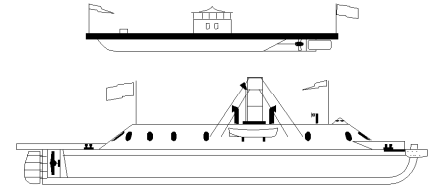


Hampton Roads Ship Model Society

Logbook



No. 237

WWW.HRSMS.ORG

MARCH, 2006

MINUTES



HRSMS Monthly Meeting
February 10, 2006
Host, Dave Baker
Guests, Dennis Hobbs, 3rd Meeting

The meeting was called to order by the Skipper, Dave Baker. The first order of business was to welcome guests. Dennis Hobbs was in attendance at his third meeting. He was asked if he wanted to join the group. Following an affirmative reply, Dennis was asked to leave the room while the vote was taken. Dennis returned as a new member. Dave reminded the group of the auction following the meeting and that the meeting would be somewhat abbreviated. There were no corrections to the minutes. A Purser's report was given.

Old Business: the Skipper reminded everyone of the Annual Banquet on March 18. Bill Clarke said to be sure to make the checks payable to the HRSMS. Dave next brought attention the Founders' Award ballot in the Logbook. He said that the ballots could be returned to him by the next meeting or a vote may be e-mailed to him or communicated to him by phone. Dave next reported on a letter from the NRG thanking us for hosting the conference and a letter from Mariners' Museum, thanking us for our contribution to them. The next item of business was the election of officers. The Skipper directed the Clerk to cast a vote for the unopposed slate of officers; Dave Baker, Skipper, John Cheevers, Mate, Eric Harfst, Purser and Tom Saunders, Clerk. Dave said that the person who wanted us to dispose of the modeling material and tools of her late husband has not been contacted. He will send a letter to her and try to make arrangements for a sale/auction at a later date. Charles Landrum said that display tables at the IPMS

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Mystery Photo



Mystery Photo #236: After writing this column all these years, I've become highly suspicious of Bill's photographs; to the point that I'm beginning to smell rats when none are present. Conventional wisdom says to always go with your first impression, it is usually correct. Not this time! My immediate thought after seeing the current image was that Bill was trying to slip an image of the steamer *Shawmut* or *Aroostook* past us in its pre-modified state. Wrong impression, but it put me on the right avenue to providing a solution.

After spending some time studying American coastal steamers, I notice that it is possible, with some degree of certainty, to define a vessel's operating theater by its particular style. While this is certainly not a foolproof concept or an exact science; learning some of the regional styling queues greatly aided my search to identify the vessel.

American lake, coastal, and river steamers (the ship-built types not the barge-hulled type favored on the inland rivers) share many distinctive styling queues. But, they also differ by featuring physical attributes intended to deal with specific, regional requirements. Some of the more distinctive, visual attributes showing regional diversification include: Hudson River steamers with their extremely fine ends, low freeboard forward, unique funnel arrangements (sometimes three abreast,) and open decks with mesh bulwarks extending the full length of the hull. The New England coastal steamers carry features meant to deal with the sea conditions of the open ocean like high enclosed bows. They also feature a unique hull form with an exaggerated, fluted flair that increases main deck space. The Chesapeake Bay boats were very similar in appearance to the New England type except for a lower freeboard forward and a single funnel. They also didn't carry the heavy, tall masts. Great Lakes boats also

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HRMSMS ANNUAL BANQUET

Saturday March 18, 2006

Radisson Hotel, Hampton

(Minutes—Continued from page 1)

Convention would cost \$15.00 each. We would have to respond by September if we wanted to participate. Bill Dangler reported that the fall picnic is scheduled for September 30 at Newport News Park.

New Business: John Cheevers raised the issue of Dave footing the bill for models he distributes at the Mariners' Museum. John proposed that we have a contest among the members to design a simple kit for kids to put together. After some discussion, nothing was resolved. Dave passed around pictures of models by a Mr. Ralph Preston. There was some discussion about having Mr. Preston speak to our group. This item was tabled indefinitely. Bill Clarke raised the issue of raising the society dues. He said that he would resurrect this issue in the fall. Greg Harrington said that we could hold meetings at his place of work off Magruder Boulevard if someone wanted to host one there.

