

Hampton Roads Ship Model Society

Logbook!

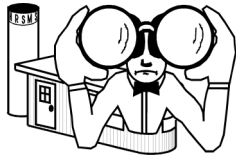


No. 413

WWW.HRSMS.ORG

November, 2020

From The Bridge



Mystery Photo



Perusing old Logbooks, I see that most skipper entries are about encouragement, advice, or an experience to share. All the "encouragement" story lines have been done, and they'd sound hollow coming from Mañana Man. I have only two completed models, so I've accumulated little experience to pass on as advice. And like everyone else, I've been holed up in my house for the most part, so there are no new experiences to share. I'll use the upcoming Thanksgiving holiday as a crutch theme. It's not original, but it's genuine.

- I'm thankful for the internet. Over the past 8 crazy months it has allowed us to continue as a club far better than we could without it.
- I'm thankful for the New Jersey and Philly clubs that have worked with us, using the internet, to make our seclusion more interesting and varied. I hope it is a partnership that transcends the COVID crisis.
- I'm thankful for my health. I have often been pausing in thought over George and Bill, our most recently departed members. On a personal note, an immediate family member has recently been diagnosed with cancer. I hope the rest of our club members and their families are in good health. Mental health is important too. I've been too busy to get bored or feel trapped. But I can see how others could be going a little stir crazy right now. I hope, despite all, you're all in good spirits as well.
- I'm thankful for work. Did I really just say that? I'm more busy than ever and sometimes I forget how horribly the pandemic has affected some people's livelihoods. I hope the rest of you - apart from those basking in the joy of retirement - all doing OK in that regard.
- I'm thankful for good tools. Tools don't make good modelers, but they do make good models easier to build!
- I'm thankful for all of you - the members of Hampton Roads Ship Model Society. The friendships made in this club

(Continued on page 2)

Mystery Photo # 412: This essay is a rebirth of sorts. It's the first column to appear after the loss of Bill Clarke and it's the first column following the total crash of my HRSMS related computer files. Yes, they're all gone. All 277 past Mystery Photo essays (copies—thankfully preserved in print and on-line at the website), all my presentations, all my model log files, all my tool and tooling files, all my idea files, all my plans, and a bunch of other stuff. After it happened, I sat becalmed and pondered the fate of the lonely ship modeler. Yet out of this morass a Phoenix arises—after all, there are obligations and commitments to keep. What was it the entertainer said? "The show must go on." The unattributed phrase is so apropos, so let's get right to it...

If you spent any time researching this month's entry, you might be surprised to find that the original scanned image, and others defining this vessel, might just be some of the largest image files we've ever dealt with. They are scanned and stored on-line at over 20megs per file on average—that's a lot of pixels, a lot of DPI! This month's offering comes in at a hefty 18megs. Do you know what that means? It means that when you find the original jpegs, the images can be greatly enlarged. Enlarged so much that fine detail will emerge before you descend into the pixilation abyss.

But before you supersize them, step back and just look at the photograph as it appears in The Logbook. What do you see? You see a fairly sleek, clipper-bowed hull painted dark, sporting a bit of firepower, one stack, and one mast. But it doesn't look like it was designed and built as a naval vessel.

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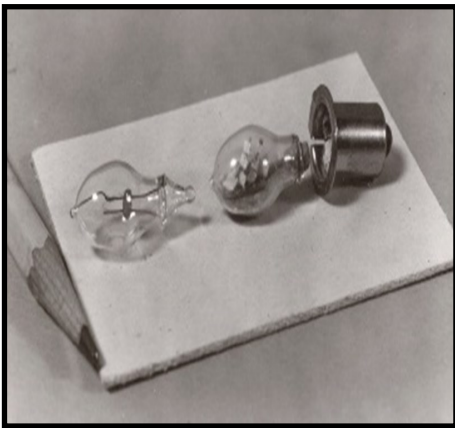
MEETING NOTICE

