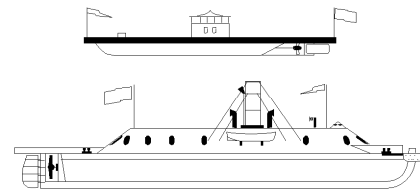


Hampton Roads Ship Model Society

Logbook



No. 243

WWW.HRSMS.ORG

SEPTEMBER, 2006

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
August 11, 2006
Host, Dean Sword

The meeting was called to order by the Skipper, Dave Baker at 2000 hours. There were no corrections to the minutes. The Skipper thanked John Wylde for hosting the July meeting. He commented on the addition of the crossword puzzle submitted by Greg Harrington. Eric Harfst gave the Purser's report.

Old Business: Dave had nametags for those who ordered them. The tags were given to the Purser where they could be redeemed for the purchase price of \$5.00. Bob Comet asked to provide funds to procure small model kits to be disbursed to children at the Taco Stand at the Mariners' Museum. The amount needed is approximately \$140.00. A motion was made and passed to fund the procurement of the models. Dave said that we were out of HRSMS brochures. He said that he would have them printed with the understanding he would give the bill to the Purser. The next item of business was the staffing of our tables at the International Plastic Model Society (IPMS) conference in October. Dave asked for the members to indicate whether they would bring a model. Dave Baker, Bob Comet and Heinz Schiller said they would bring models. The picnic was discussed. Bob Comet volunteered to coordinate the event.

New Business: Heinz Schiller said that Helen McCleary is leaving the area and that Brad Granum had made arrangements to host a farewell dinner at Ford's Colony Country Club. The dinner to be held on August 17, at 6:30 pm. Brad said that he send a e-mail to all members with a

(Continued on page 2)

NAUTICAL TERM

Leechline (also *leech line*)

A line for "spilling" or furling a square sail.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #242: I never thought I'd ask this of the Mystery Photo editor, but I wish you had saved this image for October. For in solving this mystery lie the seeds of other mysteries. Unanswered questions about ships are best asked under low light to a very nautical crowd.

All you real ship fanatics should have solved this mystery from the clues at hand. I mean, just how many five-masted barks are there? And how many fly the Danish flag? I don't know the answer to the first question, but Alan Frazer says the total is two and they are, "*Rickmer Rickmers* (German) and *Kobenhavn* [(Danish.)]" Does that mean that this mystery vessel is *Kobenhavn*? I'd bet your money on it.

Alan, being the thrifty Scot that he is, doesn't have to risk opening his coin purse because he knows that our Mystery vessel "is *Kobenhavn*, built in 1921 for the East Asiatic Company of Copenhagen." He compounds that remark by providing her dimensions: "3,901 tons, 368.9 x 49.3 x 26.9 feet." All you fact checkers will be pleased to know that Alan found all this wonderful information in "Harold A. Underhill's *Sail Training and Cadet Ships*."

If you're wondering why he chose that particular book, here's why: He followed the clues. Alan reasoned that "The rig, the flag, and the extensive housing areas on her main deck [indicated] a training ship with large complement; sailing vessels attracted few if any passengers then." He continues: "There [in the book] I found two 5-masted barks, [previously mentioned]. Opposite page 104 is a photo of the latter [*Kobenhavn*], in possibly the same tow as shown in the Mystery Photo, or at least by the same or a similar tug, since that photo shows her with jibs and staysails set. (I have provided a similar image that also may be from the same tow. You can contrast it with my "Internet found" copy of the Mystery Photo whose caption leaves little doubt where the image originates.)

The first part of this mystery centers around how this ship was built, and some may feel that it's really not a mystery at all but more like a good trivia question. If I asked a question like: "Name a ship whose hull was built and launched twice?" What would you answer? Alan actually beats us to the punch by providing the answer in his response: "*Kobenhavn* is known as "the ship that was built twice." Her design and building was contracted in 1915 to Ramage & Ferguson of Leith (the port of Edinburgh, Scotland), where her hull was launched and christened in

(Continued on page 2)

(Minutes—Continued from page 1)

reply required by noon on Tuesday the 15th.

