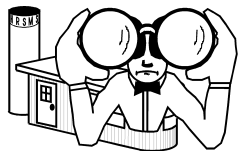


From The Bridge



Mystery Photo



Affirmation

On consecutive days several weeks ago I had occasion to view two separate ship model collections. One was on public display celebrating the ship modeler's art! The other, sadly, was crated for storage; but it, too, celebrated the ship modeler's art. If I expand the window of time to encompass roughly one lunar cycle, I could say that I saw three fine collections on display. The last collection was proudly displayed in a member's home. Taking one last license with the time line, I could include the Society's wonderful display at the Poquoson Library in the fall of 2007.

One common denominator of these displays is the fine craftsmanship the builders employ in this avocation. It is truly rewarding to see these models. The reward amplifies a saying coined by long time ship modeler Rob Napier when he says, "a model should leave the viewer with a compelling impression. The model should invite the viewer to take a closer look and then reward them for doing so." How profound!

How lucky we are! I am proud to be associated with people who possess such talent and feel fortunate to be included as their colleague. And that is why it is difficult when we have to say good-by. In the past few years we have said good-by to some very talented members of this group. Each of them has left their mark on this society. We benefited greatly by their association. Let's pause and reflect on their contribution and take the time for that closer look.

John

MEETING NOTICE

Date: Saturday February 9, 2008

Place: Mariners' Museum

Time: 1400 Hours

Alvin and Lulu make a fine couple*

Mystery Photo #259: This column will be shorter than usual primarily because I don't think it's appropriate to pry too deeply into the private affair of Alvin and Lulu. We're about ships, ship models, and nautical history for Pete's sake not romantic interludes. Solving for the identity of this fine pair was relatively easy; solving the mystery within the mystery was a bit harder. We'll get to that in a minute, but, first, we need to understand what (who?) this couple is.

Tim Wood responded first with the correct identification and, in doing, so, answers the unasked question. "I'm not sure if you are looking for the name of the submarine being transported or the transport vessel, so I'll give you names for both! The name of the submarine being transported is the (DSV) *Alvin*, the transport ship is R/V *Lulu*." Rob Napier also responded and says that "the key to this image is not the larger vessel, but the smaller one. Or should I say, one of the smaller ones."

Tim says that "*Alvin*, first of its class of Deep Submergence Vehicle (DSV)," was built to do just that—dive deep, in this case, "2440 meters [or] 8000 feet." The R/V in *Lulu* stands for research vessel. Rob describes its function this way: "the large catamaran and all its gear exist to provide a haven and operating platform for the little white teardrop-shaped jewel in [the] center, the submersible *Alvin*." The vessel began making regular trips with *Alvin* aboard in May 1965. In all, *Lulu* made 119 cruises in the North Atlantic Ocean, including the Mid-Atlantic Ridge, Azores area, the Caribbean Sea, and in the eastern Pacific. So, you see they were inseparable or a fine couple.

According to Rob, "*Alvin* was commissioned in 1964 in Woods Hole, Massachusetts, where she was to be operated

(Continued on page 2)

HAMPTON ROADS SHIP MODEL ANNUAL BANQUET

Saturday March 29 2008

Rivers Inn Restaurant Gloucester, Va.

Details in the March Logbook

(Continued from page 1)



