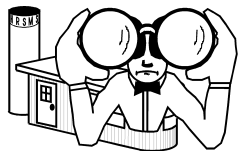


## From The Bridge



### Hurry up and wait

As model makers, one of our most frequently fielded questions, and a rhetorical one at that, is “I bet that takes a lot of patience?” To which we answer—even though we don’t have to—“yes, it do!” And we smile politely when we say it; after all, good PR is good PR. But is it really patience that we possess or are we guided by something deeper, more esoteric? I’m sure many of you have demonstrated extreme patience with your audience when they hit you with their second, standard query: “is that balsa wood?”

Is it really patience? I hear from some of you that it is. I’m not sure I agree. I believe patience is a virtue bestowed on us that allows us to wait on situations that are out of our control. For example: patience is allowing that slow driver ahead of you at the light a few extra seconds to decide it’s safe to accelerate when the light turns green before you blow the horn and get creative with hand gestures.

I think our behavior is more akin to the “love of the game” than great patience. Do you think anyone questions a major leaguer about having great patience when he waits on that curve ball before knocking it into tomorrow? Or, have you ever heard of someone bestowing great patience on a farmer who waits all summer to harvest the spring planting? Professionals wait when it’s necessary, but it takes little patience. There is little difference between the split second of waiting on a pitch, to the minutes or hours we spend waiting for glue to dry, and the months it takes for crops to mature. The principle is the same; you wait because you have to not because you are forced to.

We build ship models for the love of the game. I think that “love of the game” transcends patience. I think that the desire to produce superior results suspends time, allowing us to enjoy the time it takes to build complex, long term projects like ship models. You don’t have to be patient to do that.

*(Continued on page 2)*

## NAUTICAL TERM

**Beam:** (1) The measure of breadth of a craft. (2) A structural unit, particularly a deck beam. The word is derived from the Anglo-Saxon *beam*, tree.

Submitted By: Tim Wood

## Mystery Photo



Mystery Photo #280: Most of you probably aren’t aware that the Poquoson Seafood Festival happened a few weeks ago. Like all good festivals, this one celebrates what’s special to the local area—in this case harvesting seafood and staying dry. Poquoson is different from your average enclave in that it is much closer to the sea—we’re talking height above, that is. Because of this geographic slight, the fair people of the hamlet (bullet, if you will) all wear a unique type of foot gear colloquially called the Poquoson bedroom slipper, but we all know it as the Red Ball rubber boot. It’s quite possible that Poquoson gave birth to that naval expression “Feet wet...Feet dry.”

I have come to realize that Poquoson’s celebration of “bringing forth from the sea” has quirky forms of one-upmanship—contests, really—that makes it truly unique. Now, out in the Midwest, county fairs can have contests like, pumpkin judging, horsemanship, beeswax sculptures, skeet shooting, bear wrestling and the like. It’s about the same in Poquoson, except for the adaptations needed for the lay of the land and such. What we see in the current Mystery Photo is a standard farming implement adapted to the Poquoson way of life. In the Midwest we would call this a contraption a cultivator, but here in the swampy environs of Bull Island this device is known as the Poquoson oyster dredge.

Bull Island! In a curious twist, full-blooded and almost full-blooded Poquosonites like Bill Clarke, Skip Watson, and a certain un-named individual that I work with, call their patch of heaven Bull Island—more out of respect for all the talking that occurs than for bovine supplication. And like folks on terra-firma, the good people of Bull Island use their festival to establish bragging rights through good natured competition, tests of wills (feats of strength). During their festival one such contest involves using the Mystery object in a game modeled after good old bull riding, but instead of riding a real bull or a mechanical bull, they take to riding the oyster dredge.

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday November 14, 2009

**Place:** Mariners’ Museum

**Time:** 1400 Hours

(Continued from page 1)

It's the love of the game that allows us to use that time to produce results; results that should yield a compelling impression. If "love of the game" equals big hits off of curve balls and prize winning vegetables at the county fair, then that same sentiment equals first rate ship models.

