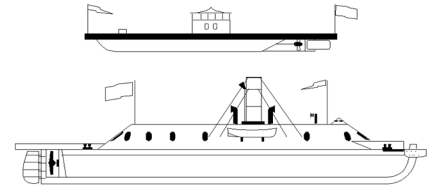


Logbook!



No. 345

WWW.HRSMS.ORG

March, 2015

From The Bridge



Mystery Photo



I always look forward to March, because it's a busy and fun filled month for the club. We start with our auction on the 14th at the Norge Hall. Tony Clayton has secured use the hall and John Cheevers has agreed to be our "Master Auctioneer" again this year. I'm sure he will squeeze every bit of cash from your "Piggy Banks" as he has done in the past!

The following Saturday we will host our banquet at a new venue, Al Fresco Restaurant, which is located on 1170 Jefferson Ave, Newport News. Tom Saunders has worked closely with the management of Al Fresco's and come up with four fine culinary selections for you and your guest's dining pleasure.

I look forward to seeing everyone at the meeting on Saturday and the Banquet the on the 21st of March.

Best Regards,
Tim

Some may say that solving the Mystery Photo is like working a jigsaw puzzle. First you turn all the pieces right side up. Then you look for the edges to establish your boundaries. Then you organize the interior pieces into "like" groups. Then you fill it in. Somewhere in that sorting process an idea usually forms that becomes the basis of our solution. It's about the clues, they're always there. It's that sometimes you have to sort the clues to spot them.

What are the clues? Well, we have a civilian ship sporting a clean fresh livery anchored in calm water accessed by a long pier. The treeless environment is interesting and speaks volumes toward location. The identification on the stack is just out of focus to read. The cross rigged falls support no lifeboat. With no smoke coming from the stack I would assume the boiler is not running and the engine is cold. The number of mooring lines and the fact that the anchor is not set indicates that the moor might be permanent. The string of party lights also suggests permanent anchorage. Not sure if there's enough flag at the stern to nail a nationality. And she's riding high as indicated by the plimsoll mark and where her boot-topping rides. It's a small steamer and relatively old. She is British in style and character.

I played a hunch and identified the MP right away, but when we went nearly three weeks without a response. I was beginning to think that I was on my own this month when Tim Wood offered up the only response. We'll get to his remarks later; right now, let's look at my hunch.

When I was younger, much younger, I remember watching a special on the totora reed boats of Lake Titicaca. The special may have been in black and white, I'm not sure, but I do know that I watched it in black and white. I learned several things from that special; in addition to learning how to spell Thor Heyerdahl, I learned that there may be a link between the Peruvian Indians and the large heads on Easter Island. The lake straddles the border of Peru and Boliva and is unique in its ele-

(Continued on page 2)

HAMPTON ROADS SHIP MODEL SOCIETY

ANNUAL BANQUET

Al Fresco Restaurant

Saturday March 21, 2015

11710 Jefferson Ave, Newport News

Cash Bar 6:30 pm Dinner 7:30 pm

Get you reservations to Eric Harfst by Mar. 14th

Dues are due

MEETING NOTICE

Date: Saturday March 14, 2015

Place: Norge Hall

Time: 1000 Hours

Bring your items for the Auction.

See Page 6

Presenters Needed

Program presenters are needed for 2015

Contact Tony Clayton

if you are willing to give a presentation.

(Continued from page 1)



Mystery Photo

vation—12,507 feet above sea level. I learned that the lake was really big and if you wanted to get around in that neighborhood you either had to endure an extremely long burro ride or build a reed boat and sail across. That was until “1861 [when] the Peruvian Government of Ramon Castilla, ordered two small cargo-passenger “gunboats” for Lake Titicaca.”

