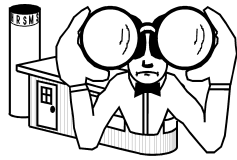


## From The Bridge



## Mystery Photo



Captain's Log 1.12.19

### *Happy New Year 2019.*

Resolutions are the order of the day, but without the resolve to carry thru on ridiculous promises, it's a redundant ritual repeated every year. I've abstained from this routine and I am richer for it. I reckon it gives me the flexibility to realize on the fly and be reasonable about my restrictions regarding reticent vows. If you haven't guessed by now...today's letter is...R.

**R** you ready to nominate a skipper for this year. It's time to nominate club officers for the upcoming term. So, come prepared to nominate a poor unsuspecting soul, railroad another or throw your own hat into the ring. The elections will be held no later than the February meeting.

The Founders Award committee will also convene this month. The chairs of these committees established last month will forward deserving contenders.

The Modeler of the Month for January 2019 is Marty Gromovsky. Marty is a long time modeler and enthusiastic member of HRSMS. He brings energy to our meetings and we are the wealthier for him.

The **Richmond Old Dominion Open** (IPMS) show is gearing up. It promises to be the best yet with our help and contribution. Now that the cat's out the bag and we know what quality work we have, I expect a grand showing of our models and wares this year. Please consider bringing a model to exhibit, if only to show it off. You have but six weeks to finish up your latest project with which to enter. It's always a great time.

Dear Leader

Mystery Photo #390: In today's world when folk's take a cruise, one of their big decisions—after choosing an alcohol package—is deciding on an interior cabin or an outside one with a private balcony. I know what I always want, but I don't always get it. I suspect that the “window seats” on this ship were a very hot commodity in their day, as I suspect the ship itself was always very hot. Then again, I suspect cruising was the last thing on these folk's minds, but I suspect drinking was not! Perhaps the fellow in the rowboat has the answer.

It's not very often where our Mystery Photo shows a lot of folks manning the rail—there is a veritable crowd there on this big beast. And what an interesting hull form the beast possesses with that ram bow, high freeboard, and round stern. She doesn't appear to be armed for battle, so do we rule out warship? The bark rig and funnel means mixed propulsion. No flags are visible, did the editor sanitize the photograph? (There is a hint of something missing from the image right above the stem in-way-of the forestay, but it could just be a scratch on the negative.) When you look at the clothes on Mr. Rowboat you can see this is from the olden, olden days. And outside of the two smoke stacks on the ship—the forward “skinny” one being fed by the galley stove—there is a dearth of modern mechanicals; you can use the anchor and their equipment as a prime example. So it's probably very safe to say the image captures a scene from before the turn of the last century, probably even before 1870 or so.

*(Continued on page 2)*

### MEETING NOTICE

**Date:** Saturday January 12, 2019  
**Place:** Mariners' Museum  
**Time:** 1000 Hours

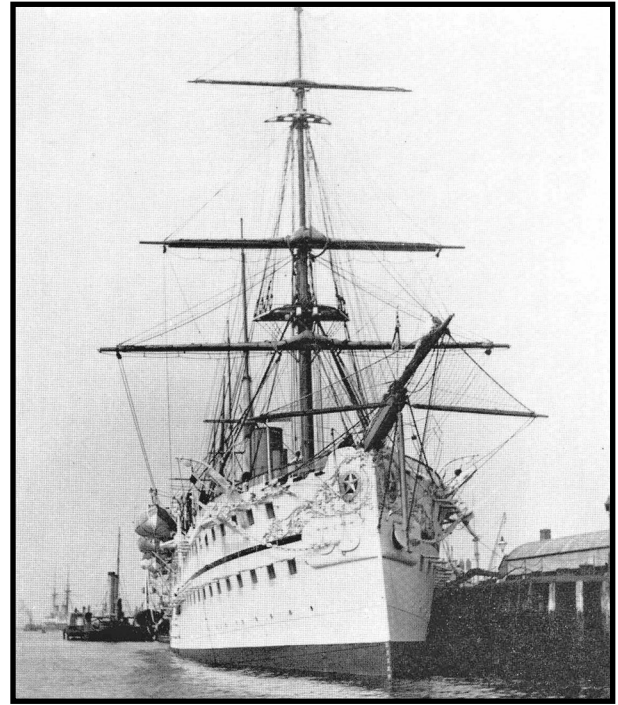
## Hampton Roads Ship Model Society Banquet