So the next time those inquiring minds ask that burning question, look them straight in the eye, blink seductively and whisper: "Nope! It's not patience. I'm just waiting for the glue to dry."...

John

(Continued from page 1)

It's simple really! A crane lowers the plow into the water where it is connected via tow line to any handy dead-end. The contestants don their best waterman's bibs, their red balls, and favorite brand of ball cap and present themselves for competition. At each turn a hopeful champion sits in the tractor seat, places his slipper clad feet on the stirrups and tries to hang on for 8-seconds as the plow is towed across the swamp porpoising wildly. The winner is almost never remembered and past champions are heralded bullishly.



Mystery Photo

The two well thought out replies this month do not agree with this author's assessment of the Mystery Photo—do tell! Dave produced a short missive rightfully claiming that "the latest mystery photo isn't a ship or even a boat." And John Wyld continues to reply from that too large attic: "Well, the mystery is why anyone would submit this photo to a ship modeling club. Who's going to build a model of it?"

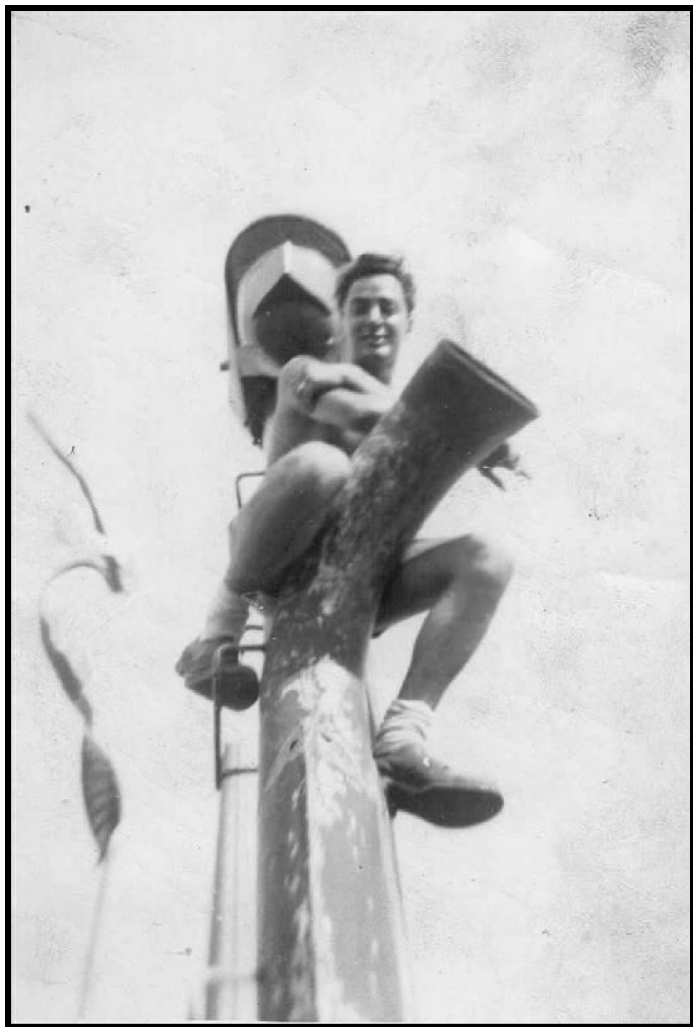


The assembled brain trust, however, seems to agree that the object is either "a

towed semi-submersible ASW target buoy with a dummy submarine snorkel mast" or "a simulator for a submarine Schnorkel mast. Its purpose is most likely for training ship or aircraft ASW crews, or for the development of sensors to detect this relatively small target." John goes deeper with his reply by stating: "The device appears to be converted from a surplus mine sweeping towed body. It has a weight added below the body to counterbalance the schnorkel mast to keep it upright and stable. Some of our club members might wish to study that feature. The device is towed by some other vessel, and unlikely to be self-propelled in view of the limited battery technology of the day. However, it probably has some battery powered electronic equipment such as a radar detector or blip enhancer as well as some lights." Both men agree that the image most likely dates from the late '40s to the very early '50s. John says the car is a Ford.

