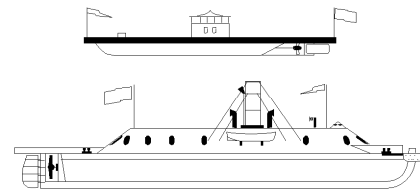


Hampton Roads Ship Model Society

Logbook



No. 235

WWW.HRSMS.ORG

January, 2006

FROM THE PILOTHOUSE



Mystery Photo



Members should keep in mind that the February meeting at the Skipper's house will incorporate an auction of member-donated books, kits, materials, etc., to benefit the HRSMS treasury. Anyone wishing to contribute items for the auction can either bring them along the night of the auction or drop them by earlier at the Baker house, but please call (757) 565-7991 first to make sure we're here.

Also at the February meeting, we may be having a separate silent auction of ship modeling related tools, materials, and books that come from the estate of a long-time, non-HRSMS member, ship modeler from Portsmouth, VA. The silent auction will allow attendees to look over the items and make written bids on them while the other auction is ongoing in the living room; at a pre-agreed time, the bidding will be cut off, and the winners will be the most recent bidders. It should be a busy evening.

For January's meeting, we will be hearing from the committee studying what to do with excess HRSMS treasury funds and setting up committees to nominate club officers and the annual Founders' Award, which will be awarded at the annual banquet. I hope to see you all at the Comets' Friday evening.

Dave Baker

SEA TERMS

Wildcat: The drum on a windlass with grooves and projections to engage anchor chain. The origin of this term is not known, but it is wise not to get too close when the anchor is "let go."

Submitted By Tim Wood

Mystery Photo #234: Last month we passed a milestone of sorts, and I missed a golden opportunity to toot my own horn (my loss, your gain.) It turns out that the log of the Mystery Photo was 100 with issue #233. That makes 100 times that someone has submitted an image to stump this sea-kindly crowd, and 100 times we responded with a lively, witty and mostly accurate replies. Perhaps some feel that the feature is getting long in the tooth, but the occasional comments I receive are always positive, so I guess there is still some life left in this idea.

Some statistics are in order. Most come from memory, so don't fuss if I get something wrong or leave something or someone out. There have been three authors of this column: Joe did 2, Dave 2*, and I got the rest. Five brave hearts submitted photos: Bill provided about 90; the rest came from Greg, Tom, Joe, and Dave. Not real sure here, but I think about 15 members and a hand full of outsiders provided guesses to help solve these mysteries. No person or response was left out unless I forgot. I tried my best to work in every thread of evidence that you-all pulled from your sources or memories, warts and all. I think there were five vessels we were not able to identify; that's a passing grade of 95, which, along with 20 grand or so, will get you into any good university.

The distribution of vessels was somewhat varied with the mean falling on the timeline somewhere near the United States' post Spanish American War navy. Not a bad mix of vessels, but way too heavy on the warships. I would have preferred a better split between naval and civilian craft as well as a better split of vessels with engine verses sail power. The mix of published and unpublished images was just about 50/50, which was very good. The images themselves were usually top notch and rich with detail

(Continued on page 2)

HRMSMS ANNUAL BANQUET

Saturday March 18, 2006

Radisson Hotel, Hampton

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Host, Jack Bobbitt
Guests, Dennis Hobbs, 1st meeting

At 2000 hours the Skipper opened the gathering by announcing that the meeting would be conducted out of the usual order. Tim Wood gave a presentation on the "Construction of the Bluenose II".

The business meeting was opened at the conclusion of the presentation by welcoming guest Denis Hobbs. John Cheevers was thanked for taking the minutes at the November meeting. There were no corrections to the minutes. The Purser's report was given by Eric Harfst (\$4282.48). The Webmaster, Greg Harrington reported that he made a backup CD of the HRSMS web site that he was giving to the Clerk. Greg also read a list of members' photographs that were missing from the web site.

Old Business: John Cheevers gave a report on the NRG Conference finances. (There is a question as to whether we owe the NRG \$1000.00 when all is reconciled we have \$1381.11 not including the questioned the funds). Dave expressed his thanks to the Mariners' Museum for conduction the Monitor tours during the conference. A motion was made and passed to donate \$500.00 to the Mariners' Museum general fund. Dave said he was remiss in not thanking Ryland Craze for auditing the HRSMS books.

