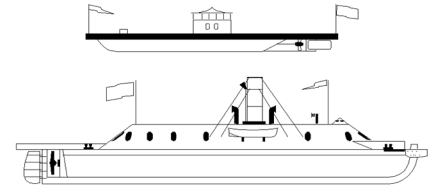


# Hampton Roads Ship Model Society

# Logbook!



No. 341

WWW.HRSMS.ORG

November, 2014

## From The Bridge



## Mystery Photo



For me, a blustery day is always a good time to work on a model. This weekend Mother Nature offered a couple of those days. We had two low-pressure systems that came together off the coast of North Carolina and moved North East along the coast of Virginia, here at my home we had gust well over 30 mph and sustained wind speeds of 25 mph most of Saturday afternoon and evening.

Between watching the tide rise in my back yard and checking the dock lines on my neighbors boat, I found myself working on my resin kit of a Type XXI German U-Boat, which is almost complete. I decided to give it some rust along the hull, and to try a couple of the painting techniques from Marty's dry-brush and wash presentation. The wash was going very well, so I decided why not try giving it some rust? Bad decision!!! I have to admit, for me it was trial and error with much more error thrown for good measure. (Marty makes it look easy in his video). Needless to say, it's going to take a lot of practice for me to get anything that comes close to representing the real thing when it comes to weathering and rust. I'll admit that I had to raise the "White Flag of Surrender" so I shot Marty an e-mail with a photo of my less than acceptable paint job. As they say, practice makes perfect and "Rome wasn't built in one day"! I'm sure with some tutoring from Marty; I'll come up with an acceptable paint job.

I'm not going to give up on it and I'll stick with it until I'm happy with my results.

Over the years I've noticed some members, bring their kits to "Show-n-Tell," never bring them again, don't let a minor sticking point lead you to putting your kit on the shelf.

A word of advice for any of our members that have hit the ship model brick wall, don't let it discourage you, seek out a fellow member that has the talent you need require, it may be something minor to get you past your sticking point, no one starts off

*(Continued on page 5)*

**Bring your latest project  
to the meeting.**

### MEETING NOTICE

**Date:** Saturday November 8, 2014

**Place:** Mariners' Museum

**Time:** 1000 Hours

This month the Mystery Photo is all about translation—I'm talking mainly about the grammatical kind and maybe just a little about the geometrical and geographical kind. So bear with me this could get weird. If you haven't noticed or can't figure it out, this vessel is not from the United States. While its appearance is very similar to the Yorktown-class of gunboat, its designer/builder and its hailing port encompass locations that ensure a global outlook. And with global outlooks comes global sources. And global sources ensure translations, to varying degrees. Several months ago you were introduced to a Google photo search technique that will find your image...most of the time. This month I'd like to share another Google feature that's called Translate. It will ensure an almost word for word translation from any language to any language while almost completely ignoring syntax and colloquialism. Makes for some fun times.

The image captures a gunboat-type vessel from about the turn of the last century in what appears to be a speed run past the photographer. The better photo analysts will even add that the ship is in a turn to starboard as she speeds past the photo stand. The absence of an identifiable national ensign almost ensures we are seeing a vessel, still owned by her builder, running a trial of some sort. The day is overcast helping to eliminate detail robbing shadows from the image, and her light smoke indicates a well-trimmed power plant. She is fairly standard in layout for her type. She features a semi-enclosed mount, in this case a rare twin, forward, a small bridge arrangement that is open in the European style, a single somewhat fat smoke stack, the usual forest of ventilators and ships boats amidships, two pole style military masts topped with fighting tubs, and a single semi-enclosed mount aft. Her center section forms a well deck and a midship mounted rifle is fitted to a sponson there. All the expected rub rails, boarding steps, port lights, anchor chain, and booms and davits, and decorations are there. The most unusual features are the light chase guns mounted at their extreme bow and stern positions; perhaps we really need to ask: "Who would like to man that bow gun?"

Studying the early steel navies from a century ago is like studying navies of today. What we see in today's world's navies as they try to procure the best vessels on the world market translates almost one for one into those same activities happening in the way-back times. It's almost as if you could crack a Dickens novel and read about today's world. For instance, look at the opening paragraph of A Tale of Two Cities, published in 1859: "It was the best of times, it was the worst of times, it was the age of wisdom, it was the age of foolishness, it was the

*(Continued on page 2)*

(Continued from page 1)



Mystery Photo

epoch of belief, it was the epoch of incredulity, it was the season of Light, it was the season of Darkness, it was the spring of hope, it was the winter of despair, we had everything before us, we had nothing before us, we were all going direct to Heaven, we were all going direct the other way – in short, the period was so far like the present period, that some of its noisiest authorities insisted on its being received, for good or for evil, in the superlative degree of comparison only.” Like Dickens, whose excellent prose attempts to draw a comparison between the “plight of the French peasantry” and the many “unflattering social parallels with life in London during the same time period”, we can draw similar parallels between countries and navies today as we study this MP—only our MP takes us to the other side of the world. The constant struggle for dominance, acceptance, and co-existence in the face of oppressive odds has always produced plans we call armaments races.