These first boats were ordered from the Thames Ironworks and Shipbuilding Company located, appropriately, on the Thames River in London. They are named Yavari launched in 1870, and Yapura launched in 1873. These iron hulled steamers were not large by today’s standard and maybe weren’t large in



the time they were built, but at 100 feet in length they were certainly large for the lake. They were completely assembled in England then disassembled into “kit” form and transported to Peru for delivery on the lake. The “puzzle” consisted of 2766 pieces, two crankshafts, and weighing a total of 210 tons arrived in Arica, then a Peruvian port, in 1862 aboard the steamer Mayola. From the port city of Arica, now in Chile, to Tacna, Peru, 186 feet above sea level, the packing cases travelled the 40 miles (64 kms.) on one of the oldest stretches of railway in South America. In Tacna the “pieces” “were unpacked and arranged in order of how they should arrive at Puno on the Lake. Local muleteers and porters, who were to carry the crankshafts, competed for the work.”



The next three paragraphs come from on on-line site complete the saga of bringing these steamers to service. “The route, though only 350 kms in length, would take them moonscape of the driest desert in the world, mountain passes higher than the highest European peaks and the sub-zero windswept wastes of

(Continued on page 3)

Nautical Term

Channel Fever is and was like spring fever, although probably more sanguine. Now a general term, it was the word for the euphoria felt by English seamen upon entering the English Channel from sea, on the last stretch for home.

Submitted by, Tim Wood

THE ANSWER

Mystery Photo 344
Yavari
Moored in Lake Titicaca

Thanks to Tony Clayton for the February photo.

(Continued from page 2)



Mystery Photo

the altiplano. Notwithstanding, the winner quoted a delivery date of six months. Buoyed by this prospect, the British engineers who were to help re-assemble the ships, went on ahead to build a jetty, slipway and machine shops in preparation.

Six months later, the contractor, hopelessly defeated by the task, was fired, leaving pieces of ship scattered between Tacna and Puno. Outside events seemed to conspire against the project as grumbling muleteers, an earthquake, a ‘peasants revolt’ and the threat of a second invasion of Peru by the Spanish, brought the expedition to a halt. Five years on it received fresh impetus. Requests were sent out for more muleteers and “1000 Indians” to help with the task and by 1st January 1869 enough pieces had arrived for the keel of the YAVARI to be laid.

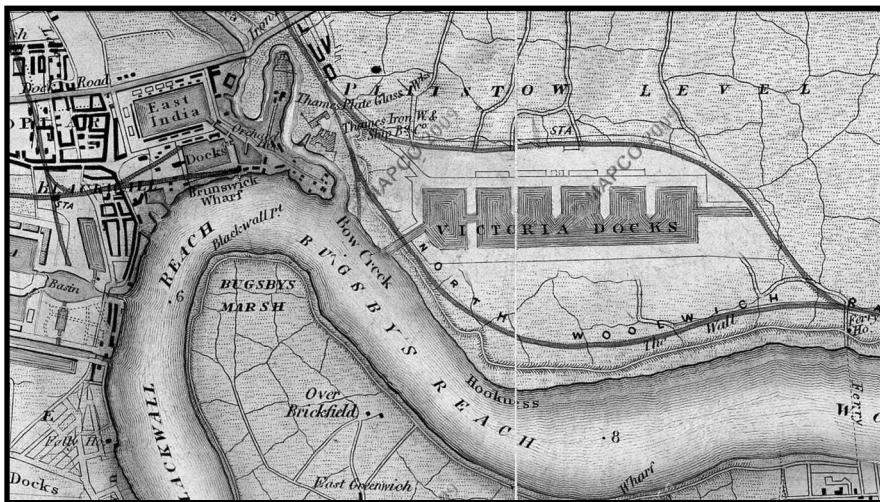
Despite fatalities within the team, the British engineers and local workers painstakingly rebuilt the YAVARI, bit by bit. At 3pm on Christmas Day 1870 the First Lady of the Lake was launched. The amazing journey from the



of our B&B or MP, (your choice) is Yavari. The much-loved Yavari is the oldest steamship on Lake Titicaca.”

Tim then proceeded to retell most of what you already read, but he added this: “After long years of service, the Peruvian Navy decommissioned the ship and the hull was left to rust on the lakeshore. In 1982, an English woman, Meriel Larken visited the forgotten boat and decided it was a piece of history that could and should be saved. She formed the Yavari Project to buy and restore the vessel, and was fortunate in gaining the royal support of Britain's Prince Philip.”