New Business: Dave expressed a concern for the amount of funds in the treasury. Bill Clarke beseeched the editor to present a bill to the society for newsletter costs. The Skipper appointed a committee of Bob Comet, Tim Wood, Ryland Craze and Greg Harrington to investigate the procurement of training aids. Bill Clarke, Alan Frazer, and Bill Dangler to a committee for the nomination officers. Dave broached the subject of meeting hosts. The following members graciously offered to host meetings:

January - Bob Comet
February - Dave Baker
March - Tim Wood
April - Mark Heilenday
May - Bill Clarke
June - Alan Frazer
July - Charles Landrum
August - Dean Sword
October - Greg Harrington
November - Hintz Schiller

The next item was presentations for the meetings. Bob Comet
(Continued on page 3)

(Mystery Photo—Continued from page 1)

waiting to be discovered. Two vessels appeared twice (If you can name then you will win a prize.)

It was a good first 100 mysteries; I hope you enjoyed them.

Speaking of discovery, we have a new offering this month just waiting for some salty old model builder to identify. We spy the vessel from ashore. We see her port side and look aft at a handsome yacht pulled into naval service. Her design features a strong, crisp sheer line and raking stem-lines that project speed and power! The vessel is centered in the frame with at least three other vessels in the background (from the stacks and masts, 2 of these should be readily identifiable.) She is heavily secured with double lines at all mooring points while at rest in a wet basin. The water is calm so the mooring is secure providing just a hint of the vessel's reflection. In the background we see what may be the far side of a river. The vessel still sports her equipment (boats, searchlight, anchor, storm sail, etc) so it's a safe bet she is in service or very recently retired. Now that I mention it, I see someone on deck—port aft.

The sun is very nearly directly overhead; the photographer seems to be shooting in the sun's direction, but it seems to be an overcast day. The tugboat in the background has all the styling cues of the east-coast built tugs. We see no smoke from any vessel.

To the left we see a 2-story shop or warehouse flanking the wet basin. On the pier between the vessel and the warehouse we can just see two horse-drawn wagons. All of the stonework around the basin seems to be granite block. The warehouse is made from white-washed brick or block and features double-hung casement windows with sidelights. I'm not sure about the roofing material.

Ok, that about completes my list of observations. Do they easily lend to the identification of the vessel, a point in time for the photograph, and its geographical location? Well, maybe.

The horse, the granite, and the general style of the vessel suggest a time near the turn of the last century, or 1900. The overall gray paint scheme of the vessel contrasted with its civilian origin suggests the vessel was in naval service to support a war of some sort. At that time, the United States was just emerging from a conflict with Spain. So a good starting point would be to look at civilian vessels that were pressed into service for that war (1898.) Further, we can see that they vessel has all the styling cues of a yacht. That provides a good jump off point to begin the search.

The often used resource for this time period is John Alden's splendid book titled The American Steel Navy. This book provides a richly illustrated glimpse into US Naval life, ship design, and traditions in the late Victorian period. It also provides a list of active vessel's in naval service during the

(Continued on page 3)

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—Continued from page 2)

Spanish American War. From this list, I spot 23 vessels listed as converted yachts. From this point it's an easy matter to search the various Internet sources for images of these vessels.

For fun I alternated my search by working from both ends of the alphabetical list. On my fourth search I turned up an image of the yacht *USS Wasp* that, well, you can see for yourself...

Guys, it's just that easy to play Mystery Photo. A little common sense to gather clues and a little luck to find the identical image already captioned for you. They are not all this easy but they are all this much fun to play.

Here is the complete biographical listing of *Wasp* as it appears at the Naval Historical Center's web site:

Patrol Yacht *Wasp*

Columbia, a steam yacht, built in 1898 by William Cramp & Sons, Philadelphia, PA; Acquired by the Navy from Mr. J. H. Ladew; Renamed **Wasp**; and commissioned at New York on 11 April 1898; Decommissioned, 27 September 1898; Placed in service, 15 December 1898 and loaned to the Florida State Militia for training purposes; Placed out of service, 23 July 1902; Recommissioned, 2 October 1902; Struck from the Naval Register, 13 November 1919; Formally decommissioned, 1 December 1919; Sold, 20 September 1921 to Mr. Halsted P. Layton, Georgetown, DE. Fate unknown.

Specifications: Displacement, 630 tons; Length, 180' (wl); Beam, 23'; Draft, 12'; Speed, 16.5 kts.; Complement, 55; Armament four 6-pounders and two Colt machine guns.

If you want to model this vessel, plans are available. The Independence Seaport Museum in Philadelphia, Pennsylvania holds all remaining William Cramp & Sons drawings and reference material. Included in the collection are 1 hull

contract book and four plans (PMM 87.21.37a,b,c, & d.) The description of these plans is: General arrangement; outboard profile; lines; midship section. This seems sufficient to begin a nice model. Write them (email: seaportlib@shrsys.hsic.org) for current pricing information.