The November meeting will
take place online.
1000 Hours
November 14, 2020



What's Happening at the Museum

I suppose we can say a not-so-fond farewell to politics for a while and, with autumn here and the park coloring up nicely, it could be very restorative to get out onto the Nolan Trail and take a hike! Dave Kennedy and his crew are maintaining the safe and interesting five-mile trail in pristine condition. The cool, crisp days seem to beg us to get outside and welcome the change of seasons and the brilliant colors of fall. I reviewed one of my Speakers' Bureau presentations the other day in preparation for a Zoom lecture on the Crabtree gallery and came across an error that some of you old-timers may have caught! The talk starts with a review of some of the Museum's unusual models and I've always used Mr. McNarry's funeral barge (1:288 scale!) as the smallest in our collection, a collection that totals about 3,000 models. I was wrong! McNarry's is the smallest currently on display but here's one of the smallest in the collection. Amazing!!



Ship Model in a Flashlight Bulb

Now, this may be of interest to those of you with international interests. I have recently been accepted as an associate member of the International Congress of Maritime Museums. I am thrilled and honored, of course, but my expectation is that this honor will give me a much wider access to historic ships and museums around the world! Therefore, if you have a question or need info from a foreign source, I may be able to help. In any event I'll do my best to represent The Mariners' Museum (the Museum is a full member) and HRSMS where appropriate. That's all for now! Wear a mask, Wash your hands, Watch your social distance!!

Ron Lewis

(Continued from page 1)

mean a great deal to many of us. As I think of families getting ready to commune, if indeed they're able to do so, I feel loss over the cancelled banquet and picnic - two occasions where we are able to spend extended time socializing and strengthening those bonds.



I'm thankful for Tom Saunders - who (grudgingly or not, I don't know) accepted this submission at the 11th hour. Happy Thanksgiving, everyone! Greg

(Continued from page 1)



Does it look like a yacht? Does anything suggest a season? Does anything suggest a country of origin? Do the items in the background suggest anything, and do they help establish a timeline? If you answered yes, yes, yes, and about 1900, you may continue on. If you missed any of these questions, try again. If you missed most or all of the questions, then you must return to your seat as the show will go on without your participation.

It has been written that the yacht "was the most striking personal possession ever produced by man. It pronounced achievement. It publicized the [wealthy] as no other possession did." Unlike other symbols of wealth like an estate, private railway car, or thoroughbred houses which remained largely hidden from the public, the yacht, particularly the steam yacht from about 1870 to 1920 "was there for everybody to see and envy" as they roared at anchor at major cities like New York. Some say they served as "visible reminders for the ambitious."

Let's talk a little about the super-rich who ruled business at the beginning of America's industrial age—the so-called Robber Barons. This derogatory metaphor was lathered onto certain businessmen who achieved great wealth using, sometimes by today's standards, unethical business methods and working their employees with slave-like ruthlessness. The book The Jungle, written by Upton Sinclair and published in 1906, describes the harsh working conditions and exploitation of the typical factory worker during this time. The hierarchical management model employed then produced some very rich men, and gives us the basis for the economic class structure we live with today. Men whose families lived like kings and spent lavishly on homes, trains, and other toys—like yachts!

Names like Carnegie, Rockefeller, Vanderbilt, Morgan, and even Henry Ford became common and revered, or hated, depending on your lot in life. These men could be compared today, in terms of wealth and industrial acumen, to the likes of Gates, Zuckerberg, Musk, and Bezos. During the late 19th and early 20th centuries these barons controlled almost everything that defined their lifestyle, a time that writer Mark Twain coined the Gilded Age. And that control spawned in the United States an arrogance that rivaled the aristocratic bearing of the European monarchies and produced a thirst for the trophies that accompanied the titled people from Europe.