Now-a-days when you hear the talk about vacations and getaways expressed in terms of finding a “destination”, think of Lake Titicaca, the elevation, and the Yavari. Thinking of this image in terms of a “puzzle” leading to a “destination” should be enough to solve your Mystery. But if it’s not, always remember your clues.



Map c1872, showing Victoria Dock, and the Thames Ironworks and Shipbuilding Company

John Cheevers

heart of Empire Britain to the spiritual heart of the Inca Empire was finally complete.” It is reported that when the boiler was first fired the lack of suitable combustible material—coal—forced the engineers to use dried Llama dung as fuel. She was initially fitted with a two-masted schooner rig and auxiliary sail.

These first boats were followed by the steamers Coya, Inca, and Ollanta. They continued to steam and service the lake for years. Today it appears that only Ollanta operates on the lake. Our Mystery Photo captures a slightly lengthened Yavari permanently moored to the dock.

Tim Wood replied with this incredulous statement: “I believe this is the first time the MP has been of a B&B... Even though it’s a floating B&B. Billed as, ‘The only place to spend the night afloat Lake Titicaca in Peru is on a 150-year-old British gunboat, now a B&B, with a remarkable history’. The name

CONGRATULATIONS

Congratulations are in order to HRSMS members who won Awards at the IPMS Richmond 2015 Old Dominion Open

Dave Chelmow
First Place, Wooden Sailing Vessel, Hannah
Best Maritime Vessel Overall, Hannah

Marty Gromovsky
Second place, Merchant Ship Class, Shrimp Boat
Third Place, Powered Ship Class, Vosper Patrol Boat
Third Place, Wooden Sailing Vessel, Modified Lifeboat

AMERICAN NAVAL HISTORY

1775

April 19: American Revolution Begins. The 1st shots are fired in Massachusetts at the Battle of Lexington and Concord.

June 12: Citizens of Machias, Maine, led by Jeremiah O'Brien, have the 1st naval action of the revolution. They build and capture the British armed schooner Margareta in Machias Bay.

June 15: The government of Rhode Island chartered two armed vessels, with Captain Abraham Whipple in command, capture a tender belonging to the British frigate Rose in Narragansett Bay. This is the First "official" naval action of the Revolution.

August 26: The legislature of Rhode Island instructs its delegates to propose the foundation of a continental navy to the Continental Congress. They do so on October 3rd.

September 2: General George Washington, charts the Hannah, to attack British transports and supply ships. Other ships are similarly engaged in the following months. This squadron was disbanded in 1777 included 11 vessels and taken 55 prizes. Many containing provisions needed by Washington's army.

October 13: Congress authorizes the outfitting of two vessels of ten carriage guns for a three month cruise against British supply ships. Silas Deane, Christopher Gadsden and John Langdon are appointed to supervise the work.

October 16: Five British vessels under Lieutenant Henry Mouatt shell Falmouth, which is present day Portland, Maine. The landing party is repulsed, and much of the town is destroyed. American opinion is outraged.

October 30: John Adams, Joseph Hewes, Stephen Hopkins and Richard Henry Lee are added to the Naval Committee. Two more vessels are approved for outfitting by Congress.

November 2: Eight merchant vessels are voted by the Naval Committee to be obtained and equipped as ships of war. They

are: Alfred, 24 guns; Columbus, 18-20; Andrew Doria, 14; Cabot, 14; Providence, 12; Hornet, 10; Wasp, 8; and Fly, 8.

November 10: Congress passed a resolution providing for the organization of two battalions of American Marines. Senior officer is Captain Samuel Nicholas, now considered 1st commandant of the U.S. Marine Corps.

November 25: Privateering against all vessels in British government service is authorized by Congress. Individual colonies are urged to establish prize courts. Congress issues letters of marque to 1,697 vessels, which take 600 prizes. Triple the amount captured by the Continental Navy.

November 28: Off Cape Anne, Massachusetts, the schooner Lee, 4, Captain John Manly, takes the brig Nancy. Cargo includes 2,000 stands of arms, a number of artillery pieces and 30 tons of shot. "Rules for the Regulation of the Navy of the United Colonies" are written by John Adams. Congress issues first naval regulations.

