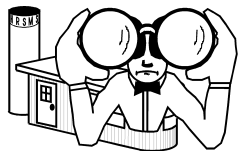


From The Bridge



Focal Points

If you have spent any time in this hobby and if you have read any of the books and journals dedicated to enriching the quality of ship models or listened to recognized experts lecture on the subject, and if you are willing and able to follow their example, you should see the results in your completed models.

Some of the top ship model makers understand the craft enough to concentrate on what can properly best be described as the "Focal Points" of a model. These points: special features, design attributes, things that are prominent on specific vessels or something as simple and noticeable as the livery are what purposely define a specific ship. These are the things that, more than any other, should be modeled as neatly and correctly and as near to scale fidelity as you are able. If you want to earn top honors for your work, you need to concentrate on the focal points.

"What are they?" you ask. They vary from vessel to vessel, but here are a few examples: The first and foremost focal point of any ship model is the hull form. The closer the hull conforms to its design parameters, the better the model will be. For instance: I saw an extremely detailed and well made model of the nuclear cruiser USS Long Beach a few years ago that from the main deck up was unbelievable. It was very richly detailed with all fittings carrying a corresponding and equal amount of "to scale" detail and everything was fitted neatly and squarely. But then I noticed that the spray knuckle near the bow was not modeled to the same square, crisp quality as the rest of the model. It was rough, wavy, and rounded over slightly. It was very noticeable and it really detracted from the overall appearance of the model. Once I noticed it, my eyes kept being drawn back to it. The builder missed getting this focal point right.

Another example that I recall concerned a certain award winning model that I will not name. Overall it was very well executed except for one thing. When viewed from astern, the bilge keels were asymmetrical. The builder missed getting this focal point right. Hull asymmetry and unfairness are the number one things I notice in poorly executed models.

Other examples:

If you were to build, for instance, a model of a MAERSK line container ship, one of the important focal points would be blending a hull color that is just the right shade of blue. An all big-gun warship better have all those

(Continued on page 6)

Mystery Photo



Mystery Photo #256: I think this Mystery Photo might challenge Gene Berger into making another radio controlled submarine. Why not! He could build the sub in $\frac{1}{4}'' = 1''$ scale; add an R/C float plane, live-firing torpedoes, pneumatic this and that...the works!

There is a phrase that, ironically, never seems to go out of style: "Everything old is new again." Don't know who coined it, but I bet it was someone who sat back and watched as succeeding generations professed to invent new and exciting things. Could that be said of the current Mystery Photo? Would a better phrase be: "Necessity is the mother of invention?" I personally like: "Been there, done that!" Although, I'm not quite sure it fits in this application.

If you research the history of submarines, you will find that most major navies tried, somewhere along the line, to use them, among other things, to carry spotter planes as a way to extend the visual surveillance of the fleet. Prior to using aircraft this way, the detection range for spotting the enemy was limited to 15 or 20 miles due to the curvature of the earth. What you see in this Mystery Photo is the US Navy version of this effort.

It seems that three members of this group and maybe a fourth saw it as well. Responses came from Dave Baker, Tim Wood, and Charles Landrum. Alan Frazer called and left a message that he may have an answer to the Mystery but I was not able to get back to him in time to find out what it was—sorry.

Dave lead the parade by solidly identifying both the submarine and the aircraft: "The submarine is the U.S. S. S-1 (SS 105) and the aircraft is Martin MS-1 serial A-6525." Tim and Charles identified the sub and the plane but not by serial number. While Dave included a nice list of sources for his research, Tim had this to say: "Nothing special about figuring out this month's photo, it was a matter of elimination... First the US Flag flying, then to the good old Jane's book! I found the class then did a search

(Continued on page 2)

MEETING NOTICE

Date: Saturday November 10, 2007

Place: Mariners' Museum

Time: 1400 Hours

(Continued from page 1)



Mystery Photo

online.” And Charles found his answer online at “NAVSOURCE.org.”

According to Tim this image is “Photo #: NH 72793” and captioned “USS *S-1* (SS-105) With a Martin MS-1 scouting floatplane (Bureau # A-6525) on her after deck, probably at Norfolk, Virginia, on 24 October 1923.” Charles’ source does not credit the image to the Naval Historical Center but does carry some of the caption. Dave’s response has no mention of the credit or caption.

