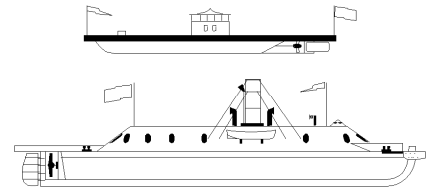


Hampton Roads Ship Model Society

Logbook

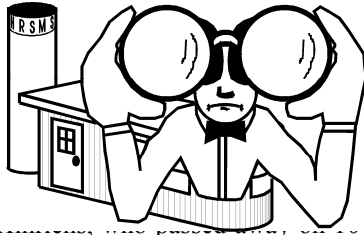


No. 242

WWW.HRSMS.ORG

AUGUST, 2006

From the Pilothouse



past couple of months, Bill Hinrichs, who passed away in May, and Frank Mastini, who died on 15 July. Both men had long been involved in ship modeling, Bill mostly as a connoisseur, and Frank as a professional model builder.

William Herman Hinrichs, Jr., had lived in Williamsburg for 17 years after retiring as an attorney and judge on Long Island, NY. Bill was an avid hobbyist, and in addition to ship modeling was also an enthusiastic model railroader. In recent years, he had gotten interested in assembling and painting an entire fleet of 1/2400-scale sub-miniature warships, but he was also skilled at traditional ship modeling. Bill was also a long-time Mason and a member of the Williamsburg Baptist Church.

Francesco P. Mastini had had a fascinating career as a naval officer and then as a merchant mariner before emigrating to the United States in the late 1940s. Long interested in modeling, he became a full-time professional ship modeler in 1961, and his scratch-built and kit-built models are on display in a number of museums, businesses, and homes. Frank published an excellent guide to building ship models and wrote articles for SHIPS IN SCALE magazine; he also taught ship model building without charge to a large number of students. In addition, Frank was a major supporter of the Boy Scouts of America and also coached youth soccer in Hartsdale, NY, before he and his family moved to Virginia Beach in the late 1990s.

(Continued on page 2)

NAUTICAL TERM

Gaff The upper spar of a fore-and-aft, four sided sail, the first of which, in larger craft, was the fore-and-aft spanker that was replacing the lateen sail in the XVIII century. The Origin is obscure in its present meaning, but the word comes from Old French, *gaffe*,

gaff or cudgel.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #241: Most of us can probably recall five great sea disasters; one for each digit on your left hand. The real serious students of maritime history, more than likely, need both hands to count great sea disasters. Perhaps one or two of us would have to remove a shoe and sock to keep count. If we took a poll asking for the top ten disasters, how many could you list? How many of us would need “qualifiers” in order to produce a useful list? Should we limit the time frame from 1850 to the 1960? Should we limit the scope to maritime disasters occurring in the Western Hemisphere? How about we limit the scope to events that affected just Americans or Europeans? Maybe we should only think in terms of engine powered vessels.

Of the major disasters aboard engine powered vessels carrying people who live in or are from America, would you all agree that *Titanic* is the most famous? Could you list the burning of the western river steamer *Sultana* loaded with ex Yankee prisoners or war as a major maritime disaster? How about the ramming and sinking of *Andrea Doria* off the East coast in the 1950’s, or the burning of *Morro Castle* off the New Jersey shore several decades earlier? Would the torpedoing and sinking of *Lusitania* make the count an easy five?

