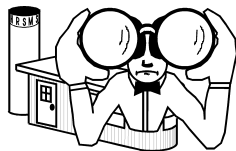


From The Bridge



Greetings from Fla.

"Don't grab at the swarf"...is how safety the notice read; little did I pay attention. Watching intently at the turning, I was amazed at the tinny ringlets that curled away from the stock as each pass was made. I was marveling at the surface finish I was able to achieve and made a mental not to show Heinz how my lathe work was improving. Then one of those shiny ringlets curled back on itself and blocked my view. That can't happen, I thought. I'll just reach down there and pull it away and all will be right with this pass.

Well the part was fine, the swarf was in the chip tray and the end of my thumb had a nice sharp cut in it—one of those pesky kinds where the skin doesn't knit on its own. The kind of cut that stings really bad whenever something touches it. I wasn't supposed to reach with my hand. But I did...just like I did a thousand times before. This time I got bit by the swarf.

Seems they make tools for folks like me who can't keep their hands away from the action. I have one. It was lying in the chip tray. I suppose I will use it the next time a ringlet curls back on itself.

If you missed the banquet, shame on you. If you were there, you participated in one of the largest banquet gatherings we've had in a long time—I counted 37 members and wives. Len Wine did an outstanding job finding the perfect location and planning a great menu. We all had a great time and watched as Eric Harfst received the 2008 Founder's Award trophy. Well done, Eric.

As was mentioned at the last meeting, The Daily Press ran a photo feature highlighting the models of Heinz Schiller and what ship modeling means to he and his family. Several members also offered their thoughts to round out the article. It was an excellent piece and brought some well received public focus to the HRSMS. To date, we have received 2 phone calls and three e-mails from gentlemen interested in the Society and ship modeling because of the story.

(Continued on page 2)

MEETING NOTICE

Date: Saturday April 12, 2008

Place: Mariners' Museum

Time: 1400 Hours

Mystery Photo



Mystery Photo #261: A fine portrait made on a fine day. Taken about the noon hour, with nearly vertical shadows, the elegant side wheel vessel proudly poses for the cameraman. And with this pose, offers our group an excellent opportunity to study an eclectic array of obsolete technologies still employed by the Revenue Cutter Service. What model maker could resist the thought of building a fine-scaled copy of this vessel? The opportunity to build a walking beam engine and side paddle wheels into a schooner rigged iron hull makes me drool at the thought. And she's small enough to bump up the scale a bit to guarantee long hours of making detailed fittings.

There I gave you a hint on where to look for this vessel.

Four out of the five respondents didn't need the hint. Tim Wood, Bob Comet (who insists in titling his e-mail replies "Mysery Photo"), Rob Napier, and Dave Baker all agree that the vessel in question is USRC *Fessenden*. The fifth reply, fourth in order of receipt, was from Tony Clayton who didn't identify the vessel but felt that Bill Clarke had "found a really good Mystery Boat here (at least it is a mystery to me)!" And while Bob didn't need the hint, he did profit by "a nod and a wink from good buddy Tim Wood. [I] looked under the section of Google that I had overlooked, the graphics heading, and typed in Side Paddlewheel Steam Vessel, and up popped our mystery ship at the top of the page." (*A search string containing what you see in the image can often take you right to the solution.*)

While Tim offers a straightforward identification: "Former Revenue-Cutter FESSENDEN; side-wheel type of Cutter in use in the early days of the Coast Guard," the others offer a different take on the design. Bob "was fooled by the ship's elegance, --with clipper bow, gilded bow decorations, immaculate paint job and handsome lines, I thought she was a steam yacht of the early to mid 1800's." Rob also touches on the esoteric qualities of the design in his reply. "The subject has that unnameable yet distinct clean, uncomplicated, and distinct look of the revenue cutter service and/or the coast guard." Tony was onboard as well: "At first I thought she might be a towboat, but she seems rather too good-looking for that to be the case. So she is most probably a steam "yacht", owned by someone with lots of money." Indeed, many RC cutters do strongly resemble private yachts!

Money or lack thereof, was the genesis behind this

(Continued on page 2)

(Continued from page 1)



Mystery Photo

vessel. By now many of us are familiar with the fiduciary slight-of-hand practiced by the US Navy following the Civil War used to secure adequate funding to ensure that key vessels were available should they be needed for war. That same trickery was necessary in the Revenue Cutter Service as well.

