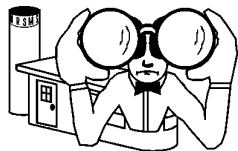


From The Bridge



Mystery Photo



Git-er-Done!

It occurs to me that I have a lot of unfinished ship model projects in my shop—obviously it's the product of an undisciplined mind. I suspect many of you do, too. Recent events within our membership have forced the spotlight on this collective inaction. Breaking down former member's model shops or taking inventory of models available for exhibition causes me to wonder about the "what if's" in our ship-model-building lives. Ask yourself: "What have I produced lately?" Be honest with your answer.

We all occupy our shops for one reason or another. I hope it's to make something of lasting and intrinsic value. Maybe it's just to cope with the stress of the day. For whatever reason, keep the end goal in mind and finish that project in front of you or be prepared to walk away from it and start another.

Are you on track to complete something in the next six months? If not, you may have some serious work ahead of you. I challenge each of you to start or complete a project in the next six months and to bring it to Show and Tell. If you want an honest critique, ask for it. If you just want to demonstrate, do it! If you're excited about a tool you purchased or a technique you developed, share that with the group. If you want help, all you have to do is ask.

This model club is not the place to be shy about your talent. In addition to the camaraderie, I suspect you're really here to better your skills. Take advantage of what the club has to offer—it's free, after all. I think back on past meetings and the best one's had good—no, great—show and tell. If you leave a meeting with an overwhelming urge to make sawdust, you get it.

I'm not real sure what I'm trying to say this month, but it has something to do with keeping you from procrastinating. If you're having fun doing what you're doing, fine, you can ignore my message. If not, I suggest you "Git-er-done!"

John

Thanks

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

Mystery Photo #251: I have learned a few phrases since I moved to Virginia many years ago, and forgotten a few I knew from the hill country. One that I learned here and use from time to time goes like this: "Never mind the mule, just load the wagon." An interesting quip from back home strongly cautions that you "don't strain your milk" (Milk is pronounced as a two syllable work with extra "e's" in the first syllable and, no, you don't need a screen or colander.) Then, there are three southern favorites that I hate, but they rattle around in my brain: "Raining on the road"; "cut half in two"; and "cash money." You hear them and you think...duh???

I hear several others that puzzle me. I'm not sure what they mean, but one has something to do with "Dick's hat band" and the other talks about "Hogan's goat." It took a while, but I eventually learned what a "Carolina boxing glove" is, but what in the heck is Badonk Adonk? And then there is the exclamation "Ba-Duh!" which asks the question: "Bill finished another ship model?"

Colloquialisms are a part of the richness of the culture in which we live, and they all have the right moment for use. One that I've heard that seems right for this Mystery Photo ends like this: "...when Moby Dick was a Guppy." The ending seems to mimic the image just fine. Don't dead fish float upside down? Doesn't this Mystery vessel look like a Guppy?

I'm not sure if we have a floating, dead, sea creature of some highly speculative experimental craft, but a quick glance seems to favor the former while popular opinion may favor the latter. Someone spent a fair amount to

(Continued on page 2)

**PLEASE NOTE THE
CHANGE OF THE
MEETING LOCATION**

(Continued from page 1)



Mystery Photo

make the topside fairing for this vessel, but to what end?

“Call me Ishmael...” Melville writes as the opening phrase of his famous book. I felt like Ishmael after trying to find this vessel. But, are we looking at the modern incarnation of Moby Dick? Is this the great white whale defeated and paraded about as a trophy? Is that oval tube at the top an exhaust port for hot engine gasses or the waste port of the deadly sea creature? My waterlogged intellect is enticing me to suspend logic and focus on the absurd.

I’m told that Dave Baker submitted this image. He may have given us the ultimate Mystery. It took a while, but after an exhaustive search, I was able to secure two additional images of the Mystery vessel. The first shows the vessel on trials, while the second shows the ship after its unfortunate grounding.

The US Navy fielded a long ago declassified “Top Secret” research program to train dolphins to retrieve objects from the ocean floor and to detect mines. The Europeans, not to be outdone, could have conducted a similar experiments and our Mystery Photo could be the result. Or; is this some James Bond type of super-villain-craft? Or; is this a prop for another Austin Power’s thriller? Have researchers finally found and captured the elusive giant sea squid? Does anyone remember the old Saturday Night Live skit where Jacques Cousteau was in search of the Giant Gold Fish—said with a French accent?

