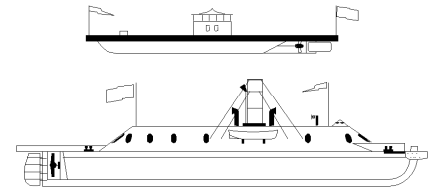


Hampton Roads Ship Model Society

Logbook

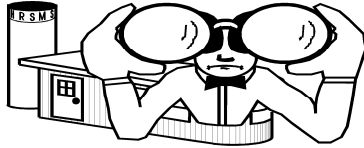


No. 246

WWW.HRSMS.ORG

DECEMBER, 2006

From the Pilothouse



Thanks to the generosity of Bob Comet in donating his model of Columbus's *Niña* to the Mariners' Museum as a prize in a fund-raising raffle, there is an open spot on the model shelves at the Ship Modeling Demonstration Booth at the Mariners' Museum. If anyone has a cased model that they would like to have displayed at the museum, please contact the Skipper.

Alan Frazer revealed at last month's meeting that the Mariners' Museum is preparing an exhibit of models from its own collection. To be displayed in the rotating exhibit area just inside the business entrance at the museum, the exhibit will include a variety of models of ships and craft from various periods. Alan has been helping to select and annotate the models. When the display opens, it might be a good time to visit the Museum and check out the vast variety of its collection and also to tour the nearly complete, vast new wing that will hold the artifacts salvaged from the U.S.S. *MONITOR*, as well as other displays portraying the naval aspects of the Civil War. And, of course, just outside the new wing -- and visible from Rte 17 across the lake -- is John Cheevers' amazing 1:1-scale, all-metal model of the *MONITOR*.

Bluejacket Ship Models will shortly be releasing a new solid-hull kit of Admiral Dewey's flagship at the Battle of Manila Bay, the protected cruiser *OLYMPIA*. It's in 1:124 scale and is as detailed as the *MAINE* model that many of you have seen built up in prize-winning form by Heinz Schiller. I'm told that only a couple of hundred kits are to be made and that pre-release orders have been heavy, so if you are interested, you'd best contact Bluejacket soon. Also check out the company's new plank-on-bulkhead kit for a 19th Century Maine- built 4-masted cargo schooner.

Please heed Bob Comet's plea for more participation in the program portion of the HRSMS meetings. The burden of preparing and delivering talks on various maritime and modeling

(Continued on page 2)

NAUTICAL TERM

Snow: A two-masted square-rigger like a brig, except carrying a jackmast close to and parallel to the mainmast, on which the spanker was rigged. The word comes from the Dutch *snaauw*, their name for this rig.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #245: As the man from the GEICO commercial says: "A big wind is about to blow!" And with it we have what looks like a topsail schooner on starboard tack making way through light seas in a moderate wind. (I really need to read more Aubrey Maturin to improve my salty talk!) I planned to berate the editor for producing such a small version of the image until he explained that a larger copy would have entailed the addition of 2 additional pages to the logbook—at least a page and a half more blank space to fill at the last minute—and I found that the image he used was published just about full size. All is well; this image is clear and expressive enough for the readers to identify.

And two hearty sea dogs did just that! Jack Bobbitt was quite sure the image was that of the topsail schooner *Pride of Baltimore II*. Likewise, Bob Comet agreed with Jack. If the rest of you were confused, we'll have to ask Bob to repeat his tech-talk on sailing rigs or you'll have to bury those noses in the research material. But while Jack let his remarks end with the vessel's name, Bob went further and began to reveal the controversy surrounding this Mystery vessel:

"John, The mystery photo is clearly a reproduction of a topsail schooner rigged Baltimore clipper. I only know of two that have operated--- *Pride of Baltimore*, and its successor *Pride of Baltimore II*. I also checked out the *Amistad*, but her bow doesn't fit the mystery photo ship.

I checked the Google website and found comparative pictures of the original *Pride*, next to the *Pride II*.

From this I believe the mystery ship to be *Pride of Baltimore II*. She has a higher freeboard, and although the photo is not clear enough to see it with certainty, it looks like the vessel has a wheel rather than a tiller, which was how *Pride II* was equipped.