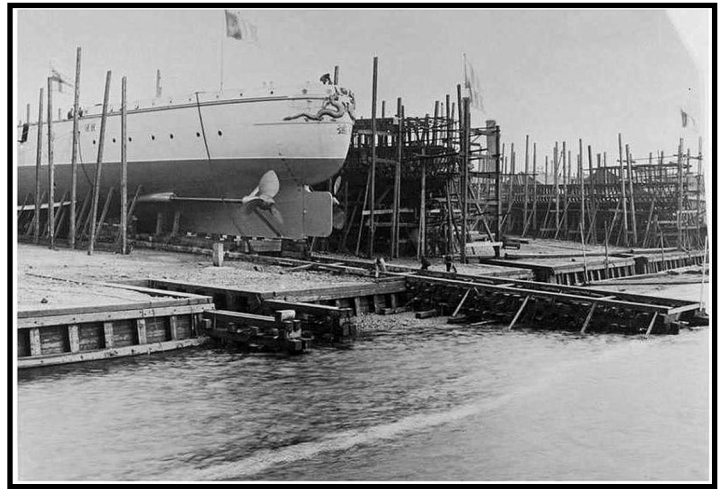
But wait—I digress, isn’t this a column about defining the ship in the picture? It’s not an editorial piece about pluralism or jingoism, although it sometimes reads like one. It’s about translation, and double meanings, and who knows what. Before I continue to embarrass myself and reveal the very shallow depth of my understanding of English Literature and world politics, let me get back on topic and leave the editorializing to those who reply.



## Nautical Term

Camel (1) A type of floating dock used to lift a ship over shallows on entering or leaving port. The device was first used in Amsterdam, possibly as early as the XIV century. The origin of the term is believed to be from the name of an early dock, Camel. (2) A floating fender, of a log or cluster of logs or beams, between a ship and her pier or quay when moored to the shore. In France they were called chameau, camel, the reason for which is uncertain.

Submitted by, Tim Wood



Three responses this month. One tells us what the ship is, one also tells us what the ship is but adds a bit about her career and characteristics, and one that follows the path that Dickens took. Did I mention that they were the best of replies, they were the worst of replies? In addition I uncovered additional data from foreign sources that really taxes the capability of Google translate. Let’s see how this all unfolds.

Tim Wood answered first and states: “This month’s mystery photo is of the Protected/Cruiser Chih Yuan or Chih Yuen, depending on the spelling.” He adds that she “Served with the Chinese Navy, July 07, 1887, she was sunk by the IJN at the Battle of the Yalu River. She was sunk by the Cruiser Yoshino. The Battle of the Yalu River was a naval battle fought on the Yellow Sea between Chinese and Japanese forces on Sept. 17, 1894. It was the largest naval engagement of the first Sino-Japanese War, and ended in victory for the Japanese.” Dave Baker replied last and tells the story this way: “This month’s mystery ship is one of two protected cruisers ordered from Sir W.G. Armstrong, Mitchell & Company for the Peiyang Fleet of the Imperial Chinese Navy during October 1885 at a total cost of £285,000. Both were built at Armstrong’s Elswick yard and were completed during July 1897.”

Baker continues: “Of the two nearly identical ships, CHIH YUAN and CHING YUAN (yard building numbers 493 and 494), I believe the photo in the LOGBOOK shows the CHIH YUAN, since she appears with machine-guns mounted at the extreme bow and stern in the two photos of her printed in Peter Brooks’ book WARSHIPS FOR EXPORT (World Ship Society, Gravesend, UK, 1999), while the only photo of CHING YUAN I could find showed her with a boat in davits mounted across the stern and her machine-guns all mounted in the two fighting tops.

The photo in the LOGBOOK was almost certainly taken during July 1887 during the ship’s trials; both were accepted on 2 August of that year by the Chinese and departed for China on 12 September 1887 in company with two German built armored cruisers and a German-built torpedo boat (all under the flag of a Royal Navy captain with the temporary rank of Vice Admiral in the Chinese Navy).”

If they are correct, they certainly identify the vessel and its history. But are they right and is there more? By not knowing where Tim found his data and not possessing the reference Dave cites, I was forced to embark on a Google journey to fact check their answers. Setting aside the Wikipedia results for Chih Yuan and Ching Yuan, I concentrated on two foreign

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(Continued from page 2)



Mystery Photo

sources that seemed promising. One was Russian and the other Chinese. Not being a Rhodes Scholar like some of you, I had to rely on Google translate to help correlate my research with our replies.