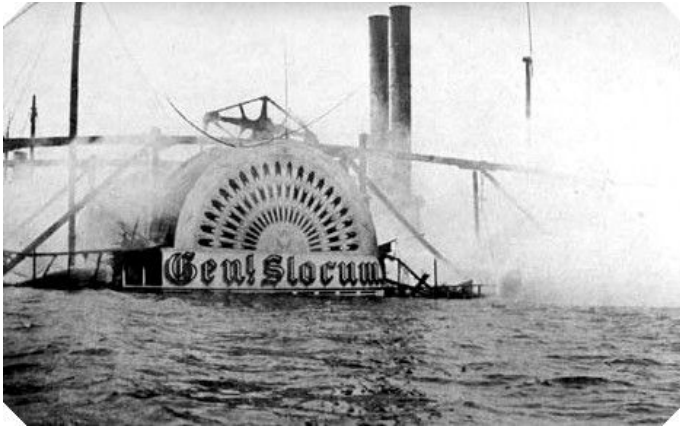
How is all this connected to the current Mystery Photo? Did the last paragraph provide the right hint? Are you thinking in the right direction, now? Who still thinks that the answer to the Mystery lies in having a specialized library of dedicated reference material? Tom, at least I think it was Tom, furnished a cracker-jack collage for the current mystery; images that promise, if we can identify the vessel, to reveal one heck of a story. The mystery behind the disaster associated with this vessel should not require special reference material to solve.

About the vessel in the image:

Tony Clayton provided the second and final response and, although he fails to correctly identify the vessel, I present his remarks first as they speak directly to the data in the image. He begins: “She’s a Steamboat! But y’all knew that of course.” He suspects “she has a wooden hull”, but he doesn’t explain why. It looks like iron to me. I say this because of the very narrow cut-water seen in the lower image.

He does, however, describe features that made her

(Continued on page 2)



(Mystery Photo—Continued from page 1)

type so identifiable: He mentions the “vertical stem and three decks. He goes on to describe how “the only covered cabin space appears to be astern, and that may be a lounge.” And he adds: “So this is most likely an excursion boat or day boat, probably for use on one of the eastern rivers (the Hudson or maybe the James?)” (I agree that this is most obviously an Eastern river excursion steamer.)

Finally, he describes her most prominent features: “Note the iron frame (Here, I agree with the material--JFC) visible in the photo on the starboard side. There would be an identical frame on the port side. These were "hog-frames", to prevent hogging-- the tendency for a vessel to bend down at the bow and the stern and arch upwards amidship (amidboat?).” Why were hog frames necessary in this type of ship design; extra credit to the first person who can say why?

(Pilothouse—Continued from page 1)

Both of these fine men will be missed by all of our members. The HRSMS as an organization has made contributions in their memories.

The Skipper would like to thank Len Wine for arranging to have new HRSMS name tags made for ten of our members. The name tags may be delivered at the August meeting, or, if not, in September. If you requested a name tag (or name tags), please be prepared to pay for them at the meeting (the exact price was not yet available).

Thanks to John Wyld and his wife for hosting the July meeting at their home in Smithfield. The Skipper is still recovering from trying to learn to tie knots while sitting behind Bob Comet, who was giving expert instruction. The Skipper's knots, however, all came out backwards, as he had to watch Bob in a mirror and still has trouble tying his shoes. John Wyld's model room will probably appear in the next Guinness Book of World Records; it was large enough to have its own weather system, although, in truth, some of the vast space was taken up by an elaborate staging yard for an HO-scale model railroad.

Hope to see you all at Dean Sword's in Portsmouth this Friday.

Dave Baker

Tony concluded his remarks with this: “The boat is a sidewheel steamer, driven by a single-cylinder walking-beam engine with two side-by-side boilers in front of the engine; astride the fore and aft center line, each with its own stack. I tried to scale up from the photo and came up with a length of about 200 feet. She would probably carry about 1,000 to 1,200 passengers. She was probably built in the second half of the 19th century. I'd guess 1850's or 1860's. Could be earlier.”

Later, Tony followed up with a second reply where he admits to developing only a slight headache in trying to identify the vessel. “After considerable research, much thought and only a minor headache, I think that this boat may be the NEW BERN. A variation on this spelling of the name that I've seen written is NEWBERNE. The New Bern operated between Washington, NC and New Bern, NC in the 1870's. This is a distance of about 40 miles on U.S. Route 17, but the steamboat had to go around via the Neuse River, Pamlico Sound and Pamlico River, I assume. This was a distance of about 120 miles, a good day's journey.”

