lifetime? (Point of fact: prominent features should be replicated most accurately when building a model.) After listing the primary physical attributes, you can tabulate other features that may have been changed, added, or altered to help with the timeline. With this Mystery vessel, the first thing I notice is the vessel’s overall appearance. In this case, there is a general/overall neat, clean, and tidy look to the ship. This suggests a vessel either straight from a yard period (or the beginning of a season for commercial vessels) or a naval vessel in commission or just decommissioned. Next I try and fix the vessel’s shear in my mind, including breaks in the railings. Then I look at the ends, like this vessel’s sharply raked stem and associated trailing boards, stem pieces, anchor hawser holes, and rigging points. Then I study the shape of the stern; in this case the angular, squared off transom with its prominent monkey rail. I look for the number and position of her rub rails and the position of her anchors and chaffing block(s). I note the style of the anchors. I note the position and shape of her deadeye chain plates. I try to determine what the hull is made of; in this case, wood.

With the hull shape and fittings fixed in my mind, I study things like the number and location of her masts, and the number and shape of the deck structures. Here, we have the foremast protruding from the forward deck house.

Things that are not so secure and may change over the years: I note the row of port holes along the hull. If the vessel was converted from cargo to training, the port holes would not appear in early images of the vessel. I note the sailing rig including the number and placement of yards, booms, and upper mast pieces. The image in Silverstone’s book shows a brigantine rig while our mystery vessel has booms on the foremast making her rig that of a topsail schooner. Look at the ship’s boats; count them and note their size and type. Look at their stowage and arrangement about the deck and rail. Are they secured from booms or lashed to the deck? Are they powered or not? How about her paint scheme? Here, white is white!

Where is she in the image? In our mystery, the vessel is moored to a quay with a prominent building in the background. The building has served as backdrop for many vessel portraits. To save everyone the suspense, I’ll tell you that the image was made at the New York Navy Yard in Brooklyn, New York. I have several other images of ships taken from the same perspective. I wonder if the image has “Our Navy Photo, Brooklyn, N. Y. 11217” written in the lower right corner. After my detailed comparison, I began to see that Clarke was right and that this was, indeed, our

(Continued on page 3)

(Mystery Photo—Continued from page 2)

mystery vessel, albeit slightly altered. Enough of the physical attributes matched to warrant further investigation of *Boxer*. Now, I needed conclusive proof. So, I turned to the Internet and searched. (Funny thing about the Internet, aside from all the inaccurate and just plain wrong information there; there is a surprising amount of good stuff. But, watch your sources. Another thing about this tool, you can search and search and not find anything. But by just altering one item in your search criteria, you can open a door to a wealth of data.)

This time, I searched for information about a vessel named *USS Boxer* (and yes, a parallel search through Bill Fox's book, *Always Good Ships*, revealed that NNS did build a *Boxer*, CV-21 in 1944.) There is not much data available on the net about the brigantine *USS Boxer*. There is a short entry in the on-line *Dictionary of American Naval Fighting Ships* (DANFS) that lists *Boxer* as the fourth US Naval vessel to carry that name. More important she is listed as "a training brigantine", which offers us an additional avenue to search. Important dates and some service history are as follows: "... launched 11 October 1904 by Portsmouth Navy Yard; sponsored by Mrs. J. H. Tomb; and commissioned 11 May 1905 Lieutenant H. H. Royall in command. Until 20 October 1912 she served as training vessel at the Naval Training Station, Newport, R. I. She then shifted to the Naval Academy where she remained until 25 June 1914 when she returned to Newport. *Boxer* continued in service at Newport until transferred to the Department of Interior 14 May 1920 for use in Alaska by the Bureau of Education."

As ships go, *Boxer* is not large, but as sailing ships go, she falls about in the middle of the size range. Her displacement and principle dimensions are: (dp. 346; l. 125'4"; b. 29'9"; dr. 9'2"; cpl. 64)

A Google Image search produced this gem, which positively links the Mystery photograph and the image in Silverstone's book together. This clear close-up, pre-launch image offers the best one-on-one visual comparison of many of the vessel's attributes. Here it is with caption:

The last of the great sailing ships built at Portsmouth Yard on the Piscataqua, the *USS Boxer* awaits launch in the giant Franklin Shiphouse for launching on October 7, 1904. Before it was enlarged, the original shiphouse was 240 feet long by 131 feet wide and 72 feet high. Credit for the photo goes to the Staples-Herald Collection at Strawberry Banke Museum and appears in "Historic Portsmouth" by James Garvin.