Either way the device represents something to do with submarine snorkels—it's easy to see the ball valve at the top of the mast. Its purpose is unclear unless it's a test and development mule to help improve the device. I'm unclear about what the tractor seat is used for unless an unlucky engineer sat there while watching the ball valve work. It appears that the device is capable of altering its depth and direction to some degree. Could this be an attempt to the efficiency of the ball valve design changing seas? I'm not sure at all what the open electrical panel is for, unless it is the power buss for the electrics that John mentions.

As for American snorkel development, the US Navy



got to see a working version up close by studying interred German U-boats, like U-3008, in late '1945 and early 1946. Prior to that in early 1945, US development of the snorkel had reached the stage where the old submarine R-6 could be fitted with one as a test mule. An excerpt from the website "Old Subs Place" by Jim Christley indicates that "The R-6 was selected and the snorkel was fitted in Portsmouth during the period 10 April to 20 May 1945. The system was tested and provided information on the effects of the snorkel on personnel and equipment. Piping was installed on the main deck for

(Continued on page 3)



Mystery Photo

simplicity and the snorkel mast was fixed in an upright position. R-6 took the system to Florida in August 1945 for testing in an ASW setting. The boat operated for three days in southern waters (out of Ft. Lauderdale) during the period 3 to 25 August 1945 and three major engine casualties were reported. However it is unknown whether these were due to the snorkel or were due to other factors such as age and maintenance. The system's components were removed prior to the decommissioning of the boat in September 1945."

This is an interesting passage because it could mean that our device was tested to try and learn and overcome the cause of the three deaths. I just feel sorry for the guy who had to ride it.

So there you have it: other means and purpose for this device escapes this author so you'll have to amuse yourselves with what we have. Poquoson oyster dredge, converted minesweeper body, snorkel tester. Whatever it is, I'm sure the US Navy got its money's worth.

John Cheevers

### THE ANSWER

The answer to Mystery Photo 280:  
From the photo caption  
German U-Boat Snorkel  
Patuxent River, Md. March 1956  
Photo No. 80G-689671

### THE NAVAL BATTLE IN HAMPTON ROADS OFFICIAL REBEL REPORT OF THE ENGAGEMENT,

In the Rebel Congress on the 10<sup>th</sup> Inst., the following communication was received from the rebel executive, in response to the resolution of Mr. Lyons calling for the report of the naval battle in Hampton Roads. It may be Proper to say that the *Virginia* is the rebel name of the *Merrimac*:

S.S. Steam Battery Virginia,  
Off Sewell's Point, March 8, 1862.

Flag-Officer: In consequence of the wound of Flag-Officer Buchanan, it becomes my duty to report that the *Virginia* left the yard this morning at 11 o'clock A.M., steamed down the river past our batteries and over to Newport News, where we engaged the frigates *Cumberland* and *Congress* on the batteries ashore, and also two large steam frigates supposed to be the *Minnesota* and *Roanoke*, a sailing frigate, and several small steamers armed with heavy rifled guns. We sunk the *Cumberland*, drove the *Congress* ashore, where she hauled down her colors and hoisted the white flag; but she fired upon us with the white flag flying, wounding Lieut. Minor and some of our men. We again opened fire upon her, and now

(Continued on page 6)

## SNOW VS BRIG

While working on my model of the brig Niagara at The Mariners' Museum, I was installing the small mast located immediately abaft the main mast that is used to carry the spanker sail. A discussion ensued with one of my colleagues as to whether this technically made the Niagara a "snow" rather than a "brig". I believed that a brig carried the auxiliary mast which I understood to be a spencer mast and thus differentiated it from a snow. Just to be sure I looked it up, and much to my chagrin found that I was wrong --I had it backwards! The result of my brief research into the matter follows:

From Bloomster's Sailing and Small Craft Down the Ages:

Brig: A two-masted square rigged vessel with a spanker and crossjack. A brig's main braces lead forward to the foremast. The brig rig was handy and fast.

