

# Hampton Roads Ship Model Society

# Logbook!

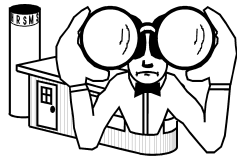


No. 389

WWW.HRSMS.ORG

November, 2018

## From The Bridge



## Mystery Photo



Captain's Log 11.10.18

*Thanksgiving Happy ...all!*



Cory Booker may have had his Spartacus; but I'm having my Alice in Wonderland moment. Not that I don't occasionally enjoy wearing blue skirts and striped leggings, but exploring my latest project has taken me down that rabbit hole of ambiguity, nonetheless.

As I power up Mr. Peabody's WayBack Machine to freeze a moment in the past, my inquiry into

the history of USS Olympia presents a particular pickle for me. Over time, modifications and upgrades adjusted her appearance and documentation was often lost. The history of a vessel continuously evolves and must to be peeled back to reveal the essence I want to portray in the model. It's up to me to cast light onto her shadowy past. That's called research. My inquiries have taken me from The Mariners' Museum and other local museum facilities to the National Archives, Navy Department and Smithsonian Libraries. Photographic trips to the Olympia in Philadelphia helped flesh out details not ordinarily available otherwise.

During her career from 1895 through the Great War, she was constantly enhanced as technologies in ordnance and radio progressed. Her outward appearance evolved radically with changes to her superstructure, armament and rigging. All of these advancements must be reversed to reveal the character of her original design. Today, the museum ship Olympia has been retro-fitted to resemble her appearance as that from around 1922. My model of Olympia will show her as she originally appeared in 1899, shortly after her Spanish engagements.

As I analyzed her past to determine how best to depict my model, I took leave of my senses and dove head long on the heels of Alice in my quest of clues. I learned fascinating facts, gained insight into the ship's ordnance complement and configurations. As expected, more questions than answers have emerged about the myriad details I want to display on the model. Now my build binder is nearly full with plans, drawings, and photos that I will employ in constructing the 1/48 replica of Olympia.

The exploration never ceases as I continue to forage for data. The day will arrive shortly when I finally commit to whittling and transform all of my sleuthing efforts into a model worthy of the effort. I'm confident it will be accurate, at least for that moment.

SD



Mystery Photo #388: What happens when the game is afoot and the Mystery Photo is not? Is that anything like the riddle, "when is a door not a door?" Or is it like, "give them an inch and they'll take a mile? I hope not, because we need this column to be a Foote this month. Not a foot in the mouth, not a foot put wrong, not a Danish foot, but a Foote—just a Foote. Who can do this, who can put their best foot forward?

Excellent photograph showing a vessel in dry dock—docked the old way on sliding crib blocks with steadying poles along the deck edge. The vessel is not large. If you look real hard you can find a man at the bottom of the dock—use him for scale. The hull features an eye-sweet sheer line, straight stem with rounded forefoot, little flair but major tumblehome aft. If you check where the rounded bilge is relative to the keel you see she carries a fair amount of deadrise. Above the deck edge we see a lot of camber and what's come to be called a turtle back forecastle. With that small amount of freeboard this must have been one wet boat! At the end of the forecastle we see a turret-like armored pilot house with a 360-degree vision slit. An unidentified canvas covered object sit atop it. A second, similar armored structure sits just aft of the second stack. Between the pilot house and forward stack, I see a canvas covered searchlight on a small platform and the single, pole mast. Ventilators, a canvas awning and other "shippy" stuff is scattered along the vessel's length. Astride the pole mast we see what looks to be a torpedo tube—there has to be others but they are obscured.

Not much in the way of responses this month. The sole written reply did identify this Mystery. And there is an unverified verbal report that this Mystery Photo may show the first vessel fitted with a tripod mast. That's not what I consider putting your best foot forward...but this might be: Tim Wood wrote that he was looking at the *USS Foote*, TB-3, in dry dock. He obviously is not masticating his doggie.