I mentioned a correlation between the vessel and current events. That Bill offers this image now is pure happenstance. I know this is a stretch, but if you notice, in the first sentence of the image caption you will see a clue to what I mean. It reads: "The last of the great sailing ships built at Portsmouth Yard." Bill presents this vessel for our review just as the Portsmouth Yard (This nation's first and oldest naval shipyard) escapes permanent closure by the BRAC commission. Happenstance for sure!

So Bill, now that you're feeling good about yourself, tell us what ship that is in the background?

John Cheevers



Web Information

The mast drawing and component names on page 4 were found at: <http://www.all-model.com/wolfram/PAGE2.html>

This information is from Wolfram zu Mondfeld's *Historic Ship Models*. This web site also contains tables of proportions for masts and yards.

Do you have any tips, tricks or unique sources for material? Send a note to the Logbook Editor.

(Minutes—Continued from page 2)

Heinz doesn't build a model in the tradition way we always speak of. Instead he builds with an eye toward gaining and keeping things accessible and always with speed in mind. For this reason he adds the rudder to the model very early in construction, while he can still get to it. He has a method of planking a model over a silk barrier so that the side can be removed for interior work and then reattached to the hull. He uses many jigs to impart repeatability to operations and to insure that like parts are similar. As for research, he says that "some pictures are enough, don't get too many."

Years ago Heinz was quoted as saying: "when you finish a model, burn the plans. Then no one can see what you did wrong. I don't believe that stress is part of his modeling equation!"

A hearty thank you to Mareke and Heinz.

Thanks to John Cheevers for submitting This month's minutes.

Dumpster Diving

Last weekend, I took Bill Clarke on a character building (or expanding—not that he really needs to have his character expanded) expedition to augment my supply of model building material. You see, I had a tip that there was a dumpster in James City County that promised a treasure trove of things, including the “good” wood we all talk about. So you see, this was not casual; seek out a dumpster at random, affair. But, rather, a well-coordinated and by invitation-only event that was successful far beyond its initial billing.

As with most of these events, there was a fair amount of work, dirt, joking, and grunge involved. A set of older clothes was the uniform of the day; work gloves, and work boots (I forget mine) would properly complete the outfit. I also forgot to take a dust mask and this was a serious mistake. Safety should not take a back seat to enthusiasm. Anyway, along with directions to the site came casual conversation about how the owner wished we had talked prior to a recent rain shower as the wood involved may now be wet. That bit of information clouded my better judgment as I thought that dust would NOT be a problem. Oh contraire!

We arrived at the specified place at the specified time and made introductions all around. This is a very important part of the diving experience as, too many times, uninvited divers have risked being at the wrong end of the NRA’s favorite pointer. After the proper clearances were established, the fun began. It seems that we arrived on the weekend prior to the dumpster being hauled away, so it was nearly full. My friend had to have everything removed from his parent’s estate by the end of the weekend. He casually pointed to corner of the dumpster that he felt would yield the

greatest reward.

Most of what was in the dumpster came from the large shop located behind the main house. At 30 by 40 feet, it would make a nice shop for any of us. It seems that the fellow, who lived there, in addition to being a wood worker and carver, also tinkered and dabbled in just about anything. It is now beyond rumor that he never threw anything away.

Donning those trusty work gloves, I climbed aboard and dove in with gusto. Bill says that I walked him to death carrying load after load of treasure to his truck (the real reason he was invited along!) We had quite a few laughs as we spied non-ship model related objects and discussed their potential. Most of those items went in the truck, too.

Very soon we neared the bottom of the dumpster. It seemed to coincide with our abating adrenaline rush and rising signs of hunger and thirst. When the “finds” reached the trickle point, we declared the mission a success, profusely thanked my friend, and beat a hasty retreat.