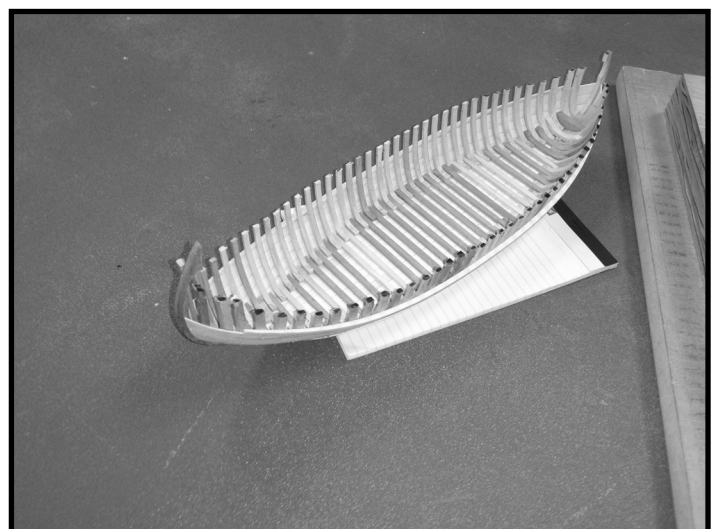
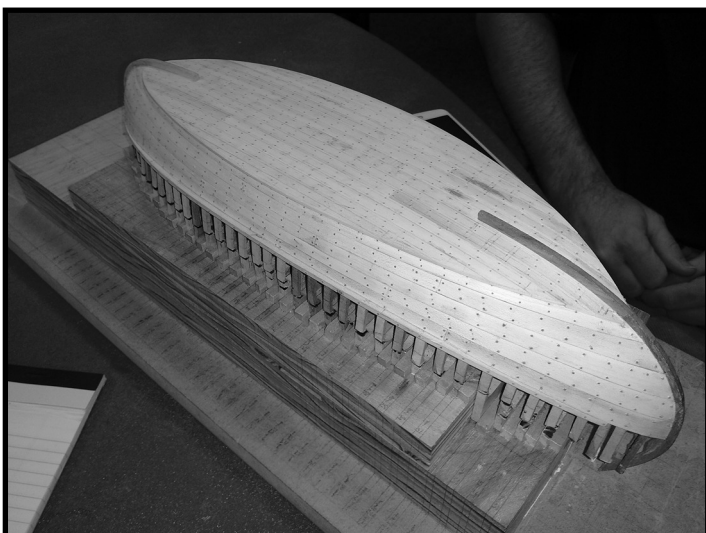
December 3: Lieutenant John Paul Jones raises the Grand Union flag having 13 stripes with the British jack in the field aboard the Alfred at Philadelphia. This is the first time an American flag is flown over a Continental warship.

December 11-14: Congress establishes a permanent Marine Committee, consisting of one member from each of the 13 colonies. Devises ways and means for furnishing these colonies with a naval armament.