### Saturday March 16, 2019

Warwick Yacht and Country Club, 400 Maxwell Lane, Newport News, Virginia

# Modeler of the Month, January 2019

## Marty Gromovsky



Malabar bows alongside with Star of India

I've been modeling as a hobby since 8 years old starting with an Airfix Spitfire. From then on, I've had a passion for modeling. My area of interest has always been aircraft and armor in plastic. It has only been the last 5 years that I've gotten into wooden ship models. All together I have been modeling for 42 years, taking a hiatus when my son was young. I have always enjoyed it and will continue as long as I can see to do it. . . LOL. My overall interests are: history, antique cars, and general carpentry. I am a mechanic by trade, and my patience varies depending on the situation.

came from the pen of Rob Napier, however, was a gold mine, and I find it interesting that he immediately went navy when I went commercial. "Hmmm. Long, slender ram-bowed steamer" was how he began. "Looks like warship with that fancy scroll at the bows. Stumpiest bark rig I ever saw --- not enough sail to power a toy boat let alone this behemoth. Too many lifeboats for a ship going into battle. And scope out those two rows of gunports...look like they're fitted with cork-shooting pop-guns... Not big guns, mind you, but a passle of 'em." Not finding what he wanted in all the popular references he resorted to the electronic medium. In his words, "The beach ball scurried about for a while, then descended on the answer."



Don't get bit.

(Continued from page 1)



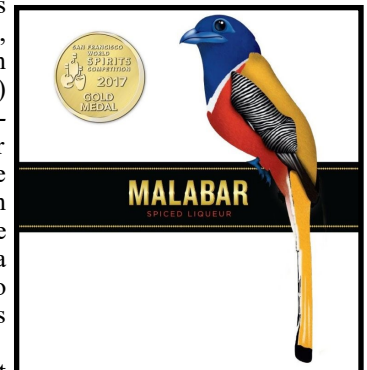
Using the clues from the previous paragraph, I made the assumption that this was a passenger ship from the middle of the 19<sup>th</sup> century. Not being very well versed in the older "people" transports, I started to review contemporary designs from that era. This meant that I was comparing our Mystery vessel with ships that you've heard of, like the *SS Great Eastern* and the *SS Great Western*, and many that you probably have not. Two things that repeatedly stood out to me was that in the commercial passenger liners there was the almost universal absence of a ram bow and the hulls were very sleek creating the illusion of speed. They were not at all like the large bulky hull we have in the Mystery. Still, when I looked at the twin rows of square air ports, I couldn't dismiss "people transport" for our MP. Since a ship's design always revolves around its intended use, I that knew I should look elsewhere for vessels that hauled "people" to solve this mystery.

One nudge this month and one reply. Mr. Wood provided the nudge; it was a clue about transporting troops, but it arrived without a vessel's name to research. The reply which

Using Tim's nudge as a clue, I searched Google images for "troop transport" and I was presented with several options.

The only nautical option was "WWII" which I didn't want, so I added "ship" to my search criteria. Top result (#18???) featured a vessel named *Crocodile* that was a dead ringer for our Mystery. The title of the offering began with "British troop transport ship..." We were in business, but with a vessel name like this it's best to keep your arms, legs, and hands inside the boat for the moment.

From this important



(Continued on page 4)

## What's Happening at the Museum

Ham, black-eyed peas (Hoppin' John) and collard greens! Happy New Year! That's an old southern tradition that's supposed to bring good fortune to the ones who share such a gastronomical experience on New Year's Day. "First Footing", known in the auld language as *quaaltagh*, is another good omen observed in the northern areas of Great Britain and Scotland. I like this one; it says that the first person to cross your threshold on the first day of the new year bearing a gift, preferably Scotch whisky, will bring health and good fortune to the house. Well, I wish you all health and good fortune in the new year and the many yet to come. But I think the one feature of new years that we universally share is the "clean slate" feeling of starting fresh and setting goals to accomplish within the next twelve months. The Museum is closed this week (don't worry, we'll reopen in time for our Saturday meeting) to clean house, set goals, tie up loose ends and get ready to hit the ground running in a year that is full of hope and promise. We finished 2018 with record numbers in every area. Museums are not static. As repositories of the art and artifacts that mark the milestones of our history, they must be dynamic. History doesn't stop. It doesn't wait. It evolves constantly and we must learn from it and track its results and consequences. Museums educate. Our contributions as interpreters and advocates can be a powerful element in that educational process. Engage when someone compliments your work as a ship modeler, and mention our monthly host, America's National Maritime Museum. Our goals are measured by the vast numbers of visitors, virtually and in person, who gain knowledge from our collections and our interpretations.