Tim begins to unravel the mystery by stating that our Mystery vessel “retaining the powerplant machinery of the original *Fessenden* constructed in 1865 entered service in 1883. She was a 192-foot, 330-ton iron-hulled side paddle-wheel steamer that served on the Great Lakes. Dave agrees but adds “The March 2008 Logbook’s Mystery Ship...built by Union Drydock Co., of Buffalo, New York. Launched 26 April 1883, was completed in September of that year and served until her final decommissioning on 14 August 1907. The ship was, for funding purposes, a supposed rebuild of an 1865-built unit of the same name and did employ the earlier unit’s vertical-beam engine. But she was built of iron rather than wood, at a cost of \$97,379.00.”

Both Rob and Dave mention finding the image in Donald Canney’s book *U.S. Coast Guard and Revenue Cutters, 1790-1935*, on page 46. Canney mentions that, as built, the cutter carried a topsail schooner rig. At the time of our image, Dave mentions “that all traces of her auxiliary sail rig have disappeared.” Indeed, all that is left are a few storm sails.

The “New” *Fessenden* entered Revenue Service in 1883 and served primarily in the Great Lakes region as previously stated. Tim and Dave say that “her cruising grounds

(Continued on page 4)

(Continued from page 1)



I have an observation to share about using aluminum in your models. For turned and machined parts, aluminum is often an excellent choice of material. Funny thing about aluminum though, you really need to pay attention to the grade of alloy or you’ll end up with a large pile of scrap and very frustrated. The aluminum that you find in the hardware store is usually an unmarked grade of alloy and very soft. It does not machine well, if at all. What you want to use is a grade labeled ASTM-B211 or alloy 6061. You can find it in the materials catalogs or get it at the scrap yard. It turns well and gives a good surface finish. If you can get a hunk of ASTM-B221 or alloy 6063 you’ll sing the praises of aluminum forever. Good material may not make the man but good material will make the part. Get some and try it on your next model.

One last thought on aluminum, if you buy it from the material supplier you’ll pay full price and it’s pricey, if you’re patient and search the scrap yard you’ll only pay about 10 cents on the dollar for it. If you’re real lucky, a good friend will give you a hunk.