Tony offers no proof or image to confirm his choice and finishes this way: “I look forward to hearing the correct answer.” So do I Tony, so do I.

The other player this month was Alan Frazer. He was the first to respond and his response came as somewhat of a surprise. I thought his foreign travels would keep him from playing and depriving us of an answer from our steamship expert. Glad you made it home in time to reply, Alan.

He begins his modest reply by first thanking us for using “another ‘merchant’ vessel.” I agree! He then adds that its identification “turned out to very easy” even though “she appears to have just one stack.” Alan also mentions that “part of her crossed-out name is legible.” When you all see what vessel this is you will realize just how much of the name is legible. Already you can see the name starts with “G.” The “G” is written in Old German script; is that a clue?

Alan continues: “The answer, though, turned out to be simple. I pulled out a small book, *Days of the Steamboats*, by author William H. Ewen” The chapter on “Excursion Boats” consists primarily of the disastrous fire that swept an excursion steamer in the East River on Wednesday, June 15, 1904. The boat, carried 1,358 passengers, mostly women and children, on a charter by St. Mark's German Lutheran Church on East 6th Street. The men were at work. When the fire was reported, Captain Thomas Van Schaik acted like “a man in a stupor,” holding his course and speed, into the wind for several miles despite many warnings from shore and other vessels before finally beaching the boat (perhaps by accident) on North Brother Island, above Hell Gate. About 1,000 passengers died, mostly by drowning.” Alan just described either the second or third worst seafaring accident in

(Continued on page 3)

THE ANSWER

The answer to Mystery Photo 241:

General Slocum

(Mystery Photo—Continued from page 2)

American maritime history.

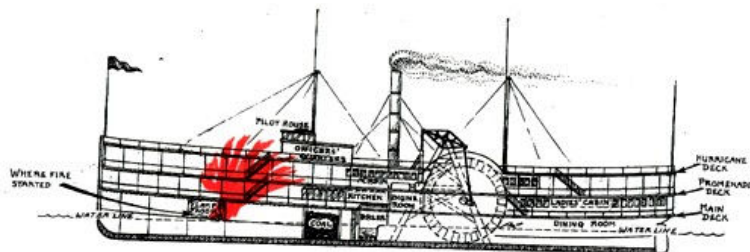
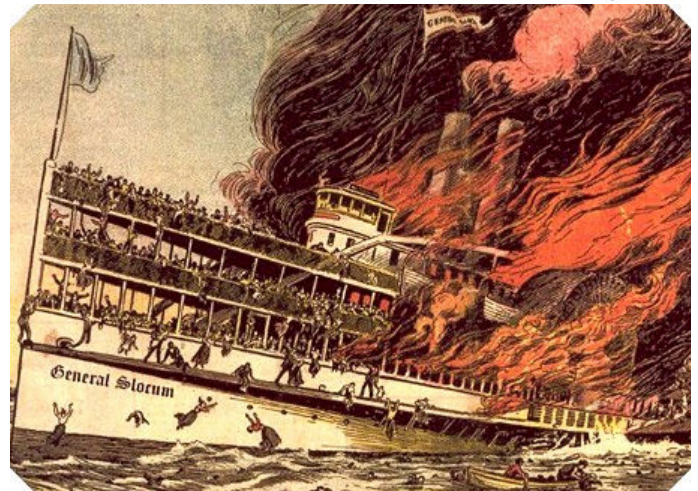
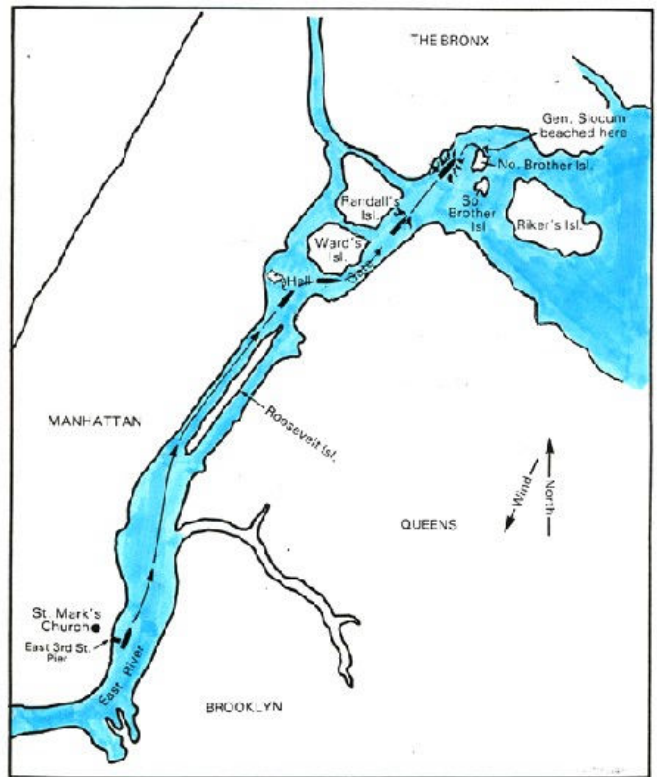
And then he let's the cat out of the bag, so to speak: "The ship, of course, was the infamous *General Slocum*, 236.3' x 38' x 12' registered dimensions, and considerable disagreement with Ewen's stated facts appears in two articles in *Steamboat Bill* No. 53 (March 1955) and No. 79 (Fall 1961). Investigations revealed deadly conditions on the *Slocum* and other steamboats in New York and elsewhere, including untrained crews and old, rotted life preservers, fire hose, and boats. The findings led to firings and major changes in steamboat inspection rules and enforcement, but only Van Schaik was sentenced to prison."