As promised, here are the additional photos I found of this vessel. What we have is a highly classified prototype of a vessel with advanced stealth and hydrodynamic characteristics. Engineers have finally developed a vessel that looks and



NAUTICAL TERM

Companionway A ladderway through a hatch, to the next deck below or above. An earlier definition for companion was a hatch or skylight, also for a covering over a hatch. The term may have come from the Dutch *kamagne*, for quarterdeck or poopdeck; or possibly from French and Italian for pantry or storeroom: *compagne* and *compagna*.

Submitted By: Tim Wood

behaves like a whale while at sea. What you see in the Mystery Photo is the experimental craft arriving in port after a serious malfunction of its advanced systems. You will notice that the vessel has completely capsized.



On a more serious note, I tried to find this vessel in my reference books and on the Internet. The best I could do was to search for vessels of similar size with a similar sheer and with a fairly pronounced knuckle extending at least from the bow to amidships or slightly farther aft. If you follow the sheer line aft, you realize that the after part of the hull has been raised. I am convinced that this is a former military vessel. The hull has lines better suited to a patrol vessel than a fishing boat. And I suspect that the pronounced engine exhaust is a result of trying to extend the exhaust ducting aft from the original stack location. The large opening suggests that the power plant produces a large amount of hot gasses which is indicative of either gas turbine or diesel propulsion.

After a painful—not really—search through my latest (1995) issue of *Combat Fleets of the World*, I could only link this hull shape with one class of vessel, the “Castle-class offshore patrol vessel. Two ships are in the group, *Leeds Castle* and *Dumbarton Castle*. A source on the Internet shows that *Leeds Castle* was “Paid Off” in August of 2005. The other vessel is still in service. Could this vessel be the basis for our Mystery Photo?

What say ye, Dave?

John Cheevers

A GOOD WEB SITE

Ship Modeling by Gene Larson
Shop Notes and Tips - Models
<http://members.cox.net/elarson5/>

This is an good site with excellent material.

also
<http://www.ship-modelers-assn.org/tpsmain.htm>
<http://members.shaw.ca/VMSS/tips.html>

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
May 11, 2007
Host, Bill Clarke
Guests: Dudley Saunders
Bryan Landrum

The meeting was called to order by the Skipper, John Cheevers at 2010 hours. The Skipper recognized the presence of one guest, Dudley Saunders. As the guest introduced himself, he requested a tour of the host's model room. The host replied with a sarcastic comment. The Skipper asked for corrections to the minutes and Alan Frazer noted that "chaplain" was misspelled twice. The Clerk, Tom Saunders is due several lashes with a liturgical sash. The Clerk asked Alan for the name of the magazine he brought to the last meeting. Alan said the name was Transfer. The Clerk had misnamed the magazine Steamboat Bill. Eric Harfst gave the Purser's report. The purser said that he was drafting a note to members that are delinquent in their dues. Greg Harrington gave the Webmaster's report. Greg said that he had taken down several of our dynamic web pages due to hacker activity. Charles Landrum arrived with his son, Bryan, as a guest.

Old Business: The Skipper read a letter from the Old Navy Maritime Modelers thanking those who supported them while they were here for the Monitor opening at the Mariners' Museum. John mentioned the Mastini shop sale. Alan Frazer reported on the ship model exhibit. He said that he inquired at the Newport News and Hampton libraries, the Hampton History Museum and the Charles Taylor Arts Center. None of these venues were suitable or willing to host the exhibit. Dean Sword mentioned the Portsmouth Courthouse Galleries. After some discussion it was decided that Bob Comet was to pursue the Suffolk History Museum and Dean Sword would inquire about the Portsmouth Courthouse Museum and Alan Frazer was to look at the Poquoson Library again, but no commitment would be made until Bob has more details on the Suffolk Museum schedule.

New Business: The Skipper read an e-mail from enquiring if anyone had a model of the Nitro and if they would be willing to send him a picture of it. Tom Saunders said that the Logbook is now available in the Portable Document Format (PDF) and wanted to know if any members would be willing to forego the hard copy in lieu of the electronic version only. Tom said that he would send an e-mail so members could reply with their preference. Charles Landrum talked about the International Plastic Model Society 2008 National Convention and said that details would be forthcoming.