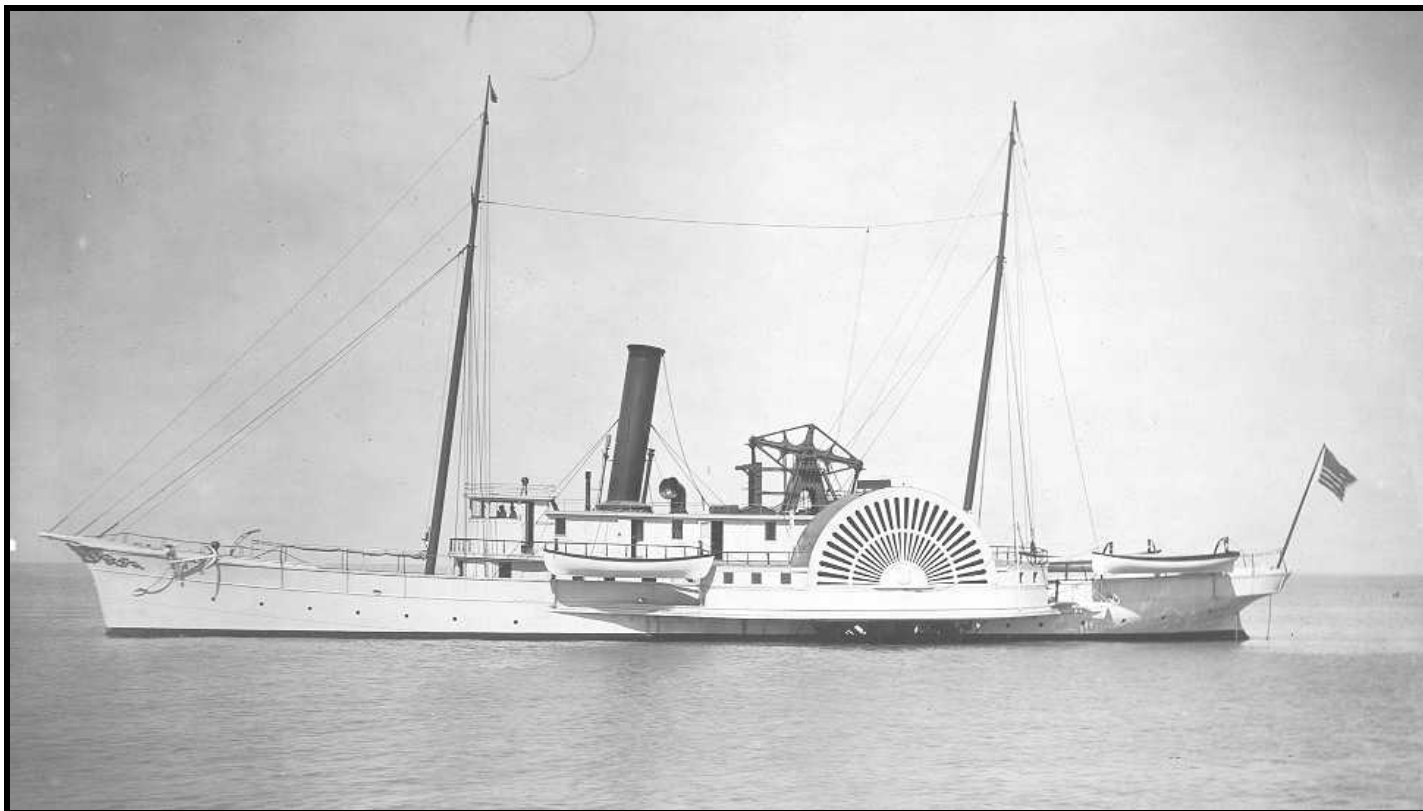
John

THE ANSWER

The answer to Mystery Photo 261:

USRC *Fessenden*

Date of the photo is unknown



Coppering Ships' Bottoms

I was asked a few weeks ago when ships were first coppered. I answered without checking resources since I thought I had learned that warships were not coppered until around 1800. After being corrected by Allan Fraser that coppering was done in the latter half of the 18th century, I checked my resources and learned the following:

Peter Goodwin in his *THE SAILING MAN-OF-WAR 1650 – 1850*: In 1761 Anson proposed that further experiments should be carried out with copper sheathing fastened this time with copper nails. It was also decided that only non-ferrous metals should be used for the bolts used for the hull below the waterline. This time the results were successful but the practice was not carried out universally, due to the expense. The concept of sheathing was shelved until the latter 1770's when it was decided that copper sheathing was the only method that would meet the requirements of the Fleet, and became general practice in 1782. In 1779 the Navy Board ordered that all frigates were to be sheathed with copper and although this authorization was not extended to all ships until 1782 quite a number of vessels in this category did have plating fitted. An article printed in 1891 states that the *VICTORY* was coppered in 1779. The use of copper plating to deter both rot and worm continued until the last years of fighting sail.

E.W. Petrejus in his *MODELING THE BRIG OF WAR "IRENE"*: It (coppering) was for the first time tried on the British Frigate *ALARM* and other ships in 1761. Due to electrolytic action between the iron of the bolts of the hull, the copper of the sheathing and the sea water, no great success was obtained until 1783 when it was ordered that all iron bolts below the water line should be replaced by copper ones. This proved effective and in a few years copper sheathing became the normal method of protecting the hulls of men-of-war. The practice was not long in spreading to all large merchantmen employed in tropical water, as it was found that a coppered bottom shortened an East Indian voyage by about two months. In Holland copper was applied for the first time in 1777.

SHIP MODELERS SHOP NOTES (Nautical Research Guild). Winthrop Pratt, on p.142 states: Copper was tried (1763) and was in general use by 1780 or so, although American ships did not use it until after the Revolution. Winthrop Pratt, on p 149 states: Incidentally, the Sloop-of-War *RANGER* launched in 1777 was coppered "to the turn of the bilges" and is probably the "first American Ship to be coppered" according to an account published by Elijah Hall, her second lieutenant as quoted by Buell.