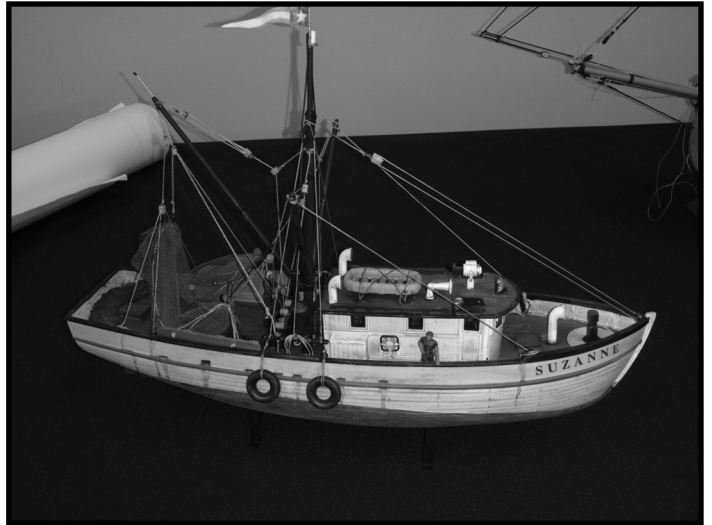
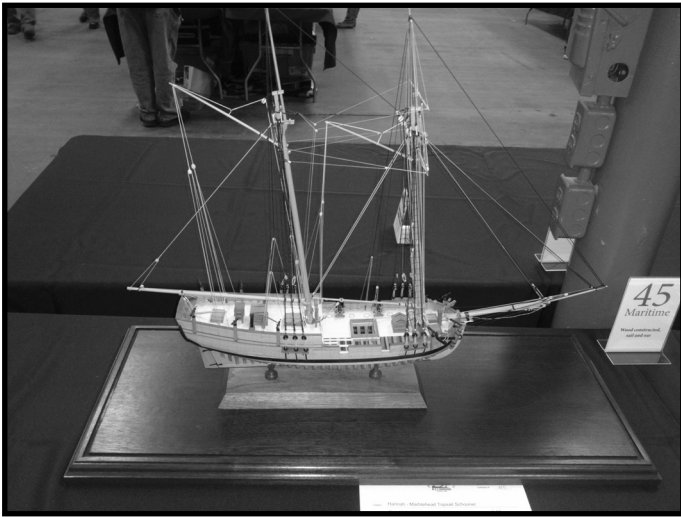
December 22: Congress approves the construction of 13 frigates: five of 32 guns, five of 28 and three of 24. Only seven will ever go to sea and all will be lost during the war. The first eighteen officers of the Continental Navy are appointed by Congress. Senior is Commodore Esek Hopkins, Commander in Chief of the Fleet. Four captains: Dudley Saltonstall (Alfred), Abraham Whipple (Columbus), Nicholas Biddle (Andrew Doria) and John Burroughs Hopkins (Cabot). John Paul Jones is the first of five lieutenants.

1775 Ends with no further actions.

Bob Moritz



Greg Harrington's Portuguese River Barge



Dave Chelmow's Hannah

Marty Gromovsky's Shrimp Boat

Jimmy Coangelo's Chesapeake Bay Work Boat



MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
February 14, 2015

Guests: Gary Howarth, 1st meeting

The meeting was called By Mate, Bob Moritz at 1007 hours. The guest Gary Howarth was recognized and welcomed to the meeting. Bob collected ballots for the Founders' Award. There was no correction to the minutes as published. Eric Harfst gave the Purser's report detailing the account balance and membership totals. Eric noted that dues were due in March and that he preferred checks to cash. Greg Harrington gave the Webmaster's report. Greg said that as a cost cutting measure he reduced the amount of web storage that we were buying. Greg also talked about an inquiry about Jack Bobbett's model of the Metunga.

Old Business: Tom Saunders gave details on arrangements for the March banquet at the Al Fresco. Due to a favorable price quote Tom said that after a discussion with the Skipper, it was decided to reduce the price to \$30.00 per plate and to ask the members to revise the subsidy motion made at the last meeting. A motion was made and passed to subsidize banquet costs above \$30.00 per plate. The next item of business was the election of officers. The Clerk was directed to cast one vote for the unopposed slate of Tim Wood, Skipper; Bob Moritz, Mate; Eric Harfst, Purser and Tom Saunders, Clerk. Bob announced that he and the Skipper had decided to appoint a new position, Sergeant-at-Arms. His duty would be to bring the bell to the meetings and ring it at the start of the meeting. The person the bridge desired to fill this position was Bill Clarke. A motion was made and seconded and passed approving Bill Clarke for the new position. Ryland Craze speaking for the Founders Award committee announced that Marty Gromovsky and Gene Burger were this year's nominees. Ryland gave his thanks to Tony Clayton and Bill Dangler for their participation on the committee. Ron Lewis said that Thursdays and Fridays were still open days in the Taco Stand and encouraged the members to avail themselves of this opportunity. Ron talked about the new building at the Deltaville Maritime Museum and their desire for someone to build a model of John Smith's shallop. Tony Clayton talked about the auction and said that he looked forward to having John Cheevers act as auctioneer. Ryland Craze reminded everyone of the Lifeboat for Warriors project. He said the lifeboat kits had arrived and that he would be willing to take the completed models to Fayetteville on April 18th. Ryland next talked about the IPMS Old Dominion Open in Richmond. Greg Harrington reported on an email he received from the Portsmouth Naval Shipyard Museum pertaining to a "Builder Fest" they are going to have in August. The museum is looking to have model builders participate in this event. Greg said that he would take the lead on participation in this event. Ron Lewis said there were no more HRSMS brochures in the Taco Stand. It noted that Tim Wood had the template on his computer. Ryland Craze informed us of a possible project of Washington Ship Model Society to build a 1:72 scale amphibious assault ship. They are looking for volunteers to help in the construction of various components.

