

From The Bridge



Ahoy There?

February's meeting almost never was. Minutes before the members were scheduled to arrive, a general (rolling?) blackout swept through Ford's Colony plunging the Baker residence into total darkness. The very cute guard on duty in the guardhouse told us what to expect (and promised not to let The Clarke and his passengers through.) Luck was on our—Anne's—side however and power was restored when we arrived. I understand that the Granum side of the development was not so lucky. Many thanks to Dave and Anne for persevering in hosting an (almost) candlelit meeting to an overflow crowd. Aye; had the power been out we would have quartered no talk of steel hulls and those vile engines. It would have been sticks and strings forever!!! Argh.

I suppose thanks are in order for your trust in allowing me to sit in the Skipper's chair for the next term. But a larger thank you is due from all of us to Dave Baker for his service as outgoing Skipper. I've been here before and, believe me; you have to have been here to realize what a job it really is. Dave, you did one heck of a job keeping this ship off of the rocks. You took over under some trying circumstances, and pulled us through. You implanted your own, unique style on this group and never lost your sense of humor. It may be interesting to note that during your term, membership and meeting attendance were on a constant upswing. Thanks again for your service.

Looking at our list of upcoming tech talks, I see a full calendar of interesting and varied topics. I encourage each of you to get in the presentation queue and share your thoughts, ideas, and processes. Maybe we need to schedule an "I need

(Continued on page 2)

Mystery Photo



Mystery Photo #248: Now this is a vessel I can sink my chisel into—it's right up my alley. I've preached for years—to whoever would listen, ad-nauseam, and boringly so—that modeling some of the smaller steel hulled vessels from the "golden age" of steel-hulled construction would be very rewarding on several levels. On one level, static modeling, you can model these smaller steel vessels at a larger scale allowing you to show off your fitting making skills while making something that is not too large for the mantle. Or, for you RC nuts, you can model a steel vessel at a larger scale without making something that needs its own trailer or a master's license to operate. Both avenues offer other rewards as well, but describing them is outside the scope of this column. Suffice it to say, I really like this image and the modeling opportunities it presents.

There were two responses this month: One from Tim Woods that absolutely nails the vessel's identity, though he offers no explanation of how he arrived at it; and a second response from a most infrequent player, Jack Bobbitt. I'll begin with Jack's comments: "The vessel shown looks like one of the converted fishing boats that are seen in the Hampton archives. The dress of people visible looks earlier than WWII, ie: more like period around 1914. This is confirmed by the presence of gun ports which had gone out of style before WWII. The faint hazy, large chimney appears to belong to some other edifice or craft. This looks very much like the fishing craft that were converted to sub-chasers in the shipyards on the Hampton River around 1915-1918."

Tim's response was shorter: "The February Mys-

(Continued on page 2)

HRMSMS ANNUAL BANQUET

Saturday March 24, 2007

Hampton Marina Hotel

(Formerly, The Radisson)

(Continued from page 1)

help” night.



Now, everyone; get back to modeling, but not before you mark your Founder’s ballot and fill out those banquet reservations.

John

NAUTICAL TERM

Burgoo: has various definitions, possibly because it was different in different ships. (XVIII p.e.) One is oatmeal porridge, another hard tack and molasses, and a third stew. One thing that seems certain is that it was not fancy. Its origin appears to be an Arabic word, *burgbul*, a dish of wheat, dried and boiled.

Submitted By: Tim Wood

(Continued from page 1)

tery Photo is the USLT *Suwannee* (*Mayflower*) the following is the information I found on her.” I’ll get to that in a minute.



Mystery Photo

I’m not sure how close anyone studied this month’s Mystery Photo, but if you managed to cast an eye in its direction, perhaps you noticed the little stylized, brass lighthouse insignia near the stem, just above the anchor hawser. That’s your clue where to find this vessel’s identification. All vessels employed by the United States Lighthouse Service were so fitted by 1880. The Service, an independent organization from 1840 through 1939, used these tenders to supply lighthouses and lightships and to maintain the aids to navigation system. Proudly professional, they established lasting traditions and high standards that exist to this day. As such, it was an honor to display their insignia.

