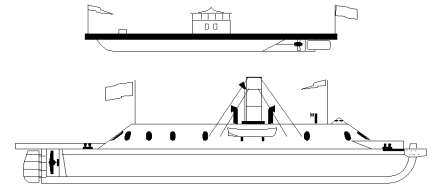


# Hampton Roads Ship Model Society

# Logbook!



No. 352

WWW.HRSMS.ORG

October, 2015

## From The Bridge



## Mystery Photo



Thanks to Bill Dangler for his work putting together another fine picnic for our members and their guest. We had fine weather, a good turnout of members and more than enough good food for everyone to enjoy. I'm sure everyone agrees with me when I say, "I'm already looking forward to next year's picnic!"

This week has been a wild one for weather, our area dodged the bullet when Hurricane Joaquin took an easterly track and stayed in the Atlantic, rather than heading up the center of the Chesapeake Bay. I hope everyone has come through the storm without any damage, I know some of our members live in low-lying areas which are prone to flooding. About the only good thing I can say about the lousy weather is that it has given me some time at the workbench.

I look forward to seeing everyone at the meeting Saturday, and as always feel free to bring in your latest projects for Show-n-tell.

The Workshop for "Making Water" has been rescheduled to Saturday October 24th at my house. Supplies are needed for this workshop, I need solid numbers no later than Saturday's meeting!

Tim

### Presenters Needed

**Program presenters are needed for 2016  
Contact Tony Clayton  
if you are willing to give a presentation.**

### MEETING NOTICE

**Date:** Saturday October 10, 2015

**Place:** Mariners' Museum

**Time:** 1000 Hours

A replica is described in the dictionary as "an exact copy or model of something, especially one on a smaller scale...a close reproduction or facsimile" At the same time, an evocation is "an act or instance of evoking; a calling forth...an imaginative recreation" Look at it this way; the three Jamestown ships are called replicas while the steel beach anchored to the Mariners' Museum is called an evocation. The interesting thing—and something that is just a bit ironic—is that the Jamestown ships were built to notional, artistic, recreated plans based on period pieces while the Monitor was built to a notional design based on actual blueprints. Could it get any more confusing?

The same bit of irony strikes me with this month's Mystery Photo. First impressions are always key to making an identification. My first impression with this vessel, believe it or not, was of a Disney or Hollywood reproduction. If it wasn't for the three men on deck I would have thought this vessel to be a large scale model, the kind the movie industry uses to film that "ship in a storm" scene. Funny how first impressions work, there always seems to be an element of truth to them. In this case the truth is revealed in our responses.

Before we get to them—or maybe it, let's see what we have in the way of features to help track down this creature. Well we have a small topsail-schooner rigged, sidewheel powered ship. From the bow looking aft we begin with the jib boom that meets up with the bowsprit. A prominent martingale or whisker pole provides the fulcrum for the shrouds and stays. And from the top down we start with the trucks and work our way through the fore and main topmasts and lower masts. Along the way we pass through the masthead and housing before we end the view at the mast coats which remain hidden behind the ship's structure. On the fore mast we see the topgallant yard, the topsail yard and the fore yard. The two lower yards feature footropes but no sails are bent on. From the trestletrees on down to the bulwarks we see where the shrouds are rattled. All of this rigging looks light to me and with the absence of most of the running rigging I wonder if it is there for effect only—notice how many of the lines hang in a nice catenary. I say this to reintroduce the idea that this is a replica or evocation and not meant as a working, sailing original.

Up in the rigging, flying from their proper places are three flags. At the foremast we see the flag of the United States (US) which means the vessel should be in U.S. waters when the image was made. Way aft we see the Canadian ensign set to the main gaff which tells us the country of origin for the ship. And at the main mast truck we see the house flag or burgee, this is the group that owns the vessel. The folks we see walking the bridge wing seem to be in uniform so this is more than likely a

*(Continued on page 2)*

(Continued from page 1)



Mystery Photo

governmental department of Canada or a professional boating group like a yacht club. The questions this raises may be answered later in the essay.

The carved scroll of the bobstay piece provides anchoring for the sprit stays. Above it we see some delicate and nicely fashioned head rails and timbers making for an attractive bow. Aft of this, we see a large open deck and moderate bulwarks. The bulwark up forward to starboard is pierced with an opening, the port lid looks to be hinged to fold forward. Adjacent to the foremast, very prominent paddle boxes and their deck skirts flank either side of the hull—notice the steps. Between the masts we find a tall rather thin smoke stack. Its guys also hang in a limp catenary which would indicate the stack is not that hot. Now that's rather odd as we see smoke coming from the stack and some evidence in the water of movement. The chain plates for the main mast stays are prominent along the hull. Their deadeyes are lost in the clutter. There is not much else to point out other than the transom stern, what appear to be knuckles in the hull and the boat hanging from the stern davits.