The photo does not show a stripe, and this puzzles me since both *Pride* and *Pride II* had a stripe topside, white for the original and yellow for *Pride II*."

Are they right?

Most of us know that the City of Baltimore built two sailing schooners to "show the flag" so to speak and to assure the city's place amongst the rarified and gentrified Tall Ship crowd. Cities know that having their very own "replica-vessel" programs that serve as dual purpose sail training/good will ambassadors have been the rage for the last twenty-five years or so, and every seaport city has to have one. Well

(Continued on page 2)

(Pilothouse—Continued from page 1)

subjects is being carried by too few of the members. Everyone has something interesting and useful that could be shared. Please contact Bob with any program ideas that you might have.

I hope to see you all at this Friday's meeting at the Bobbitt's. There will be an interesting program (well, the subject interests the Skipper . . .), followed by the usual holiday feast engineered by Jeanne and Jack.

Merry Christmas, Happy New Year, and an all-inclusive Etcetera.

Dave=

(Mystery Photo—Continued from page 1)

Baltimore faced the sad reality of loosing her first tall ship along with several well respected members of its crew in a sudden, violent micro burst within a worsening squall. The ship quickly capsized and sank not far off the Carolina coast taking four hardy, young mariners with her.

But pride is a strong motivator, and the Baltimoreans quickly rebounded by producing a larger and better vessel. Whereas the first *Pride* was conceived as a near accurate replica of an 18th century Baltimore clipper in style, build, and finish, the second vessel was built to a slightly different set of standards and mission objectives. Unlike *Pride*, which was initially conceived as not much more than a dockside attraction pressed into an active ocean sailing role carrying crew only, *Pride II* was designed to meet federal regulations that govern passenger carrying sailing vessels from the onset.

Pride II, therefore, is a much larger vessel having nearly twice the displacement while carrying a near identical sailing brace of sail. Published figures indicate that while *Pride* carried a spread of 9,523 square feet of sail, *Pride II* carried 9,709 square feet of sail. Additionally, the new vessel was only 10-feet longer on deck.

Baltimore clippers have captured the imagination of real and arm-chair mariners for years. Much has been written about the type; the most familiar book being The Baltimore Clipper, written by Howard I. Chappelle. The intricate beauty of these vessels is revealed by looking at the type in profile. From his book: "It represents the highest development of small American sailing craft, a widely copied vessel with long, light, and extremely raking masts; very little rigging; low freeboard; great rake to stem and stern posts, with a great



deal of drag to the keel, aft. Its deadrise was great, and bilges slack. The beam was rather great for its length. Nearly always flush-decked, it had a wide, clear deck, suitable for handling the guns. Built for speed with easy lines, light weight and a large rig, the Baltimore clipper's excellent lines were far in advance of their times." It didn't hurt that this combination of design elements produced a very fast vessel.

Do we see this in our Mystery vessel? I think so! Can we be certain that this is *Pride of Baltimore II* as Jack and Bob suggest or, perhaps, *Amistad*? I don't think anyone would dispute that we have a vessel designed around the Baltimore clipper's attributes.

Bob's response actually questions several of the attributes we need to explore. As previously stated, I found the Mystery image at the Maryland State Archives web site and when you enlarge the image you can see the ship's wheel. This eliminates the original *Pride* from consideration. Bob already eliminates *Amistad* by stating that the bowsprit is different. I cannot offer other vessels for consideration, so this image must be of *Pride of Baltimore II*.

Two more things:

Bob's intriguing comment about the missing hull stripe deserves exploration. I don't know what the image in his logbook copy looks like, but in mine, I can see evidence of the stripe near the bow. This leads me to ask if the photo supplier (the editor?) doctored the image in photo shop or some other imaging software to make identification harder. If not, then the stripe disappeared in reproduction. Bob is correct in noting that *Pride II*'s stripe is yellow. With her black upper hull, yellow stripe, green bottom and varnished topsides she is striking.