So, What's New? You know about our continuing Maritime Mondays, our January dates are the 14<sup>th</sup>, 21<sup>st</sup> and 28<sup>th</sup> at 10:30. A special Civil War lecture presentation will take place on January 12 at 2:30 when our Emeritus Monitor Center Director, John Quarstein, will present **The Siege of Vicksburg**. The story of the siege is a major component of our history of the Civil War. By late 1862, Vicksburg was the last major Confederate stronghold on the Mississippi River. General Grant had been given the mission of capturing this link between the western and eastern sections of the Confederacy. The brutal siege lasted for 47 days. Grant's victory on July 4, 1863, enabled, according to Abraham Lincoln, 'The Father of the Rivers now flows unvexed to the sea.' This lecture is free with admission but reservations are suggested. And here's a new angle on our lecture series. The Mariners' Museum Park, a 500+ acre naturally wooded park maintained by the Museum, has a number of less-known attributes. Here's one! Our January 24<sup>th</sup> lecture beginning at 7:00 PM is **Tapping History: The Untold Story of Longleaf Pine, Naval Stores, and a Vanished Forest**, presented by Harry Warren & Brian van Eerden of The Nature Conservancy. Tar, pitch, turpentine and rosin—known collectively as *naval stores*—were as important in the era of wooden sailing ships as petroleum is today. The South once dominated the naval stores industry, which tapped vast longleaf forests for resin and ultimately decimated them. Discover how conservationists are bringing back the majestic longleaf as part of Virginia's heritage and our resilient future. Tickets are required for all evening lectures. General admission tickets are \$5 each but Mariners' Museum Member Tickets are FREE. And, let's add a workshop for those times when your patience runs out and you need a break from model making! On January 26 from 1:00 till 4:00 you'll learn a traditional "sailor art" with the new **Introduction to Scrimshaw Workshop**. This art form – popular during the golden age of whaling – was an easy and creative way for sailors to pass the time and make keepsakes

## AMERICAN NAVAL HISTORY War of 1812

1814 Part 1

February 2: Schooner Ferret, wrecks without loss of life at Stono Inlet, North Carolina.

February 28: The Essex is captured with the loss of 58 killed, 65 wounded and 31 missing, 60 percent of her crew by the British frigate Phobe and sloop Cherub. The grueling action lasted two- and-a-half hours.

April: With the defeat of Napoleon, the British are able to apply more of its resources to the North America War. Plans include a series of raids on the eastern seaboard, the Chesapeake Bay area, a major invasion of Lake Champlain corridor and the capture of New Orleans.

April 20: The sloop Frolic is captured by the British frigate Orpheus in the Florida Straits.

April 23: The British blockade is extended to cover the entire coastline of the United States

April 29: The British brig Epervier is captured by the sloop Peacock after an action lasting 45 minutes off Cape Canaveral, Florida.

May 6: A British force commanded by Captain Sir James L. Yeo captures Fort Oswego on the southern shore of Lake Ontario. The schooner Growler is also captured. This is the third time the vessel has changed hands.

May-December: The British establish an advance base at Tangier Island, at the mouth of the Chesapeake Bay. This powerful amphibious force under Rear Admiral Sir George Cockburn sweeps the Tidewater area for the second time, but this time they will also attack Washington and Baltimore.

The War of 1812 Continues

Bob Moritz

---

for loved ones at home. Master engraver Lynn Zelesnikar will teach scrimshaw technique, and you'll make your own scrimshawed piece to take home. Tickets are required and here's another member discount: \$25 for Members; \$40 for guests!

### The Museum Challenge

No correct answers were posted from last month's challenge but you may still send an answer before Friday the 11<sup>th</sup> at 10:30 pm. So here's an easy one for January. The largest ship model ever on display in the Museum is over 30 feet long. It is no longer on display, though. What ship does it depict and where is the model now? First correct answer wins a prize. Send your response to [rlewisclu@aol.com](mailto:rlewisclu@aol.com). Good Luck and Happy New Year!!