I really don't know at this juncture what kind of ship this is supposed to be. She looks like a schooner, she looks like a paddle sloop, and she looks like a paddle tug. But she looks like a replica of some ship that was famous enough in her locality to warrant a reproduction. Unfortunately, there is not enough of the "locality" visible in the MP to attempt a geographical fix. We'll have to begin our search with the country represented by the ensign—Canada.

I made a simple Google image search for "Canadian steamship replica" and "BAM" up pops our Mystery Photo. Easy peasy Canadian-easy! A web site named [Past Tense Vancouver Histories](#) offered the image and a brief overview of the vessel. The real interesting thing about the record is the fact that the image is credited to the [Washington State Archives – Digital Archives](#). The image, number AR-07809001-ph004779, was made in 1967 by Werner Lenggenhager. The entry does not say where the image was made but the flags tells us that story—at least by country. It also tells us that the vessel was built in 1956 as a replica. So what ship is this?

Tim Wood came through for us with this simple reply, "Replica of the *SS Beaver*, May 1967." He gathered his data from the same place I did and I have to assume he found it the same way I did. And by calling our MP a replica he does two things: 1) he confirms my theory that this is a copy of an original, and 2) he allows us to construct an essay on the duality of this Mystery.

A replica implies an original. The story of the original, in this case, is documented in Wikipedia among other sites. I like "other" sites so most of what follows has been massaged from a website operated by the [Vancouver Maritime Museum](#), but there is a splash of "Wiki" and "other" here and there. Note: this is a Canadian history so don't get all up in arms and Ugly American on me over how the "T's" are dotted and the "I's" are crossed.

## Nautical Term

**Prow** An old and now poetic word for the bow structure of any craft. The word comes from Old French, *proue*, and goes back to the Greek *proira*, bow of a ship.

Submitted by, Tim Wood



SS Beaver Shipwreck 1888

Lovingly known as "the first smokestack on the north-west Pacific," "the *SS Beaver* was the first steamship to navigate Canada's western shore. "She made remote parts of the west coast of Canada accessible for maritime fur trading and was chartered by the Royal Navy for surveying the coastline of British Columbia." There are many who credit the work of this vessel in preventing the province from joining the union of the United States. "...Beyond doubt by helping the HBC (Hudson Bay Company) it served to withstand and triumph over the economic competition of independent American traders, [and] it did much to affect the final outcome of the contest for the political control of the area to which it had been assigned by the 'Company of Adventurers'..."

"The vessel operated from 1835 until 1888 when it ran aground at Prospect Point in Stanley Park. *Beaver* left England, where she was built at Blackwall, in October 1835." Her construction was of "British oak, elm, greenheart and teak, and was copper fastened and sheathed. Her length was 101 feet (31 m), and the beam over her paddle boxes was 33 feet (10 m)." She arrived "in April 1836, after a six-month voyage around the Horn. (No Panama Canal at the time!) She called "at the Juan Fernández Islands and Honolulu" along the way. "She became a very familiar sight on the coast during much of the 19th century."

"*Beaver* served trading posts maintained by the Hudson's Bay Company between the Columbia River and Russian America (Alaska) and played an important role in helping maintain British control in British Columbia during the Fraser Canyon Gold Rush of 1858-59. In 1862 the Royal Navy chartered her to survey and chart the coast of the Colony of British Columbia. She also provided assistance to the Royal Navy at Bute Inlet during the Chilcotin War."

"When the Oregon Treaty was signed in 1846, establishing the boundary between the United States and Great Britain's Canadian territories, *Beaver's* homeport was relocated to Fort Victoria (Victoria). After 17 years, the Hudson's Bay Company brought in a second, more powerful propeller steamship (*Otter*) and *Beaver* was used to transport passengers and cargo for a few years and then sat idle. It was then chartered by the Royal Navy under the command of Lt Daniel Pender and was used to chart the British Columbia coast from 1863 to 1870. It was sold to a consortium that became British Columbia Towing and Transportation Company in 1874 and towed barges, log