What is interesting about their responses is that both Dave and Charles challenge the caption as to the location. Dave writes: “Although *S-1* conducted the only full-cycle launch and recovery trials with the A-6525 on 28 July 1926 in the Thames River at Groton, Conn., the background in this photo looks like the Naval Aircraft Factory at Philadelphia, where the *S-1* had begun her conversion to transport the aircraft late in 1923 at the Navy Yard.” Charles has this to say: “According to NAVSOURCE.org the photo was taken October 24th, 1923 off Norfolk Naval Shipyard. I believe that the information is incorrect and in fact the picture is taken in the Elizabeth River off of the Naval Supply Center at Sewell’s Point, which would later become the Naval Operating Base.”

All three report that *S-1* was built at the Fore River Shipyard at Quincy, Mass. Dave further defines the design as “one of three competing S-series seagoing submarine designs developed during World War I for the U.S. Navy and was of the “Holland” type. Designed by Electric Boat, her construction was subcontracted to the Fore River Shipyard.” He continues by adding: “...by the time work on the boat had started, the yard had become the Bethlehem Shipyard.” Tim continues with *S-1*’s early career by adding that she was “commissioned in June 1920, she mainly served in New England waters until 1922, when she was modified to both bring her up to current standards with a larger deck gun and to fit her for experimental use as a base for a small scouting seaplane.”

Dave notes that the US Navy was not alone nor even the progenitor of this concept. “The British did similar research using the much larger submarine M-1 at around the same time, but the boat and her aircraft were lost with all hands when the hangar sprung a leak. The French built one huge submarine, the SURCOUF, in the 1930s that carried a small scout aircraft, but she too was lost, in a collision in the Caribbean in 1942. The Germans briefly flirted with a Dornier folding fixed-wing submarine aircraft (that had appalling flying characteristics) and did use small helicopters and kites for aerial observation from submarines during World War II. Only the Japanese persisted with the development of submarine-borne aircraft, going through several generations of submarines and aircraft before culminating in the two I-15 and three I-400 multi-aircraft carrying submarines at the end of World War II.”

According to Dave, “The submarine’s conversion was relatively minor, consisting primarily of the addition of a

(Continued on page 3)

Reading List



It occurs to me that this group could benefit greatly from having a preferred reading list. This is by no means a new or novel (no pun intended) idea, but one that has been around and used successfully by many professional organizations. The idea that we can improve our understanding of life on the sea and in boats by reading subjects from that genre has merit. Short of shipping out on the next tramp steamer or tuna boat I can think of no better way to increase our understanding of things nautical than by immersing ourselves in good, salty books. Where else can you vicariously live the seaman’s life than by reading a Patrick O’Brien novel? How else can you learn how to “mess about in boats” than by reading books written by those who do? But most importantly, this is a great way to expand your nautical reach and to cross deck ideas and themes.

You get my drift.

What I propose is for everyone to submit a list of their favorite nautical titles. I volunteer to compile these lists and will attempt to rank them into a directed categories. We can group the titles by novels (fiction and non-fiction), technical, reference, periodicals/Journals or maybe something else. As new titles come forward, or if you find an older tome that says it just right, they can be added to the list.

Now, as a way to introduce new titles, I would ask the reader to pen a short review for the Logbook. (I’ll leave it to the editor to name this new department.) These reviews should be short and concise—one paragraph in length; we’ll leave the long winded tributes for the trade journals. These essays need to briefly tell the reader what the book is about, whether or not you liked it, and if it’s worth devoting several hours to.

Here is an example: I just finished reading Take Her Deep written by retired Admiral I, J, (Pete) Galantin in which he tells about his life aboard submarines prior to and while he commanded *USS Halibut* against the Japanese Empire during World War Two. In a very readable style, he alternates his writing between conversational and technical keeping the needle centered as he comfortably demystifies life aboard a US Navy submarine. The story is never dull. The author does not boast about being the best skipper of the best boat; he just tells his story, warts and all, and apologizes for nothing. You quickly gain an understanding of Galantin’s personality, some of his foibles, and why he was a good leader. You learn that he, like many sub commanders, didn’t always get it right. Gradually you begin to understand that the secret to his and other sub skipper’s success involves perseverance, lots of “in check” ego, a winning attitude, and a strong will to survive. A great read; I strongly recommend this book.