While Jack’s response is not correct, it does contain several ideas that are germane to this mystery. The idea that this craft is converted is correct, as is the idea that the image was made in Hampton Roads.

On Jun 11, 1896, Congress appropriated money for the construction of a tender for use in the Second Light House District (LHD) around Boston, Massachusetts and New Hampshire. This and a second appropriation on June 4, 1897, both totaling \$37,500, allowed for her completion. She was built to what had evolved into the standard configuration for a tender of this sort. The design featured an open foredeck dominated by a large kingpost (mast) and boom. The deck featured removable sections of bulwark to allow buoys to be swung aboard more easily. This feature also required very prominent the oversized rub rail/fender you see fitted just beneath the very large rub rails. All spaces aft of this open deck were occupied by the winch room, the boiler/engine rooms, and crew accommodations. A hold was provided below the fore deck for supplies. One deck up, a pilot house (with a stateroom for the Master), stack and ventilators, ship’s boats, a main mast,

and a raised after deck house finished the arrangement. The raised deck house provided a stateroom and office for the district superintendent.

While the topside arrangement was more or less standardized, the hulls for these ships were optimized to some degree for the sea conditions normally found in each district. *Mayflower* was built to these parameters: Displacement 668 (full) / 392 (light) tons; Length over all 164-0”, width 30-0”, and a depth of hold of 11’-10”. The draft is listed as 9’ max. She was powered by two compound inverted reciprocating steam engines driving twin propellers. Power was supplied from two coal fired boilers; this is why we see the large diameter funnel. (Jack I understand why you saw the funnel as detached. The ship in the image is poised such that the juxtaposition between funnel and hull seems to be absent; also, the guys do not show in my copy.)

Another as built feature of the vessel is the large square ports in the plating between main and upper deck with inset dead (port) lights. Jack referred to them as gun ports. They do appear as such and it would be easy to assume that they were added as part of a gunboat conversion. But, I assure you, they were standard fitting for these ships. They only appear in-way-of the boiler and engine rooms and were necessary to help vent and cool the spaces.

Her conversion for naval service was minimal and consisted primarily of the addition of rapid fire guns: two can be seen on the forecandle deck, one in the well near the foremast deadeyes, and one aft on the upper deck. I have to assume the same arrangement appears on the starboard side. Fore and aft guns seem to be 6-pounders while the waist gun might be as large as 3-inch (Bob, you’re the expert, here.) Structurally, the boom has been removed; the beautiful raised paneling of the pilot house is covered to mid-window height by sheet steel to provide a modicum of protection to the bridge gang; and an open steering station with bridge wings, telegraph, and binnacle is now in place. The standard Light House Service livery of black hull and white superstructure has been repainted to the standard navy grey of the time. Notice that storm sails have been fitted. Who wants the model that beautiful, bloused catenary of the forward storm sail?

This vessel, newly commissioned as the U. S. Light House Tender *Mayflower* in November, 1897, is seen here as the auxiliary gunboat *Suwannee* on May 5, 1898. The name change was necessary to avoid confusion between her and the converted yacht *Mayflower*. Tim provided the following information, gleaned from the internet,

(Continued on page 4)

THE ANSWER

The answer to Mystery Photo 248
Light House Tender *Mayflower* (*Suwannee*)
Norfolk Navy Yard 5 July 1898.

MINUTES



HRSMS Monthly Meeting
February 9, 2007
Host, Dave Baker
Guests: Richard Boyden
Hugh Van Brimer

The meeting was called to order by the Skipper, Dave Baker at 2000 hours. The guests were recognized. Both Hugh and Richard gave a brief narrative of their modeling experience and current projects. They were apprised of the stringent requirements for society membership. The skipper asked for corrections to the minutes. The minutes were accepted as published. A dangling "Greg" was noted elsewhere in the Logbook. Eric Harfst gave the Purser's report. Greg Harrington gave the Webmaster's report. Greg noted two inquires that were received.