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Mystery Photo

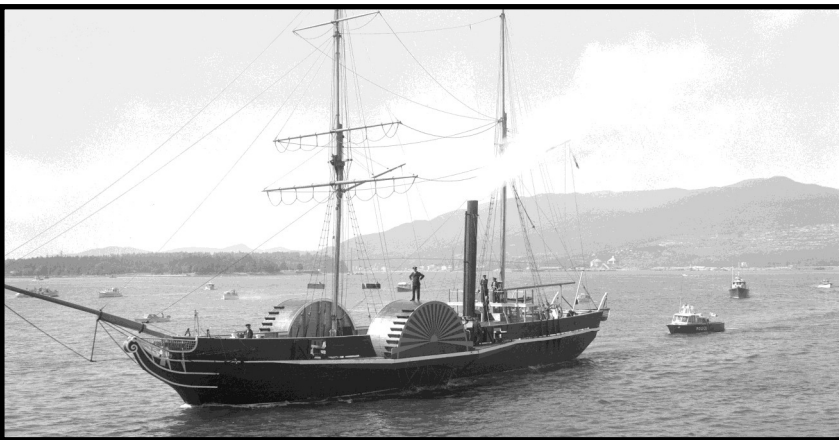
booms and sailing vessels.”

Following her sale to the British Columbia Towing and Transportation Company she was “used her as a towboat until 25 July 1888. On that day an inebriated crew ran her aground on rocks at Prospect Point in Vancouver's Stanley Park. The wreck finally sank in July 1892 from the wake of the passing steamer *Yosemite*, but only after enterprising locals had stripped much of the wreck for souvenirs.” In later years the *Beaver* became known simply as “The Wreck”. “The rocky demise capped off 52 years of service.”

“The wreck became a popular Sunday picnic destination for many Vancouverites, often removing pieces for souvenirs. Charles McCain removed about 500 kg of bronze and copper fittings he later turned into memorabilia such as coins, key chains and jewelry. The ship's boiler and paddlewheel shafts were salvaged and the hull finally broke apart in 1892. The wreck site is currently used to train divers in underwater archaeology techniques.”

Much like our “Date Gate” from last month's MP essay, the date the Washington State Archives gives for the image might spark controversy. And if that isn't enough irony for all you armchair ship modelers, the conclusion of this essay will have you seeing *Deja-vu* all over again. (In tribute to Yogi, I had to add the metaphor.)

According to the various web sites the replica *Beaver* made “her formal debut, on July 23, 1966.” And to lend credence to Tim's report it is documented that “throughout 1966-67, *Beaver II* visited dozens of B.C. and American ports. No fewer than 50,000 Washington residents trooped aboard during her visits below the line.” That fits the time line and the set of the flags.



M.S.S.S. Beaver Aug. 20, 1966

Ok, replica or evocation? Inquiring minds want to know! And by unraveling the conundrum can we explain the barge type qualities of this vessel's stern? Refer back to paragraph one and read the definitions again. According to the websites, *Beaver* (II??) was “the inspiration of Royal Canadian Navy officers, [and] was fabricated from a former [steel] ammunition carrier in the mid-'60s.” In fact the article challenges: “Who'd have recognized the former ammo carrier in its *Beaver II* makeover? All thanks to Lt.-Cdr. Dusty Rhodes and fellow history buffs. [The] project...was built...for the 1966 centennial of the union of the colonies of Vancouver Island and mainland British Columbia. After 10 months' exhaustive research in museums and archives in Vancouver, B.C., and Vancouver, WA



M.S.S.S. Beaver, 1974

(the *Beaver*'s first port of call upon reaching this coast), it was found that the ammo tender's dimensions were virtually identical to those of the original steamer.

Under the scrutiny of the late Lt.-Cdr. W.E. ‘Dusty’ Rhodes, RCN, the conversion was begun with enthusiasm, plywood sheathing transforming the modern lighter into an exact look-alike for the old *Beaver*. Finished to resemble the steamer as she appeared upon her arrival in the Northwest in 1836, the second ship to carry this famous name became a hit of the 1966 festivities.”

When the replica project was announced, “Victoria's ‘Lighthouse Philosopher,’ W.A. Scott, revealed he had the *Beaver*'s bell. The prized relic had been given to him by an unnamed Victorian who'd found it while scrounging about the grounded wreck as a youngster. As the ‘hero of soap box oratory and the champion of the lost cause,’ Mr. Scott had put the bell's resonant tone to use in more than one tilt with the establishment before loaning it for service aboard *Beaver II*. As an added touch of realism, besides Mr. Scott's bell, she boasted the original *Beaver*'s giant wheel.”