I did not use the Google Photo Locator to identify this MP, I used a search of the “vessel type” under Google Images. She looked like a gunboat and since the term “armored” seems to attach itself to many warship types from the end of the 19th century, I included it in my search as well. Up popped a thumbnail for a website that included our MP. From there I was able to almost conclude that Tim and Dave are right. I say almost because there seems to be three spellings for this month’s MP—four if you include the Chinese character version. Tim mentions two “depending on the spelling” and the third is Zhiyuan. They all mean the same thing, they all address the same vessel. The reason for the three spellings comes down to who translates the Chinese to English—and how well they do. From a warship forum I found this concerning the naming of our MP: “Actually, I think Chih Yuen and Zhi Yuen are the same ship... - the spellings are due to the old Wade Giles versus the new Pinyin transliterations.” Looking a little deeper we learn that “Wade-Giles (/, weid 'dʒaɪl/), sometimes abbreviated Wade, is a romanization system for Mandarin Chinese. It developed from a system produced by Thomas Wade, during the mid-19th century, and was given completed form with Herbert Giles's Chinese-English Dictionary of 1892.

Wade-Giles was the general system of transcription in the English-speaking world for most of the 20th century; used in several standard reference books and in all books about China published in western countries before 1979. It replaced the Nanjing-based romanization systems that had been common until late in the 19th century. It has been entirely replaced by the pinyin system (developed by the Chinese government and approved during 1958) in mainland China. Outside mainland China, it has mostly been replaced by pinyin but remains common in history books, particularly those before the late 20th century. Additionally, its usage can still be seen in the common English names of certain individuals and locations such as Chiang Ching-kuo or Taipei.”

Thus, we see that “Zhiyuan (Chinese: 致远; pinyin: Zhiyuan; Wade-Giles: Chih Yuen) was an armored cruiser in the late Qing Dynasty Beiyang Fleet. Its sister ship was the 1886 Jingyuen (Ching-Yuen).” So for our MP, I will accept any of the four spellings you find in this essay as correct.

Some more about Google translate: To illustrate the dangers of using some of these translation tools, here is a sample from a Chinese website that describes the battle of the Yalu River: “威海市中心环翠楼公园的广场上有尊高大的铜像，英雄的名字通过老电影《甲午风云》，早已是国人家喻户晓，他就是那位高呼“吾辈从军卫国，早置生死于度外，今日之事，有死而已”，指挥战舰勇冲敌阵的北洋海军“致远”舰管带邓世昌。有心人可能会注意到，邓大人铜像的侧旁还卧着一只猎犬，英雄和他的爱犬目光都朝向远方，那里有他魂牵梦萦的刘公岛、有蔚蓝的大海还有他未竟的事业。Which, according to Google, translates into: “There are tall bronze statue of the hero's name through the old movie "with the 1894 situation", is already a household name people on the square downtown Weihai Tsui Tower Park, he is who chanted "for us

the army to defend the country, early home life and death in degrees in addition, today than there just dead ", the command ship of the Northern Navy Yong Chong enemy positions" Zhiyuan "ship pipe band Deng Shichang. Caring people may notice, the side next to the statue of Deng adults still lying a hound dog hero and his eyes are toward the distant, where he was dreaming Liugong Island, there is still unfinished business of his blue sea.”

I’m sure this tells a rich version of what happened on that river many years ago, but using Google might just prove that there’s no translation.

Now I’m not sure if our third reply got lost in translation, came out of a smoky cloud, or if the writer is suffering sleep deprivation after another robotics fair, but here is what John Wyld has to say about this month’s MP. You get it all, unedited. You’ll know when it ends.

“To cut to the chase: The October MP is the WEED-Class pre-Corvette HMS DICKWEED, PK-03. The photo shows DICKWEED most likely on trials c. 1901 splitting the waves at 15+ Knots. Note that she is rigged for auxiliary sails showing the confidence the Admiralty has in her steam plant. Or perhaps it represents patronage to the sail-making industry which stood to lose market share if steam caught

on. Squint at the photo and you can faintly make out the vision of the later, and more poetically named, FLOWER Class corvettes. Certainly the stack is nearly



the same, though the FLOWERS only mounted a single 3" gun forward, not two as did the WEEDs as seen here. This ahead of time theme is a consistent one throughout DICKWEED's career - being consistently far ahead of her (his, actually) time. None of the others of the class, POKEWEED, RAGWEED, MILKWEED, or REEFER, could claim such.