Show and Tell: Charles Landrum wooden ship model (in pieces) to give away. Dean Sword showed casting materials. Dave Baker showed an order sheet from Willow Bend Books and a Blue Jacket DVD with *Charles T Notnam* pictures. Dennis Hobbs showed tubes that he uses to soak planks. Bill Clarke said the Deltaville Maritime Museum is offering model building classes. Bob Comet showed his Virginia Armed Sloop that will go on display on the Hampton Roads Navel Museum. Dean Sword showed his model of the Fair American. John Cheevers showed a lantern tool post he made for his Unimat lathe. Len Wine showed the book Standing in the Danger. Tim Wood showed a half-hull kit of the *Endeavor* from Blue Jacket.

The meeting was adjourned to a presentation “Resin Hulls”, by Charles Landrum

(Mystery Photo—Continued from page 1)

1916. The British government then commandeered her, and all work stopped. The hull was converted to an oil barge, renamed *Black Dragon*, and moved by the Admiralty to Gibraltar (where, Underhill wrote ca. 1956, she might still exist). At war's end the Danish East Asiatic Company asked Ramage & Ferguson to start again, and in 1921 the second hull was launched, and then outfitted with the masts and spars that had been completed in time for launch of the original hull and remained in the yard throughout WWI. At completion she was a five-masted bark of 3,901 tons, fitted with an auxiliary engine and carrying Lloyd's highest class.”

A web site, ww.electricscotland.com, lists a few additional details about the ship: For instance it mentions that the hull was designed for the Australian grain trade. It also mentions, contrary to Underhill's claim, that the hull/barge was used for coaling. Being a shipbuilder/designer I can tell you that the design requirements for bulk, dry cargo are very different from what is required to build an oil-tight compartment. This barge, if it was used for oil, must have leaked like a sieve, unless we're talking bunker C grade oil (almost like tar.)

Also, the site mentions that the builder stopped all work in 1915, because of the war, and that work didn't resume until the hull was commandeered for the war effort in 1918. Three years sitting on the ways can do irreparable harm to the material condition of any vessel. Here, I think Alan's version of the facts ring closer to the truth.

Regardless of the use of the first hull, what is important is the fact that the East Asiatic Company elected to build a second vessel of the same name using the original plans, and one that finally carried the masts and fittings intended for *Kobenhavn*. All you real nautical men tell me:

THE ANSWER

The answer to Mystery Photo 242: *Kobenhavn*

does this make for an unlucky ship? It seems that sailors and baseball players are the most superstitious folks on the planet.

Finally, at the web site there is a record of sorts, probably coming from the company's archival record that describes “a `typical' docking: Arrived Thevenard (Australia) 16/1/27, departed 15/2/27. Berthed on North side. Outward cargo, 4,161 tons bagged wheat. Master Capt H K Christensen, pilot P M MacIntosh.”

As is common for sailing vessels assigned to the long pacific to Europe sailing routes, *Kobenhavn* is reported to have made only ten voyages. The reason for this lies in the second part of her mystery. Again from Alan's reply: “On 14 December, 1928, she sailed from Buenos Aires for Melbourne in ballast with a crew of 45 cadets and a crew of 15: officers, petty officers, doctor and catering staff. She was



last seen off Montevideo and vanished without a trace, never heard from again despite a ten-month search by numerous ships.” The web entry agrees in principle with Alan's facts differing only on *Kobenhavn's* departure date and location, noting: “She departed from River Plate on passage from Montevideo to Melbourne on 12/12/28.” And the entry reveals the last radio transmission known to have been received and logged: “Her last radio message received 21/12/28 was `All's well', after which she disappeared.”

So, was she a cursed ship having been built twice? Will her disappearance ever be explained? Till next time...

John Cheevers



HAMPTON ROADS SHIP MODEL SOCIETY

ANNUAL PICNIC

WHERE: Newport News City Park, Shelter #11. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area with rest rooms nearby, a lakeside view, tables, benches and barbecue grills.

WHEN: Saturday, September 30, 2006, 1130 am to 1630 pm. The Picnic Area is covered so the event will be held rain or shine.