Old Business: Bob Comet was asked about the schedule of presentations. He said that Tim Woods would be giving the April presentation and the rest of the schedule would be worked outside of the meeting. Dave thanked Bill Clarke for his work on the annual banquet and noted the menu and registration form included in the February issue of the Logbook. He encouraged participation by the membership. After some discussion a motion was made seconded to provide funding for table wine and the bartender at the banquet. The motion was carried. The members were reminded to return the banquet forms to Bill Clarke by the date specified on the form. Alan Frazer was asked about progress in finding a venue for a model exhibition. Alan reported that the Director of the Poquoson Library was interested and that it was a suitable location. He also has looked at the Tabb branch of the York County Library, but was not able to contact the director. Bob Comet asked if he could inquire about the Suffolk Museum. Bob stated that he had shown models there in the past. The Watermen's Museum in Yorktown was also mentioned as a possible venue. Dave then asked for a show of hands of those willing to participate. There was a good response to his inquiry. Dave asked for a report from the Founders' Award Committee. Alan announced that this year's nominees are Eric Harfst and Tim Woods. Alan read a brief narrative on each of those named (The Founders' Award Ballot is included in the March issue of the Logbook).

New Business: Dave issued a note of thanks to John Cheevers, Greg Harrington and Dennis Hobbs for volunteering to work at the Mariners' Museum model builder's booth (Taco Stand). The election of officers was completed by the Skipper directing the Clerk, Tom Saunders to cast a single vote for the unopposed slate of:

John Cheevers - Skipper
Ryland Craze - Mate
Eric Harfst - Purser

Tom Saunders - Clerk

Bill Dangler reported that a shelter has been reserved at Newport News Park for Saturday, September 22nd for the fall picnic. Greg Harrington said that he has been having problems with the company that is hosting the HRSMS web site. He is looking for a new company to host the site. Greg explained that the cost would be approximately \$70.00 per year. A motion was made for the expenditure of up to \$100.00 for web hosting service. There was a second to the motion and it was carried. John Wyld asked if there would be interest having a presentation on using the Internet for research. His suggestion was well received and John said that he would take the lead on putting a presentation on that subject. Greg Harrington raised the question "Do we want a new HRSMS logo".

Due to the instability of the power grid on the meeting night, the meeting was adjourned to the presentation "Building Constructo's Model of Thames Steamboat *Elidir*", by Tony Clayton, with Show & Tell to follow.

Show & Tell: Dave Baker that he and several other members had catalogued and priced the contents of Frank Mastini's shop and that his widow would be holding a sale at some time in the future. Tony Clayton showed a reproduction of the 1895 book Stanton's American Steam Vessels, by Dover Press. Ryland Craze showed some samples of milled wood from the company named Hobby Mill. Charles Landrum showed a model of the *Trenton* and the Trumpeter kit of a Russian aircraft carrier. Alan Frazer showed a picture of a "Viking Ship in a Pretty Blue Bottle". Bob Comet had an electronic picture frame with pictures from the Cabin Fever Model Exhibition. Greg Harrington showed the progress on his Portuguese achata. Tom Saunders showed literature on a tool for the reeving and spacing of deadeyes. Dave Baker showed paint chip sets from Snyder & Short. John Cheevers distributed steel scales procured at Cabin Fever by a "Mysterious Benefactor".

Clerk

How to Bend Tubing

Anneal metal tubing so it will bend more easily. Insert a wire to act as an arbor (no more than two-thirds the inside diameter of the tube to be bent) through the tubing. Lubricate the wire first so it will be easier to remove. Allow wire to bend when wrapping tubing around mandrel to avoid kinking the tubing.

www.riogrande.com/home/tips/metalworking.aspx

Thanks

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

(Continued from page 2)



Mystery Photo

on her wartime service during the Spanish American War and duties following that skirmish:

“MAYFLOWER began service with the Navy on 27 April, being renamed SUWANNEE to avoid confusion with the converted yacht USS MAYFLOWER (later the Presidential yacht), and served until 23 September. This vessel was involved in several actions along the Cuban coast and was cited by the Navy for "conspicuous service."