One thing I noticed while researching images of other topsail schooners was that our mystery vessel flies a unique mix of flags. This, I thought, could be used to cement the vessel's identification. In almost every image of *Pride II* flags can be seen at the top of both masts and from the main gaff. The shape and arrangement of these flags match what we see in the Mystery image. From aft to forward we can see

(Continued on page 3)



(Mystery Photo—Continued from page 2)

the United States ensign, a burgee, and another flag. From the info on *Pride II* we see that they are, again from aft to forward, the United States ensign, the vessels name pennant, and the Maryland State flag highlighting the houses of Calvert and Crossland.

A final piece of trivia: Both *Prides* were designed by the famed and noted Naval Architect Thomas C. Gilmer. If you remember Mr. Gilmer was one of our speakers at the 2000 Nautical Research Guild Conference.

If you want to read more about *Pride of Baltimore* or *Pride of Baltimore II*, excellent articles appear in *WoodenBoat* magazine Nos. 44 and 96. also, for your enjoyment, several excellent pictures accompany this report; the onboard shot shows the high degree of finish afforded this vessel.

That is all for this year.
John Cheevers



THE ANSWER

The answer to Mystery Photo 245
Pride of Baltimore II



MINUTES



HRSMS Monthly Meeting
November 10, 2006
Host, Heinz Schiller

The meeting was called to order by the Skipper, Dave Baker. Dave gave the Purser's report for MIA Eric Harfst. Greg Harrington gave the Webmaster's report. John Cheevers was thanked for contributing the minutes of the October meeting. There were no corrections to October minutes. Dave thanked Charles Landrum and the International Plastic Modelers' Society (IPMS) for the invitation to participate in their convention. Charles talked about the recent Convention and the 2007 Region 2 Convention to be held in Roanoke, Virginia.

New Business: Dave asked Jack Bobbitt for a report on the NRG Conference in San Diego. Among other observations, Jack noted that the San Diego Maritime Museum scheduled a slate of speakers at a different location concurrent to the NRG presentations. Alan Frazer talked about changes in the Mariners' Museum layout and an exhibit of ship models that will be taken out of storage and displayed. Bob Comet asked for members to let him know what subjects they would like to have covered in future presentations. He also asked for members to step up and volunteer to give a presentation on any subject. E-mail is Bob's preferred method of communication. John Cheevers said he received a call from the Philadelphia Ship Model Society with information about a radio-controlled regatta that was being planned for 2007, and that more details would follow. John Wyld talked about a box of material containing books, magazines and models that was donated to us by a benevolent stranger at the IPMS Convention. Dave said for the members to avail themselves of the contents after the meeting.

Show & Tell: John Cheevers passed around photos of his recently completed Monitor and showed a book on the Nottaway, Meherrin and Blackwater Rivers. Dennis Hobbs showed a Vandelay trunnel maker. Tony Clayton showed a copy of American Civil War Magazine with an article on the *Monitor*. Charles Landrum Showed a copy of the IPMS Journal. Alan Frazer talked about the *Red oak Victory* restoration project and hawked choral concert tickets.

The meeting was adjourned to a very entertaining program "Restoring a Clipper Ship Model" by Brad Granum.

**Old Point Comfort Steamship
Dock at Fort Monroe**

A 25-YEAR HISTORY OF THE HRSMS

By William A. Fox, Historian (April 1992)

Continued from the October Logbook

In 1976 Paris Aiken was elected Skipper. He served in that office until 1978, then he was followed by Basil Roebuck, who served for a year. Heinz Schiller became Skipper for three months in 1979, then Paris served for another year.

In September 1979 the HRSMS helped the WSMS celebrate their 50th anniversary. A distinctive award plaque was, made by the club, featuring individual projects made by members. This plaque was awarded to the WSMS at their anniversary banquet in Vienna, VA, which was attended by a number of HRSMS members and their spouses.

Lester McLeod of Smithfield was elected Skipper in 1980, and he served until 1983. The Mariners' Museum's first International Ship Model Competition was held in 1980. Awards were won by Lester's schooner BENJAMIN W. LATHAM, and by future members John Tilley's BOUNTY and Alan Frazer's New York Central steam lighter. After the conclusion of the competition in August, the HRSMS again hosted the NRG conference, this time at The Chamberlin in Hampton, in September.