Show & Tell: John Cheevers showed the protocol for USN Dinning Out and several books from the Mariners' Museum

used book shelf. Charles Landrum had photos of a German shipwreck and had extra copies of the talk on airbrushing. Henry Schekulin talked about his kit of the *Olympia*. Gene Berger showed his current work on the *United States*.

The meeting was adjourned to the presentation "The Inclining Experiment", by Bill Fox.

Have you paid your dues?

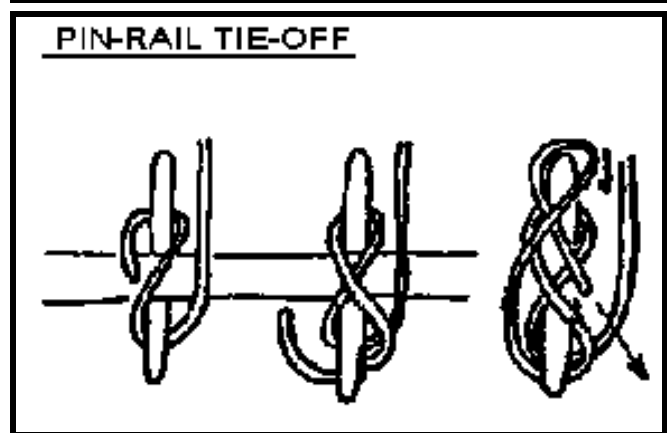
BILGEWATER ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

In the Barrel

Aint y'all tired of ridin the same ole pony? Most every issue of the Logbook makes some kind of mention to a boat builder whats never built a boat or a clerk that aint too good at cipherin.

With all them doctors, lawyers and Indian chiefs in the mix, I'm sure them fellas could stand a good-natured tweak or two. I aint never seen a anal account story or a lost hat story or a lost goin to a get-together story. Fair is fair, aint it bout time some other blokes gets em a turn?

Cabin Boy



Member Participation Needed

The HRSMS is planning an exhibition of members' models. The venue and dates are to be determined. If you are willing to provide a model, please contact Bob Comet or Alan Frazer

"Hobbies of any kind are boring except to people who have the same hobby. (This is also true of religion, although you will not find me saying so in print.)"

Dave Barry

THE ANSWER

The answer to Mystery Photo 251

The following was taken from an e-mail received by the editor from Dave Baker.

The ship in the mystery photo is named the AERIAL, and the photo was taken as she was being towed out of Lowestoft, England, some time this April; she'd also been towed into Lowestoft. I believe (but have no documentation) that she is the former East German Navy cadet training ship WILHELM PIECK. This is based on her having the hull form of a unit of the Polish-built WODNIK class training ship and that fact that all of the other units of that class are accounted for in the Russian and Polish Navies. She's the only former unit of the East German Navy that I never was able to establish a fate for; the ship was not incorpo-



rated into the West German Navy on unification, although almost every other EGN ship still operable was, at least for a year or two.

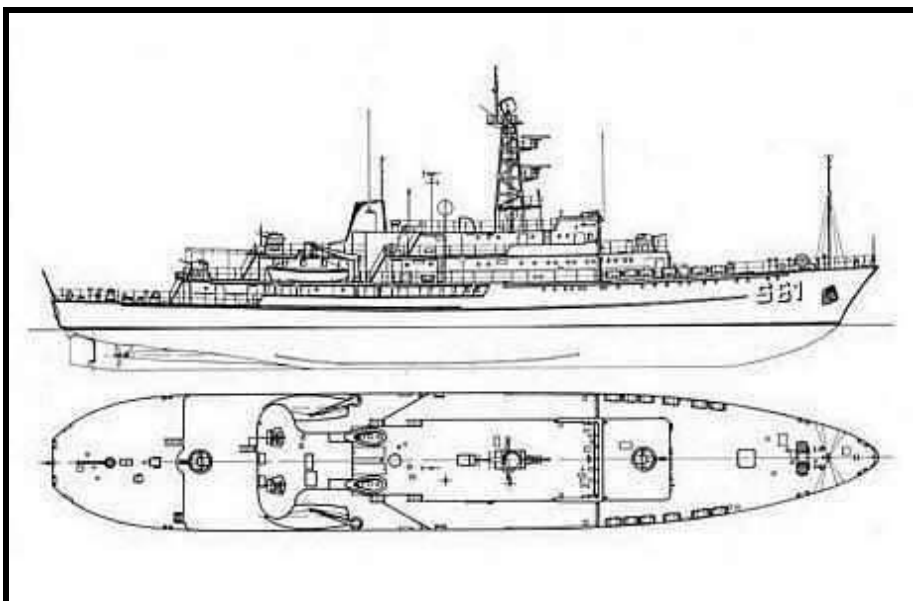
The WODNIK class was built on a modified version of the MOMA-class navigational aids and survey tender, which was used by the Russian and Polish navies (and both countries also configured several as intelligence collection ships. Another variant was the PIAST class, configured as salvage tenders; the East German unit of that class now operates in the Uruguayan Navy,