On 11 June, Lieutenant Victor Blue of SUWANNEE went ashore to make a visual reconnaissance of Santiago Bay and the ships in it. Guided by a member of the Cuban insurgent forces, he passed through enemy lines and observed the Spanish squadron on 12 June. His report confirmed that all of Admiral Cervera's squadron had in fact entered the bay, thus enabling the blockade by heavy ships of the Navy to be concentrated at that point, without having to worry about threats to the troop convoys preparing to depart from Tampa. SUWANNEE's night station among the blockading forces was two miles from Morro Castle as part of a picket line to detect any sortie by FUROR and PLUTON for a torpedo attack. She missed the battle, however, being one of the ships detached to Guantanamo bay for coaling at the time.

On 15 June, USS TEXAS, USS MARBLEHEAD and SUWANNEE provided gunfire support for Marines engaged in consolidating the American position at Guantanamo Bay, which had been seized 10 June for use as a secure location for coaling rendezvous and refuge from foul weather. SUWANNEE again provided gunfire support, along with USS NEW YORK and USS GLOUCESTER, on 1 July for the Army troops advancing on Aguadores.

From the Annual Report of the Secretary of the Navy: "On the 12th of August the NEWARK, accompanied by the RESOLUTE, carrying the First Battalion of Marines, and the SUWANEE, HIST, OSCEOLA, and ALAVARADO, proceeded to Manzanillo, where a demand for the surrender of the place was made. This refused, the place was bombarded. At daylight on the morning of the 13th a large number of white flags were seen floating from the block houses and batteries, and a boat came out from the shore carrying a flag of truce. The captain of the boat delivered to the senior officer present the cipher dispatch of the Department stating that the President had signed the protocol of peace and had proclaimed an armistice."

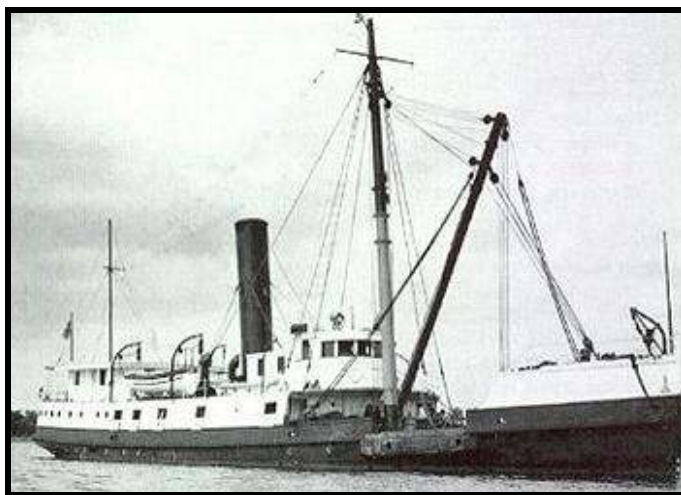
Upon returning to the USLHS, in December, 1898, she regained her original name and was assigned to the 2nd LHD at Boston. She patrolled off the Atlantic coast during World War I and in 1924 was transferred to the 5th Lighthouse District. Decommissioned in December 1939, MAYFLOWER was transferred to the Maritime Training Service at Boston. In July of 1940 she was re-commissioned as USCGC Mayflower (WAGL-236) and relocated to Norfolk. On August 15, 1943 her name was changed to USCGC HYDRANGEA to again avoid a naming conflict with USS MAYFLOWER (also back in the

Navy again as a patrol craft). She decommissioned 8 October 1945 and was turned over to the Maritime Commission for disposal."

This image, which Clarke copied from the National Archives collection, is filed in Record Group 19 as Neg. No. 19-N-C.R.15007. A caption at the bottom (which, if you really study the Mystery Photo, you can see that the editor attempted eradicate—and not a bad job of it!) reads: "U.S. Light House Tender *Mayflower* (*Suwanee*) Navy Yard, Norfolk, Va, May 5th 1898."