DICKWEED is notable for his role in the development of equipment and tactics to counter a threat little understood at the time - the submarine. Noting the number of whaleboats on davits in the MP, this was the first reaction to the submarine threat - lower crew members away after sighting the submarine in hopes of throwing a grenade-tipped lance at the sub in order to breach the hull. The crew could row at a maximum of two knots for a sustained period. The Admiralty later determined that the Huns had not actually used the plans for man-powered CSS HUNLEY, and so the submarine could actually make 4 knots submerged on battery powered motors obviating the traditional whaling tactics. Surprising the sub whilst it was sunning itself was given considerable study, but this tactic was ultimately rejected when it was learned the submarine was not solar powered. The revised second set of tactics employed four whaleboats in a box pattern one mile on the quarters of DICKWEED with a crewman in each whaleboat listening underwater for the submarine in hopes of calling in a surprise attack. Lacking underwater breathing devices, and with mounting losses to the underwater listeners, the RN gave up this idea for the mo-

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(Continued from page 3)



Mystery Photo

ment. These tactics also foundered because listening devices and depth charges had not been invented at the time.

The group on the MP's open bridge shows DICKWEED's third ASW tactic under development: Admiralty Sailors Doing Incredibly Clever Kibitzing - ASDICK. Despite high expectations, it also never realized its alleged potential and was dropped from further study. Even though they had a number of great ideas, the concept of a bunch of DICKWEEDs standing around in the open air without supervision did not please the brass. This, coincidentally, led to the implementation of the closed bridge which allowed spirited kibitzing even in heavy seas. The value of this idea can be seen at its best with Humphrey Bogart and his crew on the bridge of USS CAINE during the hurricane scene. This just goes to prove that even during a hurricane, there are always a couple of DICKWEEDs around.

As the Russians were fond of saying about Lenin during his time: "The proof of his vision is that nothing he has predicted has yet come to pass". So, too, with DICKWEED in his time. As we now know, many of these tactics did come into their own after many years and in more desperate times than during quieter days at the start of the last century. The box tactic using ships faster than the sub instead of whaleboats was employed to great effect during WWII. Listening devices aboard ship or in sonobuoys dropped from planes were a principal method to find, track and attack submarines. Closed bridges led to ASDIC (SONAR in the USN) shacks adjacent to the bridge in WWII to allow better coordination between the CO conning of the ship and his sensor operator's information. Of historical note, the K was dropped from ASDICK after it became clear too much kibitzing led to too little success.

As a result, today it is a great honor to be called a DICKWEED by one's professional peers. It symbolizes great respect for one whose ideas are so far ahead of the times as to be impossible to understand at the current time. If someone

should ask you why you're being such a DICKWEED, just smile and know it is a mark of reverence and a bit of jealousy. Just smile and say quietly to yourself "You bet your sweet ass I am!"

So John doesn't know what ship we have in the MP.

Finally, for a change of pace, I thought I'd present Chih Yuan's characteristics and a short specifications narrative just as Google translates it from the Russian:

Name: CHIH YUAN or CHIH YUEN

Type: Cruiser

Keel: 20/10/1885

Launched: 29/09/1886

Completed: 23/07/1887

Builder: Sir WG Armstrong, Mitchell & Co Ltd

Yard: Elswick

Yard Number: 493

Dimensions: 2355disp, 250.0 x 38.0 x 15.0(draft)ft

Engines: 2 x T3cyl

Engines by: R & W Hawthorn

Propulsion: 2 x Screws, 18.0knots

Construction: Steel

Armament: 3 x 8.2ins, 2 x 6.0ins 8 x 6pdr guns, 4 x 14.0ins torpedoes

History:

23/07/1887 Chinese Navy

17/09/1894 Sank

Comments:

