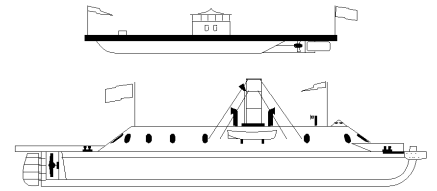


Hampton Roads Ship Model Society

Logbook



No. 302

WWW.HRSMS.ORG

August, 2011

From The Bridge



I hope everyone is enjoying their summer. The heat seems to have kept me confined to the house more than I would have liked, but I am hoping the heat wave is over. One good thing is that we are only a month away from the annual HRSMS Picnic. Bill Dangler will have more information on the picnic at our August meeting.

At one of the recent meetings I was asked who manufacturer's good kits and what the good kits are. Over the next several newsletters, I will try to answer that question based on what I have read on the internet forums and seen in person.

Model Shipways is a US company that has been manufacturing kits for decades and is a division of Model-Expo. They have recently re-released many of their older solid hull models. Some of these have been converted over to plank on bulkhead (POB) kits. One of the newest kit designers for Model Shipways is Chuck Passaro, a member of the Ship Craft Guild of New York and the Ship Model Society of New Jersey and who is very active on the Model Ship World internet forum. Chuck started out writing a free on-line Practicum for the Model Shipways solid hull Sultana. When Model Shipways changed the Mayflower to a POB kit, he re-wrote the instruction manual and built the kit online. What was lacking in the older kits was a good detailed instruction manual and this made it difficult for the ship modeler to complete the kit without a lot of frustration. Chuck takes the Practicum approach to instructions and the end result is a well written, detailed set of instructions with many pictures that guides the ship modeler through every step of construction.

The first ship designed by Chuck for Model Shipways was the US Brig Syren of 1803. This was released by Model Shipways in November of 2009 and is one of their top sellers. This kit comes with a 130 page Practicum style instruction manual with many color photographs. The wood is laser cut

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Hampton Roads Ship Model Society Picnic
Saturday September 10, 2010
Newport News Park

Point of contact Bill Dangler, (757) 245-4142

Mystery Photo



Mystery Photo #301: This has been an odd summer for the local *Ursus Americanus* population. According to the news media there have been three separate sightings of them in various local cities. Though sighted some distance from their regular habitat, it's safe to say that Hampton Roads is not under attack. However, each incident has led to a day or two of amusing reporting; detailing the cornering (or lack thereof), capturing, and relocating of each hapless creature. For whatever reasons, their wanderings have entertained and terrorized us without each offender knowing they had done so.

This photograph in Mystery Photo could be considered the area's fourth such *Ursidae* sighting—albeit directed toward much smaller and nautically oriented fan base, but a sighting nonetheless. "How so?" you say. Simple; read on and you will see.

Two members were touched enough by the image to send responses. Both Dave Baker and Roger Cole correctly identified the vessel (the one we really wanted identified) as the *Bear*. Now, depending on your particular historical bent you could call her a US Navy patrol ship, a Revenue cutter, a research vessel, or even a floating derelict. All of these monikers would be right and acceptable for the vessel suffering in this image.

The image captures *Bear* on March 19, 1963 in distress due to storm damage sustained while under tow by the tugboat *Irving Birch* (also captured in the image) from Halifax, Nova Scotia to Philadelphia, Pennsylvania. *Bear*, caught by a gale off of New England, floundered, as Dave remarks, "off Chatham, Mass." An on-line resource refines the location as "250 miles east of Boston", while Roger pinpoints the location for you mavens of Google Ocean as "100 miles (160 km) east of Sable Island at 42 degrees 40N, 65 degrees 11W." I found the image a little closer to home. Attributed to the US Coast Guard, it just happened to grace the cover of the Nauti-

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MEETING NOTICE

Date: Saturday August 13, 2011

Place: Mariners' Museum

Time: 1000 Hours

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Mystery Photo

cal Research Guild Journal (NRJ) back in the Winter Issue of 1968, in volume 15, No.4.