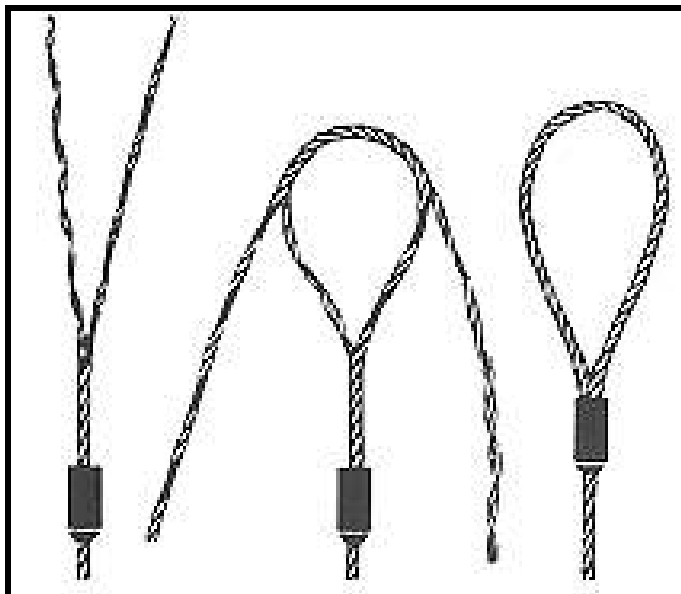
Tim, you nailed it. Jack, you were so close.