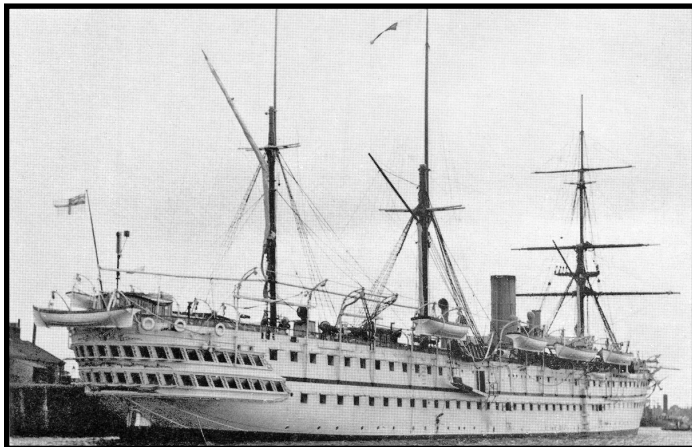
Ron Lewis

(Continued from page 2)



find, we learn that *Crocodile* was a unit of the *Euphrates-class* of troop transport which consisted of five vessels, each built in a different shipyard. More important than that, the search produced our Mystery Photo so we can make a positive identification including date and location.

This from Rob: "We are looking at *HMS Malabar*. Now, the town I lived in on Cape Cod for 22 years had at one time, centuries ago, been known as Malabar, and that wasn't a good thing. A bad coast. It was later renamed Chatham --- much nicer. But this British ship was not named for a place on Cape Cod, it was named for the Malabar Coast of India. Why? Because the ship was built to carry troops and, I suppose, civil servants from the home islands out to India to serve during the



Malabar stern strbd, Southampton

Raj. Those aren't pop-gun ports, they're windows! The ship was unarmed, so wasn't in anyone's version of "All the World's Fighting Anythings." I had been fooled."

He was bit. My version of a Malabar is a gum that, in my childhood, competed with Bazooka Joe, where you do the chewing and not the crocodile—much safer. As an adult, I might be tempted to go after a different Malabar, a certain spiced orange liqueur...its gluten free! But I digress...

As far as the ship goes, from Wikipedia we learn that the troopship had these characteristics:

Built: 1865 – 1867  
Displacement: 6,211 long tons (6,310.7 t)  
Length: 360 ft (109.7 m) (overall)  
Beam: 49 ft 1.5 in (15.0 m)  
Depth of hold: 22 ft 4 in (6.81 m)  
Installed power: Nominal: 700hp  
Indicated: Approx 4,000 ihp (3,000 kW) to 5,000 ihp (3,700 kW)

Propulsion: As built:  
2-cylinder horizontal single-expansion trunk engine  
Single screw  
Sail plan: Barque  
Speed: 11 kn (20 km/h) to 15 kn (28 km/h)  
Armament: Three 4-pounder guns

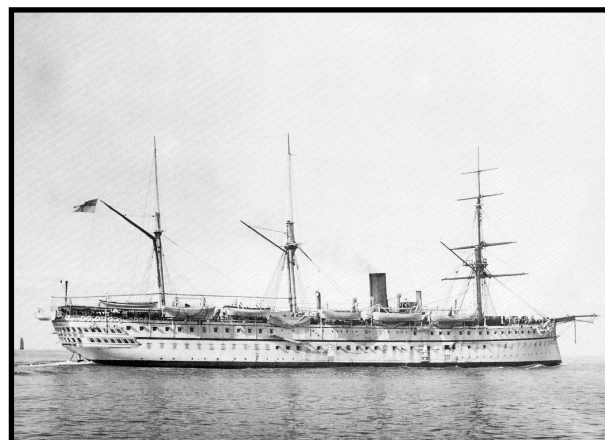
So we can see that what Rob initially thought to be a "long, slender ram-bowed steamer" is actually a fairly burdensome vessel. Unlike other, earlier classes of troopship, while these were designed "to carry troops across the globe" they were primarily employed in ferrying troops to India. They could "carry an entire battalion of infantry" and they were designed to operate within the constraints of the newly opened Suez Canal.

With their Bark rig and high freeboard, they projected considerable size—they appeared larger than they actually were, but they were still very large for their day.

Rob offers more on *Malabar*: "Then I noticed that this floating apartment building --- was it a nascent cruise ship? --- had been built in 1867 in Scotland. On the Clyde. By Robert Napier and his ever-energetic sons. She was one of those early ships that looked far bigger than she was at 360 feet. An iron, single-screw steamer. But she could make 14 knots. Not bad for a 2-cylinder, single expansion engine. Must have burned prodigious quantities of coal. Wonder if the "passengers" had to shovel. *Malabar* was a *Euphrates-class* troopship. Later was a receiving ship in Bermuda, then was renamed Terror. Really? Did she inspire fear? I can't imagine much. She was broken up in 1918."