The meeting was adjourned to an auction of donated items.

RUSTY TOOLS

The other day as I was looking through some of my seldom used tools and noticed some fine surface rust. It was probably caused by fingerprints and due to the tool being stored in the humid garage. To prevent rust on my larger tools used to work on the house or car, a wipe-down with an old oily rag will suffice. With model building tools a more delicate approach is needed.

Many years ago someone told me to keep a couple of mothballs in my toolbox to help prevent rust. Over the years I have not been diligent in following this advice. I went on the net to find out if the mothball guidance was just an old wives tale.

The first things I found were a number of household hint pages that said to place a block of charcoal or a few mothballs in a toolbox to "attract the moisture". Digging a little further, mothballs actually prevent rust by the vapor that comes from them and not from attracting the moisture. The rust prevention industry uses the term "vapor corrosion inhibitor" (VCI) to define the process. A number of products are on the market that act in a similar manner to mothballs but have been specifically developed for rust prevention. Below is a note from product literature at The Rust Store.

"How does VCI work? Bull Frog VCIs bond electrochemically with metal surfaces to form a protective "molecular umbrella," sealing out the air and moisture that causes rust and corrosion.

The Bull Frog Rust Blocker strips are environmentally and user safe. The non-toxic organically derived product contains no nitrates, silicones, phosphates,

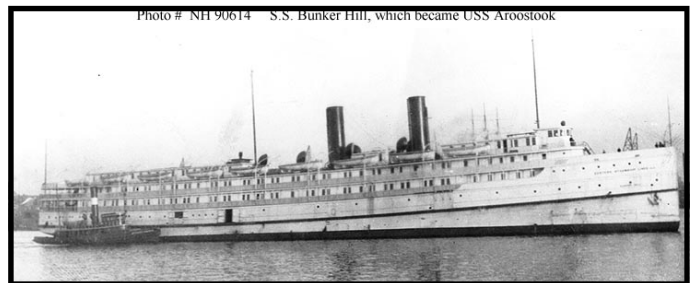
(Continued on page 3)

(Mystery Photo—Continued from page 1)

feature high, bluff bows where the additional plating is necessary to counter the rough, wind-driven waves found there, but their hulls are usually very rounded and tubby. Finally, The West Coast, as always, has a style all its own—but I wouldn't call it grunge.

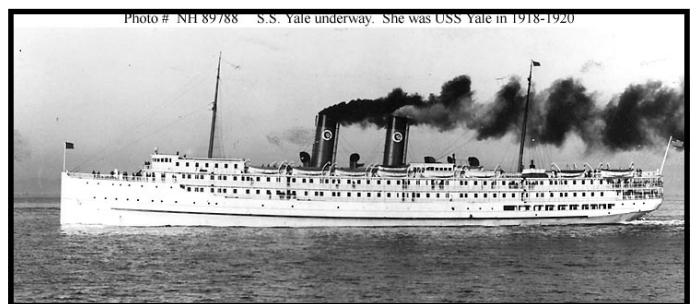
This Mystery vessel exhibits more "New England" features than those from the other regions—hence the rat. Is Bill trying to trick us? Not this month. The minelayers *Shawmut* and *Aroostook* were built as the Fall River Line's *SS Massachusetts* and *SS Bunker Hill*. They served the New England cities. But neither matches our mystery vessel and, more importantly, neither ever appeared in Navy grey while configured as passenger steamers. A fact that I confirmed by finding an image of *USS Charles* (ex *Harvard*), which features a dazzle-pattern paint scheme popularly used on "acquired" civilian vessels during World War One.

I reasoned that the war time grey paint meant that I could look through the on-line ship photo file at the Haze-



Grey web site for troop carrying vessels. All it would take was some spare time, several cups of coffee, and a willingness to view several hundred images of unrelated vessels. I quickly tired of this and tried another tactic, a Google search of American passenger steamers that produced more likely candidates. From these, I jotted down the name *S.S. Yale* (*USS Greyhound*, IX-106) as she very closely matched our mystery. When The Clarke came by about an unrelated matter I showed him the note and, for an instant, saw a sheepish, perturbed look that confirmed my diagnosis. But I don't want to focus on beating Bill this month; I need to focus on how to prove my identification.