What does all this mean to casual reader of the *Logbook*, you ask? I’ll tell you. Aside for some unmentionables and other goodies, Bill and I were able to recover almost a cubic yard of holly billets plus one or two blocks of apple and cherry; all with their ends carefully dipped in wax. (I even found about half a box of discarded wax in the dumpster.) If you need some seasoned holly, ask; Bill and I will share.

SHOP TIP

This conversation was found at:
http://yarchive.net/metal/aluminum_solder.html

I am an electrical engineering backgrounded personal, have a problem to bond copper claded printed circuit board on one inch square size of Aluminum base. Do you have any experience to share with me?

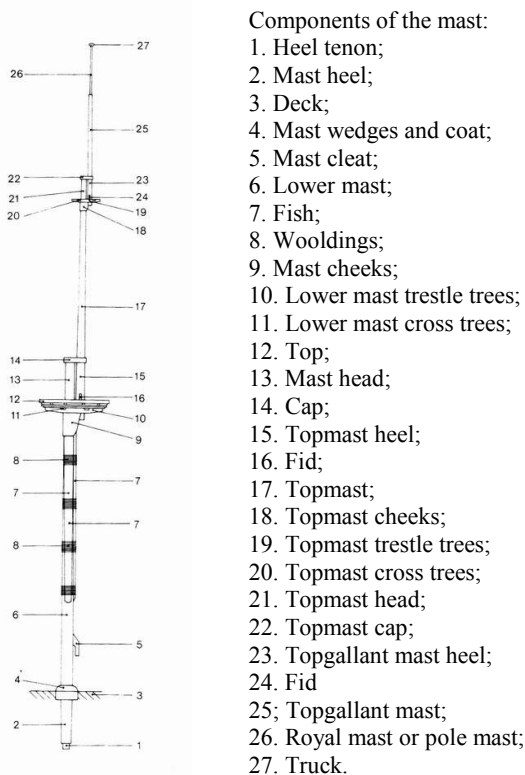
Tin the aluminum under oil, then solder as normal.

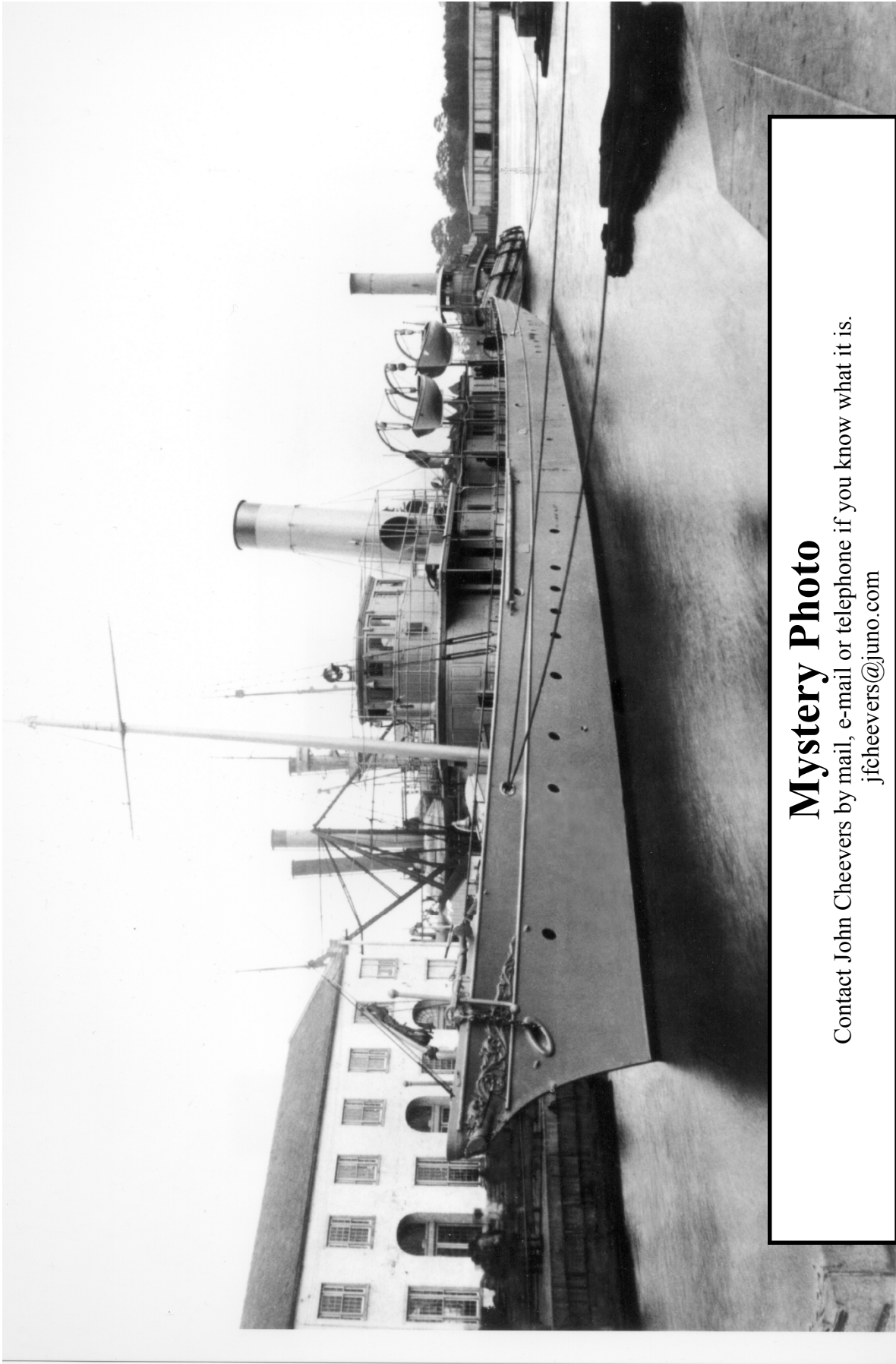
Aluminum normally won't accept regular solder. That's because of the oxide coating on its surface. By covering the surface with oil, you can scrape away the oxide coating while preventing oxygen getting to the surface and reforming it. You can then tin the surface with an iron, through the oil coating, and get a proper bond. Then you can clean the oil off and solder as usual.