Stressing the important point about how erroneous facts can become primary source material often leading to inaccurate second and third generation use (like this column,) Alan finishes his reply: "Other sources no doubt show still different "facts," due to the confused initial reporting of the disaster; every newspaper and family letter is an "original" document. The cited sources are all available at The Mariners' Museum."

In an ironic twist and final note to the story, as New Yorkers were preparing to commemorate the 100th anniversary of the tragedy it was learned that earlier in the year on January 26 that the last survivor had died. Mrs. Adela Wotherspoon, who was six months old on June 15, 1904 when her parents took her on the excursion ferry up New York's East River, and who became one of only 279 survivors of the 1,300 on board when the ship caught fire and sank. She had no recollection of the incident but attended the observances on the anniversaries over the years. She died at the age of 100.

So who among us now needs the other hand?

John Cheevers



Built	1891
Sunk	December 4, 1911
Previous names	Sank as Maryland
Depth	24 feet
Gross Tonnage	1,284
Dimensions	236' x 38' x 7'
Type of vessel	Paddle wheel steamship converted into barge
Builder	Devine & Burtis, Brooklyn, NY
Owner	Knickerbocker Steamboat Co.
Port of Registry	New York, NY
Cause of sinking	Foundered
Location	Ludlam Beach, NJ

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting

July 13, 2006
Host: John Wyld

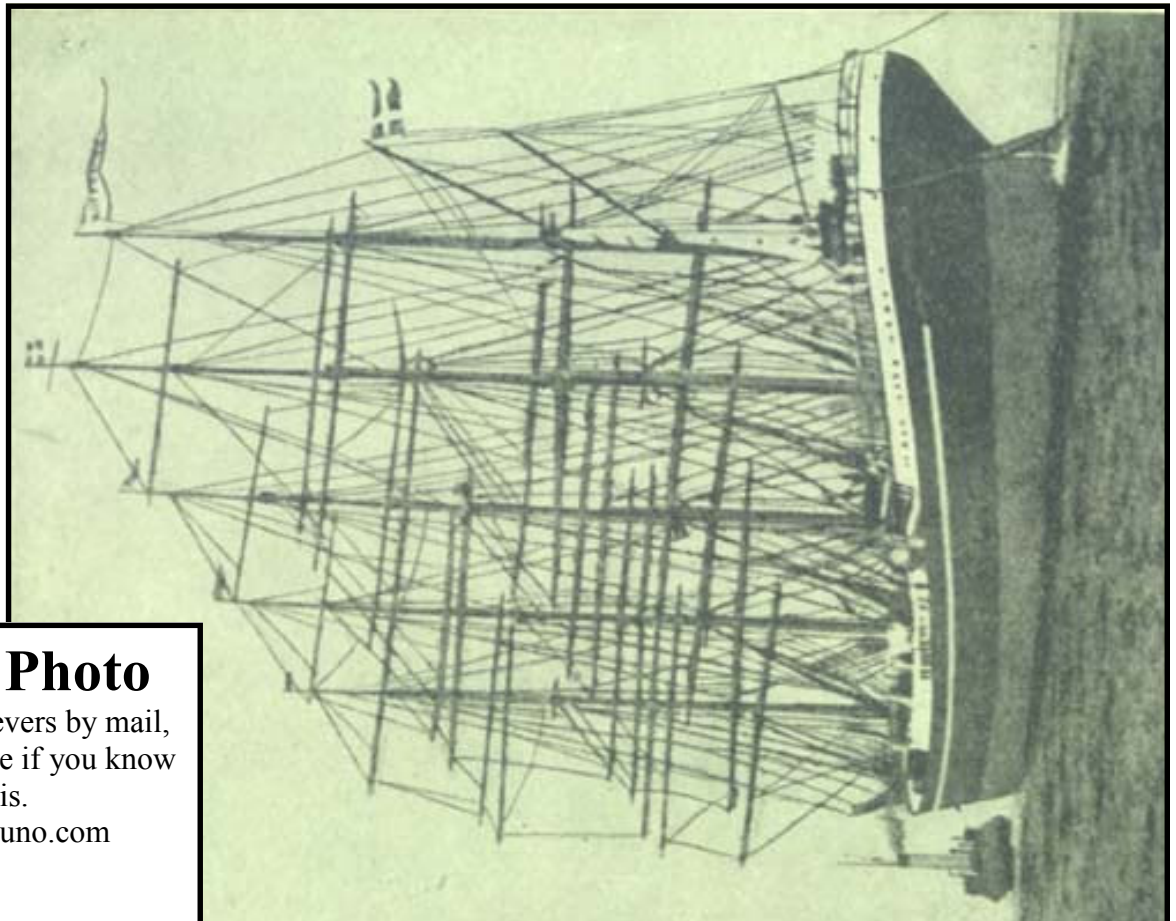
