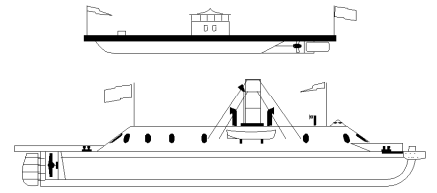


Hampton Roads Ship Model Society

Logbook



No. 240

WWW.HRSMS.ORG

JUNE, 2006

MINUTES



HRSMS Monthly Meeting
May 12, 2006
Host: Bill Clarke

The meeting was called to order by Dave Baker, the Skipper, at 2000 hours. The Skipper asked if there were any visitors, silence was the only response. While there were no corrections to the minutes, it was brought to the Editor's attention that the directions to the meeting contained an error. The Skipper then gave thanks to Mark Heilenday for hosting the April meeting. Eric Harfst gave the Purser's report.

New Business: The Skipper notes the passing of member Bill Hinrechs. After reflecting on Bill's accomplishments, Dave gave the time and date of his memorial service. A motion was made and unanimously passed approving the expenditure of funds to send flowers to the service. The Skipper reported on a executive decision to decline an invitation to participate in Harborfest (June 9-11). We were invited to set up in the children's exhibit.

Old Business. The Skipper resurrected the issue of presentations (the amended schedule is reflected in "Notable Events"). Dave reminded everyone of the IPMS Convention in October and there was continued discussion of our participation.

Show & Tell: Dave Baker showed a book on Japanese submarines. Bill Altice showed his current restoration of a P.O.W. model made in Canada. Ryland Craze showed the book Period Ship Model Handbook. John Cheevers showed two of his carved hulls. Dean Sword stalked about the book

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Nautical Terms

Warp (1) To move a vessel at a pier or dock by the use of lines, also to move a vessel by kedging. (2) The line used in warping. (Both XVII p.e.) The term comes from Old English, *wearpen*, of the same general meaning.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #239: This month I have to apologize to all you loyal readers of Mystery Photo. It would seem that instead of completing research to identify this month's mystery vessel events unfolded that forced an unofficial attempt to break Swedish engineer John Ericsson's record. You see, in 1861 then secretary of the Navy of the United States, Gideon Wells, sought proposals from several prominent shipbuilders and designers to design and build an iron clad steamer to counter the anticipated iron clad conversion of the screw frigate *Merrimac* by the rebel boys from the succession States in the South. Of the proposals that were accepted and contracted to build, the design from John Ericsson for an impregnable floating battery was the most innovative and unusual. Dubbed an iron clad steamer, the vessel Ericsson sold as a monitor became the *USS Monitor* and lent its name to an entirely new type of warship.

The record I refer to is the requirement set forth in the builder's contract to have the iron clad steamer *Monitor* complete and ready for service in 100 days. While I was not asked to break the specific record, I was asked to break the record in spirit when I received a call that asked if I could make a model of *Monitor* and have it ready on the 2nd of June. (Sounded like my kind of challenge!) The call came on Monday the 15th of May and that only allowed 2-½ weeks for the project. I visited the place where the model would be displayed and we discussed the models size. The fellow running the show wanted the model to be the same size as the scale plan that was framed and mounted on the wall. A measurement of this plan and several hours of intense work on the calculator indicated the bastard scale of 1:67.

Well, a deal was struck, material was gathered, plans were made, and a process was laid out. (By the end of that first Monday I had hull material and corrected-to-scale plans in hand to begin the project) The hull was made from well-seasoned, clear-grained sugar pine (still don't like the stuff.) Yes, camber was applied using my sheer and camber jig. The turret was turned from aluminum tubing (A sketch was sent to Len Wine who did this work) and topped with brass I-beam and 1/64" thick aircraft plywood. The rudder/stern post and trailing bar were made from brass as was the propeller. Various other

(Continued on page 2)

fittings including the two cannon and the mounting stanchions were all made from brass. Wood parts were glued together using Titebond yellow wood-workers glues and all other parts were either screwed together or glued with 5-minute epoxy.

To finish this model (here is where Jack cringes) I returned to the painting expedient that has served me well on my last few commissions: I used automotive paint applied directly from the spray can. (Don't try this at home unless you are used to spraying paint from a can.)

