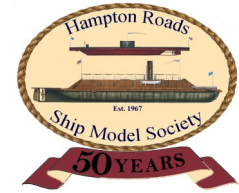


# Hampton Roads Ship Model Society

# Logbook!

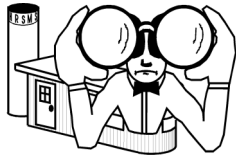


No. 412

WWW.HRSMS.ORG

October, 2020

## From The Bridge



## Mystery Photo



I wish I didn't have anything to write about. Plagued with writer's block last month I opted for a day of sailing instead. I did not plan for it to happen, but your 1st Mate, John Cheevers, answered the bell for me by submitting a letter in my stead, for which I never got around to thanking him (I am Mañana Man, after all). Belated thanks, John. But I do have something I must write about. Sadly, for the third time this year, and the second time in as many months, the skipper must address the passing of another cherished club member. Bill Clarke ("Clarkee"), the longest-standing member of our society, passed away less than two weeks ago. It was less than a month prior to his 81st birthday.

Bill made many contributions to the club over the years, including serving as the skipper from 1987-1989. In 1991 he received the Founders' Award in recognition of his outstanding work organizing the 1990 NRG Conference hosted by the HRSMS. He also led the charge when the club hosted the same event in 1995, 2001, and 2005. He initiated, and provided nearly all photos for, the very popular "Mystery Ship" series in the Logbook, which first ran in August 1997. John will say more about this in his column. There is likely far more than this, of which I am unaware.

His contributions to the club were not limited to service. He was a friend to all, and boys being boys, you could gauge the depth of affection others had for him by the amount of teasing (not taunting) he received. The verbal volleys sent his way were generally on the theme of his failure to produce a ship model after so many years in the club. It does seem unfair, however, to single him out, as I think there are (or have been) other long-term members whose workshops have yet to produce anything. As a *slightly* more covert means of poking the bear, at least three crude or decrepit models were attributed to Bill by slightly anonymous, less-slightly mischievous member(s). The first that comes to mind was an extremely rough ship-in-a-bottle with sails made from a plastic grocery store bag, which gave the vessel its name - "Foude d'Lyon". The end of the bottle had been cut off and reattached with duct tape. I searched everywhere for a photo I was certain I had, but in the end I gave up. Perhaps the Clerk/Editor has a photo and will choose to include it in the Logbook. You should not assume that by implying he is the most likely to have a photo that I am insinuating  
(Continued on page 2)

Mystery Photo #411: In September we lost the original of the Mystery Photo. Bill Clarke was keenly interested in photographs that documented naval ships and what we could learn from them. Looking back at the first Mystery Photo which ran in LogBook #134, we learn that "This addition to the Logbook is where Bill Clarke asks the burning question, "What Ship Is It?" From time to time a photograph will appear in the Logbook asking you to identify a particular ship, or maybe, to provide certain information on a ship or a scene. The idea is to learn to pick out details from photographs, learn how to use them as research sources, have a little fun, and share the wealth (as it were)." The "time to time" became a monthly photographic contribution from Bill that I hope you attempted to identify. As Bill's health declined, he stopped providing the photograph but never stopped offering a comment or two about the monthly selection. Bill worked and retired from NASA, so it is fitting that this month's offering has a bit of a space related theme.

In 2011 NASA retired the Space Shuttle fleet temporarily ending the United States' indigenous ability to put astronauts in space. Since the United States is committed to "continuous manning" of the International Space Station, NASA booked passage to space aboard the Russian Soyuz spacecraft. While riding in the backseat might be fine and it gets you there, I think the United States astronauts would prefer to drive. On May 30, 2020 The United States got back in the astronaut transport business with the manned launch of the SpaceX Dragon spacecraft. I would call it a space UBER since it is not designed for long duration flight like the upcoming ORION spacecraft, but it gets you there and the astronauts get to drive. Nevertheless, the United States is back in the human transport-to-space business even though it is now privatized.

Privatized or not, space travel needs a way to track, communicate, and occasionally control the vehicles up there. Today, those tasks are largely provided through satellite net-

(Continued on page 3)

## MEETING NOTICE

The October meeting will  
take place online.  
1000 Hours  
October 10, 2020



# What's Happening at the Museum

The museum remains closed to visitors. Please check out presentations and blogs at [www.marinersmuseum.org](http://www.marinersmuseum.org).