Mystery Photo

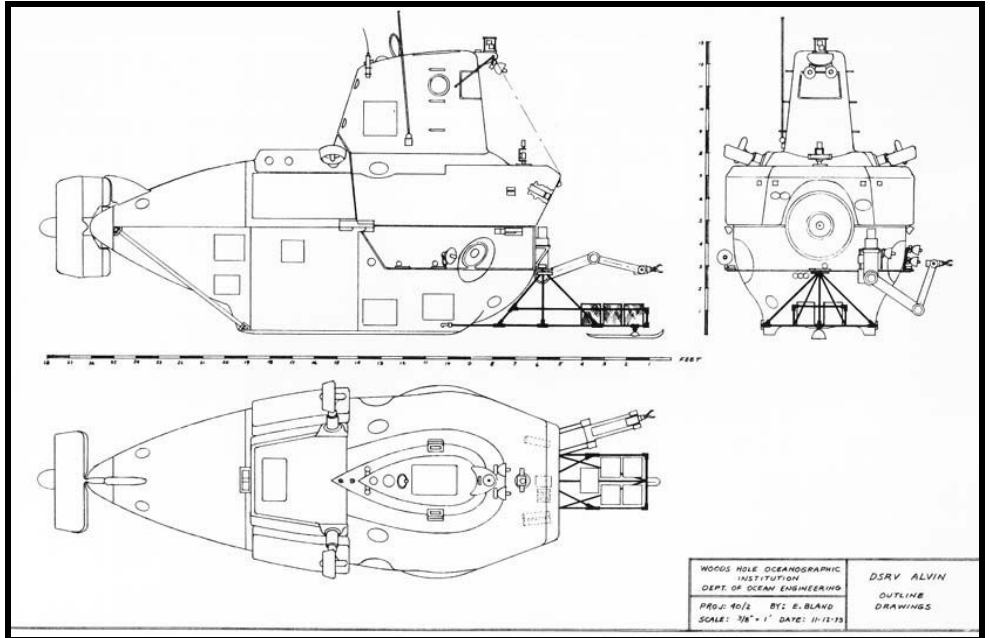
by the Woods Hole Oceanographic Institution. She was to be used and is still used, 44 years later, for deep sea research, exploration, and recovery." *Alvin* earned a modicum of fame when, as Tim describes, "on March 17, 1966, [she] was used to locate a submerged 1.45-megaton hydrogen bomb lost in a United States Air Force refueling accident over Palomares, Spain. The bomb, found resting nearly 910 meters (3000 ft) deep, was raised intact on April 7."

Tim tells another tale about *Alvin*, this time from October, 1968. While being carried "aboard the NOAA tender ship *Lulu*, [she] was lost as it was being transported. *Lulu* carried *Alvin* on a steel cable. The cable snapped with three crewmembers aboard and the hatch open. Situated between the pontoons with no deck underneath, the *Alvin* hit the water and rapidly started to sink. The three crewmembers managed to escape, but the sub sank in 1500 meters (5000 feet) of water." *Alvin* was recovered, refurbished, and returned to service.

From Tim and Rob we learn that *Alvin's* "first tender, the 105-foot catamaran *Lulu*, was built in 1965 in Woods Hole using surplus Navy mine sweeping pontoons." She was constructed by Dan Clark, Incorporated. Her particulars are: Length: 105', Beam: 48', and Draft: 11'. And as you can see, *Lulu* was no luxury yacht. In fact, Second Mate Craig Dickson describes the barge as "Horrendous -- a most uncomfortable ship. The berth-

The Shipbuilder's Art Models by Heinz Schiller

An exhibition of Heinz Schiller's models opened at the Peninsula Fine Arts Center on Friday, January 18th. The models will be on display thru March 23rd.



ing quarters were in the pontoons and there was very poor ventilation. When the galley made cabbage, you smelled it everywhere."

I bet there was no shortage of volunteer crew.

From studying the image it seems as if *Alvin* was self docking. There is no evidence of a large lifting rig to hoist the sub aboard. What you see, instead, is a submergible sled carrying a docking cradle that *Alvin* must have driven up on, or maybe winched onto. When secure, the sled and sub was lifted as one unit, probably hydraulically. The sub entered and exited the support ship from astern. The arched spans that connect the pontoons are different. The forward one is lower being only as tall as the main deck while the aft one raises higher and has the bridge shack resting atop it. The stern image clearly shows that this higher arch is necessary to allow clearance for *Alvin's* sail.

As in life, and despite the occasional facelift and such, couples often go their separate ways.

(Continued on page 3)

MINUTES



Hampton Roads Ship Model Society Monthly Meeting
January 12, 2008
Mariners' Museum
Guests: Butch Watkins, 2nd meeting

The meeting was called to order by the Skipper, John Cheevers, at 1419 hours. The Skipper made note of the large attendance and the success of the Saturday meetings. John announced the death of Jack Bobbitt and gave details of the service. After the Skipper called for corrections to the minutes, Bob Comet noted that Tim Wood was also a co-host of the December meeting. Eric Harfst gave the Purser's report. After detailing several expenditures and giving the treasury balance, Eric noted that there are 44 full members, 3 associate members and 2 honorary members. Greg Harrington gave the Webmaster's report.