Despite her initial success and goodwill, *Beaver* suffered the fate common to replica vessels. It costs a lot to keep and maintain holes in the water. Without a long term financial plan *Beaver* was destined to suffer a long, slow, agonizing demise. “In March 1971, after two years in mothballs, she was refitted for [the] centennial [of] the sixth Canadian province, when Canada became a nation ‘from sea unto sea.’” Afterward “she had a succession of private owners as a charter vessel over the past 37 years and not all of them were kind to her. That changed in 2008 with her expensive rebuild for the province's 150th anniversary celebrations, according to Jonathan Hendriksen, one of the team out to put the replica “back in all its [sic] grace and beauty”. She was up to snuff for the 2010 Winter Olympics, apparently.”

From 2008 to 2014 she must have degraded severely in her material condition. Fast forward to May of 2014 (47 years after her conversion). A news article states: “...Lori Iannidinaro, Area C Director of the Cowichan Valley Regional District, predicted that she'd follow the ill-starred *Dominion* to the bottom of the bay, the *Beaver* did just that. Sliding stern-first, she pulled away from her moorings and vanished beneath the waves, leaving a stench of oil and diesel fumes.” *Deja-vu* all over again; did history repeat itself? The author of the article

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# AMERICAN NAVAL HISTORY



## 1780

February 11: A British army of 14,000 men attack Charleston, South Carolina under Major General Sir Henry Clinton and supported by a powerful naval squadron commanded by Admiral Marriot Arbuthnot. The city is captured on April 11. The 4 vessels of Whipple's squadron serve as floating batteries.

March 14: The prize sloop West Florida with Spanish colonial forces, capture Mobile, then capital of British West Florida.

May 4: Congress adopts the first official Navy seal.

May 12: America's greatest defeat of the War occurs when the city of Charleston is compelled to surrender to the British. The Continental ships present, the frigates Boston, Providence and sloop Ranger are captured and the Queen of France is scuttled. The Continental Navy has seven vessels left, the frigates Alliance, Confederacy, Deane, Pallas, Trumbull and the sloops Ariel and Saratoga.

June 1: Cruising along the American coast, the Continental Frigate Trumbull, encounters the British privateer Watt. After a fierce two-and-one-half hour engagement, the Trumbull loses her main and mizzen masts and the badly battered privateer breaks off the action.

July 11: A force of 6,000 French troops led by Lieutenant General Jean Baptiste Comte de Rochambeau land at Newport, Rhode Island. A convoy of 30 transports escorted by a squadron of seven ships of the line and two frigates commanded by the Chevalier de Ternay. Newport is fortified by the French where the squadron is blockaded and de Ternay dies on December 15.

December 18: John Paul Jones sails for America from France in command of the sloop-of-war Ariel. He engages the British privateer Triumph in the West Indies. The Triumph strikes her colors, but then escapes. This is the last action Jones fights in the Continental Navy.