Things are indeed looking good for the next 100.

John Cheevers

* I must give Dave credit for two columns as I shamelessly used his response, including every comma, hyphen, and period for the November, 2005 Mystery which coincided with the NRG Conference—I ginned up the column but he deserves all of the credit.



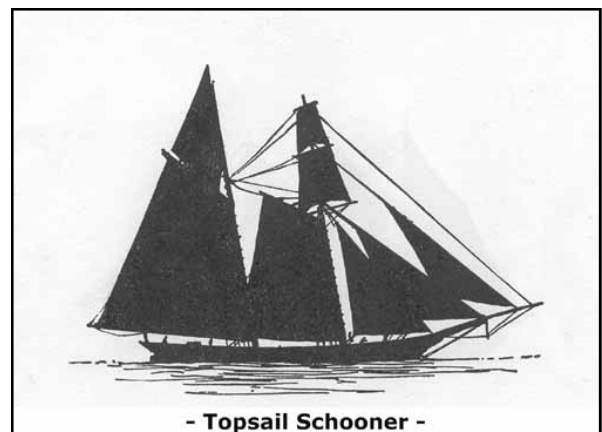
Photo # NR&L(O) 2220 USS Wasp at Norfolk, 1898

(Minutes—Continued from page 2)

asked for members to contact him about giving presentations. Bill Altice was asked to he would consider giving a presentation on model repair. He replied in the affirmative. Heinz Schiller talked about the Cabin Fever Model Exposition and asked if anyone was interested in going. After some discussion, the Clerk said that he would disseminate the particulars. The Skipper read a letter of thanks from Roger Cole. John Cheevers read complementary letters from Pete Danks from the U.K. and Jeff Fugelstad of the Ship Model Society of Northern New Jersey. The Clerk asked about a name that was formerly listed as an honorary member After some discussion, it was decided to let sleeping dogs lie. Bill Clarke raised the issue of an annual banquet. He was promptly appointed a committee of one to reserve a mid-March date at the Radisson Hotel in Hampton.

Show And Tell: Bob Comet copies of excerpts of an 1899 book on naval ordinance. Bob also showed several of his brass six-pounders in 1/8 scale and a new product for hemming sails. Charles Landrum had some photo etched parts for the *Mikasa* in 1:350 scale.

10th Annual "Cabin Fever Expo" Model Engineering Show & Auction Show: January 21st & 22nd, 2006 York Fairgrounds Expo Center York, Pennsylvania



SOLDERING INFO

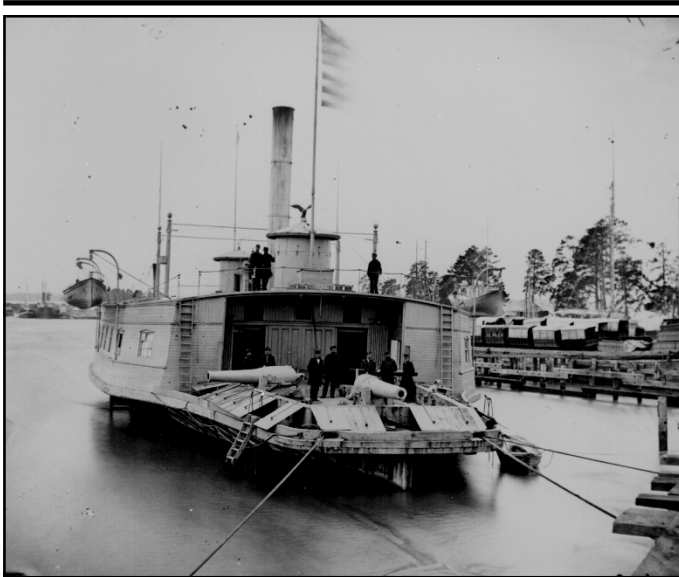
An excerpt from the Kester web Site
<http://www.kester.com/en-US/index.aspx>

Stainless steel requires the use of special fluxes in order to achieve good adhesion of the solder to the stainless steel. Typical acid core fluxes will not work on stainless. Kester has 817, which is specially formulated for applications of soldering to stainless. Kester 817 must be used with solid wire or it can be used in addition to acid core solder. Kester 817 flux is typically brushed on the stainless and then the solder is reflowed using standard reflow procedures with an iron or a torch.

Tip Maintenance

Proper soldering iron tip maintenance is important to extend the life of iron tips.

