

## From The Bridge



## Mystery Photo



I hope everyone had an enjoyable holiday weekend, it was touch and go for many of us this past weekend as Hurricane Arthur moved into the Outer Banks as a Category 2 Hurricane, luckily for us, a cold front moving in from the west managed to take away most of Arthur's punch. We had 27 mph winds along with 1.14 inches of rain in our neighborhood. For myself it turned into a good weekend, I didn't have anything to clean up after the storm so it turned a couple of days to make progress on my two model projects. The Bluejacket Elco PT Boat received some much need attention along with the Schooner Atlantic, I even managed to update my build logs at Model Ship World. I hope many of you were able to take advantage of the long weekend and spend some quality time at the model bench!

I highly encourage all of you to consider the offer made by our First Mate Bob Moritz to share your modeling expertise in a workshop style forum at your place of choice. It's a great opportunity for us to pass our knowledge to other members of the Society.

I will be offering a chance for anyone interested, the use of my thickness planer, table saw, drill press, thickness sander and router table saw to any of you who need to use these pieces of wood working equipment. After we create piles of sawdust, we can roll out the grill for brats, burgers and hotdogs. All I ask is that you bring a dish to pass and your favorite beverage. With luck we may be able to talk John Cheevers to bring a batch of his famous chili for the hotdogs. The workshop will be held July 26, 2014 starting around 11:00 AM and run until we run out of wood or food, which ever comes first! (Rain date will be the 27th).

I look forward to seeing everyone at the next meeting, as always bring your latest project for show-n-tell.

Best Regards,

Tim

**HRSMS PICNIC**  
September 13, 2014  
Newport News Park

### MEETING NOTICE

**Date:** Saturday June 14, 2014  
**Place:** Mariners' Museum  
**Time:** 1000 Hours

Not counting prep time, the Google search returned "about 34 results [in] (0.32) seconds"—including the correct one. The jig is up! Not even reversing the image was a hindrance. And fast????!! The web site Mad Scientist ([www.madsci.org](http://www.madsci.org)) says: "The average time it takes for a complete human blink is about 300 to 400 milliseconds or 3/10ths to 4/10ths of a second. Of course this is an average only and can differ from person to person. Also, there are other factors that can affect blink speed, like fatigue, medications, diseases, and injury to the eye area. Most factors decrease or slow the blink rate." For comparison, it took about the same amount of time for my cell phone to identify a song on the radio this morning. So if you're not solving the MP in the wink of an eye....you're not playing.

Well, I'm not sure. We have four replies and from their tone I get the sense that two already knew what this ship was, one used Google voodoo, and the last found her the old fashioned way. Fair enough. I always say that the easiest MP's to solve are the ones where you already know the vessel, the setting, or the documented incident. Tim Wood replied first and just knew that "This month's mystery photo is of the Carroll A. Deering." How did he know? I suspect it has something to do with his recently retired license plates. Rob Napier played as well and offers this introduction: "...What kind of a historian would I be if I passed up this chance? Using the Google Images technique I described, and you quoted, for identifying MP 335, I found quickly that the MP appears to be the five-masted schooner Carroll A. Deering." And John Proudley completed an exacta with Tim when he wrote, "Ship looks to me like the infamous Carroll A Deering, a 5-masted schooner built by G.G. Deering in Bath, ME in 1919." Finally, Roger Cole agrees with the others and offers a cold climate take: "After blundering around trying to figure out which of the fifteen white-hulled, five-masted Palmer Coal Schooners, all by the same designer and builder we were dealing with, with no luck, I suspected a false trail. So I started looking for other White-hulled, five masted schooners that were possibly also engaged in the coal trade up and down the East Coasts of North and South America. I found the original photo from which yours appears to have been a flopped version. Otherwise it is exact in all details including all the buildings on shore and their precise positions relative to the vessel." Apparently those who didn't reply just had that deering in the headlights look (couldn't resist).

And what of the Carroll A. Deering and why is she(it) famous or infamous? Why would she have a connection that ties in with Tim Wood? Well the answer is easy, as most answers are once you know them. But, let's look at the image first.