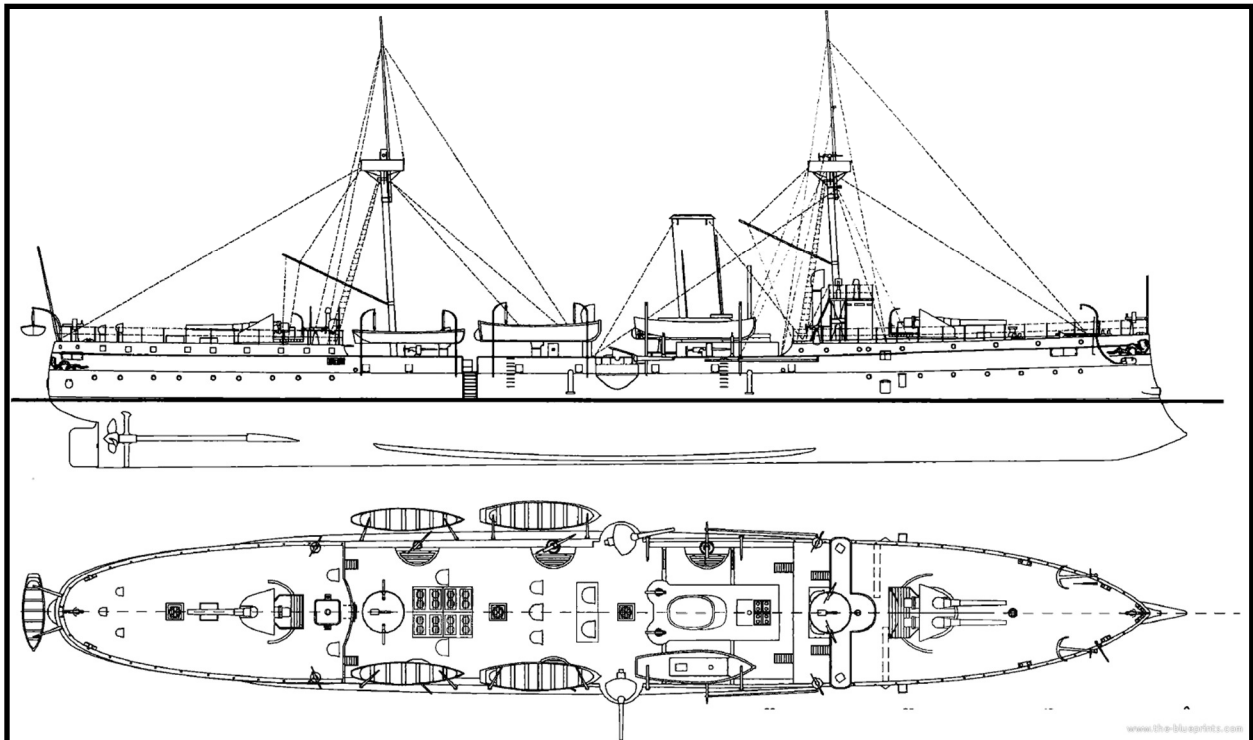
Ordered for the Peiyang Fleet at a cost of £285,000

17/09/1894: Sunk at the Battle of the Yalu River, against the Imperial Japanese Navy.

She was sunk by the Elswick cruiser YOSHINO.

The ship was a typical British-built cruiser elsviksky relatively small tonnage (2.3 ths. Tons). Steel casing is divided into longitudinal and transverse watertight bulkheads. Deck

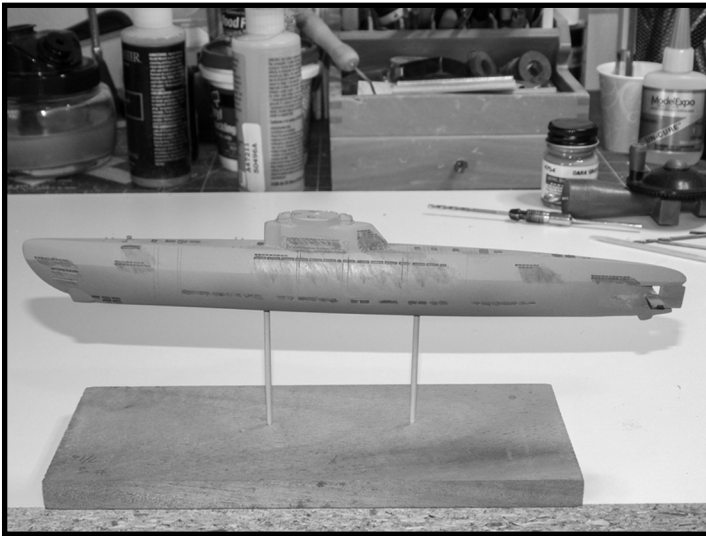
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as an expert. As you can see in the photo below I need advice from a fellow club member, and that specific member happens to be an expert in "Amour"....



A note before I close: I did get a response from Marty; apparently I need to use a weathering powder to achieve the results I'm looking for, apparently the powder is applied in layers with a Q-tip.

I'm happy that I didn't give in and take the easy out, by striping the existing paint and repaint it as it was delivered to the German Navy. I plan to keep my goal of showing the U-Boat on blocks in a yard type setting, with weathering and rust.

I look to seeing everyone on Saturday and as always I encourage you to bring your latest work for show-n-tell.

Best Regards,  
Tim

## IPMS Richmond

The Skipper received a letter from the Richmond chapter of the IPMS thanking us for our past support of their Old Dominion. They are asking if we will be participating in the 2015 Old Dominion Open, to be held on February 28, 2015, at the Richmond Raceway. This item will be on November's agenda for our consideration.

### THE ANSWER

Newcastle Libraries  
#062637: Chih Yuan Chinese cruiser  
Description : Chih Yuan Chinese cruiser completed by Armstrongs 1887; 1894 sunk at battle of Yalu.

(Continued from page 4)



Mystery Photo

with low and forecastle. Silhouette concise, without add-ons, one nasal bridge. One chimney, two masts with fighting Mars. Double bottom, reinforced nose powerful windlasses for ramming. Two steam engines of the "compound" triple expansion the total capacity of 7 thousand hp. reported maximum stroke of 18.5 knots. Defend the ship was convex bronepaluba 2-inch thickness (on the bevel - 4 inches), and the coal pits are located along the sides of almost the entire length of the vessel. Vertical booking limited logging and protection tools.