Proof came via e-mail with this month's only response. It comes from a player we haven't heard from in a



long time. The good news is that his response provides the confirmation to my diagnosis. His letter is a real gem and

(Continued on page 3)

(Mystery Photo—Continued from page 2)

written by one of the better writers in our group, and I'm glad to see he's playing again. His response deserves to be included in this column as received, in its entirety:

John

Mystery Photo 236 (February *Logbook*) told me itself that I needed only one book to identify it. The subject was clearly an American civilian overnight passenger steamboat, built no later than the 1920s, that was or had been in naval service (one visible boat, lots of rafts) when the photo was taken. The leading single resource for such vessels is George Hilton's *The Night Boat* (Howell-North Books, 1968).

The layout of the book, though, required that I look through nearly 90 percent of its pages to confirm my suspicions. Several photos looked like possibilities, but not exactly right when I looked at deck and porthole arrangements (including the partly-open area aft on the freight deck), stack rake and spacing.

Then came, on page 236, Chapter 16, "The Los Angeles Steamship Company." The company's two ships were designed by William Denny & Brothers of Dumbarton, Scotland, and built by John B. Roach at Chester, Pa., in 1906–07 for C.W. Morse, who was then trying to assemble a steamboat monopoly in New York and New England under his Metropolitan Steamboat Company. Named *Harvard* and *Yale*, the two were designed for "outside" service, around Cape Cod, between Boston and New York, so they were suited for open-sea operation. (In a change from the standard American practice, these two ships featured the European-style triple screw arrangement. – John)

They became available when Morse suffered major financial setbacks in 1910. Sold to the newly-formed Pacific Navigation Company, they entered service between San Francisco and Los Angeles in December 1910, following delivery voyages via the Strait of Magellan! They could make their overnight coastal voyages in 19 hours, four to six hours less than rival steamers.

The U.S. Navy bought the pair in March 1918 for use in Western Europe. The Navy re-sold them in 1920 to The Los Angeles Steamship Company, which returned them in 1921 to their pre-1918 route. By then they could make the trip in 18 hours. The pair, and the route, were sold to Matson Navigation in 1930. Eight months later, *Harvard* grounded and broke up off Point Arguello on May 30, 1931. Deep into the Great Depression, *Yale* was laid up at Antioch, California, from 1936 until she was taken to Kodiak Island, Alaska, as a barracks ship for workers at a new air base. After later operation between Kodiak and Dutch Harbor, she returned to San Francisco Bay and was scrapped in 1949.

So which of the twins is our Mystery Ship?

The answer lies on Hilton's pp. 237-38, where he says LASSCO, at the start of its service in 1921, honored both ships' wartime European service by adding two chevrons to their forward stacks. Look closely at the Mystery ship photo, and the raised chevrons are just below the black band on the forward stack! Only *Yale* survived to see further naval service, with all those rafts, while wearing the chevrons from a prior war.

Alan

Following Alan's revelation of west coast service I did two things: I pulled a book from my library entitled Pacific Coastal Liners, by Gordon Newell and Joe Williamson, and I went to the DANFS site to get the history of *USS Greyhound*. Later I added a search of the Naval Historical Center's web site in order to gather more data on *Yale's* sister ship *Harvard* since a record of her could not be found at Haze-Grey.

These two ships were collectively known as the White Flyers or White Sisters and as Alan said they have an international history. Though intended for use along the New England coast, they were designed by an outfit located in Scotland but built on the Delaware River. Sold early in their careers, the sisters rounded the tip of South America on their transit to their new home on the American west coast. During the Great War they served in a troop carrying capacity, as *USS Yale* and *USS Charles*, between England and France.

After the war they were placed in reserve at League Island, Philadelphia. When they were not selected for conversion to sea plane tenders (*Massachusetts* and *Bunker Hill* were selected instead,) they were sold to a new shipping group located in Los Angeles for more service along the west coast. Presumably they made this trip west through the Panama Canal. They worked together until 1931 when

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(Shop Notes—Continued from page 2)

heavy metals or other toxic chemicals. The product will not harm painted surfaces or plastics."