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From a layman's perspective when we see an image of an old time sailing vessel that is this clean and orderly, we are usually looking at a graduation portrait. Or in the case of a maritime vessel a com-



Deering's Windlass on Hatteras Island

missioning portrait. After that they went to work and almost always never saw that level of crispness again. To this Rob adds: "As for where the image was taken: Many of the big schooners built in Maine were photographed when they were being launched or were brand new. One image I found on the Net is the same as the MP, but flipped, so we are looking at what appears to be the port side of the ship. This image is dated (albeit in modern font, like a postcard) "April, 1919." The land and buildings behind the vessel look like the banks of the Kennebec River -- which I see fairly often in Bath. Once Carroll A. Deering left Bath, she never returned. So my guess is that the MP shows the vessel shortly after launching, just ready to leave the port where she was built. As can be seen in one of the attached images, the vessel was launched with all her spars up and rigged, although I can't be sure that the sails were bent when she went down the ways." I agree, the setting screams New England! Roger does too: "The photo was taken in Bath, Maine...[and] bears the caption "Carroll A. Deering ... April 1919."

The historian compliments John and adds: "She was built in Bath, Maine, by G.G. Deering on his own account in

### Nautical Term

Rake: The earlier meaning referred to overhangs of a ship. A more recent, and the current meaning is the degree of slope from the vertical for masts, funnels, and other topmammer of a ship. In the first sense the term probably came from Middle English, ragen, of that meaning; in the second, also probably Old English, racian, to take direction.

Submitted by, Tim Wood

1919, and was his last and largest schooner. She measured 2,114 gross tons. William A. Baker, in "A Maritime History of Bath, Maine, and the Kennebec River Region" wrote, "Mrs. Carroll A. Deering, wife of [the buidler's] youngest son, scattered roses and carnations from the schooner's bow as she went down the ways on 4 April 1919. Albert Sanford was the master builder but Gardiner G. Deering, then 86 years of age, kept a close eye on the vessel's construction. She was taken to sea by Captain William A. Merritt of Portland, Maine."

So we have a five-masted schooner of typical design, one from the last days of sail. Why is she, as John puts it, infamous? Or, why does Rob say, "The Carroll A. Deering gave Bath its own Marie Celeste-type mystery." John and Roger offer the rest of the story: "On her final voyage, she departed Newport News on Aug. 22, 1920, bound for Rio de Janeiro with a cargo of coal. She delivered in Rio, then left on Dec. 2, 1920, stopping in Barbados for supplies. There was a falling out between the captain and the first mate, the first mate claiming that he had difficulty controlling the crew without the captain's interference, and also claimed that the captain's poor eyesight left most of the navigation to the first mate. The captain apparently had a low opinion of his ten-man crew, with the exception of the chief engineer. The first mate was arrested in Rio, but later forgiven by the captain and released. The Deering departed Rio on Jan 9, 1921, bound for Hampton Roads."

"The ship was next sighted by the Cape Lookout Lightship in N.Carolina on Jan. 28, 1921. The lightship crew were told by one of the Deering crew that the ship had lost its anchors. The lightship keeper also noted that the Deering crew were milling about on the foredeck, an area usually off limits. The lightship radio was out of order, so the incident could not be reported, but note was made in the log.

On Jan. 31, 1921, the Deering was found run aground on Diamond Shoals, off Cape Hatteras. The ship was boarded on Feb. 4, and found to be completely abandoned. All naviga-

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Cape Hatteras, Graveyard of the Atlantic

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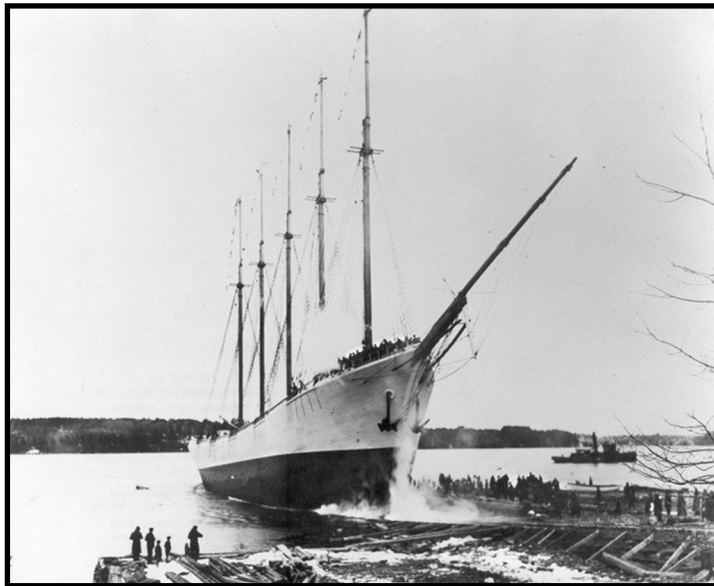