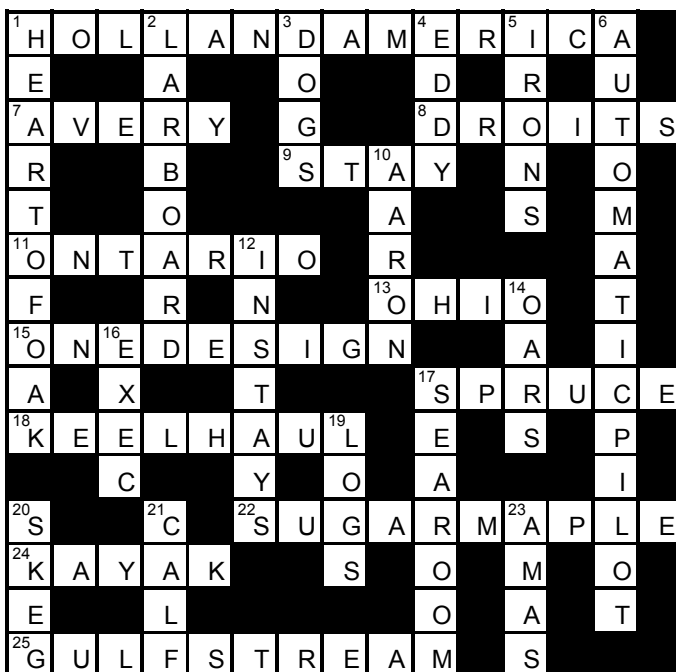
EVENT COORDINATOR: Bob Comet, Tel: 757 934 1279, Email Rcomet316@msn.com

Contact Bob Comet as soon as practicable, but not later than Sunday, September 24, 2006 to indicate how many will be in your party, and what you would like to bring to help feed the hungry crowd. This picnic is for HRSMS members and families, including kids and Grand kids.

HRMS will supply hot dogs, hamburgers, buns, plastic plates, cups, utensils, condiments and sodas. The range of other items that need to be brought:

- Ice
- Appetizers
- Salads
- Side dishes such as: Beans
- Desserts
- Toppings (sliced tomatoes, onions, and lettuce)
- Etc.

Note: This is a Municipal Park, and no alcoholic beverages of any kind are permitted.



August Crossword Answer

From Wolfram zu Mondfeld's Historic Ship Models

"Channels began to appear on ships from the end of the 2nd Century, and they largely disappeared again in the

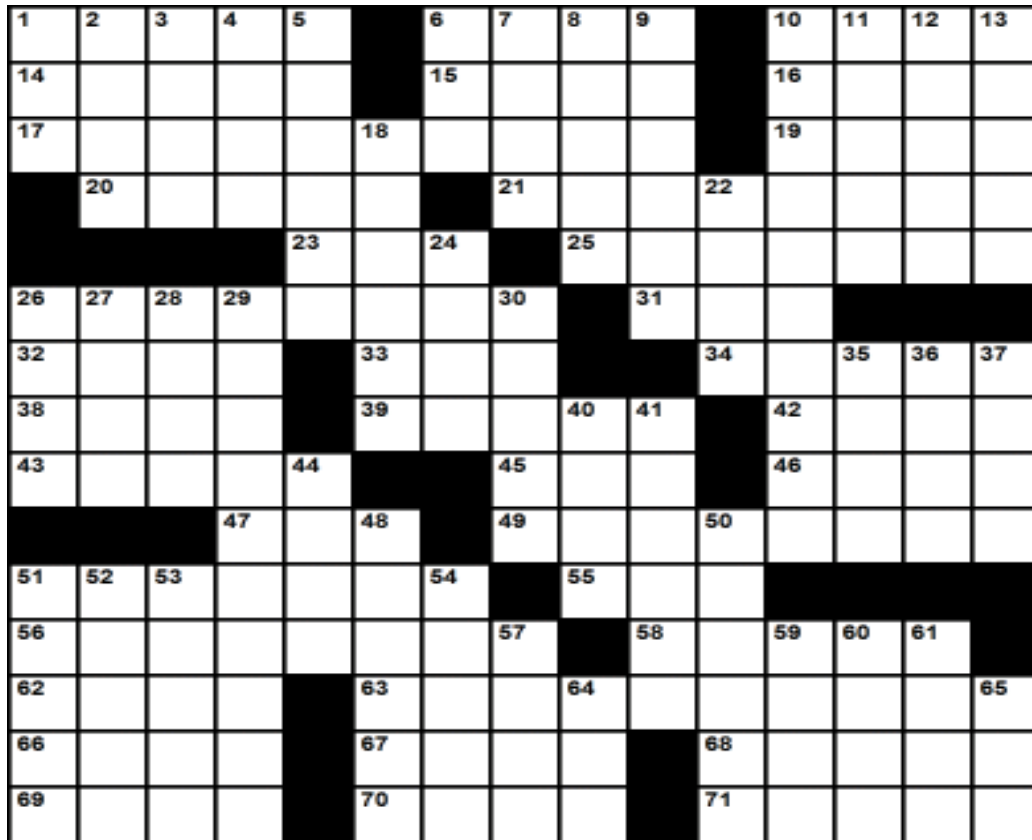
second half of the 19th Century. Channels were stout boards, attached to the sides of the hull, to which the lower ends of the shrouds were secured. The channels varied in design according to the masts to which they belonged, that is, fore, main and mizzen channels, and there were also smaller backstay channels, or stools, on some vessels."