John Cheevers



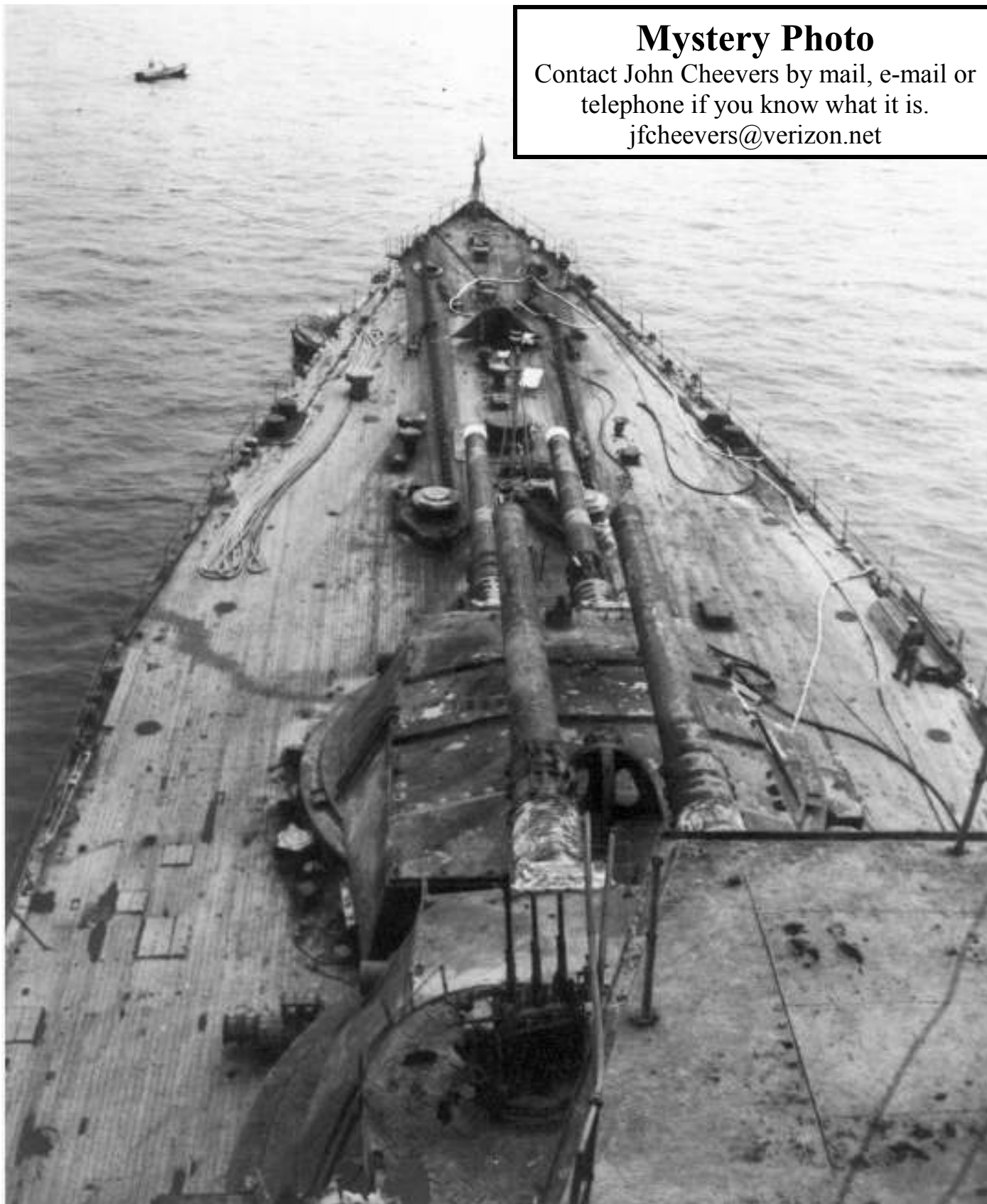
Flemish Eye Splice in Wire Rope

In the standard Flemish eye mechanical splice, rope is separated into two parts - 3 adjacent strands, and 3 adjacent strands and core. These two parts are then re-laid back in opposite directions to form an eye, and ends are secured with a pressed metal sleeve.



Mystery Photo

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



NOTABLE EVENTS

MARCH

- 9 **H.R.S.M.S.** Monthly Meeting Host, Ryland Craze
Presentation, "Air Brushing", by Charles Landrum
10-11 RC Monitor sailing demonstration, Mariners' Museum
24 HRSMS Banquet, Radisson Hotel, Hampton

APRIL

- 13 **H.R.S.M.S.** Monthly Meeting: Tim Woods
Presentation "Speaking of Wood" by Jack Bobbitt

MAY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
Presentation "The Inclining Experiment or How to Weigh
a Ship" by, Bill Fox

JUNE

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
Presentation "Using Offset Tables for Developing Ship
Lines" by John Cheevers

JULY

- 13 **H.R.S.M.S.** Monthly Meeting Host, John Wyld
Presentation "WWII ASW Capability" by. John Wyld

AUGUST

- 10 **H.R.S.M.S.** Monthly Meeting:
Presentation "Building the Nashville Part II" By Bob Comet

SEPTEMBER

- 13-16 NRG Conference, Manitowoc, Wi.
14 **H.R.S.M.S.** Monthly Meeting:
Presentation "Plastic Resin Casting Demo" by Dean Sword
22 HRSMS Picnic, Newport News Park

OCTOBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
Presentation "Making Water " by Charles Landrum

NOVEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller
Presentation "Technique for Milling Sheer and Camber"
by John Cheevers

DECEMBER

- 14 **H.R.S.M.S.** Monthly Meeting:
Presentation "Model Ship Research Via the Internet"

**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

Next Meeting

Date: March 9, 2007

Place: 2713 Magruder Blvd Hampton, Virginia

Time: 2000 Hours

Host: Ryland Craze

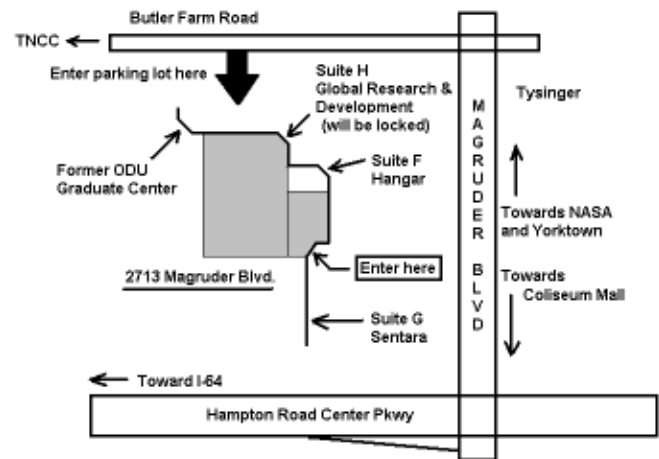
From Richmond



- 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



Drawing Wire

- 1 - Put the drawplate in a vise or support it well.
- 2 - File the end of the wire to a gradual point.
- 3 - Feed the point into the side of the plate with the numbers.
- 4 - Grip the point of the wire on the other side with draw tongs.
- 5 - Pull slowly. Draw the wire through successively smaller holes.
- 6 - When the wire feels tough and springy, anneal it and draw again. Light oil like wintergreen oil or olive oil can be rubbed on for lubrication.