Mystery Photo

tion equipment, ship's log, and two lifeboats were missing. A meal was being prepared when the ship was abandoned. The Coast Guard attempted to salvage the ship, but it was too damaged. The vessel was subsequently scuttled with dynamite.

Despite a lengthy investigation, neither the crew nor the captain were ever located, and the reason for abandonment was never resolved. It is strongly believed that mutiny was involved. Without substantiation of the cause, though, the wreck of the Deering is one of many chalked up to the Bermuda Triangle."

The legend of the Marie Celeste is well known, but for those just emerging from hibernation, suffice it to say that Marie Celeste and Carroll A. Deering have a lot in common. Wikipedia



Launch of the Carroll A. Deering

has this about Marie Celeste: "The ship is famous for having been discovered on 5 December 1872 in the Atlantic Ocean, unmanned and apparently abandoned (the one lifeboat was missing, along with its crew of eight and two passengers), although the weather was fine and her crew were experienced and capable seamen." Too similar, too eerie, all too real.

Scuttled or not, today the vessel is described as "The Ghost Ship of the Outer Banks." Telling her story is good for tourism and bar talk and helps to excite the imagination of each new generation of beachcomber. There are several images purported to show wreckage of the ship, and Roger offers that "as late as 1950 parts of her focsle deck and equipment was still visible on the beach at Ocracoke." Now it is also said that "No remains of the ship can be seen on the seashore's beaches today." I wonder if Hurricane Arthur will be holding court on that statement. I say get yourself to the beach, take along many of the young folk and elicit them to dig in the sand for whatever remnants the beach may hold, wink, wink! Now pass me a beer.....

John Cheevers

Thanks to Marty Gromovsky  
for the photos of members' models.

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
June 14, 2014  
Mariners' Museum  
Guests: None

The meeting was called to order by Skipper, Tim Wood at 1010 hours. There was no correction to the minutes as published. Eric Harfst gave the Purser's report detailing expenditures, delinquent dues and membership totals. John Cheevers stood in for the ailing Webmaster Greg Harrington, reporting "there is nothing to report".

Old Business: Tony Clayton said that a presenter is needed for the December meeting and noted that the entire 2015 presentation schedule is open. The Skipper reminded everyone of the IPMS National Conference to be held at the Hampton Roads Convention Center in August. Bob Moritz talked about breakout workshops and asked for those interested in hosting a workshop to contact him for scheduling. Bob noted that Tim Wood was hosting the first workshop on the 26<sup>th</sup> of July. The Skipper made note that donation checks were sent to the Mariners' Museum and to the museum's library. The Skipper asked Dave Baker if there had been anyone who volunteered to do the restoration work on the *Gertrude L. Thebaud* model, located in the model builder's stand. Dave said that the model did not look as if it need much work although, the rigging looked rather fragile due to its age. Ron Lewis added that he has been in contact with the owner and said that he would do the work but it would be quite a period of time before he could get to it. Ron asked anyone to contact him if they had an interest in doing the work and could start in the next several months. A copy of the Nautical Research Journal was circulated by the Skipper.