Snow: A "snow" of the early 19th century was similar to a "brig", except that an extra mast was carried close abaft the main-mast, which mast carried the spanker or driver. It terminated at the main top and was fixed in a wood step on deck. "Snows" were usually larger vessels than the "brig" or "brigantine".

From Howard Chapelle's History of American Sailing Ship:

".....it is worthwhile to mention the brig and snow. These gradually came into use in American vessels during the early part of the eighteenth century. They are two-masted vessels square rigged on both masts. The brig set a gaff spanker on her main mast, schooner fashion. Above this were the usual square sails. Because of the interference of the gaff-jaws it was difficult to set a square mainsail, and so in a brig this was omitted. A snow set her spanker on a "try-sail mast", set on deck a foot or so abaft the main mast, and secured aloft to the trestle trees of that mast. This enabled the snow to set a square main course and was the only difference in the two rigs. So narrow a definition could not last long; hence the word "snow" went out of use, although all men-of-war brigs after 1800 in the U. S. Navy at least, were really snows for they all had trysail masts. Later many full rigged ships adopted this spar on all masts; it was then called a spencer mast."

Much ado about nothing!

Bob Comet

### NOTICE

Starting Monday, November 30, 2009, the Mariners Museum will be close, Mondays & Tuesdays.

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
October 10, 2009

The meeting was called to order by the Skipper, John Cheevers at 1408 hours. There were no corrections to the minutes as published. The Purser's report was given by Eric Harfst.

Old Business: A round of thanks was given to Bill Dangler for his work in coordinating the September picnic. Bill Clarke asked about the status of our donation to the Mariners' Museum Library. The Skipper said that he is preparing the letter to accompany the check. Bob Comet discussed the presentation schedule for 2010 and circulated a signup sheet for those willing to participate.

New Business: Bob Comet noted that the Mariners' Museum would be closed on Mondays and Tuesdays beginning in November. Ron Lewis talked about an upcoming Oyster roast at the Museum. A picnic for 2010 was discussed. The

tentative date was set for the second Saturday in September.

Show & Tell: Bill Clarke talked about the 2010 Nautical Research Guild Conference in Annapolis and a trip report on his journey to Toronto and the Wyland Canal. John Cheevers showed a book of offsets for the USS Hornet. Graham Horne talked about a marine archeology lecture. Bob Comet showed his model of the Santee.

The meeting was adjourned to a photo presentation on the models at the Naval Academy Museum, by Ryland Craze