Ron Lewis

Note: Ron Lewis Will give an online presentation, "The Miniature Ships of August F. and Winnifred Crabtree", on October 28 @ 1:00 PM - 2:00 PM.

ED

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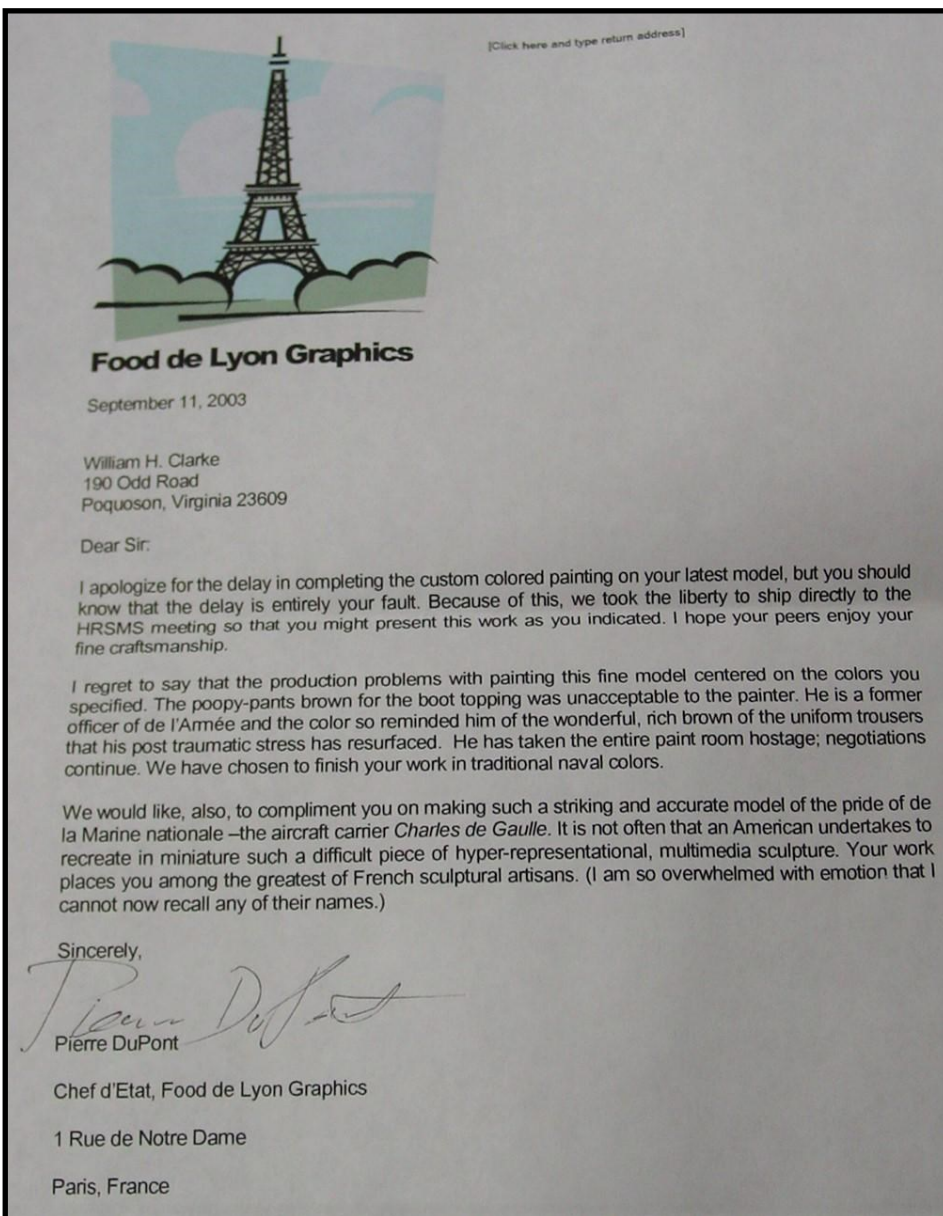
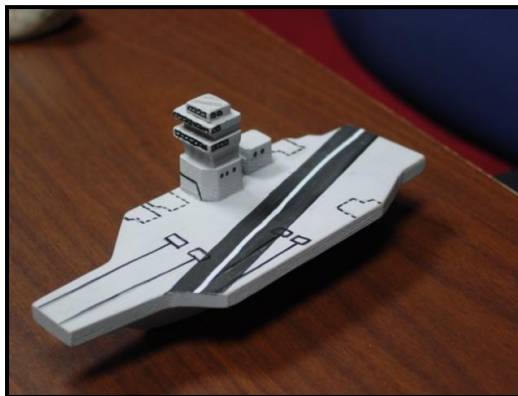