In February 1981 a Tri-Society workshop was held at Windmill Point on the Chesapeake Bay. This weekend was greatly enjoyed by all who attended. In October 1981 the HRSMS helped celebrate the Yorktown Bicentennial by manning a modeling display at the newly opened Watermen's Museum. That fall, some members attended the NRG conference at Mystic Seaport.

In 1983 another Tri-society workshop was held at Ashland, north of Richmond. This was a well-attended and much-enjoyed workshop. In 1983 Thomas Abbott was elected Skipper, and he served for two years. The HRSMS participated in Bay Days at Hampton in the fall of 1983.

In 1984 members of the HRSMS, having contracted with the Virginia Pilots Association completed and delivered models of the pilot boats WM. STARKEY and VIRGINIA III. A Tri-Society workshop was held at the Calvert Marine Museum that September.

In 1985 Tommy Tragle again became Skipper for one year. The second model competition was held at The Mariners' Museum in 1985. Tom Abbott won two awards for his ESSO SUEZ and future member Alan Frazer Won an award for his Adirondack Guide b Boat. Tom Abbott and Bill Fox, and the "HRSMS, got a lot of local press during this time. During the summer, club members and their spouses enjoyed the MARY ROSE exhibition at the Portsmouth Museum. In August, the HRSMS again hosted the NRG annual conference, at the

Holiday Inn in Hampton. That Christmas, members made ornaments for a special tree for a special friend, Marvin Bryant, who had been the victim of strokes several years earlier.

In 1986, Bill Clarke became Skipper for three years. in that year, Purser Bill Fox began a monthly Newsletter which kept the membership current and replaced the old custom of post card notices for the meetings. The club began assisting the Virginia Life Saving Museum with its annual youth ship modeling contests in 1986. In that year the HRSMS annual banquets moved to the James River Country Club, hosted by Jean and Jack Bobbitt, for a six-year run.

As the HRSMS celebrated its 20th anniversary in 1987, new members and new interests sparked new life into the club. Some of the new members specialized in radio control models and later, operating exhibitions at The Mariners' Museum were popular with the public.

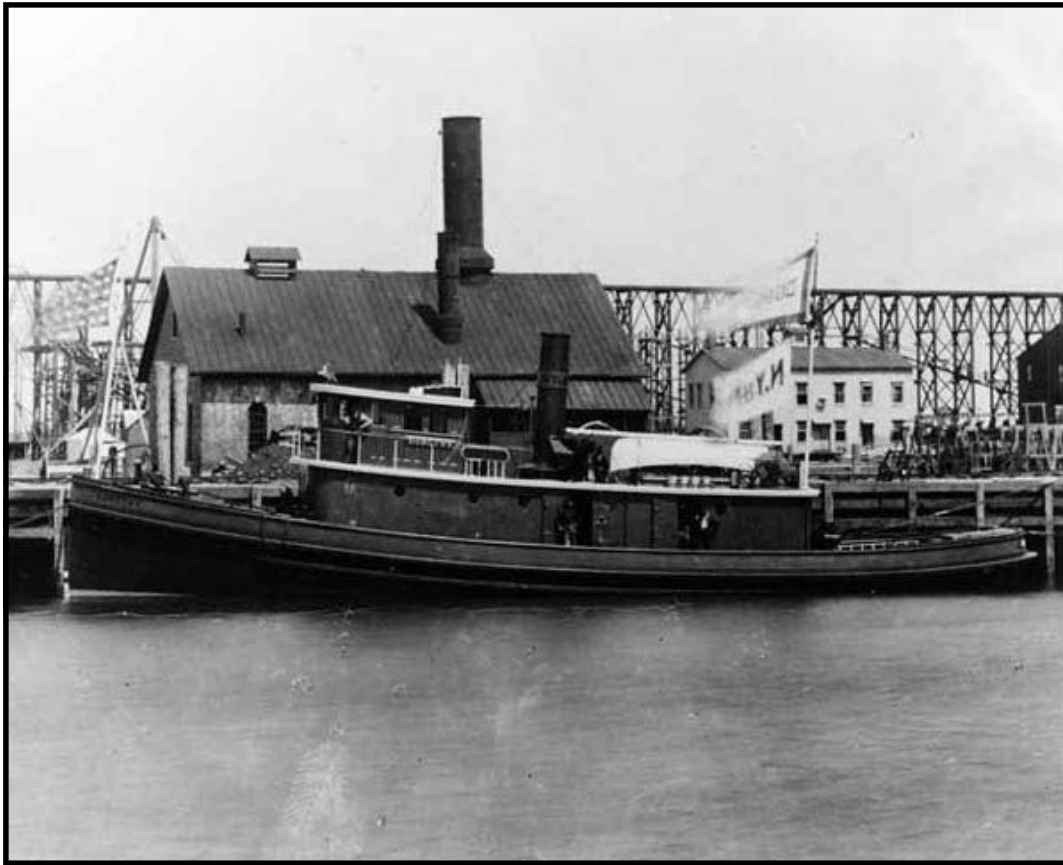
John Cheevers took the helm as Skipper in 1989, and he served until 1992. The HRSMS suffered a tragic loss in the death of founder Tommy Tragle in August 1989. He was sorely missed, but the group carried on in his enthusiastic spirit.