Tip maintenance is important to extend the life of soldering iron tips. Keep the tips tinned by frequently melting a small length of rosin core solder directly on the tip and then wiping off the excess with a damp (not wet) sponge. Kester offers "Tip Tinner". These are available through our distributors. The Tip Tinner are small containers of solder in powder form with a special tinning flux. Wipe the hot soldering iron tip on the surface of the tip tinner, melting some of the solder on the tip. Wipe off any excess on a damp sponge.



U.S.S. Commodore Perry, a ferryboat converted into a gunboat, Pamunkey River, Va., 1864.

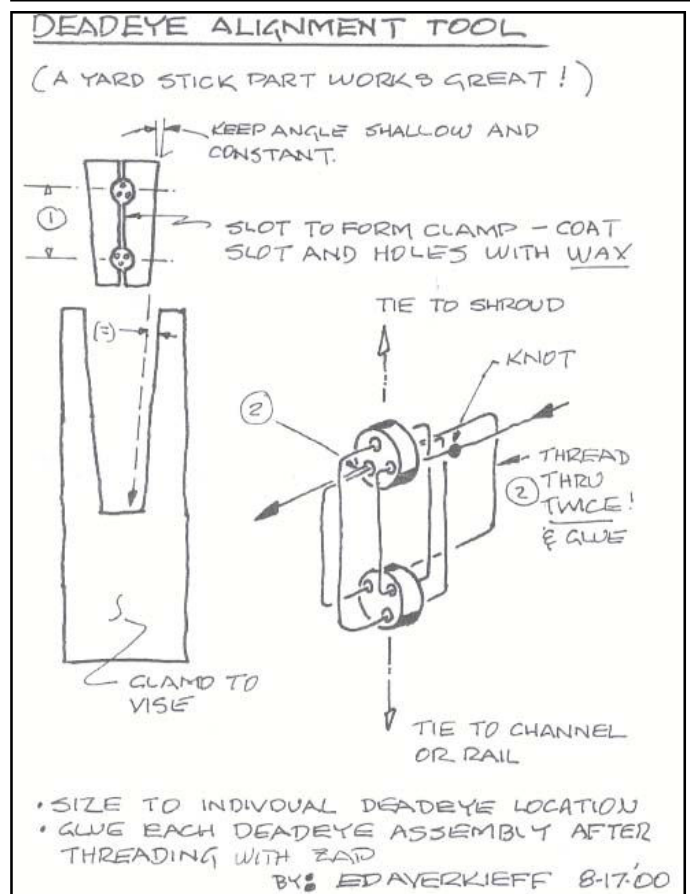
Deadeye Jig
From <http://www.ship-modelers-assn.org/tpsmain.htm>