TB-3; this stands for torpedo boat 3. And torpedo boats were conceived as a way to deliver the newly developed torpedo against an enemy's capital ship. This type of vessel began a game of escalating ship design and counter design that

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday November 10, 2018

**Place:** Mariners' Museum

**Time:** 1000 Hours

## Modeler of the Month, November 2018

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### Bill Fox



My interest in modeling began at age 13 with operating model boats. I bought a Cox Water Wizard hydroplane airboat model, and to my great surprise and delight, my Dad bought me a .049 engine for it. A Newport News native, I grew up in Riverside between the Mariners' Museum and the James River. The Museum Lake was a great place to run boats; and we made friends at the Newport News Shipyard, NNS, Hydraulic Laboratory, where they let us run our boats in their towing tank. And we often flew U-control planes in the Museum's parking lot. I built an operating model of CSS *Virginia* for a school history project in the 10<sup>th</sup> grade; it was displayed at the Museum with the HRSMS models last year.

I continued modeling and flying model airplanes at Virginia Tech and during the summers. After graduation in 1965, I went to work for Esso International in New York and was then sent to Genoa, Italy, for almost three years. Model planes were not so popular there, but ship model kits were. I built a Corel kit of HMS *Bounty* and became a ship modeler. The Corel kits were relatively high quality and not expensive, so I followed with their *Half Moon* and *Victory Midship Section*. Returning to Virginia in 1971, I discovered the Corel kits were unavailable here, so I started importing and selling them as Marittima Models. Around 1974 I joined the HRSMS and was asked by a New York friend to write an article about ship modeling for the Time-Life book series, *Family Creative Workshop*. For this, I built and wrote about a model of the gundalow *Philadelphia* of 1776. This began my writing career. In 1975, working at NNS, I researched and built a 1:64 model of the tugboat *Dorothy*, their Hull No. 1, of 1891. This research and the model were used for the restoration of the tug itself in 1976.

Leaving Newport News again, in 1976, I worked for the Iranian navy at Bandar Abbas for two years. I was lucky to live aboard

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continues even today—the game is afoot. It probably reached its zenith during World War Two with our more familiar wooden PT boats. Nevertheless, it had to start somewhere.

Foote was the class lead and the lead vessel for the third design in the series of US naval torpedo boats. She was not large, only displacing 142 tons on a length of 160 feet. Her width was 16 feet and her draught was a mere 5 feet. She carried two shafts, and her reciprocating engines drove her to 25 knots. The class was fitted with three 18-inch torpedo tubes, but Foote only carried two.

Her rather short uneventful carrier began when "Foote (Torpedo Boat No. 3) was launched 1 October 1896 by Columbian Iron Works and Dry Dock Co. Baltimore, Md.; sponsored by Miss Laura Price; and commissioned 7 August 1897, Lieutenant W. L. Rodgers in command." And she did see some action during the Spanish-American (SPAM) war, where she was fired upon and presumably returned fire. "She was decommissioned at Philadelphia 28 March 1919, and sold 19 July 1920."

The vessel was named for "Andrew Hull Foote, born 12 September 1806 at New Haven, Conn., entered the Navy 4 December 1822 as a midshipman. Commanding Portsmouth in the East India Squadron on 20 and 21 November 1856, Foote led a landing party which seized the barrier forts at Canton, China, in reprisal for attacks on American ships. From 30 August 1861 to 9 May 1862, Foote commanded the Naval Forces on



USS Buffalo at the Brooklyn Naval Yard

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the former Italian liner T/N *Michelangelo*, in use for naval housing there. In my spare time I restored a WW II vintage Montague sailing whaleboat and built Corel's HMS *Endeavour* for display aboard the ship. When I returned to Virginia in 1978, I couldn't bear to leave the model in Iran, so I de-rigged it and carried it home in a suitcase. Restoring this model has now become a 40-year project. The masts, spars and standing rigging were completed, but then I started writing books and restored two 28-foot boats. I re-connected with the HRSMS last year and have just finished my "last" book. Now work on the *Endeavour* will finally proceed. Hopefully.