In March 1990, several HRSMS members restored a model of DELIVERANCE for the library at Christopher Newport College. The RSMS disbanded in that year, but many of its members joined the HRSMS, greatly strengthening it. A WSMS / HRSMS workshop was held at the Calvert Marine Museum in November. A few weeks later, the club lost Paris Aiken, one of its most faithful members. A charter member, Paris was a favorite, and his talents and artistic abilities were greatly missed.

As the club moved into the 1990s, new and younger members joined and added their interests and enthusiasm to the group. In 1991 the HRSMS again hosted the NRG conference, and member Jack Bobbitt won two awards at The Mariners' Museum's ship model competition for his exquisite frigate VIRGINIA. Sadly, the club lost another of its most faithful members, and its last founding member, Marvin Bryant, in October. Marvin had not been able to be an active member in his later years, but he loved the HRSMS and he guided its spirit.

The year 1992 marked the 25th Anniversary of the HRSMS. The year began with a ship-modeling workshop at the Life Saving Museum of Virginia in January. In March, Bill Altice of Richmond became the club's first commuter Skipper. The HRSMS celebrated its anniversary with a month-long ship model exhibition at the Watermen's Museum, which opened with a reception there on April 10. Founders' and charter members' wives Helen Aiken, Helen Bryant, and Betty Lou Tragle officially opened the exhibition, and their families were there to join the celebration. Two dozen members'

(Continued on page 8)



**Newport News
Shipbuilding and
Dry Dock Co**

**Hull No. 1
Dorothy**

CONGRATULATIONS

Congratulations are in order for HRSMS members who received awards at the IPMS competition in Virginia Beach

103-B Single Engine prop & Glider, 1/48 USAF

2nd Charles Landrum P-40E

401 Oar/Sail, all scales

1st Alan Frazier Jane of Norfolk

403 Powered Vessels 1/400 to 1/200

2nd Charles Landrum USS Arizona

404 Powered Vessels, 1/199 7 larger

2nd Heinz Schiller USS Maine

407 Scratchbuilt

2nd Heinz Schiller Oliver Cromwell

703 Dioramas, Ships

2nd Alan Frazier Freighter Lake Ontario

Best Ship

Alan Frazer Jane of Norfolk

Theme Award

Alan Frazer Jane of Norfolk

"Cabin Fever Expo"

**Model Engineering Show & Auction
The Show for the Metal Working Hobby**

January 20th & 21st, 2007
York, Pennsylvania

November Crossword Answer

1	A	B	A	S	H	I	N	G		9	S	W	I	G				
13	G	R	E	T	E	L	I	I		14	P	A	R	A				
15	H	E	R	A		16	L	C	B		17	I	C	O	N			
18	A	D	Y	T	19	A		20	E	R	21	E	L	O	N	G		
					22	U	P	23	S		24	A	Y	E		25	L	R
26	S	H	E	E	R	P	O	L	E		30	S	U	E				
31	E	E	L	S		32	L	A	T		33	C	O	N	N			
34	A	R	M		35	W	I	R	E	36	G	A	U	G	E			
37	G	M		38	S	E	T		39	R	A	P						
40	R	I	S	K	I	E	R		42		43	R	I	G	H	46	T	
47	A	O	N	E		48	N	I	P		50	T	O	U	R			
51	S	N	O	W		52	D	O	R	53	M	O	U	S	E			
54	S	E	T	S		55	S	T	E	A	L	T	H	Y				