Another example: I just finished reading Sunk by the Bismarck written by Edvin P. Hoyt. The title of course gives away the subject of the book. This 140 page tome describes the career of *HMS Hood* in very general terms. Through much of the book the author captures the mood of British society

(Continued on page 3)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
October 12, 2007
Host: Greg Harrington
Guest, Dudley Saunders

The meeting was called to order by the Skipper, John Cheevers at 2015 hours. John asked that we keep the business portion as brief as possible to allow the auction to finish at a reasonable hour. The Skipper recognized the guest, who needed no reintroduction. There were no corrections to the minutes as published. Eric Harfst gave the purser's report. The Webmaster, Greg Harrington had nothing to report.


Old Business: Ryland Craze reported on his independent audit of the Society financial records. Ryland said that all records were in order and that a written report would follow.

New Business: Charles Landrum talked about items that Don Watson, a NRG member, donated for the auction and showed pictures of Mr. Watson's modeling work. Alan Frazer digressed to old business to discuss the Poquoson Library model exhibition. Alan said that 31 model were in the exhibit and thanked those who displayed their models.

Show & Tell: John Cheevers showed his progress on the tugboat Susan Moran. Dean Sword talked about The Great Chesapeake Bay Schooner Race and it's participants. Dean also talked about his visit to the Vancouver Maritime Museum with the restoration of the Royal Canadian Mounted Police schooner, St. Roch. Alan Frazer showed his work on a resurrected sternwheel project from a set of Model Shipways plans (the name of the vessel was not recorded).

The meeting was adjourned to the auction conducted by auctioneer Bill Clarke. Eric Harfst distributed cards for bidders to print their name and record purchases so the books could be reconciled at the end of the auction.

(Continued from page 2)

 and how they felt about "their" ship. Primarily a travelogue, the book shortchanges nautical minded folks by what amounts to a generalization of *Hood's career*. The story is almost totally lacking in technical detail. No more than one or two pages are devoted to her loss. It can be read in an afternoon. I would be a nice primer for someone getting started in research about HMS Hood. Not recommended for the reading list.

You would be amazed at how reading good nautically flavored books can improve the quality and presentation of your ship models. Comments?

John Cheevers

(Continued from page 2)



Mystery Photo

watertight steel cylinder with a hinged hemispherical cap at its after end; the "hangar" was placed immediately abaft the sail, recessed slightly into the working deck above the pressure hull. The aircraft was slid out of the cylinder and assembled, with the submarine then ballasting down to float the MS-1 off and to recover her. It worked in the flat calm waters of the Thames River but the tiny MS-1 was no match for open waters, and the aircraft's low endurance, lack of space for a radio, and limited seaworthiness quickly proved that the concept of adding a scout lost the shelter and reverted to normal submarine ops. Decommissioned in 1937 she was reactivated for the war and transferred to Britain. She had a short-lived wartime career and was subsequently decommissioned and scrapped mid-war."

Dave's response conflicts with Charles' report in that he mentions that while in British service, the now thoroughly obsolescent submarine, "made two training cruises to Bermuda, returning from the second on 7 December 1941. She was then refitted for service with Britain's Royal Navy and

(Continued on page 6)

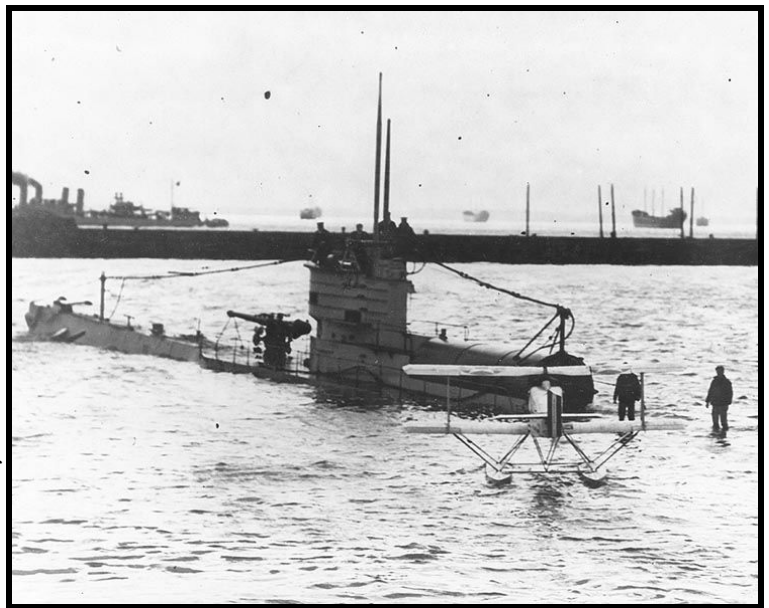


Photo #: NH 99774

USS S-1 (SS-105)

With her after deck awash, preparing to take a Martin MS-1 seaplane on board during tests in October 1923. Probably taken at Hampton Roads, Virginia.