## What's Happening at the Museum

Did you set your clocks back? Did you vote? OK. Then we may proceed. You've probably noticed a couple of additions to the Ship Models gallery. The painting of the *Kaiser Wilhelm II* is unique and has been recently restored with funds provided by the Museum's Bronze Door Society. This and other additions are part of an ongoing program to make the gallery more dynamic. As an example, you may soon see the recently restored Lipton cup, a yacht-racing trophy sponsored by Sir Thomas Lipton for the first ocean race to Bermuda in 1906. Sir Thomas challenged the America's Cup an amazing five times and never won! The Museum's collections comprise a world of art and artifacts, much more than can be shown at one time. So artifacts will cycle around to embellish the stories of man's experience with the sea. Now, as I've said many times, if you haven't seen the Museum lately, you haven't seen the Museum!

The ongoing lecture series will introduce some interesting authors this month. The first one was Thursday so, hopefully, you'll get this in time but it's important to note that speakers are announced on the Museum's website and updated regularly. Eric Jay Dolan's presentation, "Black Flags, Blue Waters" is scheduled for Thursday, November 8, 2018 at 7:00 PM. Set against the backdrop of the Age of Exploration, "Black Flags, Blue Waters" reveals the dramatic and surprising history of American piracy's "Golden Age" – spanning the late 1600s through the early 1700s – when lawless pirates plied the coastal waters of North America and the Indian Ocean. In this talk and slide presentation, best-selling author Dolin illustrates how American colonists at first supported these outrageous pirates in an early display of colonial solidarity against the Crown, and then violently opposed them. He depicts the star pirates of this period, among them towering Blackbeard, ill-fated Captain Kidd, and sadistic Edward Low, who delighted in torturing his prey. This wholly original account brings forward the seafaring outlaws whose raids reflect the precarious nature of American colonial life. Eric Jay Dolin is the best-selling author of *Leviathan* and *Brilliant Beacons*. He and his family live in Marblehead, Massachusetts, from which the pirate John Quelch departed in 1703, and returned to in 1704, only to be hanged in Boston.

Then, on Thursday, November 14, at 7:00 PM, Rowan Jacobsen, America's go-to oyster guru, will present "The New Golden Age of Oysters". Mr. Jacobsen is a James Beard Award Winner so, those of you who know, know that he's all about culinary pursuits. Oysters were once central to the economic and ecological health of our coasts, and they are again rising stars. Mr. Jacobsen explains their unique appeal, the factors that make one oyster different from another, the recent breakthroughs in oyster restoration, and the central role the Mid-Atlantic is playing in their renaissance. Jacobsen is the founder of the website [oyster-guide.com](http://oyster-guide.com) which enables the user to track, define and consider the huge diversity of oysters from the rich plump and flavorful Apalachicola to the tray-grown British Columbian Zen! Yep! Zen oyster! And everything in between!

Don't miss the Wreathing of the Lions, a seasonal Museum holiday tradition. The wreaths go on after Thanksgiving and the cer-

## AMERICAN NAVAL HISTORY War of 1812

1813 Part 3

June 3: British gunboats capture the sloops Growler and Eagle in the Sorel River, at the northern end of Lake Champlain.

June 13: Admiral David Dixon Porter is born on this day in Chester, Penn.

June 18-August 14: The brig Argus carries US Minister W. H. Crawford to France. And captures 20 British merchant ships in a daring raid in the English Channel.

July 14: The armed whaler Greenwich captures the British privateer Seringapatam in the South Pacific. What makes this unusual is that the Greenwich is captured by a Lieutenant James Marshall USMC. This remains to this day, the only marine officer to ever command a ship. He was given the Greenwich when the Essex ran out of naval officers to use as a prize captain.

August 7-11: Lake Ontario. Commodore Chauncey's squadron of 13 vessels spars with Captain Sir James L. Yeo's British squadron of 6 vessels. Two American ships, the schooners Scourge and Hamilton sink in a storm on August 8 and the gunboats Growler and Julia are captured on August 10.

The War of 1812 Continues

Bob Moritz

### Nautical Term

**Carronade** A special, short, light, ship's cannon. It got its name from Carron Iron Works, in Carron, Scotland, where it was first made in 1779.