Wolfram zu Mondfeld in *HISTORIC SHIP MODELS*: Shortly after the middle of the 18th century the practice of sheathing the underwater hull with copper sheets began. The British 32 gun frigate *ALARM* being the first ship to be treated in this way, and by 1780 this method was predominant. The copper sheets were 48 by 15 inches in size in England and Holland, and slightly larger in France.

Submitted By: Bob Comet

2008 DUES ARE NOW PAYABLE

See the Purser at the meeting (and save yourself a stamp)

The Schooner Atlantic Project



As many of you know I'm a fan of fast sailing ships, from the America's Cup boats to American fishing schooners, for me these types of craft are the pinnacle of marine architecture. I happened to stumble across the following web site www.schooner-atlantic.com while looking for information and old photos of fishing schooners. This is a web site containing information and photos about the project to re-create possibly the most beautiful and without a doubt the fastest schooner of all time, she is currently being built in Holland. I hope some of you will find the following information as interesting as I did!

Commissioned by New York Yacht Club member Wilson Marshall, the *Atlantic* was launched in 1903. She was designed by William Gardner, one of America's foremost large yacht designers of the time. From the moment *Atlantic* went to sea it became clear she was an exceptionally fast schooner. During her sea trials, she proved to be very fast, hitting twenty knots! At this point in her career nobody would guess she set a record that would stand for nearly a century.

Wilson Marshall wanted *Atlantic* to be the fastest schooner on the water, at the same time he enjoyed his creature comforts, seeing there was no reason to compromise he had *Atlantic* equipped with every imaginable luxury. Fitted out with the finest mahogany paneling, she had two steam driven generators, giving *Atlantic* electric lights, refrigerators and a large impressive galley. On deck the halyard and primary sheet winches were also powered by steam. She was built with two double and three single staterooms, a large full beam saloon, a dining room, a chart & gunroom, three large bathrooms and in the deckhouse was a comfortable observation room. She had retractable chimneys, so while under sail the below deck steam heating, lighting and refrigerating systems could keep running. *Atlantic's* fo'c'sl accommodated, thirty-nine crew and officers.

During her first racing season *Atlantic* proved to be very

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were from 'the mouth of the Detroit River through Lakes St. Clair and Huron to Straits of Mackinac.' Her area of responsibility increased to include Lake Superior and then through Lake Erie to the Niagara River."



Mystery Photo

Tim adds: "She would go to "winter quarters," i.e. lay up, usually in late-November when the lakes and waterways became icebound, and then return to duty in early May. While in service on the Great Lakes, she participated in numerous civic events, including Milwaukee's 1899 "Carnival Week," Chicago's 1900 "Naval Parade of G. A. R.," and Cleveland's 1901 celebration of Commodore Oliver Hazard Perry's victory on Lake Erie over a British fleet in 1813."

In 1903, *Fessenden* left the Great Lakes for good. Transferred to Baltimore for repairs as Tim, Dave, and Canney's book claims or to Boston as Bob types, she was then stationed at Key West, FL. Tim states that in this role she "assisted vessels in distress, inspected sponge fishing vessels, conferred "with State officers. . . and assist them in protection of sponge industry. In 1905, [the cutter] was detained at Mullet Key Quarantine Station when smallpox broke out among some of the crew in 1906, towed a disinfecting barge from Key West to Boca Grande Quarantine Station in Charlotte Harbor, FL that same year, among other duties. [Finally,] in 1907, she was decommissioned. In 1908 she was sold to the Craig Shipbuilding Company of Toledo, OH, for \$9,100."

Dave thinks the image was made during her period of service in Florida. [The image] "appears to have been taken late in her career, probably while she was based at Key West, given that all traces of her auxiliary sail rig have disappeared (and the waters in the photo have the "feel" of the shallows around the Florida Keys.)" Tony while not knowing the vessel agrees in principle with Dave: "I think that the photograph was made between 1901 and 1920, since it appears to have a radio antenna."

Her particulars:

TYPE/RIG/CLASS: Side-wheel schooner

BUILDER: Union Drydock Company, Buffalo, New York

COMMISSIONED: 11 August 1883

DECOMMISSIONED: 14 August 1907

DISPOSITION: Sold in March, 1908

DISPLACEMENT: 330 tons

LENGTH: 191' 8"

BEAM: 28'

DRAFT: 8'

MACHINERY: Vertical-beam engine

COMPLEMENT: 40

ARMAMENT: 4 rapid-fire guns

Fessenden has the distinction of being "the last Revenue Service side-wheeler in operation."