I believe the term channel is derived from a seamanlike shortening of terms, originally being chain wales --the wales to which the chains were attached.

Submitted By, Bob Comet

NAUTICAL CROSSWORD

Greg Harrington



Across

- 1. Many trips around the sun
- 6. Sign of past injury
- 10. ____ Domino
- 14. Lowest deck of a ship
- 15. Detest
- 16. A medley
- 17. Without a load
- 19. The wife of a rajah
- 20. Goat-like deity
- 21. Upper part of a ship's stern, oft decorated
- 23. An indefinitely long time
- 25. Poisonous atmospheres
- 26. Hollowed, outboard planks of a deck
- 31. ____-degree

- 32. Greek hero in the Trojan war
- 33. Muddy resort?
- 34. Persevere after the 10th hotdog at the HRSMS Anual Picnic ???
- 38. Buddhist monk
- 39. Squawks
- 42. Measured medicine
- 43. Vertical position
- 45. Suffix denoting imitation
- 46. Eye provavatively
- 47. Time period with characteristic feature
- 49. Solid timber above the keel
- 51. Extending across
- 55. Prior to, prefix
- 56. Plank next to the keel

- 58. Narrow strips of wood behind plaster
- 62. Particular extent of space
- 63. Society at a local level
- 66. Brad, actor, Se7en
- 67. Infinitesimal amount
- 68. A confused struggle
- 69. Actually existing, L.
- 70. Spoken
- 71. formerly known as dropsy

Down

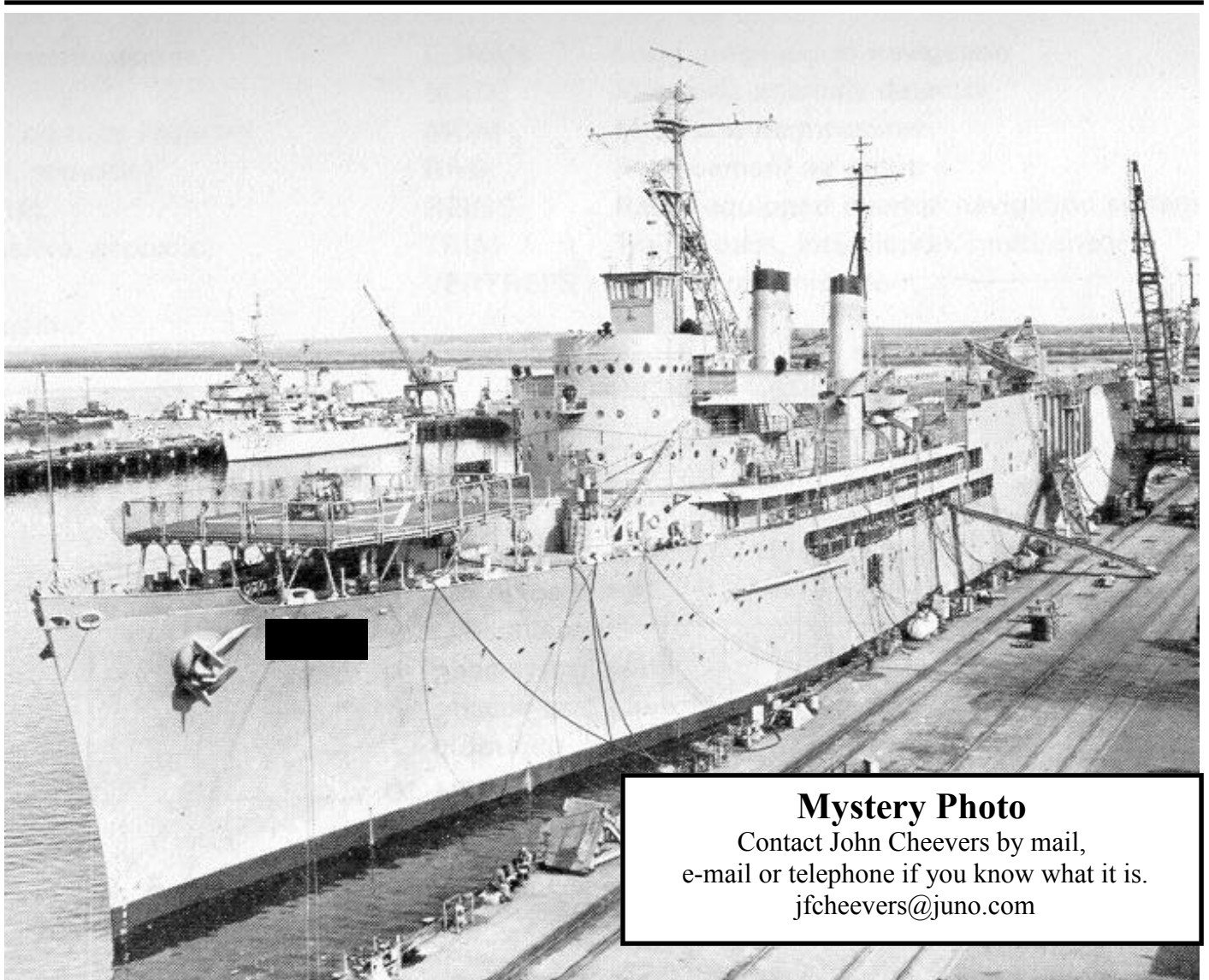
- 1. Not me
- 2. Long-winged sea eagles
- 3. Barbera d' ____
- 4. A disastrous defeat
- 5. More vigorous
- 6. Not him