The model was finished and delivered to the pattern shop on Thursday the 1st of June in time to have it mounted in the display table/vitreen that was also made in the short 2-week period. It was delivered later that day.

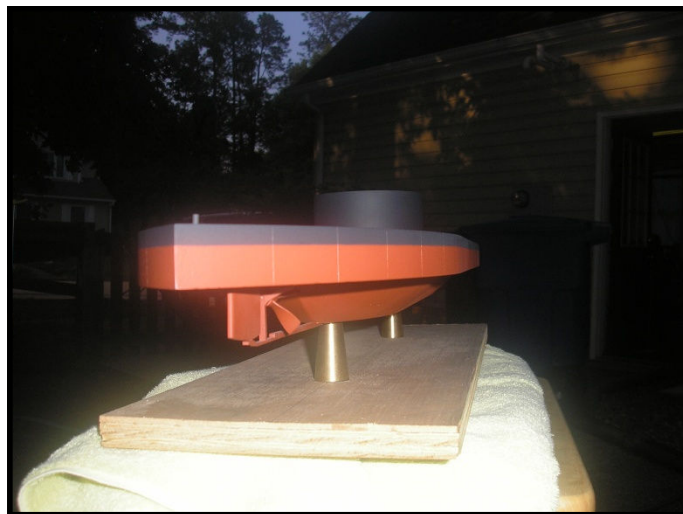
I am sorry you will not get to see the model.

Those that have, say that it looks good and the fellow wanting the model was bowled over. Here are several images for you to draw your own conclusion.

As for the Mystery Photo, I don't know what the hell it is other than to say she is another American coastal steamer minimally converted for war service.

Guys I'm not going to be available every month to ferret out the mystery vessel's identity. I need you all to contribute as well.

John Cheevers



Photos of John Cheever's Monitor model



(Minutes—Continued from page 1)

Tugboats of New York. Bill Clarke gave a report on his trip to the UK and his visit to the Museum of Transport in Glasgow. Dave reported that the Crabtree Collection at the Mariners' Museum is now open.

The meeting was adjourned to a slide presentation on Chesapeake Bay boats by Bill Fox.

THE ANSWER

Mystery Photo 239 is still a mystery.

Photo caption: RG 806-237757 ZP11-2560 UN-ID
29 June 1944



Mystery Photo

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

NOTABLE EVENTS

JUNE

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer
Presentation "Steam Ship Photos", Alan Frazer

JULY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, John Wyld
Presentation "Restoring a Clipper Ship Model", Brad Granum

AUGUST

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Presentation, "Resin Hulls", Charles Landrum

SEPTEMBER

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

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
Presentation "Airbrushing", Bill Altice
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: Host, Jack Bobbitt

JANUARY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

Thanks

The members would like to thank Bill Clarke for hosting the May meeting.

Next Meeting

Date: June 9, 2006

Time: 2000 Hours

Place: 105 Accomac Turning, Yorktown, VA

Host: Alan Frazer

The route numbers appear on every street in the neighborhood, and are lower and easier to read at night than the street names. Early arrivals please park in the driveway.

From Points West:

Take I-64 EAST

Take the VICTORY BLVD EAST exit- EXIT 256B- toward POQUOSON. 0.2 miles

Merge onto VICTORY BLVD/VA-171 E. 3.8 miles

Turn RIGHT onto TUCKAHOE TRCE (Route 1630). 0.1 miles

Turn RIGHT on Accomac Turning (1631)

#105 is the third house on the LEFT

From Points East:

Take I-64 WEST

Merge onto VA-134 N via EXIT 262B toward NASA/ POQUOSON. 5.2 miles

Turn RIGHT onto VA-600/BIG BETHEL RD. 1.1 Turn

RIGHT onto VICTORY BLVD/VA-171. 1.0 miles

Turn RIGHT onto TUCKAHOE TRCE (Route 1630). 0.1 miles

Turn RIGHT on Accomac Turning (1631)

#105 is the third house on the LEFT

As a courtesy,

PLEASE CALL IF YOU WILL BE IN ATTENDANCE

(757) 867-7666