Tim Wood

emony with kids' activities and hot chocolate, cider and cookies happens on December 1<sup>st</sup> at 1:30 at the Lion's Bridge.

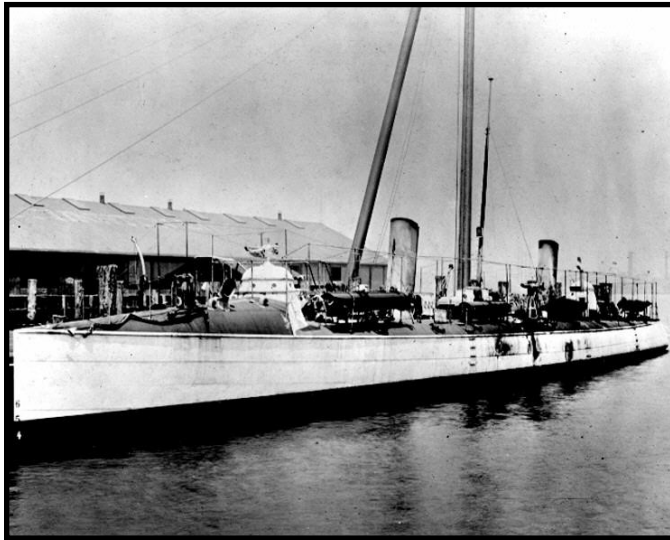
Last month the Museum Challenge asked which of the models in Mr. Crabtree's gallery was the first built and when was it built. And the winner with the first correct answer was Tony Clayton who identified the Dutch Staten yacht as the first and dated it ca. 1921-23. Now, for this month's challenge: Which of the numerous models of seagoing vessels in the Museum is the oldest? Not the oldest original vessel; the oldest model. Again, a prize to the first correct answer. Email me at [rlewis-clu@aol.com](mailto:rlewis-clu@aol.com). Good Luck!

Ron Lewis

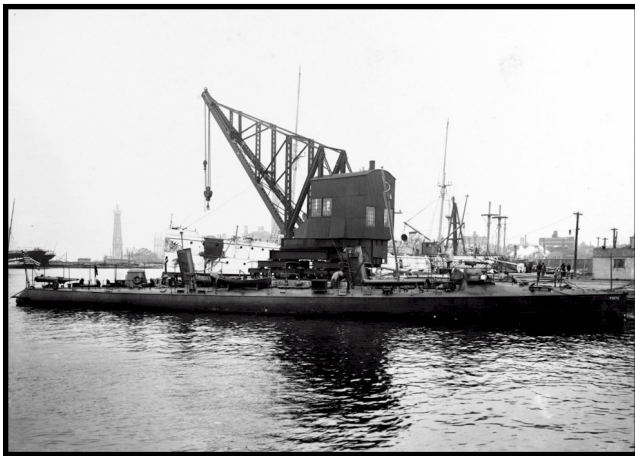
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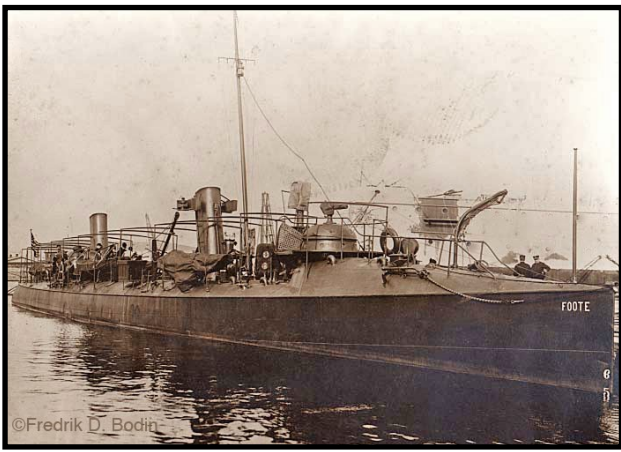
Western Rivers with distinction, organizing and leading the gunboat flotilla in the capture of Forts Henry and Donelson and Island No. 10. Wounded in action at Fort Donelson, Foote was commissioned Rear Admiral 16 July 1862, and was on his way to take command of the South Atlantic Block-