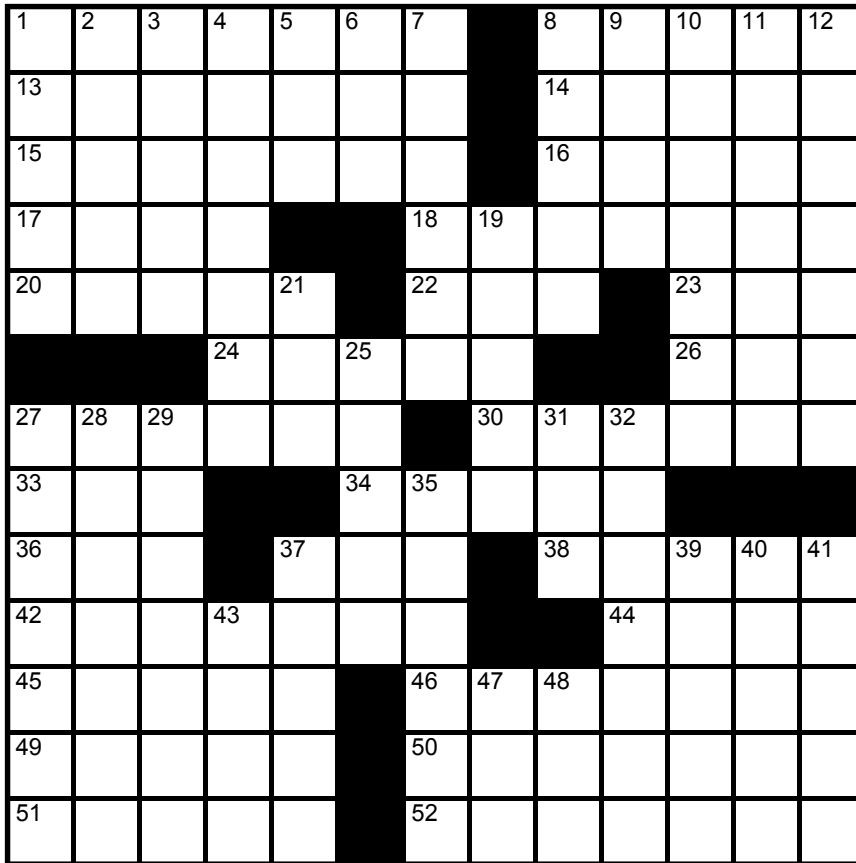


Mystery Photo

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

NAUTICAL CROSSWORD

Greg Harrington



Clues in bold text are for nautical and ship modeling theme words

Across

- 1. Eloquent public speakers
- 8. Assumed name
- 13. A small crown
- 14. Founder of the Bolsheviks
- 15. **Former name for a naval mine**
- 16. Old French currency originally worth a pound of silver
- 17. **Outrigger floats on sailing canoes**
- 18. Sheer ____ - the line of the freeboard deck at side
- 20. The gradual subsiding of the symptoms of an acute disease
- 22. **A rope used to control the lateral movement of a derrick**
- 23. **Jack-____**
- 24. Karate schools
- 26. An unsaturated organic compound

27. ____ down, to coil a rope in a spiral fashion with the tail in the center

30. Placed into a tournament

33. **Buffel or Katahdin**

34. **Black wood used in ship modeling mostly for fittings and to simulate iron**

36. **Tidal flow as it recedes**

37. **Attempt to stay in the trough of the waves during severe weather, with 'to'**