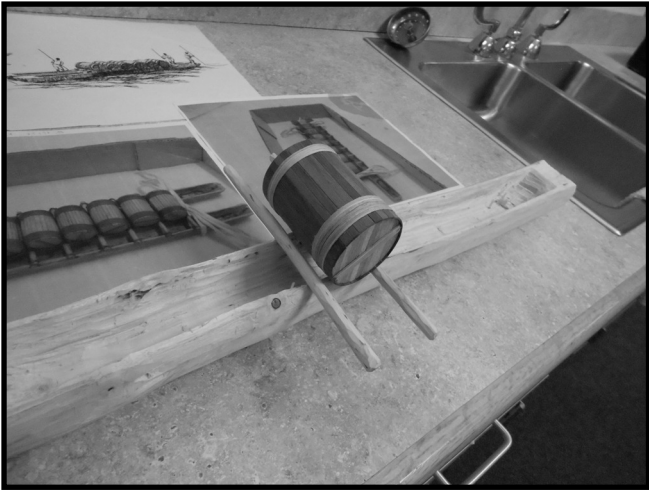
New Business: The Skipper reminded everyone of the NRG Conference to be held in St. Louis during October. Ron Lewis said that he received a communication several months ago requesting that he speak at the NRG Conference on the subject of the Crabtree Collection and had not heard anything further and asked Tim for contact information to see if the request was still valid. Charles Landrum gave details of the IPMS convention and the requirements for entering a model in the competition. Stewart Winn announced that the National Maritime Alliance will hold its 10<sup>th</sup> Maritime Heritage Conference on September 17-20 in downtown Norfolk and distributed information on the event. Ryland Craze noted that Tim Wood had redone the artwork for our name tags and commented on the increased detail.

Show& Tell: Tim Wood showed the progress on his Glenco PT Boat. Tony Clayton showed the book The Viking Ship, pub-

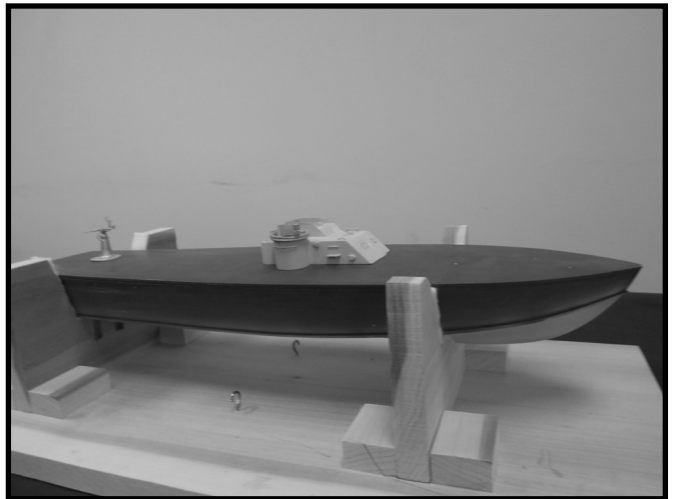
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## THE ANSWER