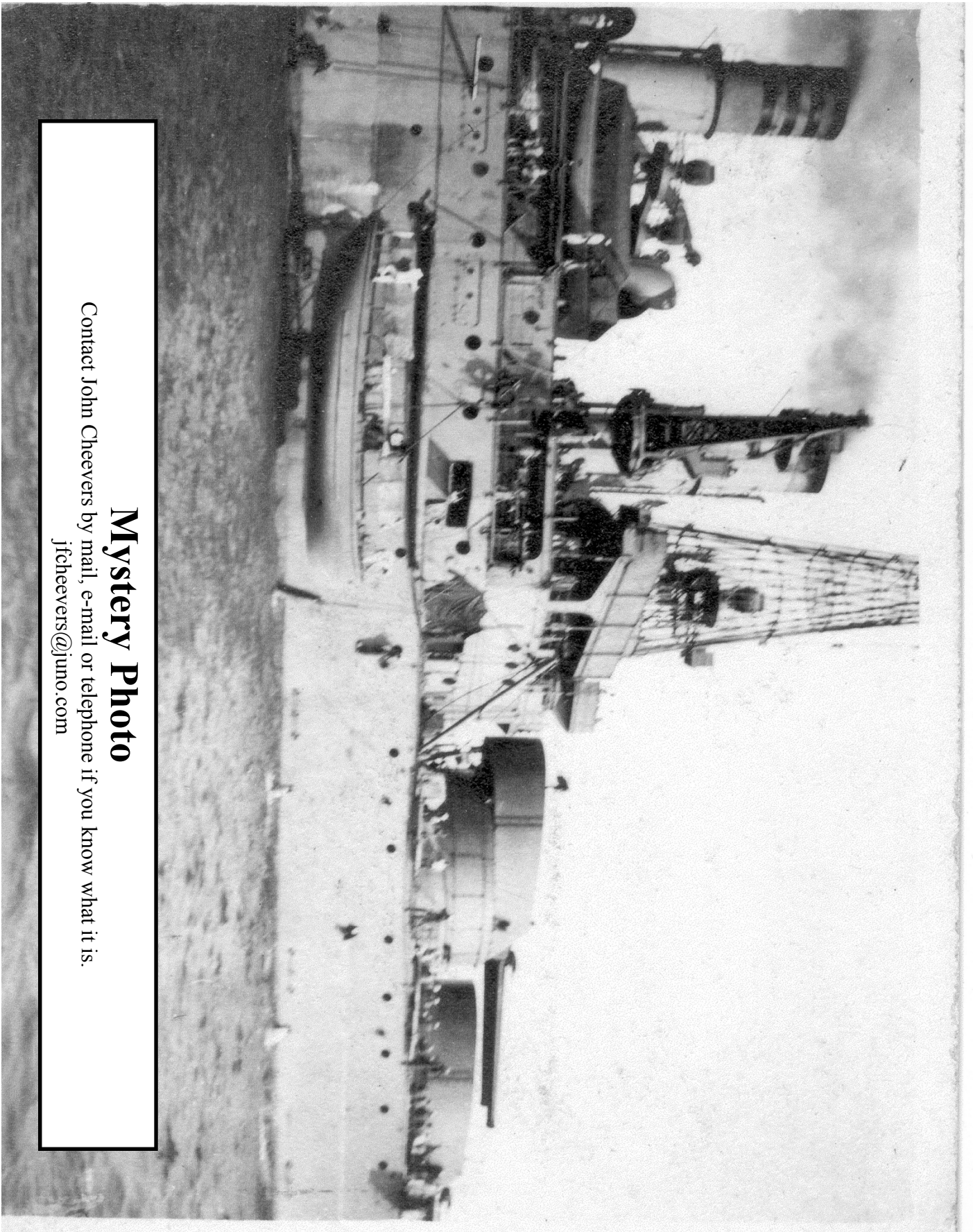
Comparable products are sold at Brownells, a gunsmithing supply house. The same products are available in small cups that will protect closed areas such as the trunk of a car.