THE ANSWER

The answer to Mystery Photo 256 is:

From the back of the photo:

USS S-1 (SS-105L)

W / Martin MS-1 Seaplane

October 1923

80G-424472

Information Regarding the Ship Plans Available From the Smithsonian Institute

One of the best sources of ship plans at a reasonable price is the Ship Plans division of The Smithsonian Institute. The applicable web site is"

<http://americanhistory.si.edu/csr/shipplan.htm>

The website describes the three catalogues of all ship plans available from the Smithsonian and gives the price and ordering instructions.

Also listed is the Ship Plans e mail address: shipplans@si.edu. If you have access to an old copy of the catalogues, you can get the current price of the plans if you give them the plan number of the plan you wish to order.

I recently ordered two plans using the plan numbers from an old catalogue and requesting the current price as described above. They gave me the current price, but you must place the order with a check, by mail, using the directions given on the web site. It took a few days over a month to get the plans, but they were excellent, clear prints. Shipplans fill the orders on a first come first served basis.

For those who want access to the catalogs, there is an old set at the Shipmodeler's stand (Taco Shack) at The Mariners' Museum

Bob Comet



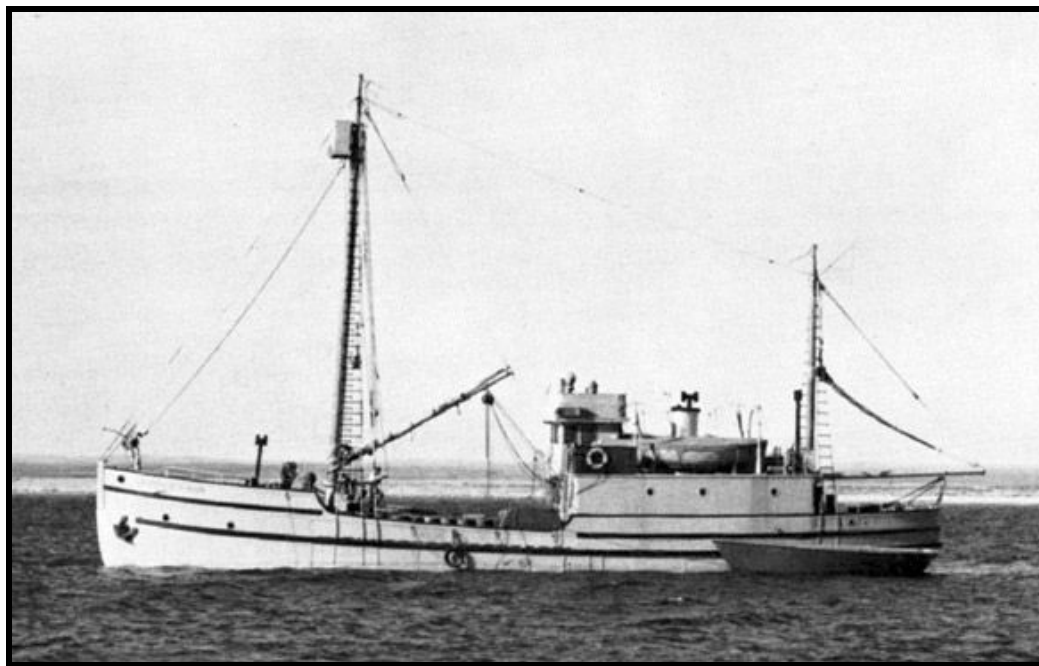
Alan Frazer giving a lecture on the Chesapeake Bay Deadrise at the Poquoson Library

RCMPV ST. ROCH

Class: Auxiliary Police Schooner
Launched: May 7, 1928
At: Burrard Shipbuilding & Drydock Company, North Vancouver, B.C.