Travel in the Gilded Age, like today, was accomplished largely by what was most expedient for the distance and geographical limitations. Transportation usually consisted of a combination of steam boat, steam train, or horse drawn carriage. Since most metropolitan areas developed along waterways and roads were virtually nonexistent, it was only logical that the super-rich would travel by water or train. Along with that, as their wealth increased, America witnessed an explosion in yachting activities giving rise to specialized yacht designers and builders. "The social status associated with yacht clubs combined with innovative yacht engineering made yachting the

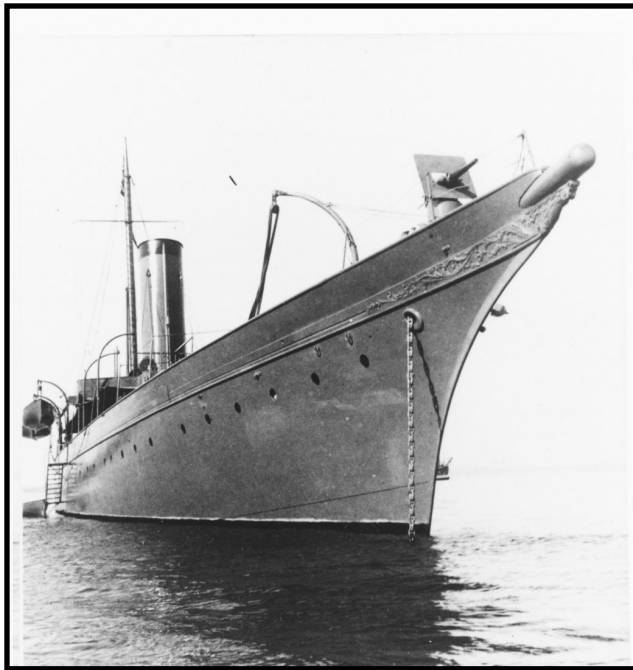
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premier sport of the Gilded Age gentry.”



Now you would think that the yacht competition was won by Cornelius Vanderbilt, who was, ironically, nicknamed the “Commodore”. Logically, it makes sense. It would make a fair argument to say so, and you would be wrong. In this essay, J. P. Morgan with his series of yachts, all named *Corsair* takes the trophy. Morgan’s first yacht was built for Charles J. Osborn by the William Cramp and Sons shipyard in 1880. Morgan bought it used in 1882. “She was “the largest, most technically sophisticated yacht in the United States, with schooner rigs, graduated



USS Gloucester circa summer 1898, showing her forward 6-pdr. gun and bow decorations.

screw propellers, compound two-cylinder engines, raked stack, and elliptical stern.” She was also the “most elegantly appointed.” The success of that venture inspired the building of the second *Corsair* by Neafie and Levy & Co. in 1891. She was “Designed by Morgan’s friend J. Frederick Tams who was told to spare no expense.” Apparently money was no object. When asked, Morgan offered this now-famous quote about yachting: “If you have to ask how much it costs, you can’t afford it.” If you chose this *Corsair* as the Mystery Photo, you win.

Now, we let the Mystery continue: If you were able to identify the vessel, then you should know that the image in the Mystery Photo is not of *Corsair* but of *USS Gloucester*. Same vessel; different name, different mission. And if you read the DANFS history of *Gloucester* you will note that the design is credited to J. Beavor-Webb. How can this be you ask? Simple. In a 2010 doctoral dissertation titled Luxury Yacht Interiors, 1870-1920 as a Reflection of Gilded Age Social Status, candidate M.

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AMERICAN NAVAL HISTORY

1840

January 19: Discovery of Antarctica. Lieutenant Charles Wilkes, in the sloop *Vincennes*, discovers Antarctica.

April 10: In Florida 24 sailors and marines from the sloop *Otsego*, are attacked by a party of 50 to 80 Seminoles Indians. The Indians withdraw upon the approach of boats bringing reinforcements from the schooners *Wave* and *Flirt*.

July 26: At Malolo, in the Fiji Islands, Lieutenant Wilkes leads a landing party that destroys the towns of Sualib and Arro in retribution for the murder of 2 of the exploring expedition's officers.

August 6-7: Chief Chakaika makes the only Indian amphibious assault in history, leading a war party of about 135 Seminoles who paddle across 30 miles of open water after nightfall to attack the 70 settlers on Indian Key, only a few miles from the hospital on Tea Table Key. Most of the settlers manage to flee to a schooner anchored off the island and reach Tea Table Key, but 13 are killed. They return on two barges with a pair of four pounders. Both his guns recoil overboard on the third shot. The Indians return fire with the settlements six-pounder and the settlers retire.