in any way that he is responsible for the prank. No, no. I would not do that... The second instance was very public! A beat-up model of a Bell H-13, configured for medevac use, was surreptitiously entered into the model exhibit of the 2005 NRG conference with a handwritten note on a small scrap of paper stating simply "Bill Clarke, 1970". Was it truly his? Perhaps pilfered from his home by the prankster? In any case, given that the main rotor was missing, I don't like the chances of the wounded infantryman it was intended to recover. You can see this model, just as described, on our website (<https://www.hrsms.org/Content/2005-nrg-conference/>). The 3rd model of which I am aware, expands on the "Foude d'Lyon" theme. I had forgotten about it until I encountered photos while searching for the aforementioned ship-in-a-bottle. A small and disproportioned model, purported to be the French Carrier *Charles de Gaulle*, was presented at a meeting in Fall of 2003 along with a letter from a faux Parisian art firm (Food de Lyon Graphics) describing the difficulty they had in completing the painting of the model, which Bill had supposedly farmed out.

In the January 2005 Logbook you will also find a witty reference to a "Black Hole for Ship Models" located somewhere "...east of York County Virginia and north of Hampton Virginia". Former skipper Joe McCleary is claimed to be responsible for the fake surveillance camera installed in the Mariners' Museum model shop intended to "catch" Bill in the act of building a ship model.

But don't worry. Bill gave as well as he got. Bill was known for his repartee, and this friendly banter will be just one of the things we will miss. That, and the strawberries, which we've been missing since we switched to meeting at

the museum. Fair winds and following seas, Bill. Wherever you are, I hope there is a mountain of strawberries, pound cake, and vanilla ice cream; and a warehouse full of steel navy photo negatives.



(Continued from page 1)



works. The most familiar of these is the Global Positioning System, what we call GPS—modern, digital, reliable, and extremely accurate. But that wasn't always the case. When Alan Sheppard, John Glenn, and the Russians first went into space, global communications and tracking were largely provided through surface based or ground control facilities. Who remembers Major Tom? Since the earth is round and largely covered with water, a way was needed to provide this command and control far from shore and land based facilities.



Indoor pool on board the Soviet Satellite Control Ship



The Soviet Union built and converted a number of ships into what Norman Polmar calls in his book *Guide to the Soviet Navy*, Space Event Support Ships. In his companion guide *Ships and Aircraft of the U.S. Fleet*, he refers to them as Missile Range Instrumentation Ships. Basically they are civilian crewed and operated vessels with large parabolic dish antennae and tons of

(Continued on page 4)

## AMERICAN NAVAL HISTORY

1839

January 1-2: Second Battle of Kuala Batu. (Quallah Battoo). Commodore G. Read, launches an attack on the Sumatran villages of Muckee and Kuala, (In 1832 a similar experience occurred) in retaliation for the murder of the captain of the merchantman Eclipse. A party of 360 men under T W Wyman from the frigate Columbia and sloop John Adams captures and destroys 5 forts and most of the two villages. An indemnity is collected and inhabitants promise to mend their ways.

April 5: Convinced that the navy's blockade is not preventing a flow of arms to the Seminoles from Cuba and the Bahamas, (in 1838 the War Department purchased two schooners, the Wave and the Otsego). These vessels are manned by navy crews. Commonly referred to as the Florida Expedition and strengthened by the acquisition of the side-wheel steamer Poinsetts. Now unified under Commander Isaac Mayo.

April 26: The converted pilot boat Sea Gull, a tender to the Wilkes Expedition, becomes separated from the Flying Fish en route from Tierra del Fuego to Valparaiso and disappears at sea. She has a crew of 16.

July 23: A trading post on the Caloosahatchee River is attacked by the Seminoles lead by Hospetarke and Chakaika. A detachment under Colonel Harney escape.

August 26: Off New London, Connecticut, the brig Washington, seizes the Cuban schooner Amistad, of which embarked slaves have gained control. The 35 surviving African are allowed to return to their homelands after lengthy legal proceedings.