"Well, I suppose I have to comment on *Malabar's* builder. Robert Napier was originally a marine engine builder on the Clyde. He engaged/built the first vessels for Samuel Cunard's new line of transatlantic mail steamers. Napier went on to become known as the Father of Clyde Shipbuilding --- or some such. Now, for obvious reasons, I've looked into this Robert Napier fellow a good deal. Always hoped I'd learn that I am directly descended from him so I could claim him as the source of my maritime interests. Nope! I'm from that other branch of

(Continued on page 7)



Malabar leaving Malta strbd stern 1890

## THE ANSWER

The answer to mystery photo 390:

HMS Malabar, circa 1870

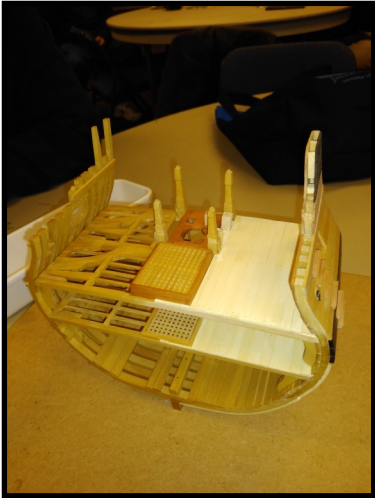
## Nautical Term

**Rabbet** A recess cut into a timber to accommodate another. Common among shoreside carpenters today, it is believed to have been exclusively a shipbuilder's term. It appears to have come from Old French *rabbat*, recess.