Old Business: The Skipper read an e-mail stating that Len Wine has procured the Rivers Inn Restaurant in Gloucester to hold our banquet on Saturday the 29th of March. No other banquet details were available. There was discussion of the Founders' Award. John Cheevers said the he was remiss in not forwarding a list of former award winners to the committee. Bob Comet asked if anyone had a nomination to please contact a member of the committee. Bill Clarke talked about plans to move the Mariners' Museum Library to Christopher Newport University starting in May. Alan Frazer reported that per Don Pruel, the Curator of Models at the Naval Academy, that "they would be hosting the ship model competition starting in 2010".

New Business: Because the HRSMS has customarily voted to appropriate funds for flowers or a charity donation upon the death of a member or spouse, the Skipper asked for discussion on this topic. After discussion a motion was made and passed to empower the Skipper to act on behalf of the society in the aforementioned circumstances in an amount not to exceed \$100.00 from the treasury. Tim Wood asked that we review the current amount of society dues for sufficiency. There ensued a discussion about current operating costs and future expenditures for training aids such as a digital projector. There was no consensus and it was decided to revisit this topic at a later date. Nomination of officers was the next item of business. There was one name nominated for each of the elected offices and

they are as follows: Skipper- John Cheevers, Mate- Ryland Craze, Purser- Eric Harfst, and Clerk- Tom Saunders. Elections will occur at the February meeting. Bob Comet again asked for volunteers to give programs. Bob threatened to use the naval method of assigning duty if new blood does not begin to participate in the program schedule. John reiterated his call for contributions to the Logbook from the general membership. Greg Harrington talked about a e-mail he received pertaining to a call for models of WWII era ships for display at the Hampton Convention Center on March 1st. Members can either contact Greg or refer to the e-mail he forwarded to the members on January 11.

Show & Tell: John Cheevers showed his first toolbox he used for his model building tools and gave away shipyard poster calendars. Bill Fox showed an architectural model for the restoration of the Jamestown - Scotland Neck ferry *Capt. John Smith*. Ron Lewis showed Micromark's rigging tools made from large needles. Ryland Craze showed several issues of *Ships in Scale* and Lauck Street Shipyard's *Halifax* kit. Greg Harrington showed progress on his Portuguese small boat. Bob Comet showed his peapod lobster skiff and talked about making the oars. Henry Clapp showed his flattie.

The meeting was adjourned. Due to technical difficulties, John Cheevers presentation will be given at a later date.



Mystery Photo

(Continued from page 2)

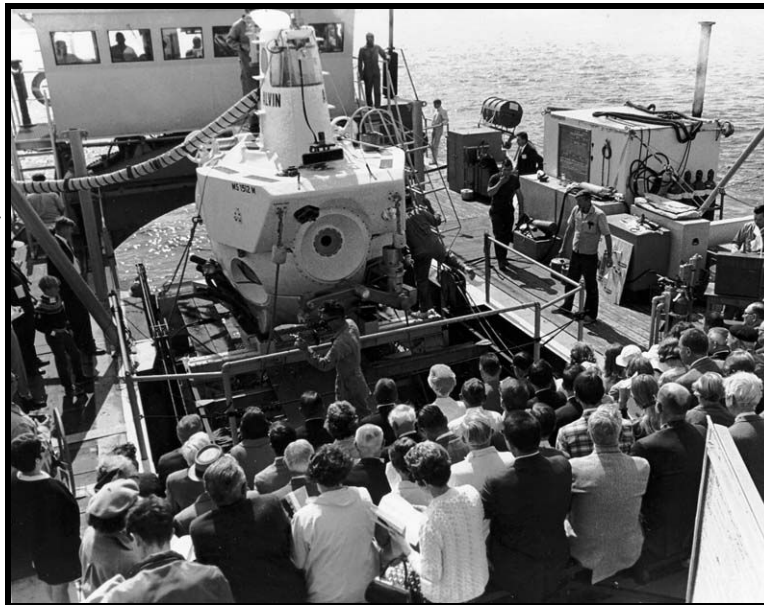
In 1973, *Alvin's* pressure hull was replaced by a newer titanium pressure hull. The new hull extended the submersible's maximum depth to 4000 meters (15,000 feet). And she got a new tender. "*Lulu's* last

trip with *Alvin* was in August of 1983. In September 1984, *Lulu* was transferred to San Diego for Navy use as tender to the submersibles *Sea Cliff* and *Turtle*, but was instead sold to private owners."