This is a home shop technique. There are probably better solutions

What kind of oil do you use? Does this work for you with 2024?

I use mineral oil, but ordinary motor oil will work, smokes a bit though.





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

NOTABLE EVENTS

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:

NOVEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

Next Meeting

Date: December 9, 2005

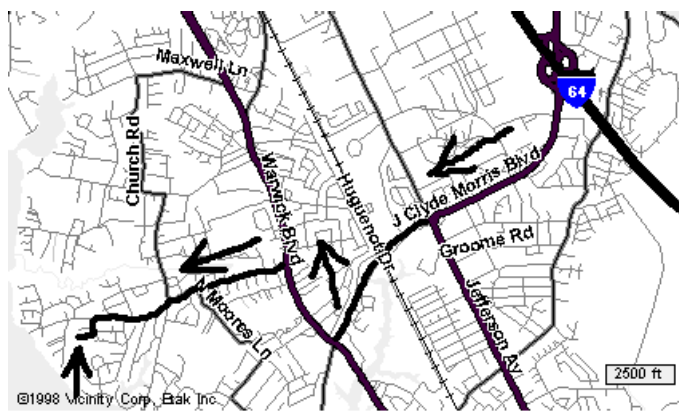
Time: 2000 Hours

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.

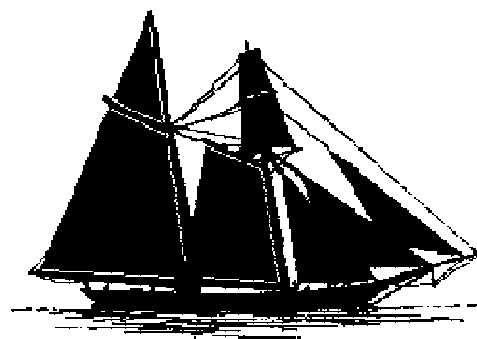


BRING YOUR CURRENT PROJECT TO THE MEETING

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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



The Topsail Schooner is a two-masted vessel, the mainmast of which has a fore-and-aft mainsail and gaff topsail identical to those of an ordinary schooner. Both masts are made in two spars, but the lower foremast is a little shorter than the corresponding spar of the mainmast, and the topmast is a little longer. Speedy topsail schooners were also known as "Baltimore

Thanks

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