USS Foote off Cardenas, Cuba, 25 April 1898



US T-B Foote, Nov. 1900



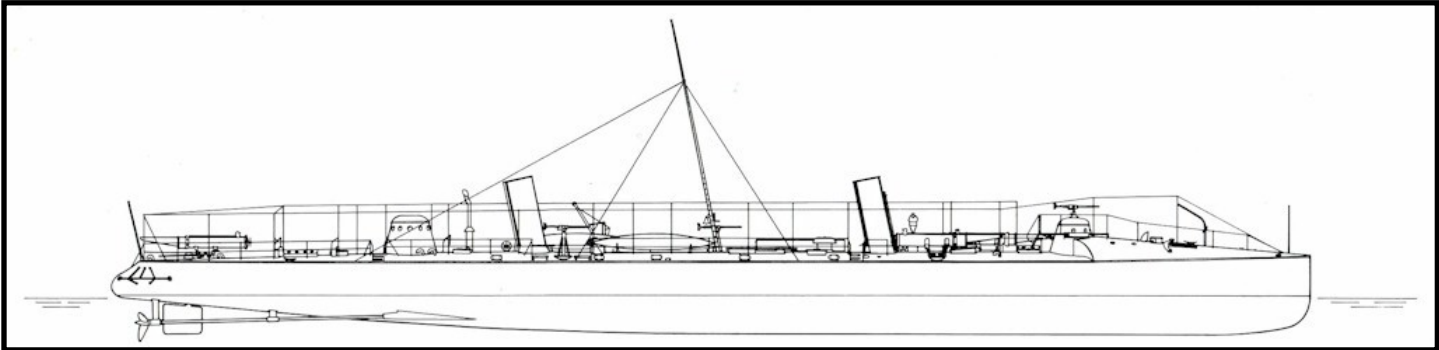
Torpedo boat USS Foote

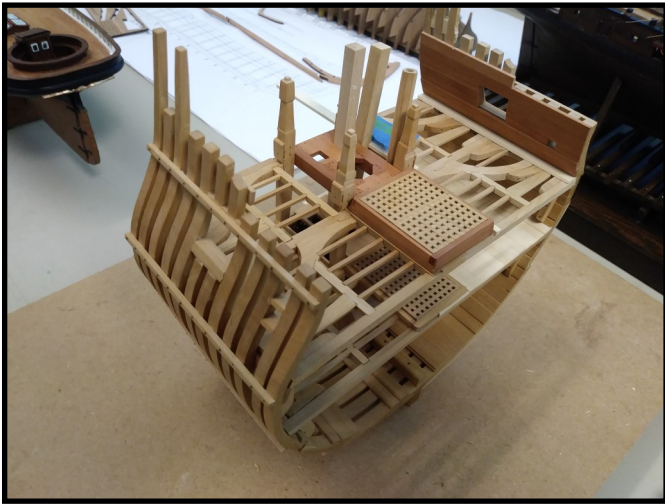
ading Squadron when he died at New York 26 June 1863.”

The image can be found at the excellent Navsource.org website. It carries this caption: “USS Foote (TB-3) in dry dock sometime between 1897 and 1901. Source: Library of Congress, Photo No. LC-D4-20402.” Judging from the condition of the paint and marine growth, I wonder if she’s in dry dock after returning from the SPAM war. Her DANFS log says that she was “out of commission at New York from 28 October 1898 to 9 November 1900...” Could it be that our MP captures her at this time at the New York Navy Yard? I’d like to say yes. The reason I say so is provided by that floating crane which was recently mistaken for a tripod mast. The US Navy had several of this style of floating crane, but the one in use at the Brooklyn yard, the one with the enclosed lower level, is just like the one we see in our MP. Who knows....perhaps the game is still afoot.