September. The pirate brig *Malek Adhel* is captured by the schooner *Enterprise* off Bahia, Brazil.

December 31-January 19,1841: First crossing of the Everglades. A combined force of 240 sailors, marines and soldiers under Colonel Harney and Lieutenant John T. McLaughlin enters the Everglades from Fort Dallas, on the Atlantic. They emerge on the Gulf on January 19. These are the first whites to cross the Everglades.

1840 Ends with no further actions.

Bob Moritz

Nautical Term

Sister Ship

A ship of the same class as, and therefore virtually identical in design and appearance to, another ship. Sister ships share an identical or nearly identical hull and superstructure layout, similar displacement, and roughly comparable features and equipment. Often, sister ships become more differentiated during their service lives as their equipment (and, in the case of military ships, their armament) are separately altered.

Tim Wood

THE ANSWER

The Answer to Mystery Photo 412
An undated photo of the *USS Gloucester*

(Continued from page 3)

Lynn Barnes describes how:



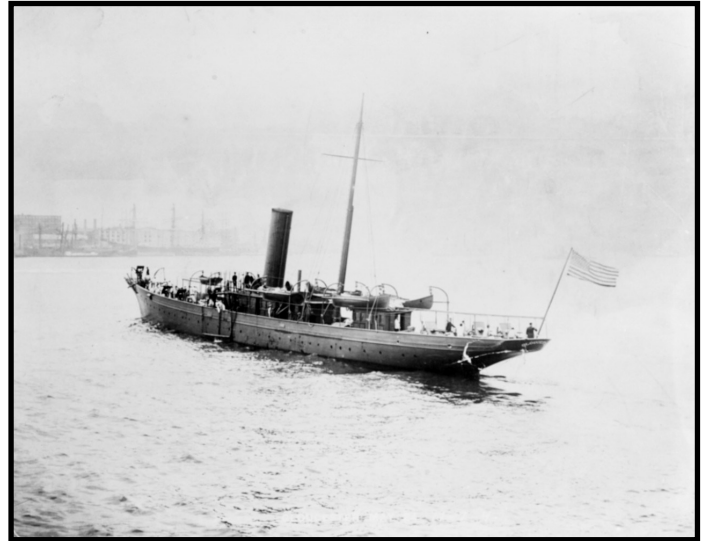
“Morgan ordered a second *Corsair* in May 1890. As his “fortune had more than doubled after his father’s death, and his pleasure in *Corsair* [I] had exceeded his high expectations,” Morgan commissioned a young yacht designer named J. Frederic Tams to create a new 241-foot yacht, “weighing 560 tons, with single screw, triple-



USS Gloucester in an East Coast harbor in 1898

expansion engines, 2000 horsepower, wide wooden decks, striped awnings, two masts, auxiliary sails, a gilt clipper bow, black hull, and a gracefully sweeping sheer.”

Tams in turn hired J. Beavor-Webb to design the hull and engines, changing the 1880 *Corsair I* version of an iron hull to the 1891 *Corsair II* version using a steel hull. It was a good example of contemporary yacht engineering and technology combined with the sail technology of ancient travel. His transitional steam yacht carried “vestigial masts, which were used to mainly ‘dress ship’ by fly-