The main artillery armament was uncharacteristic elsvikskih cruisers. Head size is three 8-inch guns of the company Krupp (Germany). Two of them were installed on the paired bow on a turntable, closed on three sides armor shields; August 3-inch guns stood at the stern is also on the turntable for the shields. Mechanisms of induction and loading guns of the main caliber were hydraulic. Additional armament consists of two 6-inch guns firm Armstrong set in the center of the body shields, one on each side made on sponsons. Thus the ship could fire straight ahead and on the board of four guns, and on the stern - of the three.

Each cruiser was also armed with eight 9-pound (57-mm) quick-firing gun and six mitrailleuse Gatling. Mine armament consisted of four of mine system, including one mounted in the bow above the stem."

A better translation of the Russian narrative could have come from Dave but, instead, here is what he supplied: "The two ships displaced a nominal 2,310 tons (2,302 tons on trials) and were 267-ft overall by 38-ft beam and with 15-ft draft. The had an unusual armament of two 8.2-in. 35-cal. breech loading Krupp cannon on a revolving platform on the bow and a single 8.2-in. mount on the poop, while two Armstrong 6-in. 35-cal. breechloaders were located at the side in the waist, just abaft the funnel. Light armament consisted of eight 6-per. quick-fire guns, two 3-per. quick-fire guns, six 1-per quick fire guns, and six Gatling machine guns; four 14-in torpedo tubes were also fitted two trainable broadside tubes and one each fixed at the bow and stern. The forward 8.2-in. mount was trained hydraulically, while the after mount was hand-operated. The ships had a very early type of centralized fire control system, with a director atop the conning tower that allowed the captain to fire all three 8.2-in. guns simultaneously. The shells for the 8.2-in. guns weighed 309 lbs. each and had a 99-kb. powder charge, producing a muzzle velocity of 1,804 ft./sec.

The ships had 4-in. armor on the sloped portion of the protected armor shell, with 2-in. armor over the flat centerline area of the shell, which extended from 1 foot above the waterline at the centerline to 18-in. below the waterline at the sides. The conning tower abaft the forward 8.2-in. gun mount had 3-in armor and the protective shields to both 8.2-in. mounts had 2-in. armor.

The engineering plant consisted for two sets of R&W Hawthorne-Leslie horizontal, triple-expansion engines driven by steam from four boilers, which produced a nominal horsepower of 3,300 indicated horsepower under natural draft or 5,500 ihp under forced draft. The maximum speed reached was 18.5 it's at 6,892 indicated horsepower on trials. They could carry up to 516 tons of coal and had crews of 260 total. With only 6-ft. of freeboard amidships, they were wet in heavy seas,

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Mystery Photo

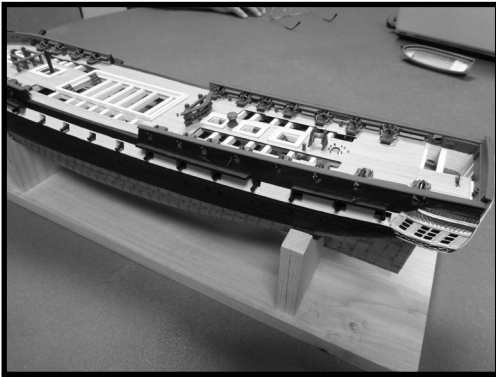
the fixed forward torpedo tube produced spray that inept the forecastle wet at higher speeds, even in calm waters.”

In the interesting facts department, and as an interesting aside for me, I see where on 25 July, 1914 Beijing Times reported that “Private enterprises and individuals in Dandong, Liaoning province, have donated 37 million yuan (\$6 million) to rebuild the warship Zhiyuan to commemorate the Sino-Japanese naval battle of 1894...Dandong Shipbuilding Heavy Industry Co is rebuilding the armored cruiser that was attacked by Japanese warships and sank with 246 officers and soldiers aboard...The vessel will be built to the original size of

81.38 meters long, 11.58 meters wide and 6.4 meters high. Construction started on May 5 and is planned to be completed before Sept 17, the anniversary of the day the naval battle started in 1894. The rebuilt warship will be mainly for exhibition so will not have engines installed.” Sounds a lot like the NOAA project that sits over at the Mariners’ Museum.

In the useless fact department, it might be interesting to note that Chinese author Chih Yuan Chen, or Zhiyuan Chen to you modern pinyin types, recently had a book published whose title translates from Spanish to English thusly: “El Pollo Desplumado = The Plucked Chicken.” Perhaps that’s what really happened to us this month.