Length: 104 feet, 3 inches
Beam: 24 feet, 9 inches
Depth of Hold: 11 feet
Draft: 12 feet, 6 inches
Displacement: 323 tons
Rig: Originally schooner, now ketch

<http://www.hnsa.org/ships/stroch.htm>



NAUTICAL TERM

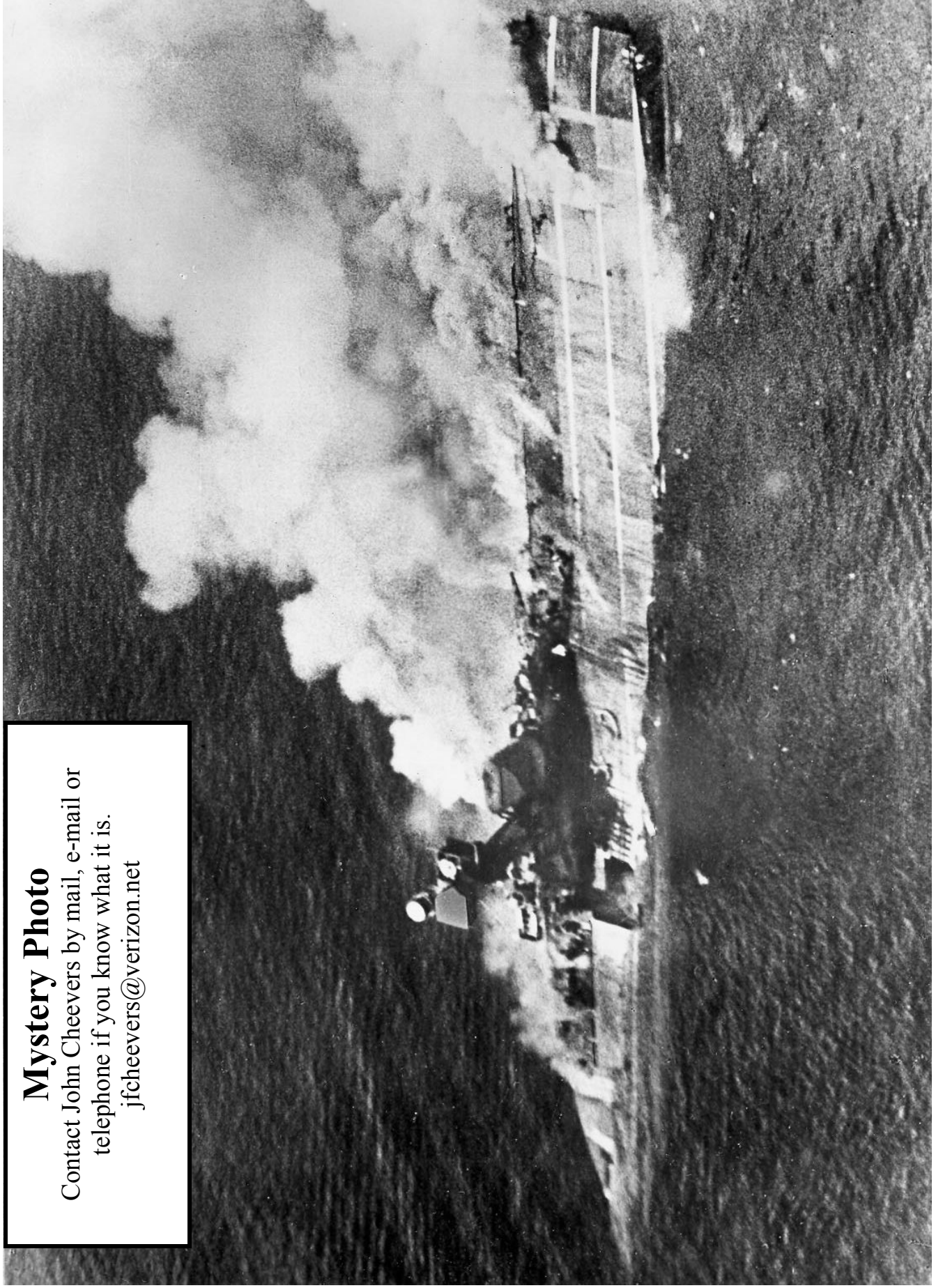
Stove In sailors' language, this is the present as well as the past-tense word for smash or smashed.