1780 Ends with no further actions.

Bob Moritz



Bill Dangler Tending the Burgers



Fellowship Before the Feast



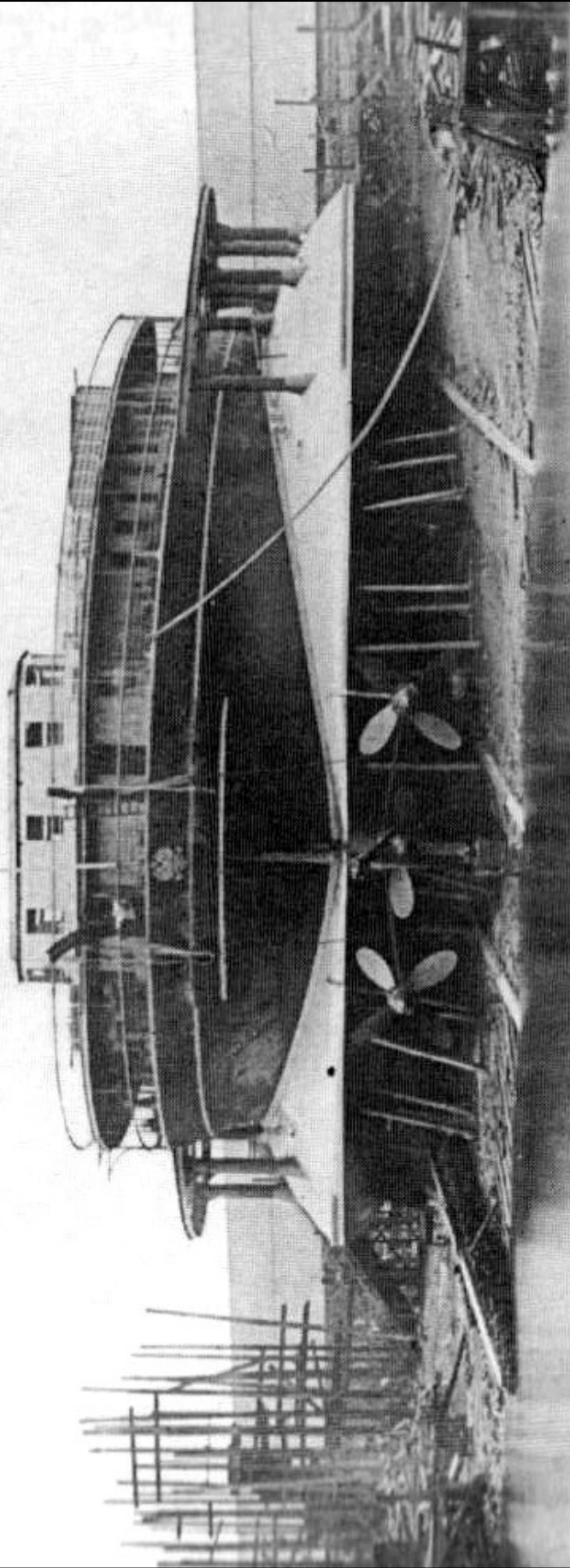
A Group of Dangerous Men



Tony Clayton, the Proudleys & Bill Dangler

## Mystery Photo

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



## NOTABLE EVENTS

### OCTOBER

- 10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Tony Clayton  
22-24 NRG Conference Mystic Ct.  
24 Workshop, Tim Wood—Charles Landrum, Making Water

### NOVEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Ryland Craze

### DECEMBER

- 12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Ron Lewis

### JANUARY

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

### FEBRUARY

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

### MARCH

- 12 HRSMS Monthly Meeting:

### APRIL

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

### MAY

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

### JUNE

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

### JULY

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: "Lady in Waiting", Tim Wood

### AUGUST

- 13 HRSMS Monthly Meeting: Mariners' Museum

### SEPTEMBER

- 10 HRSMS Monthly Meeting  
19 Talk Like a Pirate Day

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Newport News Park  
September 12, 2015

The Skipper was finally able to get the group's attention long enough to call the meeting to order. Tim announced that the workshop scheduled for September 26th was cancelled and it will be rescheduled.

The meeting was adjourned and the picnic commenced.

*(Continued from page 3)*

thinks so when he questions: "Do you suppose that the original *S.S. Beaver's* bell and wheel are now resting on the bottom of Cowichan Bay?" Apparently, *Beaver's* condition was known to someone as she "was moored in Cowichan Bay to await a date with a Mexican scaperyard."



Mystery Photo

And there she sits perhaps awaiting further action. "Initially estimated to be in 60 to 80 feet of water some speculated that it was laying on its side on the bottom." It is now known "that not only is the ship sitting upright," but also "that it is in much deeper water than first anticipated. [A] photograph revealing this was made using side scan sonar and was posted to facebook by local resident Tony Owen. It shows the *Beaver* (white outline) rather clearly resting at 120 feet below the surface. That means the tips of its masts are about 40 feet below the wave tops. The black shape seemingly behind the outline of the ship is a reflection of the cellphone that took the photograph of the sonar screen. There are no reports yet of plans to remove the vessel from the sea-floor, an exercise that would undoubtedly cost hundreds of thousands of dollars."

I think it is important to note that *Beaver's* appearance changed greatly over the lives of both the original ship and its replica. This offers many opportunities to model the ship as you desire. But depending on what you choose to model, you must be very careful if you use the terms "scale or exact" in your description.

John Cheevers

WATCH, QUARTER  
AND  
STATION BILL



Skipper: Tim Wood (757) 481-6018  
Mate: Bob Moritz (804) 779-3365  
Purser: Eric Harfst (757) 221-8181  
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Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615

## THE ANSWER

Collection: State Library Photograph Collection, 1851-1990,  
Washington State Archives, Digital Archives  
Photographer: Lenggenhager, Werner  
Title: SS Beaver Subject Date: 1967 (replica)  
Extent: 1 photographic print : b&w ; 8 x 10 in. 1 photographic  
print : b&w ; 10 x 8 in.

Scope And Content: May 1967, of the replica of the MHS *Beaver*, the first steamship to operate in the eastern Pacific Ocean, a craft commissioned by the Hudson's Bay Company. Saw continuous service from 1835 until July 26, 1888, when she ran aground at the entrance to Vancouver, B.C., harbor. This replica was built in 1956 and converted to the *Beaver* in 1965.