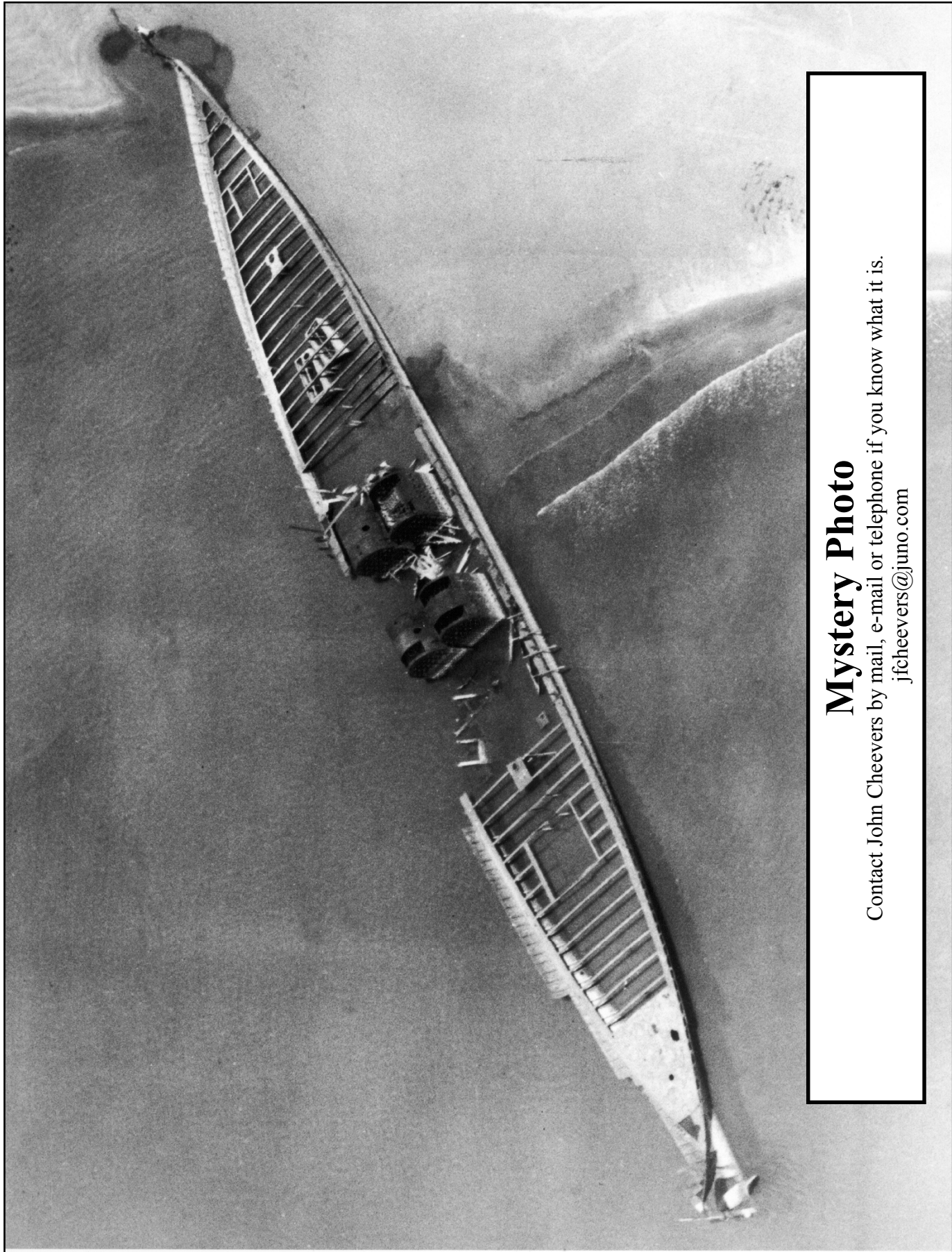
Chesapeake Bay Maritime Museum Maritime Model Expo

Saturday and Sunday, May 20-21, 10am-4pm
Hosted by the Museum's Model Guild and the North American Steamboat Modelers Association, this expo includes radio-controlled models powered by steam, battery and wind. Static displays of highly-detailed and realistic models will be featured, and activities for children, too! Included with Museum admission



U.S.S. St. Louis, first Eads ironclad gunboat, renamed the Baron de Kalb in October 1862.





Mystery Photo

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

NOTABLE EVENTS

JANUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers
“Understanding Ships’ Plans”, Bob Comet

FEBRUARY

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

MARCH

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood
18 HRSMS Banquet, Radisson Hotel

APRIL

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Mark Heilenday

MAY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
20-21 Maritime Model Expo, CBMM

JUNE

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer

JULY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Charles Landrum

AUGUST

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

SEPTEMBER

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

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington

NOVEMBER

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

DECEMBER

- 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

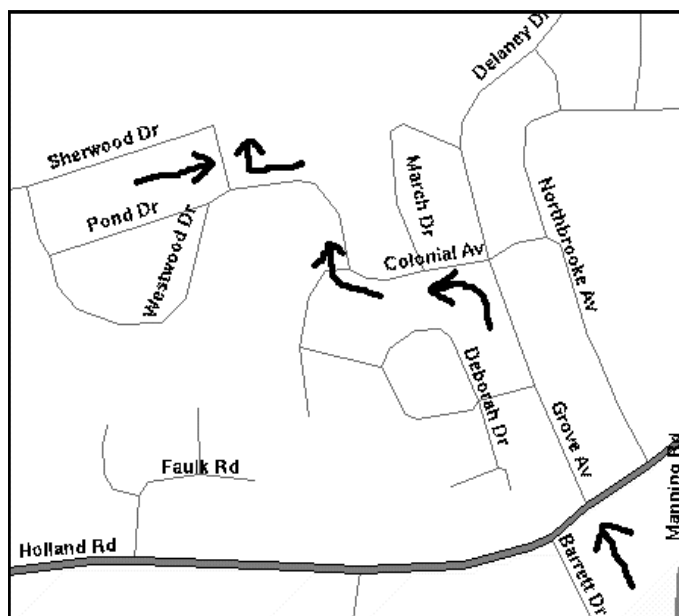
Date: January 13, 2006

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.



I'm not a vegetarian because I love animals. I'm a vegetarian because I hate plants.

A. Whitney Brown

Thanks

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