While I was on the subject of rust, further research indicated that the choice of toolbox is also important in preventing rust on hand tools. Many of us lust after the Gerster (the Cadillac of wooden tool chests) machinist toolboxes, but settle for a metal multi-drawer chest. Wooden tool chests actually are more than a decorative item as noted on Metal Web News. "Just storing your tools in a tight wooden box will discourage rust. Wood acts as a fairly good barrier to humidity and absorbs what remains. One person stored tools in side-by-side tool cases, one a Gerstner Wooden Case, the other a Kennedy Metal Case. After years of storage, the tools in the metal case showed surface rust while the tools in the wooden case were clean." Many sources stressed wiping off fingerprints before storing tools.

While on the subject rust, larger equipment presents another set of problems.

Soon after acquiring a metal lathe, I asked a machine-shop-owner friend of mine what does he use to protect his machinery from rust. He said that he uses LPS-2. He went on to say that the LPS displaces moisture and leaves a protecting film on the equipment. I specifically asked him about WD-40 and received an emphatic "no way". A note I found on the

(Continued on page 5)



Mystery Photo

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

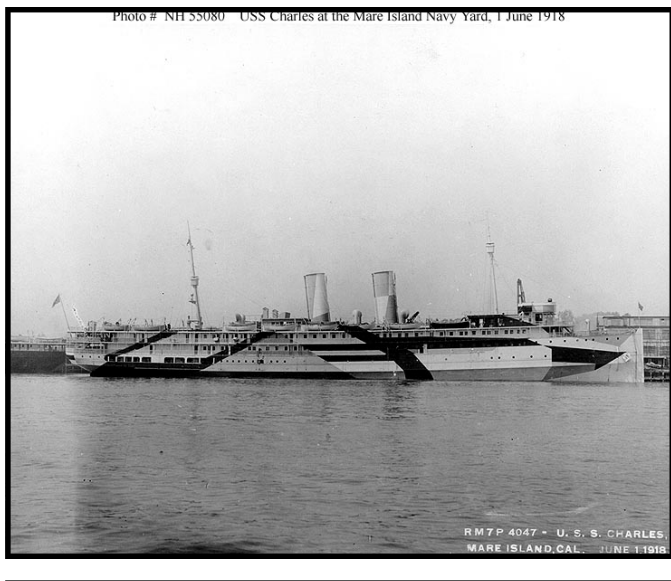
jfcheevers@juno.com

(Mystery Photo—Continued from page 3)

Harvard was wrecked and YALE continued alone until being laid up in 1936.

Let's see if we can use the information we have to locate and date the image. As Alan previously stated, Yale worked one last geographical location—Sitka, Alaska, where she served as a dormitory for construction crews. This lasted until 1942 when Yale was taken over for transport service in the Aleutian Island area. For this duty she was renamed USS Greyhound, IX-106. During this time, Alan reports that MVUS lists her owner as the Seattle based Puget Sound Bridge and Dredging Company. She was removed from service for a final time on March 9, 1948 and turned over to the Maritime Commission on November 12, 1948 where she was placed in the Reserve Fleet at Olympia, Wash. She was sold for scrap on June 5, 1949. DANFS completes her history with an entry stating that she was scrapped in Stockton, California.

Alan says that “the Mystery Photo...show[s] her decrepit condition, as would be expected [of a vessel not in regular service.] Perhaps the workers on board are getting her underway to the scrappers; her starboard screw seems to be turning, but her anchor is still under water, its chain "straight up and down.”” (Instead of a propeller turning, which I find unlikely for a vessel going to the wrecking yard, I see the bow wave of a bluff-hulled workboat.) If Alan is not correct about the time and location, I suspect we may be seeing her as she is readied for departure from Alaskan waters following World War Two. Whatever caption this mystery photo has, it is



Nautical Terms

Taffrali The rail around the uppermost deck in the stern of the vessel, earlier as the poop or quarterdeck. (XVII) An earlier spelling was tafferal, which referred more to the then ornamental treatment of the stern than to a rail. The term appears to come from the early Dutch *tafereel*, a panel or tablet. Some seamen-types pronounce it "taff'r'l."

Submitted By: Tim Wood

certain that we see *Greyhound* very near the end of her career.

If you are interested in reading the complete story of Yale and Harvard, Alan recommends you read The White Flyers by George F. Gruner.