Dave and Roger do not make clear how they identified the Mystery Photo, but their essays are very similar and equally informative. Here are the bulk of their essays:

pleted in 1874 in Scotland by Alexander Stephen and Sons at Greenock as a sealer but was purchased by the U.S. Navy at St. John's Newfoundland on 28 January 1884 for the purpose of rescuing the Greeley Arctic Expedition; commissioned on 17 March 1884, the Bear and another purchased ship, the Thetis, successfully rescued Lt. Greeley and six of his party at Cape Sabine on 28 June of

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“The wooden construction ship had been com-



Photo NH 1609 USS Bear in May 1884

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and even includes reference marks etched into the bulkheads to aid the modeler in construction. Chuck just finished designing his second ship for Model Shipways, the USF Confederacy. This kit is scheduled to be released later this year and will feature the same type of instructions and materials as the Syren. Chuck also just finished designing a 26 foot longboat in 1/4" scale that should be released later this year. The design and construc-

tion of all three kits can be seen in the Model Ship World Forum. Chuck has given no indication of slowing down in designing kits, so I am sure we will see more kits coming to the market designed by him.

I am looking forward to seeing everyone this Saturday. Please bring your current ship model project to the meeting to share your progress with the members.

Ryland

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
July 9, 2011

Guests: Jimmy Coangelo, 3rd meeting
Lee Martin, 3rd meeting

The meeting was called to order by the Skipper, Ryland Craze at 1010 hours. The guests were recognized and asked if they wished to join the society. The guests were asked to leave the room as the ritual took place. Jimmy and Lee returned to the room and were welcomed as new members. There were no additions or corrections to the minutes as published. Eric Harfst gave the Purser's report. Due to Greg Harrington's absence, there was no Webmaster's report.

Old Business: There was discussion about the Hampton Roads Ship Model Society's participation in the International Plastic Model Society's (IPMS) Old Dominion Open Model

Show. The show will take place on February 25, 2012 at the Richmond International Raceway complex. Bob Moritz gave some details of the show and competition. A motion was made, seconded and passed for the HRSMS to sponsor the trophy for the best ship model. The Skipper said that he would contact the Richmond Chapter of the IPMS to get information on reserving a table at the show. He will present his findings at a later meeting. The September picnic was the next item of business. Bill Dangler said that he would have a picnic signup sheet at the August meeting.

New Business: Ron Lewis noted that the museum's main gallery is closed for installation of the exhibit "Always Good Ships, 125 Years of Shipbuilding". John Cheevers said that Bill Fox is going to give a talk at the museum on September 29th on the Newport News Shipyard.

Show & Tell: Stewart Winn said that he was looking for information on the 1804 ketch *Intrepid*. John Cheevers showed several small planes and talked about their use. Henry Clapp showed his 1:96 *Phantom* and talked about construction in the small scale. Ryland Craze showed his Caldercraft mortar vessel *Granado*.

The meeting was adjourned to a presentation on the *Santa Maria* by Ron Lewis.

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that year.



Mystery Photo

The Navy decommissioned the BEAR on 3 March 1885 and transferred her to the U.S. Revenue Cutter Service (which was later incorporated into the U.S. Coast Guard), and she made 34 Arctic patrol and supply voyages, primarily to the Bering Sea area before being decommissioned on 3 May 1929. Acquired by the City of Oakland, California (her home base when in Coast Guard service), the ship was renamed BEAR OF OAKLAND and used as a museum until being loaned to the Navy's Rear Admiral Richard E. Byrd for his 1933-35 Antarctic Expedition. The Navy purchased the ship from Oakland on 11 September 1939 and recommissioned her that day as the BEAR, with miscellaneous auxiliary hull number AG 29.

After being re-engined with diesels and making two more exploratory voyages to the Antarctic (22 November 1939 to 5 June 1940 and from October 1940 to 18 May 1941, the ship served with the Navy's Northeast Greenland Patrol until 15 November 1943. The BEAR was decommissioned on 17 May 1944 and transferred to the Maritime Commission for disposal on 13 February 1948. At the time of her loss, she was under tow for a private owner who had intended to use her as a floating restaurant; the tow did the famous old ship in, as her seams opened in heavy weather.

Rigged as a barkentine, the BEAR displaced

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HRSMS NAME TAGS

Pin Back \$5.25

Magnetic Back \$7.25

**If you need a name tag contact Ryland Craze
E-Mail CKart55@aol.com**

or

See him at a meeting

SOURCES

Kits, Tools and Material

Model Expo www.modelexpo.com

Forums, Photos and Tutorials

Model Ship World www.modelshipworld.com

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703 tons and was some 198-ft. 4-in. long on the hull, with a beam of 30-ft. and a draft of 17-ft. 11-in. Her original compound triple expansion steam engine produced a 101 horsepower. In the Revenue Service, her complement was 51, and she was armed with three 6-pdr. quick-firing guns.”