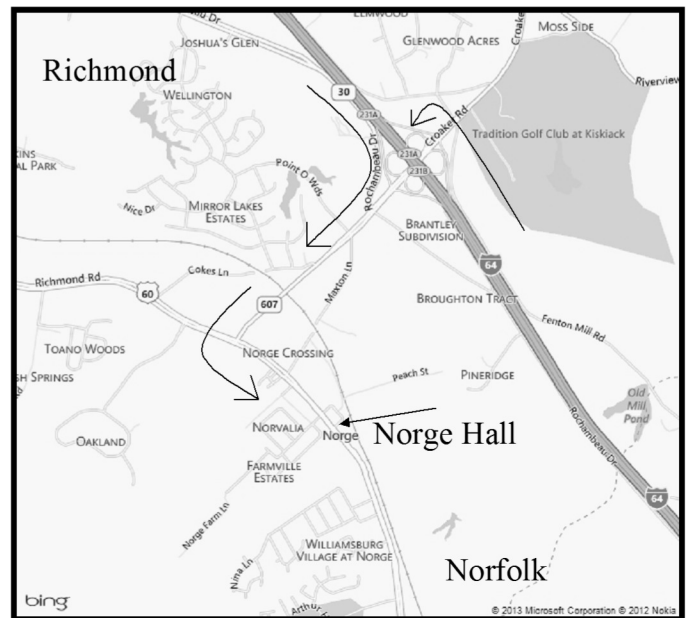
Get with Ryland if you are interested. The Mate read a note informing us that longtime member Don Sample had died on January 14th in Annapolis Md.

Show & Tell: Dave Baker showed the plans and construction manual for the Bluejacket kit of the CSS Alabama. Stewart Winn showed a kit of the Essex and the progress on his Corel kit of the brig Eagle. John Proudley showed two books, The

(Continued on page 8)

2015 Auction Norge Hall

The hall will be open at 930 hours



From either Richmond or Norfolk, take
I-64 toward Williamsburg

Take exit 231A to merge onto State Route
607/Croaker Rd toward Virginia 30/Norge/
Toano