while Poland itself still has two. But only the WODNIK class had the squared off stern shown in the photos.

WILHELM PIECK was built in Gdansk, Poland, and entered service on 6 July 1976. She displaced 1,750 tons full load and was 72 meters overall by 12-m beam and 4-m draft. The ship was powered by two Ceglielski-Sulzer 6TF48 diesels driving two controllable-pitch props, and the 3,000 bhp generated could drive her at up to 17 kts. In addition to accommodations for trainees, the ship had classrooms and 16 navigational display consoles for training purposes. Being a good Warsaw Pact warship, she had an armament of two twin 30-mm and two twin 25-mm AA guns.

How the ship got into her current weird configuration, and to what purpose she is being put, I have not a clue. Here are two additional photos; note the flattened bow end to the new "superstructure," possibly intended to look like an air intake.



**Wodnik
Class**



Mystery Photo

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

NOTABLE EVENTS

JUNE

- 8 **HRSMS** Monthly Meeting: Host, Dave Baker
Presentation "Using Offset Tables for Developing Ship Lines" by John Cheevers

JULY

- 13 **HRSMS** Monthly Meeting Host, John Wyld
Presentation "WWII ASW Capability" by. John Wyld

AUGUST

- 10 **HRSMS** Monthly Meeting:
Presentation "Building the Nashville Part II" By Bob Comet

SEPTEMBER

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

OCTOBER

- 12 **HRSMS**. Monthly Meeting: Host, Greg Harrington
Presentation "Making Water " by Charles Landrum

NOVEMBER

- 9 **HRSMS** Monthly Meeting: Host, Heinz Schiller
Presentation "Technique for Milling Sheer and Camber"
by John Cheevers

DECEMBER

- 14 **HRSMS** Monthly Meeting:
Presentation "Model Ship Research Via the Internet"
by John Wyld

JANUARY

- 11 **HRSMS** Monthly Meeting: Host, Bob Comet
Nomination of Officers

FEBRUARY

- 8 **HRSMS** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

- 14 **HRSMS** Monthly Meeting

APRIL

- 11 **HRSMS** Monthly Meeting:

MAY

- 9 **HRSMS** Monthly Meeting:

WATCH, QUARTER AND STATION BILL



Skipper: John Cheevers (757) 591-8955
Mate: Ryland Craze (804) 739-8804
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: June 8, 2007
Place: 100 Augusta, Williamsburg, Va.
Time: 2000 Hours
Host: Dave Baker

From East: Take Rte 64 west to Rte 199 exit. Continue on Rte 199 west about 8 miles to Longhill road (Rte 612 exit). Go West on Longhill, a total of about 2.5 miles. Turn left into Ford's Colony Drive. Make first left to Guardhouse on John Pott (guards will let you in, honest). Continue on John Pott for 1 mile to intersection with Edinburgh. Turn left on Edin and Edinburgh (second right). Go 1 mile to Shinnecock (fourth right turn, well lit). Turn right on Shinnecock and go about 200ft. to first left, Augusta. House is first on the right, 2 story white colonial.



From West: Take Rte 64 east to 199 exit. Turn right (east) on rte 199 and go about 4 miles to Longhill Road. Turn right on Longhill and follow directions as above.