Mystery Photo

Dave

“*Bear* was built by Alexander Stephen and Sons

(Yard # 56) in Dundee, Scotland and was launched in 1874, and delivered to W. Grieve & Sons of Greenock, who sent her to Newfoundland annually from 1874 – 1879, and under R. Steele Jr. 1880 – 1883 when she was registered at St. John’s Newfoundland, her official No. was 66,840. She was heavily built and sheathed with iron or steel to allow her to operate in heavy ice. Her length was 198’ 4”, beam 30’ and draft 17’ 11” and she displaced 703 tons, and was powered with a Compound-expansion steam engine, 25 5/8” and 50” diameter x 30” stroke, 101 nominal HP (1885). In 1884 she returned to Scotland for a refit.



Bear Circa 1960

THE ANSWER

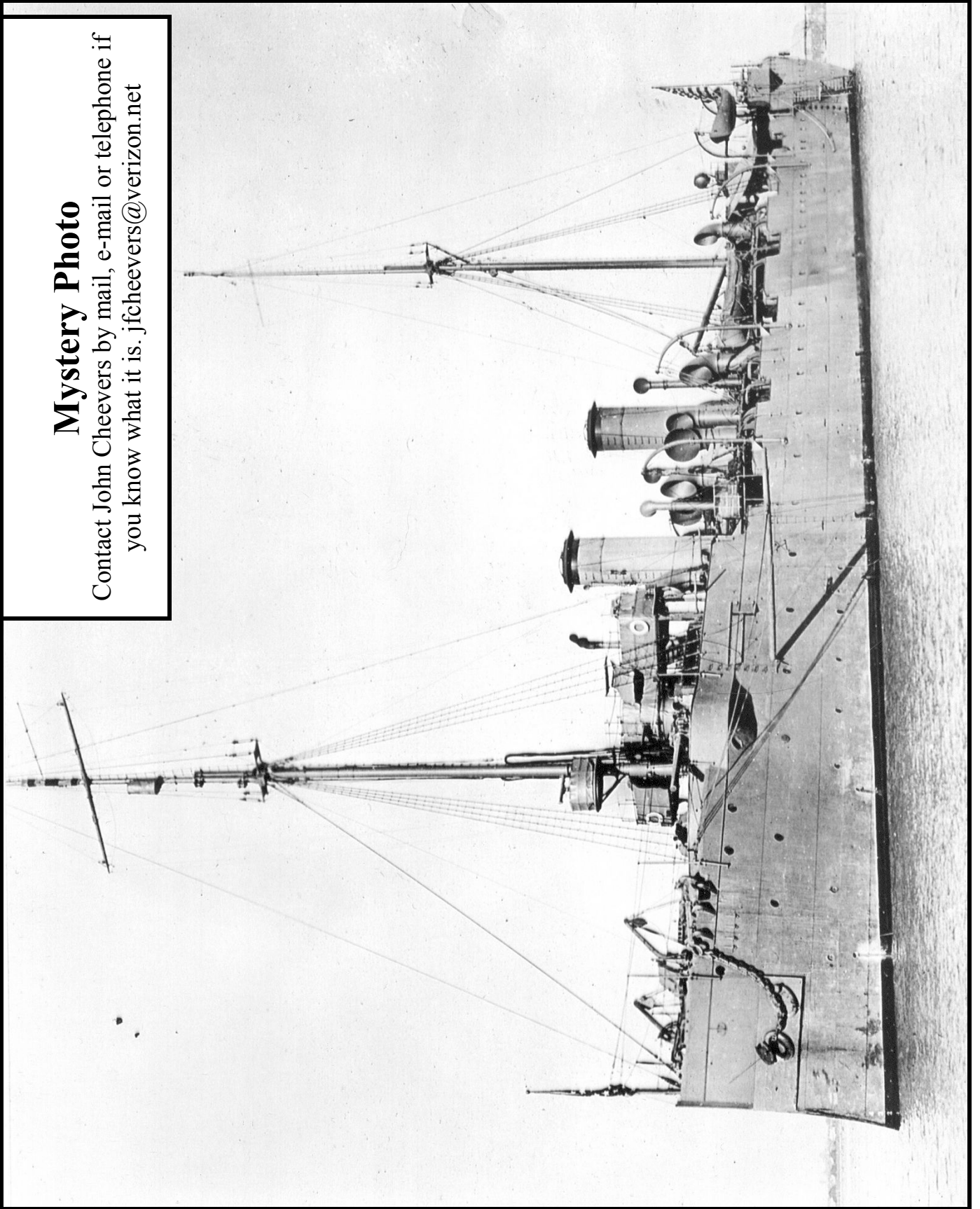
The *Bear* shortly before her sinking
photo dated 19 March 1963;
Photo No. 1CGD-03-19-63(03); photographer unknown.