December 2: Lieutenant McLaughlin, whose ideas of carrying the war to the Seminoles in the Everglades are similar to those advanced earlier by Lieutenant Powell, succeeds Commander Mayo in command of the Florida Expedition. His force soon becomes known as the Mosquito Fleet.

1839 Ends with no further actions.

Bob Moritz

### Nautical Term

Yaw To swing off course due to bad steering or difficult sea conditions. One possible source is Icelandic, jaga, to bend from the course.

Tim Wood

### THE ANSWER

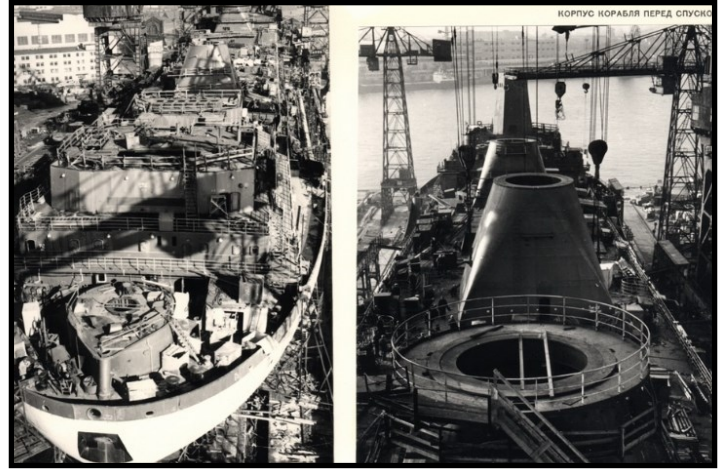
The Answer to Mystery Photo 411  
Soviet ship Kosmonavt Yuriy Gagarin  
Undated photo

(Continued from page 3)



scientific gear to ensure adequate command and control of ships in space. The Soviet version is charged to “support civilian and military space activities as well as upper-atmosphere research and communications research programs. All operate under the direction of the Academy of Sciences.”

There was one reply all month from our dedicated player, Tim Wood. Tim correctly identified the vessel as the Soviet ship Kosmonaut Yuriy Gagarin. And he provided a table



### Construction phase of Soviet Satellite Control Ship

looks due to two extremely large and two smaller parabolic "dish" antennas placed on top of the hull.”

She gets her appearance from the fact that a tanker hull was used as the basis of her design. Polmar writes that the “Soviets used a Sofiya-class hull and propulsion plant.” The

(Continued on page 6)

### Cosmonaut Yuri Alekseyevich Gagarin

The Soviet Satellite Control Ship with such an antenna position tended to catch wind.





Ryland Craze's Midway Longboat



Bill Good's Square Stern Deadrise



Bill Brown's completed Cheerful



Tom Ruggiero's Liverpool (1758)



Lee Martin's Royal Prince



Sean Maloons' Siren

(Continued from page 4)



design was augmented with bow and stern thrusters, three swimming pools, a 300-seat theater and a sports hall. The vessel had 53,300 tons displacement, was 760 feet long and 102 feet wide. She could do 17.7 knots and carried a crew of 160 plus 180 scientists and technicians.

“In 1986, Kosmonavt Yuriy Gagarin was the world's largest communications ship and was the flagship of a fleet of communications ships. These ships greatly extended the tracking range when the orbits of cosmonauts and unmanned missions were not over the USSR. In 1975, the ship was a part of the Soviet-American Apollo-Soyuz joint test program.”

The ship was home-ported in the Ukraine along with another surveillance ship Akademik Sergei Korolev. After the collapse of the Soviet Union and through the division of assets, they were transferred to Ukraine which ended their

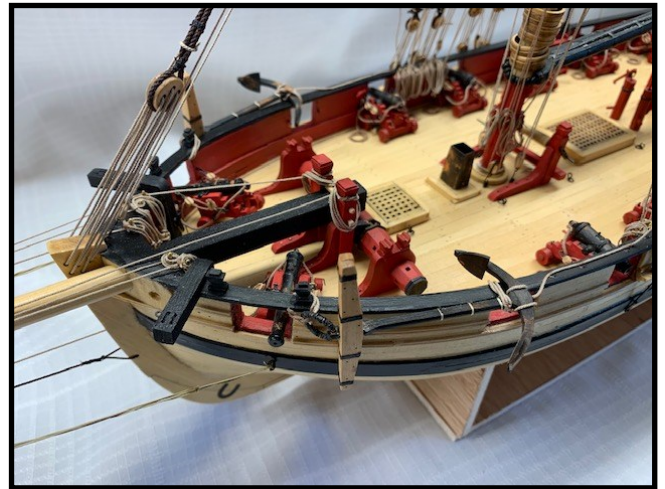
“spaceflight” role. Both ships were sold for scrap shortly after.