## WATCH, QUARTER AND STATION BILL



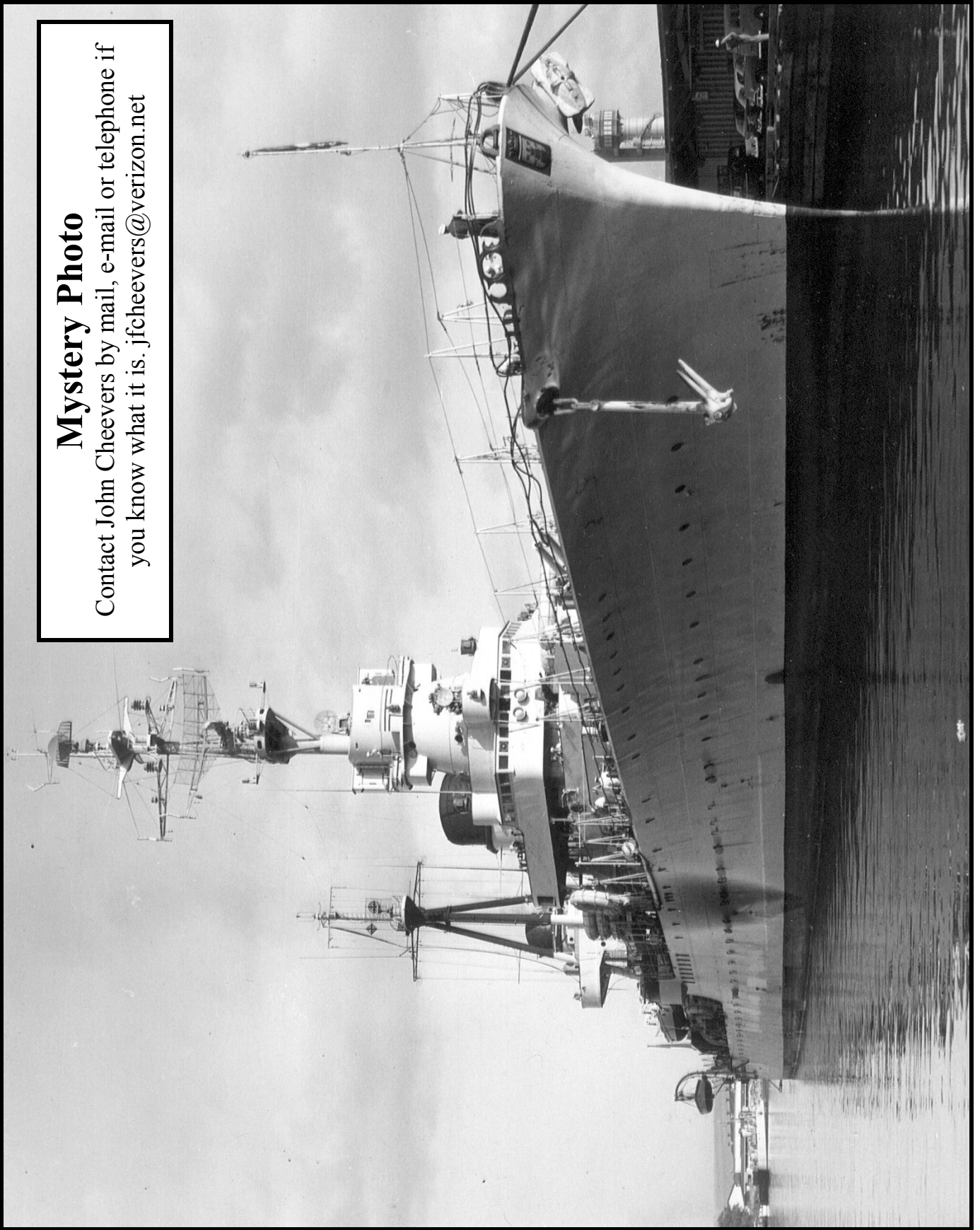
Skipper: John Cheevers (757) 591-8955  
Mate: Ryland Craze (804) 739-8804  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Len Wine (757) 566-8597  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Chaplain: Alan Frazer