Carroll A. Deering  
April 1919  
Bath Maine



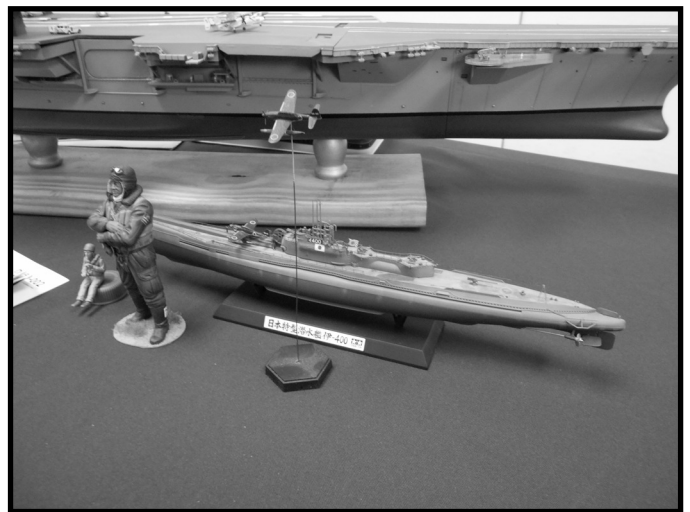
Ron Lewis' Tobacco Canoe



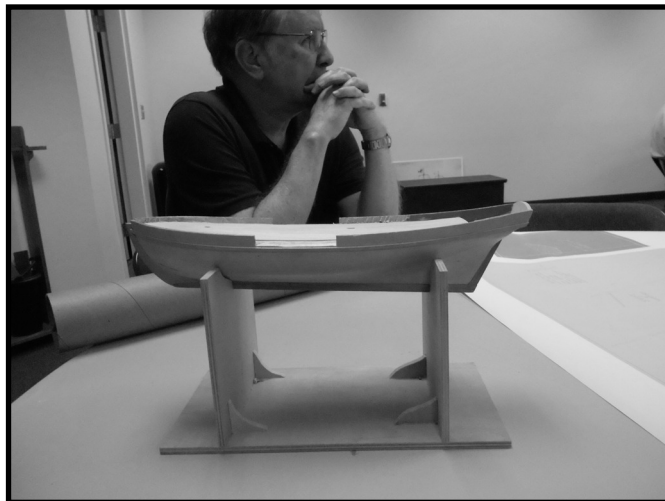
Tim Wood's Glenco PT Boat



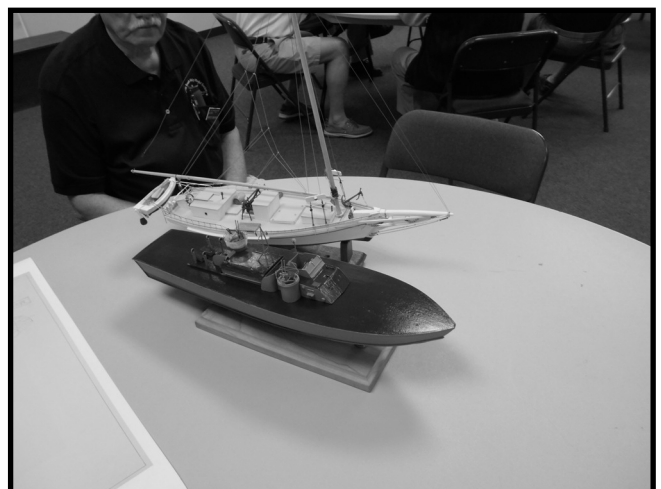
Dave Bakers's Card Model, 1875 Monitor Folke