The ship may have been sold for scrap but the Mystery Photo will not be scrapped. Learning to examine photographs and learning how to interpret the data is vital to our nautical understanding and crucial to the scale modeler. I often get this comment from our readers: “I don't always see what's hidden in these photographs until you point it out. And then you offer a layman's explanation of the object and its use when I ask.” Having that discussion is what this Mystery is all about. It's all about adding to our college of nautical knowledge. If you understand what you are seeing and learn how it works, you greatly improve the representation, or compelling impression, that your ship model should offer. And we can thank Bill for that. It's nice to see this legacy of Bill's live on.

John Cheevers



Butch Watkins's Chesapeake Bay dredge boat  
F. D. Crockett



Bill Browns HMS Cheerful



Stewart Winn's scratch-built 18th century Mediter-  
ranean merchant vessel.

## **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

# MINUTES



## OCTOBER

- 10 **HRSMS** Monthly Meeting: Zoom Video Presentation, TBA

## NOVEMBER

- 14 **HRSMS** Monthly Meeting: Zoom Presentation, TBA

## DECEMBER

- 9 **HRSMS** Monthly Meeting: Presentation: TBA

## JANUARY

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

## FEBRUARY

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

## MARCH

- 13 **HRSMS** Monthly Meeting:

## APRIL

- 10 **HRSMS** Monthly Meeting:

## MAY

- 8 **HRSMS** Monthly Meeting:

## JUNE

- 12 **HRSMS** Monthly Meeting:

## JULY

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

## AUGUST

- 14 **HRSMS** Monthly Meeting: Presentation, TBA

## SEPTEMBER

- 12 **HRSMS** Monthly Meeting, Presentation: TBA  
19 Talk Like a Pirate Day

Hampton Roads Ship Model Society  
Monthly Meeting  
Zoom Video Meeting  
September 12, 2020

Guests, None

The meeting was called to order by the Skipper, Greg Harrington. No guests were present. There was no correction to the minutes. Ryland Craze gave the Purser's report. Ryland noted that we have 46 regular members, 5 associate members and 1 honorary member. Greg Harrington gave the Webmaster's report. Greg said that he was adding a glossary to the web site and deleted the auction page.

Old Business: The Skipper said that the George Livingston memorial donation would go to the Mariners' Museum.

New Business: Ryland Craze said that the Old Dominion Open by the Richmond IPMS is in limbo due to Covid. The Richmond chapter hopes to have a decision by November 1. The show is usually held in February. Greg asked if the members were interested in putting on a model exhibition. After discussion it was decided to not to try to put on an exhibition at this time.

Show & Tell: Ryland Craze talked about making masts and spars from square stock. John Cheevers showed a Dremel drill stand to be put in the next auction and the progress on his Revenue Cutter Tuscarora. Sean Maloon showed the progress on his Model Shipways, Siren. Greg Harrington showed the progress on his Eel Drifter. Joshua Fichmann showed his work on the masts of his 1:150 Black Pearl. Tom Ruggiero showed a jig for masting and gave a tour of his shop. Gene Berger showed his attempt to use brass for his destroyer escort superstructure before switching to wood. Dave Chelmow showed the progress his Oyster Sharpie. Stewart Winn showed his scratch-built 18th century Mediterranean merchant vessel, based on the HMS Revulsion. Pat Derby showed the progress on his Rattlesnake. Don Good showed his box-stern deadrise and another deadrise that he is building to be raffled off by the Mathews Maritime Foundation with the proceeds going the local hospital.

The meeting was adjourned to a presentation, "Ship's Boats in Small Scale", by Tom Ruggiero.

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Greg Harrington (757) 218-5368  
Mate: John Cheevers (757) 591-8955  
Purser: Ryland Craze (804) 739-8804  
Clerk: Tom Saunders (757) 850-0580  
Historian: Tim Wood (757) 481-6018  
Editors: John Cheevers (757) 591-8955  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 218-5368  
Photographer: Marty Gromovsky

If a man is to be obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most.

E. B. White