### J. S Darling Oyster Pile, Hampton, Va. Circa 1900



## Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

### NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, John Cheevers

### DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Bob Comet

### JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: "Hull Fixture Building", John Wyld

### FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Heinz Schiller

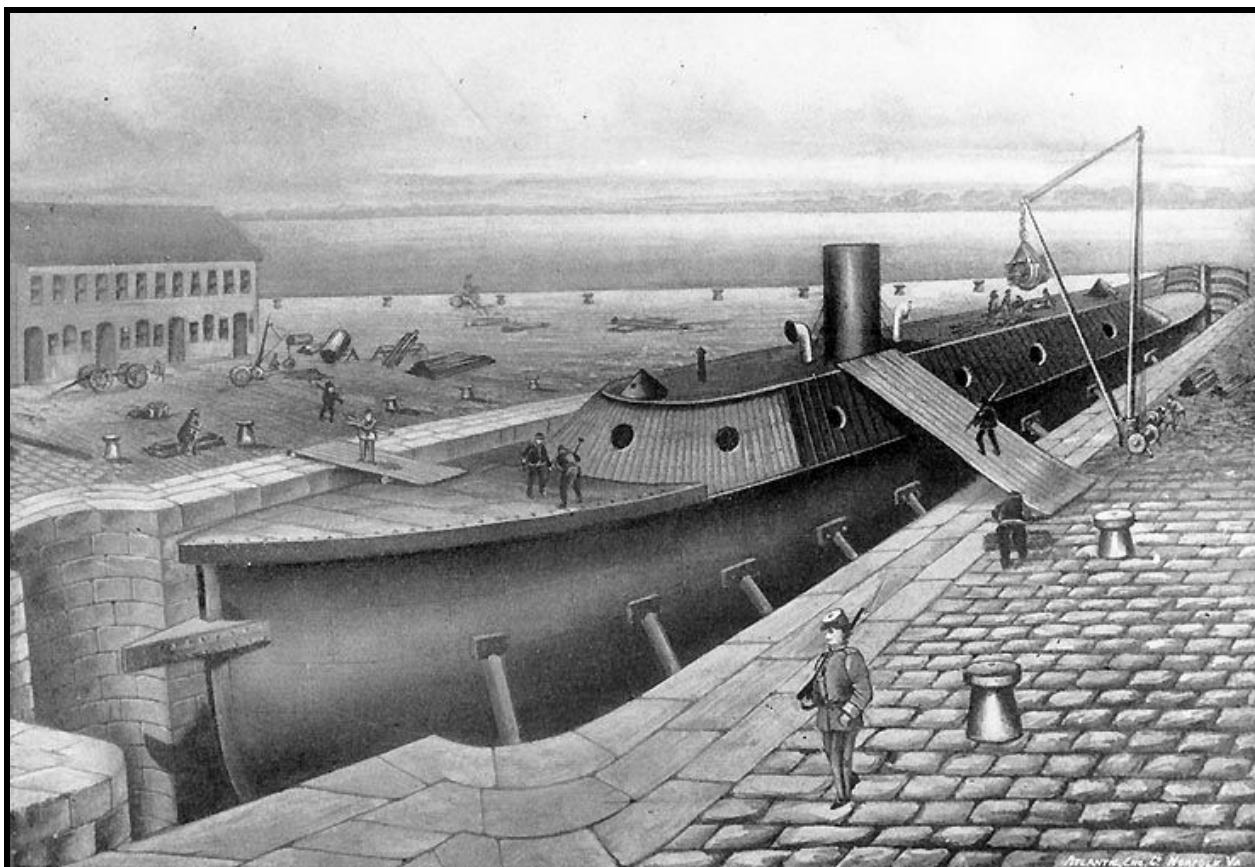
### MARCH

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Bob Comet

### APRIL

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Graham Horne

Photo #: NH 58712 CSS Virginia



(Continued from page 3)



she is in flames. The shoal water prevented our reaching the other frigates. This, with approaching night, we think saved them from destruction. Our loss is two killed and eight wounded. Two of our guns have the muzzles shot off; the prow was twisted, and somewhat damaged; the anchor and all flag staffs shot away, and smoke stack and steam-pipe were riddled. The bearing of officers and men was all that could be wished, and in fact it could not have been otherwise, after the noble and daring conduct of the Flag-Officer, whose wound is deeply regretted by all on board, who would kindly sacrificed themselves in order to save him, We were accompanied from the yard by the *Beaufort*, Lieut. Parker; and *Raleigh*, Lieut. Alexander, and as soon as it was discovered up the James River that the action had commenced, we were joined by the *Patrick Henry*, Commander Tucker, and the *Jamestown*, Lieut. Barney, and the *Teaser*, Lieut. Webb, all of which were actively engaged, and rendered efficient service. Enclosed I send the surgeons' report of casualties.

I have the honor to be, Sir,

Very respectfully, your obedient servant,

CATSBY AP. R. JONES

Ex. And Ord. Officer

New York Times Published March 14, 1862.

The second part of the account will be published at a later date