When the ill-fated Lady Franklin Bay Expedition, officially known as the International Polar Expedition led by First Lieutenant Adolphus Washington Greely of the US Army became trapped in the ice and supply ships were unable to reach them two years in a row, and with the Expedition

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Mystery Photo

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



NOTABLE EVENTS

AUGUST

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Restoration of the Charles W. Morgan, by Ryland Craze

SEPTEMBER

- 10 **HRSMS** Monthly Meeting, Picnic, NN Park
19 Talk Like a Pirate Day
29 Mariners' Museum: 125 Years of Good Ships, Bill Fox

OCTOBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: TBD, Graham Horne

NOVEMBER

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

DECEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers
25 IPMS Old Dominion Open , Richmond, Va.

MARCH

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

APRIL

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

MAY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

JUNE

- 9 **HRSMS** Monthly Meeting: Mariners' Museum

JULY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 934-1450
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
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 (757) 867-7666

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crew starving to death, the US Navy bought *Bear* for a rescue mission. She was hastily fitted out, commissioned into the U. S. Navy on March 2, 1885 and sailed as USS *Bear*, along with USS *Thetis*, another sealer purchased for the rescue mission. On May 4th 1884, *Bear* and *Thetis* sailed from Canada for the Arctic arriving at the Expedition Camp on June 22nd to find Greely and six men still alive; the rest were all dead including the surgeon who had committed suicide. *Bear* immediately headed south with the survivors landing them at Portsmouth NH for urgent medical treatment.



Mystery Photo

After the rescue mission the Navy turned USS *Bear* over to the Revenue Service for use in the Bering Sea Patrol as a cutter, when she was renamed RSC *Bear* and was based in Alaska working in the Arctic until the Revenue Marine, later named the Revenue Service became the United States Coast Guard, at that time she was renamed USCGC *Bear* where she continued to serve in the Arctic until she was laid up in Oakland in 1926 when she was sold to The City of Oakland to be used as a museum; however this did not happen. While in Oakland she starred as the sealer *Macedonia* in the 1930 film version of Jack London's *The Sea Wolf*.

Admiral Byrd then leased her for his second expedition in company with USMS *North Star*; at that time she carried a Barkley-Grow seaplane. In 1941, now back in the USN as USS *Bear* she again went to the Antarctic where she assisted in the evacuation of Antarctica. USS *Bear* later served in the Northeast Atlantic "Greenland" patrol where she made the first US capture of an enemy vessel in WWII when she found the German ship *Busko* setting up a U-Boat radio transceiver. Replaced by later ships *Bear* was laid up in Boston until war's end.

Purchased by Frank M. Shaw of Halifax she was to be refitted for sealing, and was named *Arctic Bear*. However proving too costly to refit, she was again laid up, this time in Halifax, Nova Scotia until she was purchased by Alfred Johnston of Philadelphia to be used as a seafood restaurant. Repairs were made at Mahone Bay, Nova Scotia and a new figurehead was carved and fitted, and she left for Philadelphia under tow by the tug *Irving Birch* when she foundered during a gale as mentioned earlier.

Perhaps this was a more fitting end for a ship originally built to work far out of the public eye, yet had a remarkable career, with much of it spent very much in the public eye. Her figurehead is in the collection of the Mariners' Museum."

Roger

Bear, a vessel with a long life and interesting career. What Dave and Roger don't tell you is how thoroughly *Bear's* handlers butchered her appearance. Not since Black Douglas have we seen a vessel so altered to suit her various duties. Though clearly in distress and in imminent danger of floundering in our Mystery Photograph, her final appearance does take *Bear* a tiny step back to a pleasing look. That is how we shall remember her.

John Cheevers