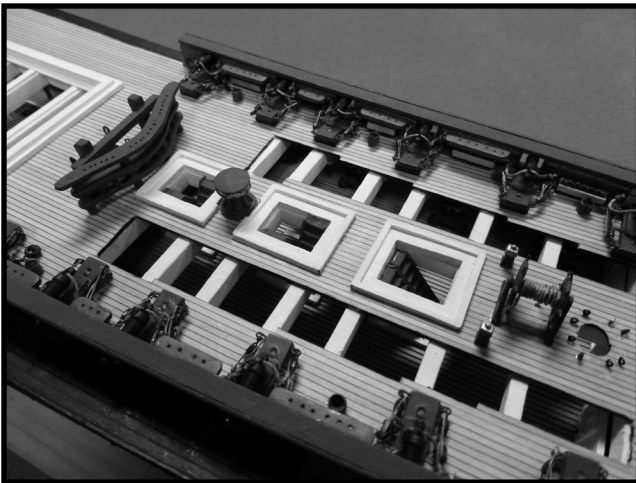
John Cheevers



John Proudley's Blue Jacket Constitution

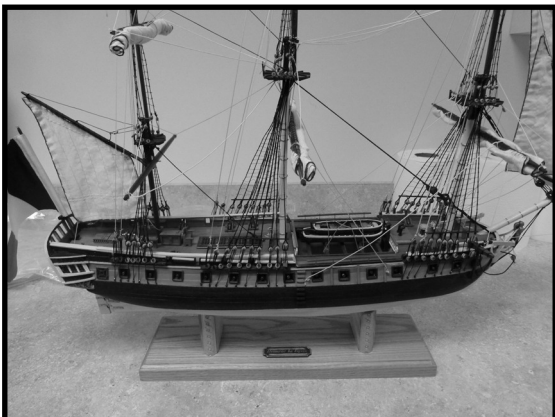


Dave Baker and several of his card models

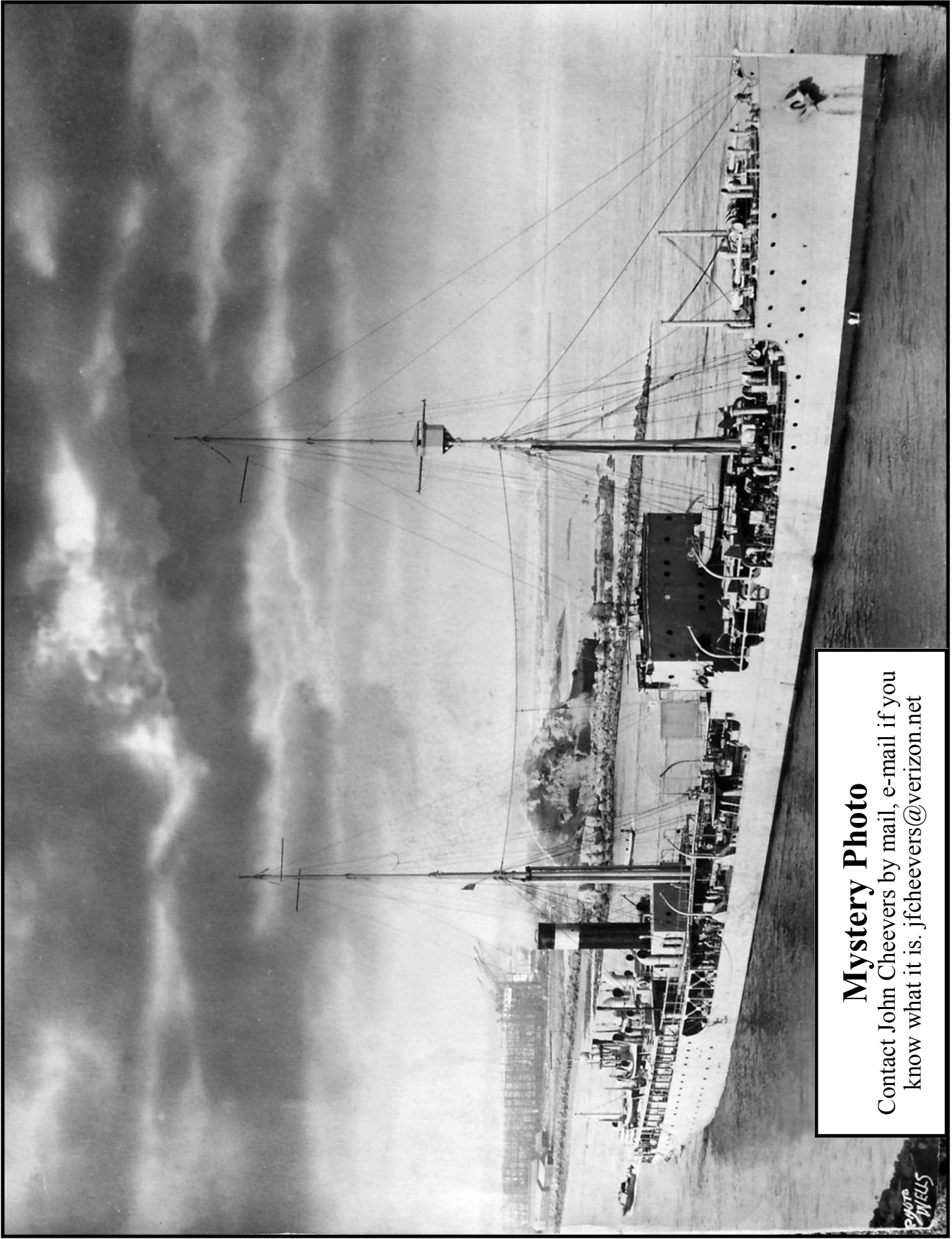


Bruce Brown's Hermione La Fayette

Thanks to Ryland Craze for submitting the photos on this page.







### **Mystery Photo**

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

## NOTABLE EVENTS

### NOVEMBER

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

### DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Billy Moore--Chesapeake Boatbuilder, By  
Tony Clayton

### JANUARY

- 10 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers,  
25 Workshop/Demo—Bob Moritz

### FEBRUARY

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers  
28 IPMS Old Dominion Open, Richmond, Va.

### MARCH

- 14 HRSMS Monthly Meeting: Auction, Norge Hall

### APRIL

- 10-12 Cabin Fever Expo, York, Pa.  
11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood, TBA

### MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: "Conservation vs Restoration", Ron Lewis

### JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers, TBA

### JULY

- 12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood, TBA

### AUGUST

- 11 HRSMS Monthly Meeting: Mariners' Museum

### SEPTEMBER

- 12 HRSMS Monthly Meeting,  
19 Talk Like a Pirate Day

### OCTOBER

- 10 HRSMS Monthly Meeting: Mariners' Museum

**WATCH, QUARTER  
AND  
STATION BILL**



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Webmaster: Greg Harrington (757) 930-4615

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
October 11, 2014

Guests: John Cork, 1st meeting  
Pat Derby, 3rd meeting

Skipper, Tom Wood called the meeting to order at 1015 hours. After the guests were recognized, Pat Derby was asked if he would like to join our group. After an affirmative response, the guests were excused while the vote was taken. The guests returned and Pat was welcomed as a new member. The Skipper and the gang expressed their appreciation to Bill Dangler for his work to make the picnic a success. There was no correction needed to the nonexistent minutes of the September picnic. Eric Harfst gave the Purser's report detailing account balances, expenditures and membership totals. Eric then circulated a copy of the roster, asking for corrections to be noted. Greg Harrington gave the Webmaster's report and introduced a form so information on the members' models would be included on the web site. Greg stated that basic information on the models would make the web site more interesting. Greg also noted that he improved the way the listing of models is displayed.