A great deal about *Alvin* and her history can be found at: <http://www.who.edu>

Rob Napier makes an interesting observation. One I also made as I researched

(Continued on page 6)



THE ANSWER

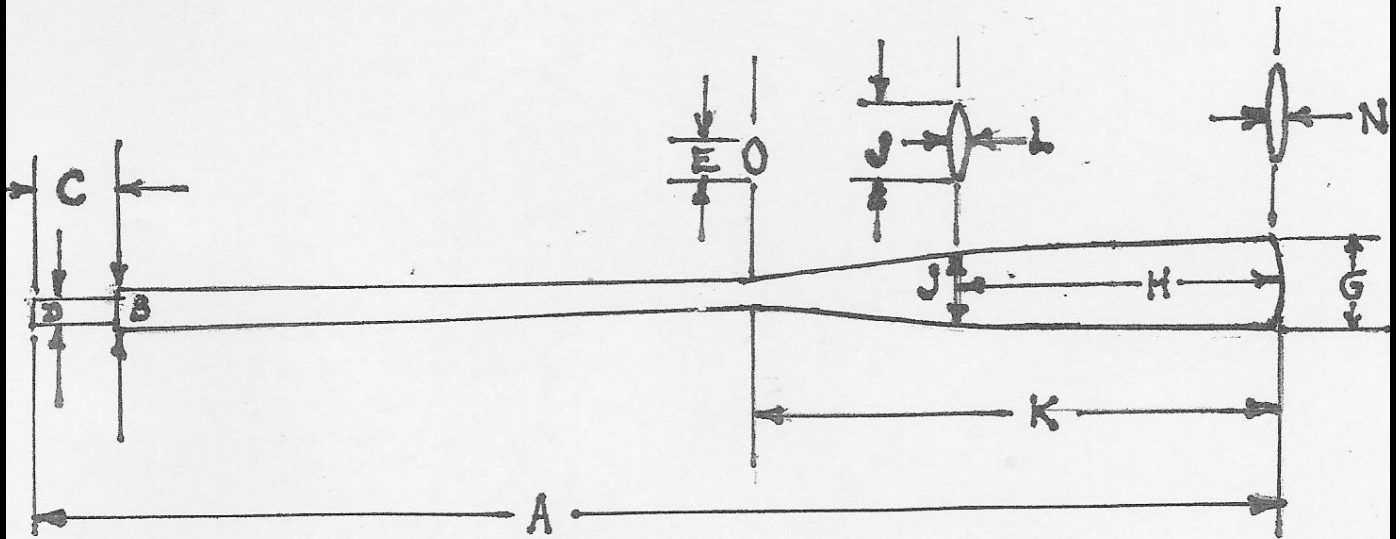
The answer to Mystery Photo 259 is: Research Vessel LULU

"Only two sailors, in my experience, never ran aground. One never left port and the other was an atrocious liar."
 -Don Bamford