The meeting was called to order by the Skipper, Dave Baker, at 2000 hours. There were no visitors in attendance. There were no corrections to the minutes. It was noted that the dates for the International Plastic Modelers' Society (IPMS) Conference as indicated in the Logbook are incorrect. The correct dates are October 20-21. The Skipper read a list of those who volunteered to man our table at the conference. There was some discussion of the conference schedule. The Purser's report was given by Eric Harfst. Eric detailed a letter writing campaign to those whose dues were in arrears and it's results. There was some embargoed financial discussion. The skipper read a letter from Ethel Hinrichs thanking us for the flowers we sent to Bill's service. Greg Harrington gave the Webmaster's report. The Skipper admitted that he misidentified the Mystery Photo. Dave past along thanks to Alan and Jane Frazer for hosting the June meeting

Old Business: The Skipper noted that there is a need for a speaker at the IPMS Conference and asked the members to consider giving a talk on building the first wooden model. Dave said he would again host the monthly meeting in February 2007. Charles Landrum talked about using the Virginia Air and Space Museum's library as a meeting location. A motion was made and passed to have Charles investigate our use of this facility as a meeting location. Greg Harrington had to qualify his offer to hold meetings at his office as the company has been sold. Tom Saunders broached the subject of the September picnic. Discussion was deferred until the August meeting.