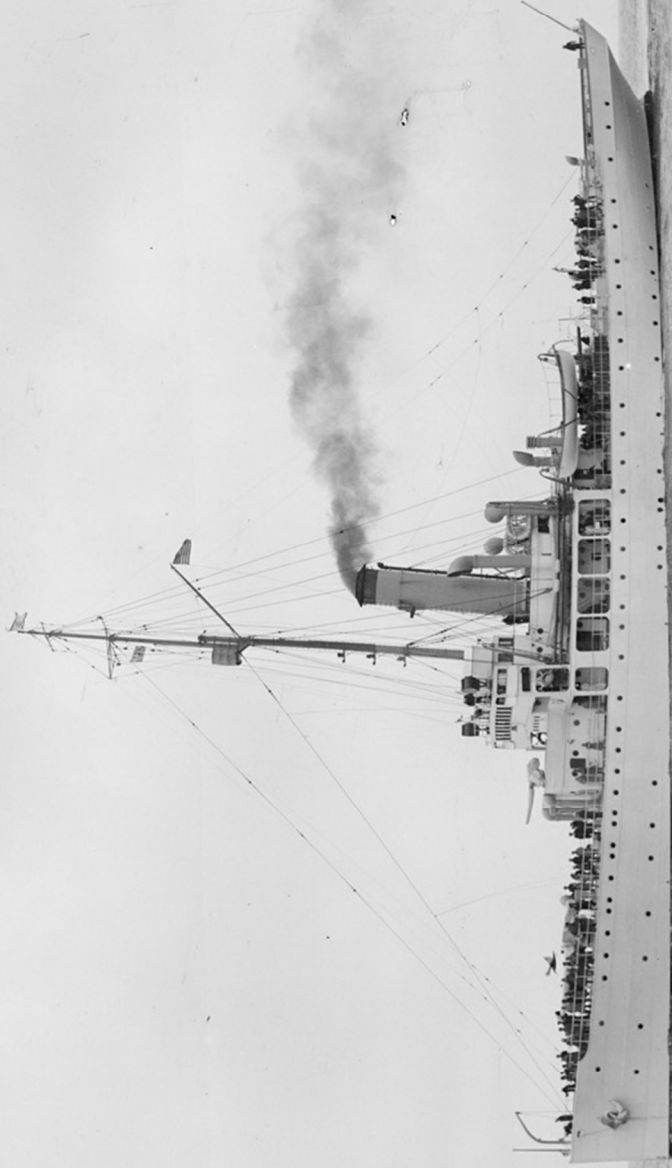
1.5 mi Turn left onto US-60 E/VA-603 E/
Richmond Rd

Destination will be on the left after 0.6 mi

Norge Community Club
7402 Richmond Rd
Williamsburg, VA 23188

Mystery Photo

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



NOTABLE EVENTS

MARCH

- 14 **HRSMS** Monthly Meeting: Auction, Norge Hall

APRIL

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

- 10-12 Cabin Fever Expo, York, Pa.

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
Presentation:

- 22-24 NRG Conference Mystic Ct.

NOVEMBER

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

DECEMBER

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

JANUARY

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

FEBRUARY

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

WATCH, QUARTER AND STATION BILL



Skipper: Tim Wood (757) 481-6018
Mate: Bob Moritz (804) 779-3365
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

(Continued from page 6)



Young Officers Sheet Anchor and The 44-Gun Frigate USS Constitution, "Old Ironsides" (Anatomy of the Ship). Marty Gromovsky showed his Lindberg model, using bridal veil material for the fish nets. Tony Clayton showed a photo of a lap quilt embroidered with ships that were significant to him. Jimmy Coangelo showed his Chesapeake Bay work boat. Bruce Brown showed a kit of the French frigate Hermione to be built for the York County Library. Greg Harrington showed his Portuguese river barge now off the mold. Dave Chelmow showed his Hannah scratch-built from Harold Hann plans. John Cheevers showed the carved hull of the gunboat Bennington. Pat Derby showed the progress on his 1840 Albatross. Gene Burger showed the 10 mm builder's plate for his SS United States. Ron Lewis talked about the roof for his Monitor model that was photo-etched by Gene Burger.

The meeting was adjourned to a video presentation.

Letter From IPMS Richmond

Dear Hampton Roads Ship Model Society,

On behalf of IPMS Richmond, I want to thank all the members of HRSMS for not only your financial support, but also your moral support of the 2015 Old Dominion Open, known affectionately to many as the "ODO". Ah, maybe we should be rethinking that moniker to read... "The ODO Winter Carnival" from now on, hmm?

The show was a resounding success in spite of the winter storm, which came barreling through just 48 hours before show time and dumping 6 inches of snow, from Charlotte, NC. to Virginia Beach, VA. and north to Richmond. In light of that, we still managed to have 139 modelers display 624 models. Fortunately for us, Mother Nature could not thwart the passion of this year's general admission attendees nor our vendors. We experienced significant increases in them and when combined with the model contestants, there were still well over 850 folks having a great time.

Whether you measure success by shopping with great vendors, admiring beautifully built models, or taking home an award, the ODO did indeed accomplish many goals. Perhaps the ODO's greatest success is its fellowship with old friends, and the making of new ones. Take care and many thanks to each and every one of you for making the February 28th, 2015 "ODO" a resounding success and a venue of good cheer.

With warm regards,
Chazz Klanian
IPMS Richmond