Finally, a neighboring ship modeler, Bob Fivehouse of the Ship model Society of Northern New Jersey, has a fine example of *Yale* built at 1:384 or 1" = 32' scale. For a vessel of 407 foot length, this gives him a model just under 13" in length. I present this fine image of his model gleaned from their newsletter, *The Broadaxe*, Volume 23, Number 10 October, 2005.

John Cheevers

Editors Note: The color photograph of Bob's *York* would not give a satisfactory reproduction in black and white. It can be found at the address below.

<http://www.njshipmodelsociety.org/Main/BroadAxe/2005/Broadaxe%20Oct%202005A.pdf>

THE ANSWER

The answer to Mystery Photo #236
USS Greyhound as of 1943
#80G-200224 ex-USS Yale IX-106
Dutch Harbor, Alaska 10 Sept. 1943

(Shop Notes—Continued from page 3)

web indicates that WD-40 will absorb moisture, not repel it and that WD-40 is good for drying out an ignition switch on a boat, but not for preventing rust. LPS-2 is available from ENCO. I get it in a gallon jug and put it in a spray bottle.

My woodworking machinery gets a different treatment. After cleaning my table saw joiner and planer, I put a good coating of bowling Alley Wax on the beds and tables. The wax keeps moisture away from the metal. The wax will not come off on wood being worked and provides a slick surface so boards will slide with a minimum of effort.

After writing the previous paragraph, I found an article in Fine Woodworking on the subject of table saw maintenance. The following excerpt is a more detailed procedure. "It's a good idea to dress the tabletop. Start with a

(Shop Notes-Continued on page 6)

Puzzle Sea Going Term

What is a gill-guy or timenoguy?

I will give the answer in the next logbook.

Best regards to all, Bob Comet

NOTABLE EVENTS

MARCH

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Brad Granum
Presentation, Ryland Craze "Building the Grando"
18 HRSMS Banquet, Radisson Hotel, Hampton, Va.

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, John Wyld

AUGUST

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

SEPTEMBER

- 8 **H.R.S.M.S.** Monthly Meeting:
30 HRSMS Picnic, Newport News Park

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
21-22 IPMS Region 2 Convention, Virginia Beach, Va.

NOVEMBER

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

DECEMBER

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

JANUARY

- 12 **H.R.S.M.S.** Monthly Meeting:
Nomination of Officers

FEBRUARY

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

**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

Thanks

The members would like to thank Dave Baker and his wife, Anne for hosting the February meeting.

Next Meeting

Date: March 10, 2006

Place: 2713 Magruder Blvd Hampton, Virginia

Time: 2000 Hours

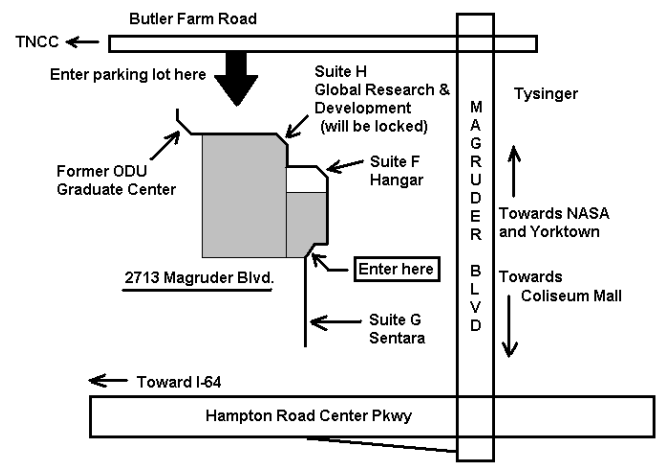
Host: Brad Granum

From 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



(Shop Notes—Continued from page 5)

thorough cleaning, using a spray solvent. Then polish with a fine-grit Scotch-Brite nylon pad or 600-grit sandpaper mounted on a wood block. Finish with a coat of nonsilicone wax or one of the topcoatings designed specifically for this purpose. I use Bostik TopCote, applying a couple of coats. I apply another coat whenever I notice the wood starting to drag as I feed it over the table.”

If anyone has ideas on this subject, send them to the Logbook editor.

All I have to do now is practice what I preach.

Tom Saunders