New Business: Tony Clayton asked about a name tag. There was discussion of members needing name tags. The resolution was for those needing a name tag to send an e-mail to the Skipper. Dave noted that the Taco Stand at the Mariners' Museum is out of HRSMS brochures and he talked about updating the information folder at the stand.

Show & Tell: Dave Baker showed two books, British Destroyers and Frigates and Colorado Class Battleships. Ryland Craze showed a book on the Alert. Charles Landrum showed a Japanese magazine, Model Art, a book from Squadron, Tarawa/Wasp-class Assault Ships, a plastic model kit, and his Lexington. Henry Clapp showed his three-log canoe.

The meeting was adjourned to a presentation "Making Blocks", by Bob Comet



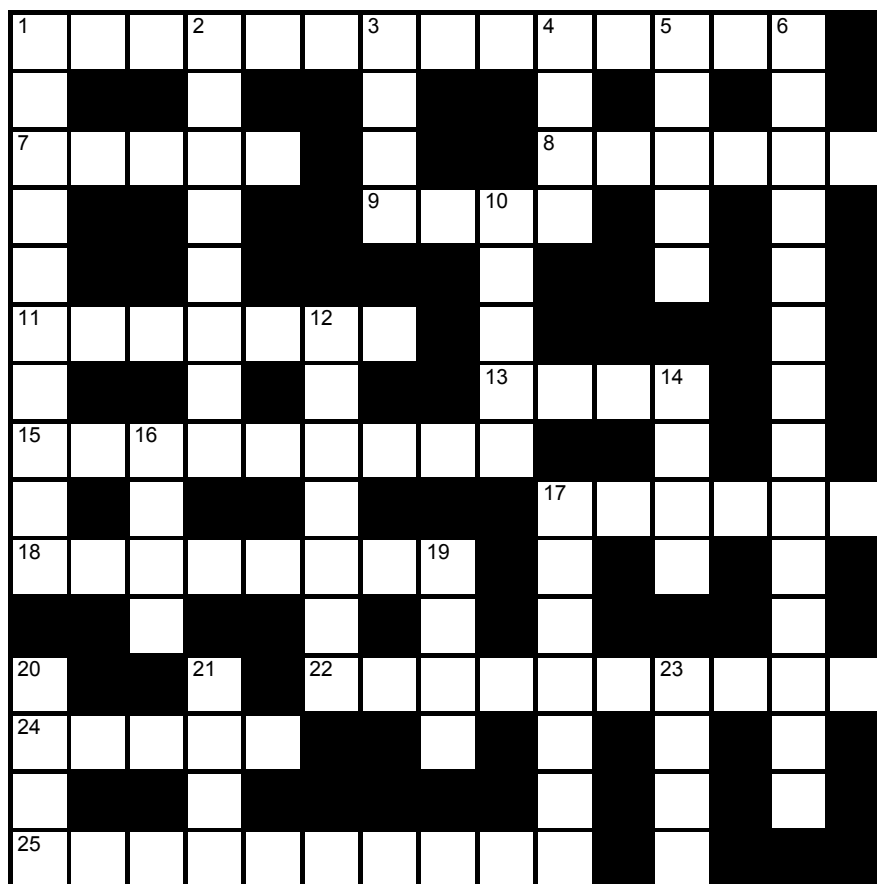
Mystery Photo

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

jfcheevers@juno.com

NAUTICAL CROSSWORD

Greg Harrington



- 18. Punishment involving a rope rigged from yardarm to yardarm, with 'to'
- 22. Readily available, fine grained, white, stable wood, mainly suitable for small parts, or jigs and tools, due to its extreme hardness
- 24. Palindrome boat?
- 25. A current or expensive biz-jet

Down

- 1. Song who's rhythm was used when British warships, in the age of sail, beat to quarters
- 2. Disused term for the left side of a ship
- 3. Metal clips used to force a watertight seal
- 4. A current moving contrary to the direction of the main current
- 5. A ship that has come up into the wind and also lost her way is said to be in ____

Across

1.