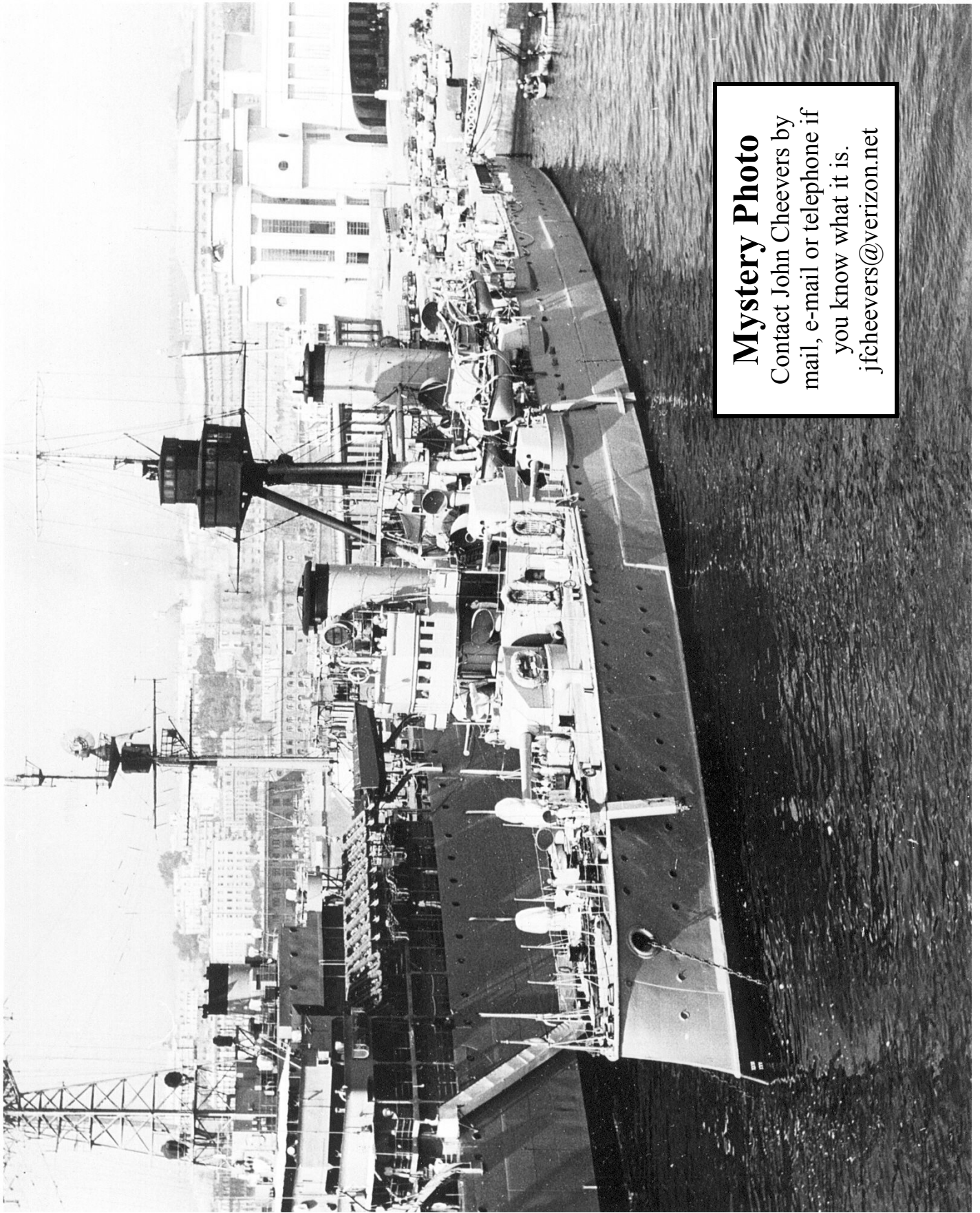
Woodcraft has 4" BESSEY Mighty Mini Bar Clamps on sale; buy 2 get 1 free. Sale runs through 2/29

STANDARD BOATS OF THE UNITED STATES NAVY - 1900

OAR DIMENSIONS



A	B	C	D	E	F	G	H	J	K	L	N
Ft	In.	In.	In.	In.	In.	In.	Ft-In	In.	Ft-In	In	In.
18	2 3/4	9	1 1/2	2 5/16	2 3/16	6	4-3	5 1/4	6-0	1 3/8	1/2
16	2 3/4	9	1 1/2	2 1/8	2	5 3/4	3-6	4 3/4	5-4	1 1/4	1/2
14	2 5/8	8 1/2	1 1/2	1 7/8	1 3/4	5 1/2	3-0	4 1/2	4-8	1 1/8	1/2
12	2 1/2	8 1/2	1 1/2	1 3/4	1 5/8	5 1/2	2-6	4 1/2	4-0	1 1/16	1/2
11	2 1/2	6	1 1/2	1 5/8	1 1/2	5 1/2	2-3	4 1/2	3-8	1 1/16	1/2
10	2 3/8	6	1 3/8	1 9/16	1 7/16	5 1/2	2-0	4 1/2	3-4	1 1/16	7/16
9	2 1/8	5	1 3/8	1 1/2	1 3/8	5 3/8	1-9	4 1/2	3-0	1	3/8
8	2 1/8	5	1 3/8	1 7/16	1 5/16	5 3/8	1-8	4 1/2	2-8	1	3/8