38. To exclude or prevent

42. Species of cat with a light-colored coat, dark features, and blue eyes

44. **A sudden and rapid tidal flow that rolls up into a wave**

45. **A rope spliced in a circle around a block**

46. Suburb of Detroit named for a former Baltic province

49. **USCG tall ship**

50. Mercuric alloy

51. A woman's long scarf

52. Stuffed dumplings

Down

- 1. Based on the number 8
- 2. With lots of space
- 3. A wall hanging
- 4. **Upper deck**
- 5. **Hampton ____ Design**
- 6. ____ ensign: **flag of the modern British merchant fleet**
- 7. ____-and-____ traffic
- 8. Mixture of metals
- 9. ____ **Ericsson**
- 10. Asked to attend
- 11. Travel route for aircraft
- 12. Gave a contemptuous look
- 19. Actress Rene ____
- 21. **Maritime distress call, abbr**
- 25. **Heavy tackle used for hoisting the lower yards in square-rigged ships**
- 27. Group of edible plants in the mustard family
- 28. Environment where something can normally be found
- 29. **Prohibition of ships moving in or out of a port**
- 31. Outcome
- 32. **Looped fitting to which a line may be secured**
- 35. Rule made by an organization to regulate its own affairs
- 37. Portable dwelling used by certain Native American peoples
- 39. A small drum played with the hands
- 40. Advocate of, *suffix*
- 41. A very large amount
- 43. Girlfriend of a gangster
- 47. **United Nations agency concerned with the safety of shipping and cleaner oceans**
- 48. **Division of a fleet which leads the line of battle**

NOTABLE EVENTS

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
21-22 Cabin Fever Expo, York, Pa.

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:

SEPTEMBER

- 13-16 NRG Conference, Manitowoc, Wi.

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

OCTOBER

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

NOVEMBER

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

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 Heinz Schiller for hosting the November meeting.

Next Meeting

Date: December 8, 2006

Time: 2000 Hours

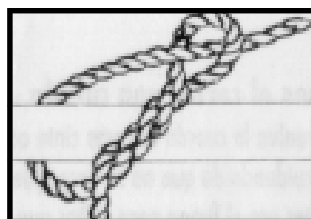
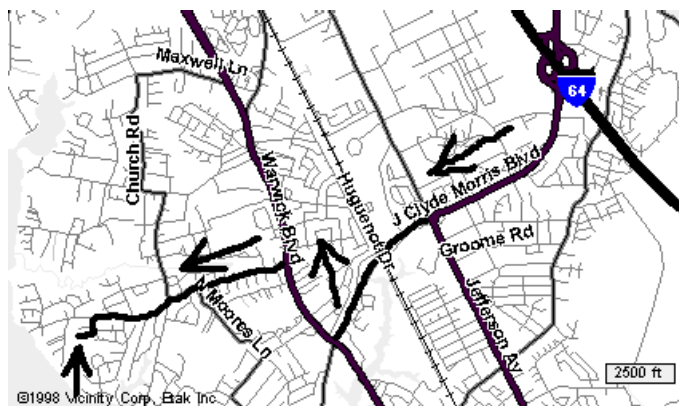
Location: 69 Queens Court
Newport News, Va.
(757) 599-0557



Host: Jack Bobbitt

From I-64 go west on J. Clyde Morris Boulevard to Warwick Boulevard. Turn right on Warwick, proceed to Hiden Blvd. Turn left on Hiden. After Hiden Blvd. narrows, turn left on James Landing Road and proceed to Queens Court. Turn right on Queens Court. Number 69 will be several blocks down Queens Ct. on the right.

Please call if you are planning to attend.



Timber Hitch

This knot is very useful for hoisting and toelines, and holds well without slipping or jamming.

(Continued from page 4)

models were exhibited, and Paris', Marvin's, and Tommy's models were special features of the exhibition. Over the weekend, WSMS members joined in for a harbor cruise and tour of Fort Wool, and a banquet at Seawell's Ordinary. The WSMS gave the club a handsome handmade plaque which became part of the ship model exhibition for its duration.

As, the HRSMS entered its second quarter-century, it was as strong and vital as at its beginnings. ' Carrying on with the enthusiasm of Paris, Marvin, and Tommy, the club continued its search for the perfect ship model. .

Compiled by William A. Fox, Historian

April 1992