Submitted By: Tim Wood

Mystery Photo

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

jfcheevers@verizon.net



NOTABLE EVENTS

NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "Technique for Milling Sheer and Camber"
by John Cheevers

DECEMBER

- 15 **HRSMS** Monthly Meeting: Host Bob Comet
Presentation "Model Ship Research Via the Internet"
by John Wyld

JANUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of Officers
Presentation "Making Water" by Charles Landrum

FEBRUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Election of Officers
-

(Continued from page 1)



guns modeled and aligned as near the same as possible. Or, how about on a liner or cruise ship model; you better get those long rows of lifeboats right. There are ways to do these things.

Let's say you are modeling a self propelled bucket dredge. The number one focal point is the bucket dredge. You gotta get it right!


If you make your models from the great age of sail, one of the important focal points concerns the scale fidelity of the wood. Choose wood that maintains the scale texture and color of that used on the prototype—the investment is well worth the reward. Also, vary the size of the standing and running rigging, not all lines were the same size and vary the blocks sizes as well. If you fancy models of the great New England fishing schooner, you better get the ship's wheel right.

Right now, I am making a model of a tug boat that has two azimuthing thrusters or more popularly called "Z-drives. They are a focal point and I have to get them right!"

Learn from the mentors, learn from the contest winners, and learn from your peers. Focus on your model.

That is all,

John

<p>WATCH, QUARTER AND STATION BILL</p>	
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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

(Continued from page 3)



Mystery Photo

transferred under lend-lease on 20 April 1942 as HMS P-552. Initially used on operational duties by the desperate Royal Navy, she was later based at Durban, South Africa, for training and was returned to U.S. control on 19 October 1944 and laid up. Stripped of useful materials, the S-1's hull was sold on 20 July 1945 and scrapped at Durban beginning on 14 September 1945."

Dave was able to furnish terrific data on the tiny Martin MS-1:

"The Martin Model 63/Navy MS-1 floatplane was one of six Navy-designed aircraft of the type ordered in 1923 from the Glenn L. Martin Co., then of Cleveland, Ohio. Six outwardly identical XS-1 floatplanes were built by the Cox-Klemm Aircraft Corp., College Point, Long Island, NY. While both versions had all-aluminum floats, the XX-1 had a wooden structure, while Martin's MS-1 was built of aluminum alloy; both were canvas covered, and both employed a 60-hp Lawrence L-4-S, 3-cylinder radial engine for propulsion. The wooden XS-1 weighed 1,033 lbs fully loaded, while the MS-1 weighed an even 1,000 lbs and weighed only 650 lbs empty. Maximum speed for the MS-1 was 97 mph and at a cruising speed of 52 mph, the single-seat biplane had a range of 200 nautical miles. With a climbing rate of 4,000 ft in 10 minutes, the MS-1 had an 8,400 ft. service ceiling. Wingspan when assembled was 18 ft. 3 in. (the two wings had a total area of 99 square feet), length 17 ft. 6 in., and height 7 ft. 6 in. Martin's aircraft were assigned Navy serials A6521 to A6526 and Cox-Klemm's A6515 to A 6520); all had been removed from service by 1927. One XS-1 had been redesignated XS-2 after receiving a more powerful Kinner radial engine that boosted its speed to 103 mph."

The sources Dave provided are excellent reference material:

Sources: *U.S. Submarines Through 1945*, by Norman Friedman, USNI Press (on pg 177 there are two excellent photos of S-1, one showing her ballasted down to launch or recover the MS-1 at New London and the other showing her hangar); *Martin Aircraft 1909-1960*, by John R. Breiher, Stan Piet, and Roger S. Mason, Markiewicz/Thompson, 1995 (which has the mystery photo on pg.25).

I managed to get up with Alan Frazer and he is certain that the Mystery Photo shows A "Holland type" S-1 class submarine. In fact, he says that it is the S-1. From his 1925 edition of *Jane's Fighting Ships*, he found a note that said that S-1 carried a float plane in a long cylindrical on-deck stowage tube. He is certain that the image was made in a U.S. port as there is an American type tug and a car float in the background. As for location, he thought that it may be somewhere in the East River as he originally thought that the building in the background was the Brooklyn Army Terminal.

Once again I'll say that good ship models are where you find them. This little sub float plane combo would make an excellent diorama. If you build it you could definitely say, "Been there, done that!" Maybe the saying fits after all...

John Cheevers