Tim Wood



Lee Martin's Pegasus



Dave Chelmow's Echo Cross Section



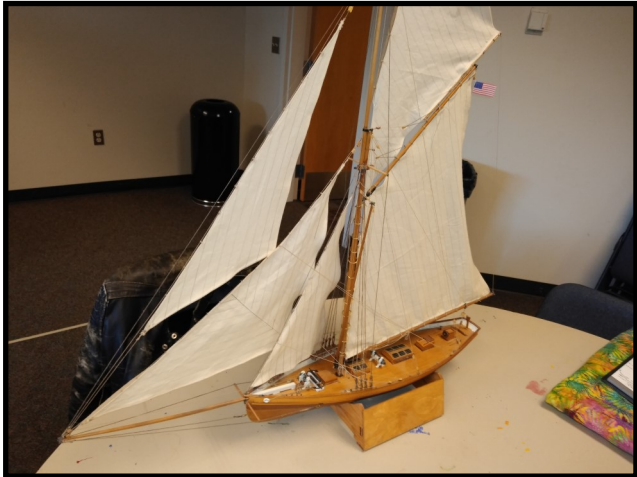
John Proudley's Picket Boat



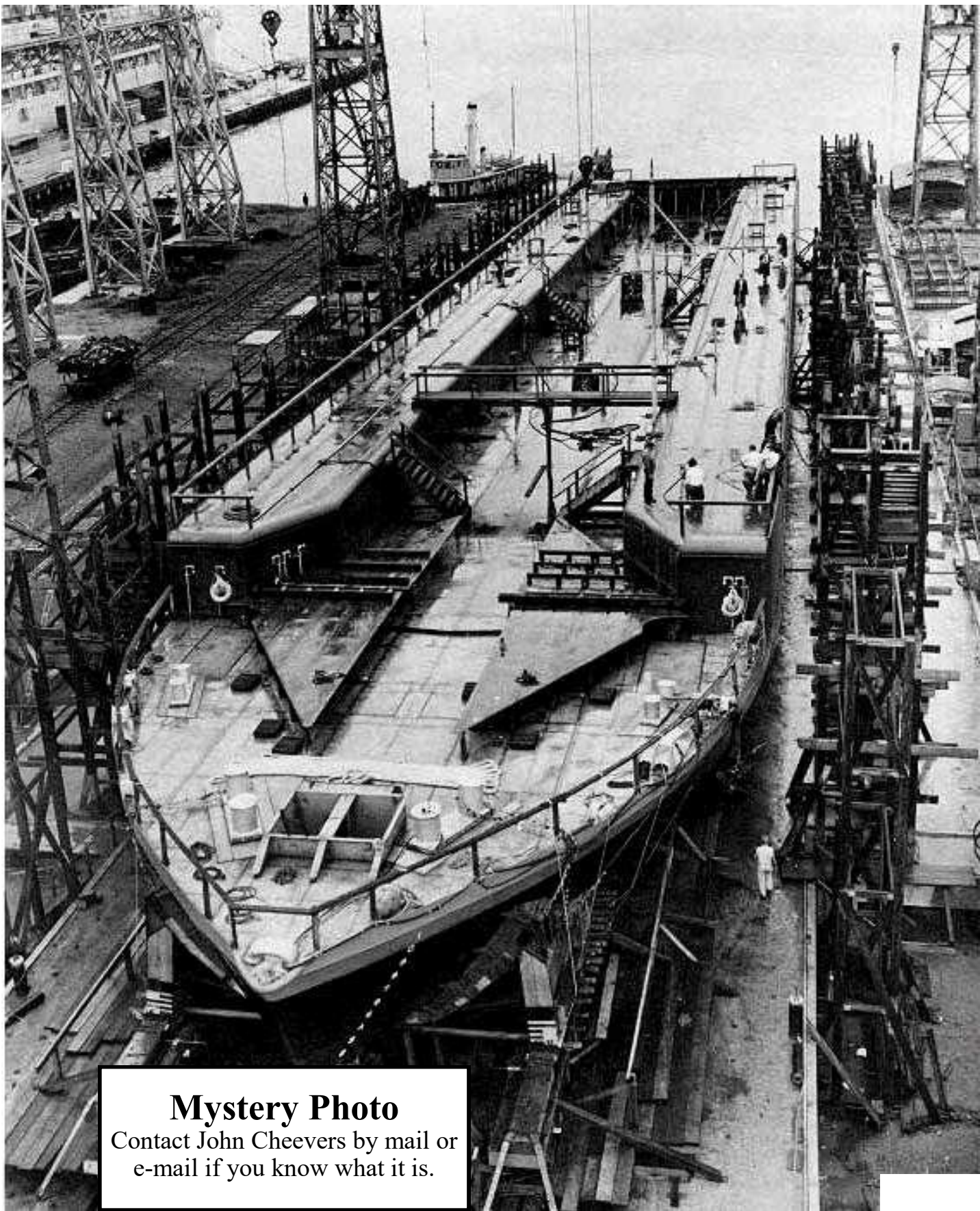
Marty Gromovsky's Apostol Felipe



Stewart Winn's Half Moon



Corey Houseworth's 1885 Puritan



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

# NOTABLE EVENTS

## 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: Auction, Norge Hall  
16 HRSMS Banquet, Warwick Yacht Club

## 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

## NOVEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum

## DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

### 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  
December 8, 2018  
Mariners' Museum

The meeting was called to order by Skipper, Gene Berger at 1015 hours. There was no correction 'to the minutes. Ryland Craze gave the Purser's report. Greg Harrington gave the Webmaster's report noting that he was still adding data to the new web page and that that the new page should be online in 2019.

Old Business: Ron Lewis talked about the previous month's Museum Challenge. Ryland Craze talked about the IPMS Old Dominion Open and the large number of vendors who had reserved tables. Gene asked for ideas for demonstrations at the show. The Skipper appointed John Cheevers as head of a committee to present nominations for officers at the January meeting. Next Gene appointed Dave Baker as head of the Founders Award nominating committee.

New Business: Ron Lewis talked about his restoration of a clipper ship model that resulted in a 2000 dollar donation to the museum. Ron then asked the members to consider restoration and repair work to benefit the museum. Greg Harrington suggested that the steam-powered RC pond yacht that was donated to the HRSMS be donated to the Deltaville Maritime Museum for inclusion in their display of pond yachts. After a short discussion, Greg said the he would contact the Deltaville Museum.

Show & Tell: John Cheevers showed a ball turner he made for his Unimat lathe and showed the progress on his sardine carrier. John Proudley showed his 1864 Picket Boat and a carronade model. Dave Chelmow showed the progress on his Echo cross section. Tony Clayton showed a coaster from the Holland America Line. Marty Gromovsky showed the planking progress on his Apostol Filipe. Ryland Craze showed a height/depth gauge he got from EBay and the progress on his Medway Longboat. Yves Pochard showed the restoration of his Mantura La Flore. Cory Houseworth showed the progress on his 1885 Puritan. Stewart Winn the beginning stage of his Half Moon. Lee Martin Showed his 1776 Pegasus.

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

(Continued from page 4)



Clan Napier in Edinburgh." Though not directly related, you can see that the Napier's carry more than the average amount of saltiness in their blood. And *Malabar* carried a fair amount as well. You can only hope that the troops with the window seats did not carry a fair amount of salt from the voyage.

John Cheevers