- 7. Pirate John ____, also known as Long Ben
- 8. Rights to a portion of a prize fund
- 9. A part of the standing rigging that supports a mast in the fore-and-aft line
- 11. One of five 'great' ones
- 13. Sole tanker in a critical WWII relief convoy to Malta
- 15. Soling, e.g.
- 17. Sitka ____

- 6. The helm of the Exxon Valdez did not respond because of the ____
- 10. __ Manby. First steamship to be built of iron
- 12. Synonym (or nearly so) for 5-down
- 14. You usually pull them
- 16. The officer second in command of a modern naval unit
- 17. Space for maneuvering
- 19. They are used to measure the speed of a vessel or the distance it travels over a period of time
- 20. Extension of the keel used to support the rudder and/or prevent the propeller from digging in when grounded
- 21. A small islet that lies off a larger island
- 23. Outboard hulls of a trimaran

The answer will be in the September Logbook

NOTABLE EVENTS

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 **H.R.S.M.S.** Picnic, Newport News Park

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
Presentation "Airbrushing", Bill Altice
20-21 **IPMS** Region 2 Convention, Virginia Beach, Va.

NOVEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller
Presentation, "Restoring a Clipper Ship Model", Brad Granum

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: Host, Dave Baker
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:

JUNE

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

JULY

- 14 **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: Len Wine
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 John Wyld and his wife for hosting the July meeting.

Next Meeting

Date: August 11, 2006

Place: 2 Lynn Drive, Portsmouth, Va.

Time: 2000 Hours

Host: Dean Sword



From the Peninsula West: Take I-64 East. Take the I-664 S exit- exit number 264- towards DOWNTOWN/NEWPORT NEWS /SUFFOLK /CHESAPEAKE. 0.53 miles 3: Merge onto I-664 S.12.62 miles. Take the VA-164 E/US-17 N exit- exit number 9- towards PORTSMOUTH/JAMES RIVER BR. 0.24 miles. Keep LEFT at the fork in the ramp.0.64 miles. Merge onto VA-164 E. 5.89 miles. As you cross the West Norfolk Bridge (the end of Rte. 164) you will need to follow the signs marked "Port Norfolk" (essentially you should stay in the right lane and continue to bear to the right when you have a choice). This will lead to an off ramp that dead ends on Cleveland St., which also has a stop, light. Turn right on Cleveland St. (which is also marked Port Norfolk) and go to the second traffic light which is Chautauqua Ave. Turn right on Chautauqua and go one block and turn left on Detroit Street. 8: Turn SLIGHT LEFT onto WILLIAMSON RD. 0.04 miles. Stay straight to go onto SURRY ST. 0.16 miles. Turn RIGHT onto LYNN DR. 0.35 miles.

From Virginia Beach: Take the I-264 W towards I-64/ NORFOLK/I-264 W/RICHMOND. 0.32 miles. Merge onto I-264 W. 9.75 miles. Take the exit- exit number 7- towards DOWNTOWN PORTSMOUTH/NAVAL HOSPITAL/ NAVAL SHIPYARD. 0.04 miles 4: Keep LEFT at the fork in the ramp. 0.09 miles. Merge onto BART ST. 0.11 miles. Turn RIGHT onto EFFINGHAM ST/VA-141. 0.37 miles. Turn LEFT onto LONDON BLVD/VA-141 N. 1.24 miles. LONDON BLVD/VA-141 N becomes LONDON BLVD/US-58 W. 0.37 miles. Turn RIGHT onto VA-164/MT VERNON AVE. 0.80 miles. Turn LEFT onto DETROIT ST. and proceed as above