John Cheevers

**THE ANSWER**  
The answer to mystery photo 388:  
USS Foote in Drydock, 1901





Dave Chelmow Swift



Cory Houseworth's Oyster Smack-Yacht



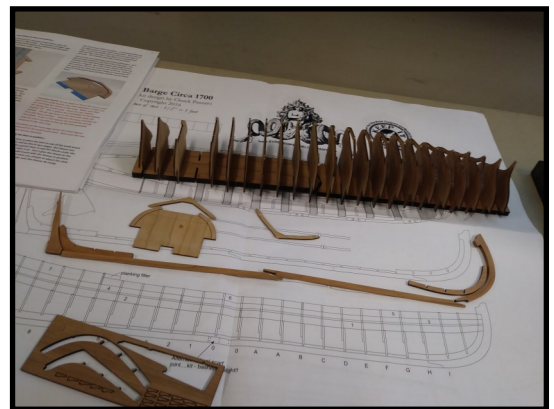
Hank Ghittino's America



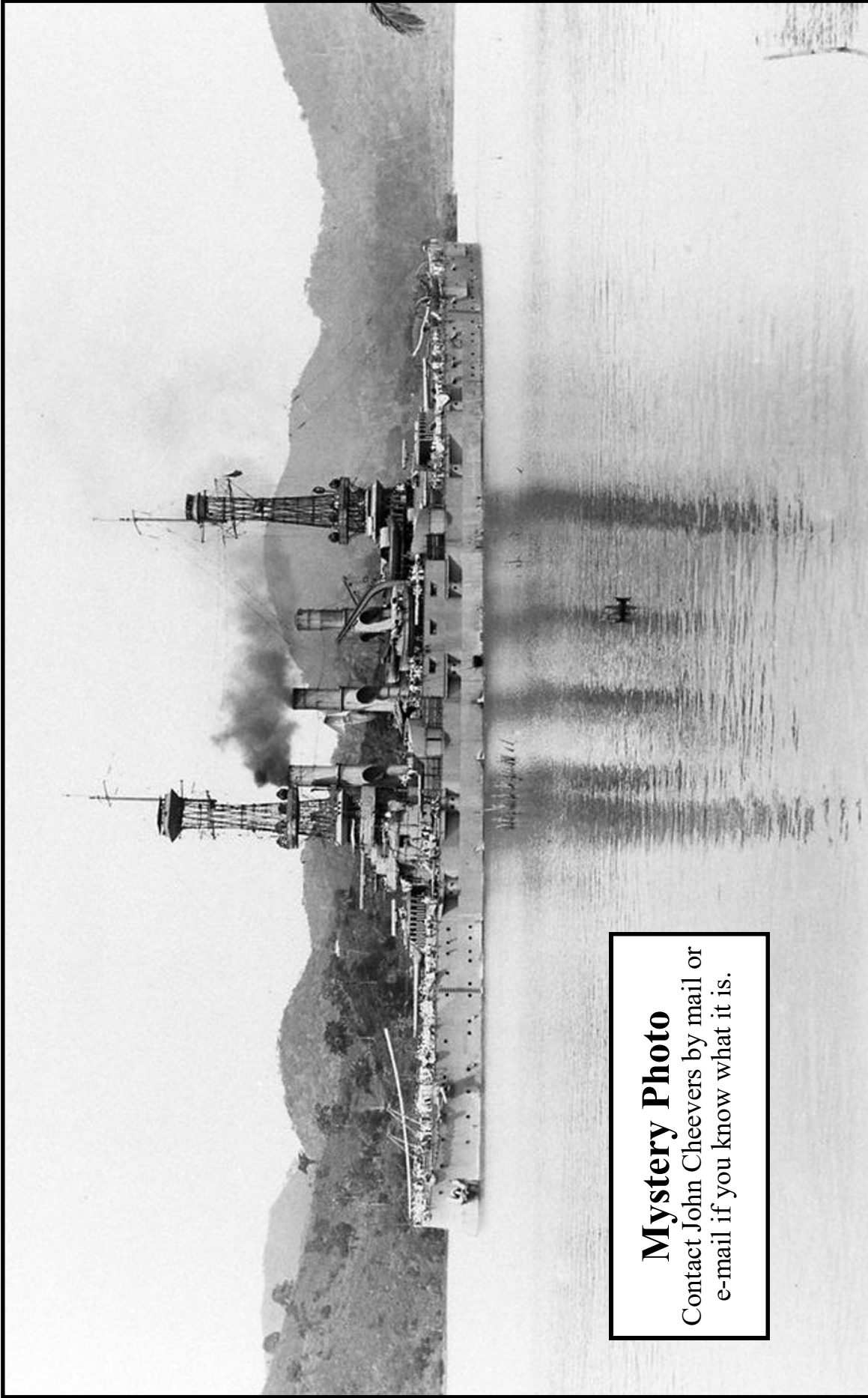
Bruce Brown's River Queen



Gene Berger's PT Boat



Ryland Craze's Syren Royal Barge



**Mystery Photo**

Contact John Cheevers by mail or e-mail if you know what it is.

# NOTABLE EVENTS

## NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Marty Gromovsky, Making Sails

## DECEMBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Dave Baker, TBA

## JANUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, SPRY, the last Severn trow, Tony Clayton  
Nomination of officers,

## FEBRUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Making Gratings, Dave Chelmow  
Election of officers

- 23 IPMS old Dominion Open, Richmond Raceway.

## MARCH

- 9 **HRSMS** Monthly Meeting:

## APRIL

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Round Table, Bruce Brown, Dave Chelmow,  
A.N. Other

## MAY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Air Brushing, Charles Landrum

## JUNE

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

## JULY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Stewart Winn, Intrepid

## AUGUST

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

## SEPTEMBER

- 14 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

## OCTOBER

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

## WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
Mate: John Cheevers  
Purser: Ryland Craze (804) 739-8804  
Clerk: Tom Saunders (757) 850-0580  
Historian: Tim Wood (757) 481-6018  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Photographer: Marty Gromovsky

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
October 13, 2018  
Mariners' Museum

Guest: Drew Thomas, 1<sup>st</sup> meeting