Marty Gromovsky's Enterprise and Japanese Sub



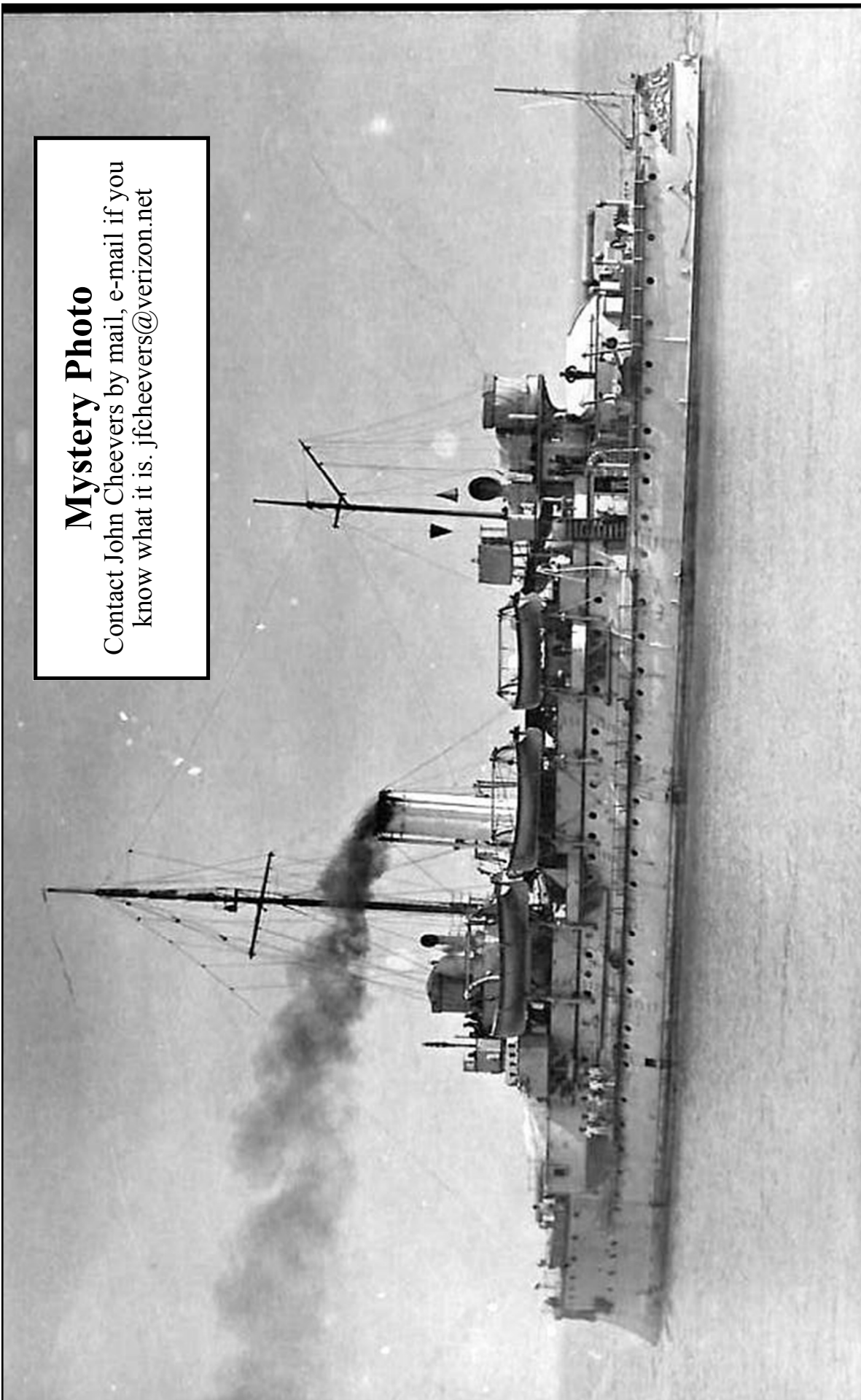
Tom Mathews' Pilot Boat



Bruce Brown's PT Boat & Willie Bennett

## **Mystery Photo**

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



# NOTABLE EVENTS

## JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: "Making Tools and Jigs", John Cheevers,
- 26 Workshop at Tim Wood's

## AUGUST

- 2 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: John Wyld, TBA
- 6 - 9 IPMS National Convention, Hampton, Va

## SEPTEMBER

- 13 HRSMS Monthly Meeting, Picnic, Newport News Park
- 19 Talk Like a Pirate Day

## OCTOBER

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: "Card Modeling:", Dave Baker
- 16-18 NRG Conference, St. Louis, Mo.

## NOVEMBER

- 8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Charles Landrum

## DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum

## JANUARY

- 10 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers,

## FEBRUARY

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers

## MARCH

- 14 HRSMS Monthly Meeting:

## APRIL

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum

## JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Tim Wood (757) 481-6018  
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lished by the British Museum. Ron Lewis showed the progress he was making on a model of a colonial tobacco canoe for the Mariners' Museum. Ron said that the Deltaville Maritime Museum will have an exhibition of John M. Barber's watercolor paintings through October 12<sup>th</sup>. Heinz Schiller talked about a small German museum with exquisitely carved ship models by modeler, Ivan Trtanj. Heinz also showed a book of Ivan's work, *Schwimmende Kunstwerke*. Charles Landrum showed Merit (Trumpeter) kit of a Russian OSA 1 missile boat. Bruce Brown showed a *Willie Bennett* he is building for the Watermen's Museum in Yorktown. Tom Matthews showed his resurrected project, the *Katy of Norfolk*. Marty Gromovsky showed restoration/upgrade of a damaged 1/350 Tamiya kit of the *USS Enterprise* and Tamiya Japanese submarine. Fred Olsen showed a 1995 newspaper article from the *Norfolk Current* about Bob Comet's modeling. Kevin Ray showed the progress on his skipjack model. Bill Clarke announced that Sea Ocean Book Berth had many Jean Boudriot French naval books for on sale. Gene Berger showed a copy of portions of the deck log for the *USS Campbell* (DE-70) to complement his model and plans for his 1/8 inch to the foot *SS United States*. Ryland Craze revealed that Model Expo has a kit for a Gerstner tool box. Bill Dangler said the he would have a signup sheet for the September picnic at the July meeting.

The meeting was adjourned to the presentation "Figure Painting", by Marty Gromovsky



Kevin Ray and his Scratch Built Skipjack