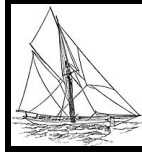
John Cheevers

"No one likes an ugly boat, however cheap or fast."

Roger Duncan

(Continued from page 3)

fast, winning both the Brenton Reef and the Cape May Cup hands down, but it was only in 1905 that she made the headlines by winning the Kaiser's Cup, a Transatlantic race from Sandy Hook to the Lizard. The *Atlantic* sailing 3,006 miles in 12 days, 4 hours, 1 minute and 19 seconds, her 24-hour record was 341 miles, an average speed of 14.1 knots. Many attempts were made to break this record but it would stand firm until 1998. This is the longest standing speed record in the history of yachting!



Atlantic's history continues for another seventy-seven years passing through owners the likes of Cornelius Vanderbilt and Gerald Lambert. She was used as a mother ship for other racing yachts like *Vanity*, for America's Cup defenders and the J-Class *Yankee* on her voyage to England. Her guest book includes the rich and famous of the world. "She was simply the most famous and beloved racing schooner of all time".

Unfortunately, after World War II *Atlantic* would never sail again! She was saved from the scrap yard on three separate occasions; and (how many times?) she broke loose from her moorings sailing back to sea without a man aboard. She ended



up being used as a houseboat, a (spud barge) restraint, and a floating dock at a fuel station until finally on January 30, 1982, she was broken up at Newport (News?) Harbor, Virginia.

The following is a press release dated April 2007

Schooner ATLANTIC keel laid

Hardinxveld-Giessendam, Holland, April 16th 2007. Today the keel was laid of the new schooner ATLANTIC at the Van der Graaf yard. Two keel sections have been built upside down and by turning them the official moment of the laying of the keel was constituted. Seven more sections are being constructed to complete this strikingly large and slender three masted yacht. By the end of the year the motorized vessel will be launched, after which fitting out and rigging is expected to take another two years.

(Continued from page 4)

The original yacht was launched on July 28th 1903 and gained enduring fame in 1905 under command of the notorious captain Charlie Barr winning the golden Kaiser's Cup in a race from New York to The Lizard on the south-west coast of England. The cup appeared to be a plated fake later, but the mono hull record time of 12 days, 4 hours and 1 minute stood for 100 years, until it was broken in 2005 by *Mari-Cha IV*, setting a time of 9 days, 15 hours and 55 minutes in the Rolex Transatlantic Challenge.

The *Atlantic* was designed by William Gardner and built by Townsend & Downey, Shooter Island, New York. The schooner measured 56.43 meters (185') over the bows, excluding bowsprit and mizzen boom outboard of respectively 8.76 meters (28'8) and 4.05 meters (13'3). With her beam of 8.85 meters (29') and draft of 5.00 meters (16'5) her displacement was 395 tons. The replica is commissioned by Dutchman Ed Kastelein. He gathered copies of drawings of the original schooner from various archives in the USA, amongst which the MIT Museum in Massachusetts, which Doug Peterson, acting as consulting naval architect, has digitized guaranteeing the authenticity of the lines and floatation. The structural designs for the construction by today's methods and materials, like welded instead of riveted hulls, have been produced by the naval engineering company MasterShip at Eindhoven. They too have completed the task of updating the design without changing an inch to the sacred aesthetics of the original. In the old design for example all 96 steel frames were spaced at 558.8mm (22 inches) and this has been adhered to for the sake of authenticity. The building takes place under Bureau Veritas classification for charter yachts.

140 tons of Lloyds grade A certified steel have been plasma cut into 3,000 pieces of different shape and thickness. The keel plate is 20mm, the hull plating is 8 to 6mm and the deck is 5mm. After the forming of the hull plating, eventually all parts will be transformed into the most beautiful hull shape ever. The construction is divided into nine sections and the first two keel sections have now practically been finished. The next seven sections will also be built upside down. While the main, fore and aft deck will be constructed on contra-templates to preserve the camber of the deck. The use of



Photo From The Rosenfeld Collection



Most recent web shot

temporary aluminium bridge straighteners on the outside of the hull plating will assure the smoothest possible surface to avoid excessive use of fillers later. Finally all sections will be joined.