The meeting was called to order by Skipper Gene Berger at 1012 hours. The Skipper commented on the museum starting \$1.00 admission. Cory Houseworth was presented with his membership certificate. Pat Derby was recognized as modeler of the month. Guest, Drew Thomas was recognized and he told the group about his modeling experience. Gene remarked about the September picnic and commented on Yves Pochard's excellent addition to the picnic menu. There were no corrections to the previous minutes. Ryland Craze gave the Purser's report, detailing revenues, expenditures, account balance and membership levels. Greg Harrington gave the Webmaster's report and talked about the work he is doing for an updated website.

Old Business: Greg Harrington talked about models that were donated by a person from Tennessee for the HRSMS for our auction. John Cheevers then talked the collection of items that he amassed for the next auction. Tony Clayton asked if he should reserve Norge Hall for our March meeting date for the auction. Tony was given the green light to reserve the hall. Ryland Craze read a letter from the Richmond IPMS thanking us for our support of the Old Dominion Open.

New Business: Charles Landrum circulated a list of plastic model kits that was available from IPMS Tidewater. Tony Clayton passed a signup sheet for 2019 presentations. Tim Wood said that he has an extra base for a shear and camber jig that is free to anyone who wants it. Greg Harrington asked about the banquet for 2019. After discussion. Greg said that he would make an inquiry at the Warwick Yacht Club and present his finding at a later date.

Show & Tell: Bruce Brown showed his River Queen from a modified Dumas kit of the Mt. Washington and read a letter that he wrote to Dumas detailing his displeasure with several aspects of the kit. Charles Landrum showed hi Flagship Models Monitor and a Verlander kit of the Monitor turret. Cory Houseworth showed a model that started life as an oyster smack and was converted to a pleasure sailer and several of his other projects. Dave Chelmow showed the progress on ¼ inch scale model of the Echo cross section. Hank Ghittino showed hi Mamoi America and talked about putting patina on its hull planking and the trials of planking the deck. Kevin Ritton talked about making flags on tissue paper. Ryland Craze showed the progress on his Model Shipways longboat and his Royal Barge from Syren Ship Model Company.

The meeting was adjourned to a presentation on his PT Boat model by Gene Berger

There is nothing quite as permanent  
as a good temporary repair.