(Continued from page 4)

- 7. ___ frame, a timber not perpendicular to the keel
- 8. Mr. T's organization
- 9. See pictorial clue
- 10. Indicate beforehand
- 11. Strike with fear
- 12. Ringworm
- 13. Makes dirty
- 18. Ready to fall asleep
- 22. Inevitable end
- 24. Valley noted for wine
- 26. An extra-heavy plank



- 27. Open
- 28. Subdued
- 29. Make more violent
- 30. Changed course involuntarily
- 35. Country bordering Ghana
- 36. City home to the Gokstad ship
- 37. Heinz Schiller quote: "I don't ___ it, but I have to have it"
- 40. A furtive look
- 41. Makes excessively complicated
- 44. Group of three
- 48. Slowly, on the piano
- 50. Expression of dismay
- 51. Wide open
- 52. Female garments on the Indian subcontinent
- 53. Allowances (deduction) for waste through dust, sand, etc.
- 54. Mistake
- 57. Factual information
- 59. ___ the line; conformed to a rule or standard
- 60. Pit or well
- 61. Foremost timber of a ship, forming the bow
- 64. ___ Mineo, actor, Rebel Without a Cause (1955)
- 65. Red or North



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

NOTABLE EVENTS

SEPTEMBER

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

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
Presentation "Making Tapered Spars", Bob Comet
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
Presentation "Submarine vs ASW situation and threats",
Dave Baker

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

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

JULY

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

AUGUST

- 10 **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 (757) 566-8597
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 Dean Sword and his wife Dee for hosting the August meeting.

Next Meeting

Date: March 8, 2006
Place: 206 Water Pointe way, Suffolk, Va.
Time: 2000 Hours
Host: Tim Wood



From the peninsula take I-64
1: Merge onto I-664 S/HAMPTON ROADS BELT via EXIT 264 toward DOWNTOWN/NEWPORT NEWS/SUFFOLK. 18.9 miles
2: Merge onto US-460 W/US-58 W/US-13 S via EXIT 13A toward SUFFOLK. 9.9 miles
3: Take the VA-10/VA-32 ramp toward SMITHFIELD/NEWPORT NEWS/DOWNTOWN SUFFOLK. 0.2 miles
4: Turn LEFT onto VA-32 S/GODWIN BLVD/VA-10 S. 0.3 miles
5: Turn LEFT onto HANNAH HUNT BLVD. 0.1 miles
6: Turn RIGHT onto RIVERWOOD TRCE. 0.3 miles
11: Turn LEFT onto WATER POINTE WAY. <0.1 miles

From Southside take I264 west
1: Continue to follow I-264 W.
2: Merge onto I-664 N/HAMPTON ROADS BELT toward US-13/BOWERS HILL/US58/SUFFOLK/US -460/NEWPORT NEWS. 1.1 miles
3: Merge onto US-460 W/US-58 W/US-13 S via EXIT 13A toward SUFFOLK.

Proceed from step 3 above.