30m³ of teak are drying to be spread out over the deck and around the bulwark and 58m³ of mahogany are waiting to be used for the interior paneling. The teak deck houses, hatches and skylights are

being copied meticulously from illustrations of the original. The winches with bronze drums to contemporary design will be powered electrically, unlike the original steam driven units. For equipment like the anchor chain stopper, stanchions, belaying pins and pin rails new casting patterns are custom manufactured based on original designs. From the different sail plans of the original the record setting 1905 rig of 1,720m² (18,500 square feet) has been chosen for the recreated yacht. The original rigging had tapered steel tubes for the lower masts and bowsprit, but only the bowsprit will remain in steel. The base of the new 45 meters long masts will be made of alloy with the top masts, booms and gaffs to

be built in Sitka spruce.

Back in 1903 the *Atlantic* was built as a true mega yacht with every imaginable luxury at the time, like electrical power, refrigeration and warm running water. But in terms of comfort below decks she would still not bear comparison with

the new schooner, which eventually will serve for luxury charters. The main saloon will be finished Colonial style with mahogany panels and furniture. The staterooms too will be executed in mahogany and light cream colors will prevail. Accommodation is foreseen for twelve guests, including a large master stateroom with library, private head and bath amidships. A modern galley will assure the catering and a pantry and laundry will provide for the household backup. The captain's cabin is aft

and crew quarters for 10 are located in the forepeak with separate deck access. In terms of space for the crew no parallel can be drawn with the old days when 39 crew and officers lived on board all year round.

Atlantic will be sailing again soon and she will be as breathtakingly beautiful as ever. The myth is being created!

Submitted by: *Timothy Wood*

From the Chanty-man:

Chantey, chanty, shantey or shanty –A sailor’s song, especially one sung in rhythm to work.

Shantys have a long history, probably going back beyond the 16th century. Their hey-day was most likely the 19th Century when the packets, clippers and whaling ships sailed, followed in later years by the grain ships and guano ships. The late 1800’s and early 1900’s saw the multi-masted cargo schooners and New England fishing schooners with sailors singing their shantys. All the working ships tried to cut costs by reducing crew size, and the working shantys grew from this, to coordinate and maximize the efforts of the crews in doing the work of the ship. Thus, many shantys were developed for specific purposes such as hauling shantys for hauling halyards, hauling in the anchor using capstan chantys, hauling on the weather braces using brace shantys, and pump shantys for the daily pumping of the bilges, since all wooden ships leaked to some extent. The pump shantys had different rhythms for up and down pumps, usually 2/4 time; or the wheel crank pumps using ¾ time shantys.

Chantys were not used in the American or British navies. However many of the working chanteys found their way into the forecastles and wardrooms of naval ships as a means of entertainment during the dog watches on the foredeck, and after dinner in the wardroom. These songs of entertainment are commonly referred to as fore-bitters, derived from their being sung by the ratings in the vicinity of the fore bitts. Popular songs of the time were also sung for entertainment. Although the naval sailors weren’t allowed to sing at work, there are instances of fiddlers and pipers being carried on the ships’ rosters, used to coordinate the crew’s efforts and sometimes paid for by the captain. In hauling in the anchor, the fiddler or piper would perch on top of the capstan and play capstan shantys. It could take several hours to weigh anchor in the large sailing ships if they were anchored in deep water.

One of the oldest shantys dates back to the 1600’s. The words have most likely changed through the years but the melody would be recognized by the Elizabethans. This shanty is known by the names of The Maid of Amsterdam, A-rovin’, or Amsterdam. The shanty was originally sung at the pumps, old fashioned windlass, and later at the capstan.

A-rovin’, Amsterdam, or The Maid from Amsterdam

In Amsterdam there lived a maid,
Ch Mark well what I do say!
In Amsterdam there lived a maid and she the mistress of her trade,
Ch We’ll go no more a-rovin’ with you, fair maid.
Full Chorus A-rovin’, a-rovin’.
Since rovin’s bin me ru-i-in,
I’ll go no more a-rovin’,
With you, fair maid.

This could be followed by 20 verses in one version of the song, telling of the amorous pursuit of the maid from Amsterdam.