Old Business: Ryland Craze asked if anyone besides him was going to the NRG Conference. There was no response the other attendees.

New Business: Tony Clayton said that he would give the December presentation and circulated a sheet so members could sign up for presentations for next year. Ron Lewis had a set of plans for the Model Shipways *Mayflower*. Ron also said that he received a request from the Museum of the Albemarle for a long term loan or gift of a model of a "Baltimore Sloop". Ron can be contacted for more details. Next, Ron talked about his visit to Naval Academy Museum and the Rogers Ship Model Collection. The Skipper asked the members to start thinking about a banquet in 2015. Tony Clayton asked if we are going to have an auction in 2015. After some discussion, Tony was asked to see if Norge Hall was available for the March meeting.

Show & Tell: Ron Lewis showed a hobby knife set from Harbor Freight. John Cheevers showed the repair to a bread and butter hull to correct the shear and camber and described the method of correction. John also showed the progress on his sardine carrier. Sean Maloon showed parts for his 1799 Essex and his version of planking clamps. Gene Berger showed a photo etched add-on kit for the Trumpeter 1:200 Arizona. John Proudley showed the progress on his Blue Jacket USS Constitution. Ryland Craze showed CA glue applicators that he purchased at the IPMS show and the progress on his Longboat. Ryland said that he was taking orders for HRSMS shirts and would submit the order to Lands' End at the time of their next sale. Tony Clayton proudly showed his new Essex hat. Bruce Brown showed a kit of the Kearsarge (BB-5) that he is building for the Watermen's Museum and asked for advice as it was his first resin kit. Bruce also showed the progress on his Hermione. Dennis Hobbs showed the progress on his skipjack. Ron Lewis noted that Mondays and Thursdays are still open days in the Model Builder's Stand. Tim Wood showed a 1:350 kit of the Tennessee.

The meeting was adjourned to the presentation "Building Card Models", by Dave Baker.