Mystery Photo

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

NOTABLE EVENTS

FEBRUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Election of Officers
Presentation "Making Water", By Charles Landrum

MARCH

- 15 HRSMS Monthly Meeting: Mariners' Museum
Presentation "Ship modeling research via the Internet",
by John Wyld
29 HRSMS Banquet

APRIL

- 12 HRSMS Monthly Meeting: Mariners' Museum
-

BOOK REVIEW

SEIZE THE FIRE-Heroism, Duty, and the Battle of Trafalgar by Adam Nicolson, published by HarperCollins Publishers, 2005

The author uses the battle of Trafalgar to examine the tangibles and intangibles that went into the astounding success that the English Naval Forces of twenty-six ships of the line under Vice-Admiral Horatio Nelson had over the combined French and Spanish forces of thirty-three ships of the line under the overall command of Admiral Villeneuve. The author states that the asymmetry between British confidence and Franco-Spanish despair, at the very beginning of the battle, is the governing condition of Trafalgar. The battle was lost and won before a moment of it was fought.

Part I of the book deals with the factors, beyond the ship and gun numbers, that led to the confidence of the British and the defeatism of their enemy. These factors ranged from the contrasting cultural values, the background and training of the officers, the training and readiness of ships and crews, the governmental support, and the morale and the health of the crews of the ships. This section of the book concludes with the opening formation and opening gunfire in the battle. Nelson's tactic of leading two columns to cut through the enemy's line was not new. Rodney at the battle of the Saints used it as did Sir John Jervis at Cape St Vincent. In deed, Nelson's strategy at Trafalgar might have been a disaster for him if his Captains had not supported him and each other and pressed the battle with the bravery and vigor that overawed their foe.

Part II deals with the battle itself, describing not only the action, but the awful havoc wreaked in the ships as described by eye witness accounts. This is a very exciting account of the battle, largely from the British point of view. The butcher's bill of the battle revealed a 10 to 1 ratio between the Franco-Spanish casualties and the British ones. The wounding and

subsequent death of Nelson is recounted in factual detail.

The British managed to take 17 ships of the enemy, with one blown up. The English suffered no ship losses. Immediately after the battle, a very severe storm of hurricane proportions came up and required the British to abandon many of their prizes and to rescue the Spanish and French crew members of their prizes. The storm and the attempts to rescue and save the prizes as well as the British ships are described in some detail. All of the British ships survived the storm, but only four of the prizes were saved, with the hoped for prize money of 1.5 million pounds reduced to one-fifth of that.

I found the book to be well written and an exciting and interesting read. The events described were all well documented. I would recommend the book to those interested in the Napoleonic war at sea.

Bob Comet

the image. "Judging from other images available through Google Images, and not being able to see the color of *Lulu's* running lights, I'd say that the image in The Logbook has been left-right flipped -- that little outboard-motor-powered vessel on the port bow in The Logbook image is really on the starboard bow." This is the mystery within the mystery I referred to earlier.

The close-up image of Alvin with the crowd solves our dilemma. Here while you clearly read *Alvin's* name on the mini-sub's sail, you can place the compressed gas cylinder charging shack on the port side of the vessel. In our Mystery Photo this shack is on the left or starboard side of the image. The Mystery Image is flipped.

This pair would make a great R/C duo. Who will model this fine couple?

John Cheevers

**WATCH, QUARTER
AND
STATION BILL**



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Mate: Ryland Craze (804) 739-8804
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
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Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Chaplain: Alan Frazer