Submitted By: Bob Comet

NOTES

Congratulations to Eric Harfst. The 2008 Founders’ Award was presented to Eric at the banquet held at the Rivers Inn, in Gloucester County, on Saturday March 29th

The banquet was well attended with thirty-seven individuals seated for dinner. The venue on picturesque Sarah’s Creek provided a fitting backdrop for an evening of fellowship.

As the crew gathered for the social hour, the experienced staff was attentive to the beverage requests of everyone. At the appointed hour, following the blessing by Chaplin Alan Frazer, we enjoyed our dinner selections that were served with efficiency. The fare was well prepared, with good presentation, and tasty.

A special thank you is given to Len Wine for making the arrangements at the restaurant.

NAUTICAL TERM

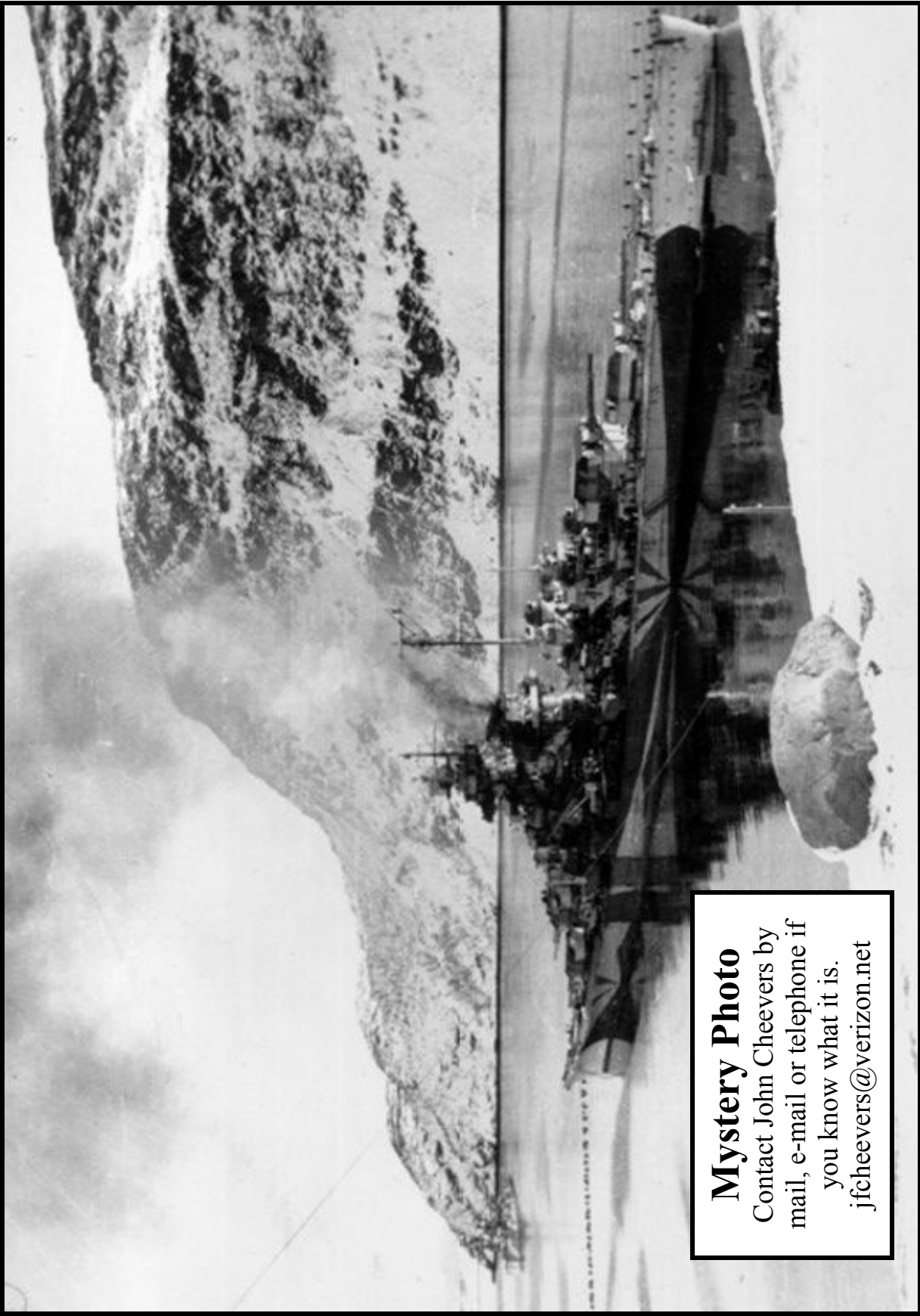
Yardarm

- (1) The outer portion or the tip of a Yard.
- (2) (2) Now too, a’thwartship spar on the mast of a naval or merchant ship or a smaller powerboat, for signals, etc.

Submitted By: Tim Wood

To Soften Brass

heat it to a dull red and drop it in water.



Mystery Photo

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

NOTABLE EVENTS

APRIL

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "The Crabtree Collection" by Vincent Scott

MAY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "An Illustrated Revisit to Making
SCULPY Figures" by Bob Comet

JUNE

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation "Tools for the Beginning Ship Modeler"
by John Cheevers
-

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
March 15, 2008
Mariners' Museum
Guest: None

The meeting was called to order by mate, Ryland Craze at 1408 hours. There were no corrections to the minutes as published. Eric Harfst gave the Purser's report. Eric said that membership dues are now due. Eric distributed several copies of the Annual Financial Report, covering the period March 07 thru February 08. Greg Harrington gave the Webmaster's report. Greg noted an email from a gentleman in Germany who wished to sell a model of the *Benjamin Latham* and that an article on Hintz Schiller's model exhibit would be appearing in the Daily Press on March 20th. Greg also detailed maintenance and upgrades that were occurring on our web site.

Old Business: Ryland asked about the status of the banquet arrangements. The Clerk, Tom Saunders, said that Eric Harfst should receive the reservation forms for a head by the 26th. Eric added the while he would like to receive the reservation funds before the banquet, a phone call to him would suffice. Ryland noted that the banquet would occur on the 29th of March and encouraged participation by all, as our previous banquets had been an enjoyable evening for all. Ryland reminded everyone to submit their ballot for the Founders' Award that is to be presented at the banquet. Bill Dangler reported that an October 11th shelter reservation had been made at Newport News Park for the annual picnic. Bill stated that we would have the shelter from 10:00 am until dark. It was noted that the date was concurrent with our scheduled monthly meeting. The Clerk said notice of the picnic would be published in future issues of the Logbook. David Tagg gave some information regarding the International Plastic Model Society National Convention to be held in August. The

HRSMS will discuss our level of participation at a later date.

New Business: Bob Comet said that his efforts to schedule a model exhibition at the Suffolk History Museum have not resulted in a commitment from the museum and that he would not continue to pursue that venue as a location for an exhibition. Bob was thanked for his work with the museum. Dean Sword suggested the Portsmouth Courthouse Galleries as a possible site to hold an exhibition. Alan Frazer stated that he would speak to the Galleries' Director and report at the next meeting.

Show & Tell: John Cheevers talked about the boat construction competition sponsored by the Apprentice Chapter of the Society of Naval Architects and Marine Engineers and showed a pewter casting of an aircraft carrier that was presented to the participates. Alan Frazer showed a Walthers plastic kit of a tugboat. Tony Clayton showed a completed match stick kit of a Mississippi Riverboat and related some of the tribulations of it's construction. David Tagg showed several catalogs of paper models along with some uncut sheets from a kit. Bob Krumpfen showed a cross section model of the *Victory*. Greg Harrington showed the progress of his Portuguese small craft. Ron Lewis showed a copy of Building the Wooden Fighting Ship. Henry Clapp showed his Model Shipways New York Pilot Boat.

The meeting was adjourned to the presentation "Building a Peapod", by Bob Comet.

From The New York Times

A RECONSTRUCTED CUTTER.

August 1, 1883, Wednesday Page 1, 71 words
BUFFALO, July 31.--The United States revenue cutter Fessenden, which has been reconstructed and partially rebuilt here, made a trial trip of four or five hours on Lake Erie today. About 200 invited guests were on board. The cutter looked very handsome, and was pronounced perfect in all respects and the equal of any of her class. There was a brisk breeze and many of the guests were sick.

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
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