USS Gloucester In an East Coast harbor, 1898

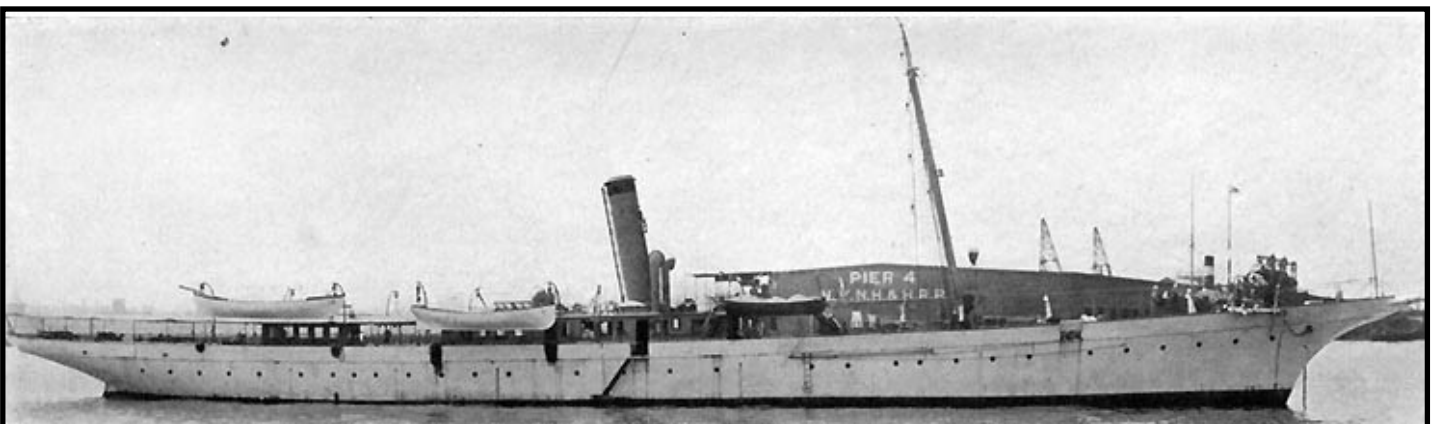
ing rows of multicolored signal flags”

Morgan’s two requirements for the yacht were that the *Corsair II* would not be too large to impede turning around on the Hudson River in front of his *Cragston* mansion, and second, that the new *Corsair* replicate his first yacht, *Corsair I*, but be more massive. Tams’ first-hand account states that Morgan handed Tams his checkbook with explicit direction to “withdraw until you are stopped.” Apparently there were no restraints on Tams withdrawal of funds to create the new yacht.”

So how does a luxury yacht, one apparently most favored by its owner, go from a favored object of leisure to that of war machine? In 1898, following the explosion of *USS Maine* in Havana Harbor in Cuba, tensions were high between the United States and Spain. These tensions resulted in the short lived Spanish American war which gained Cuba its independence and brought Spain’s Pacific possessions under United States control. But that war required ships for many operations.

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USS Gloucester in 1908, while serving as a Naval Militia training ship



2020 HRSMS Zoom Auction

Rules and format

There will be a live, zoom auction event immediately following the December meeting. The auction will only be available to regular, associate, or honorary members. If you wish to participate (bid) you must do so by being on camera or you can bid through an HRSMS proxy. (*By "proxy" I mean that if you do not have a camera or cannot make the live auction, then it is your responsibility to find someone who will be live to act as your agent and bid for you.*) Due to the electronic nature of this event, I will proceed slowly and recognize each bidder. This way you all can follow along and know when to up your bid. I will only recognize a bid if you very demonstrably raise your hand. So get comfortable, open your wallets, line up your Christmas money and bid high. Good luck!

There are only three items on offer and their product descriptions and photographs follow. These items come from the model shop of George Livingston, courtesy of his wife Shirley. They are very well built, in good condition, and well maintained. You will note in their description that two of the items are bulky and rather heavy. The items are being stored at my house and are available for inspection just by calling me and letting me know you will be stopping by for a look-see (Please: evenings after 5:00 and weekends only). You need to know that the Bridge has set a reserve on each item. You will also notice a suggested opening bid for each item—that is to get the ball rolling.

Offerings

Grizzly Maple 12 Drawer Tool Chest Model H7718

Opening Bid - \$100.00

Product Description:

Made with the same quality and attention to detail as the oak tool boxes this maple tool box offers a lighter contemporary look over the traditional oak style. All of the basic features are the same such as interlocking joints locking panels and felt lined drawers however this 12 drawer chest has more drawer options for small items. You'll be proud to have this in your shop. Overall size: 26-Inchw x 11 1/2-Inchd x 16 15/16-Inchh; top compartment: 25-Inchw x 10 1/2-Inchd x 2 1/2-Inchh; 4 drawers measure 7 5/8-Inchw x 9 5/16-Inchd x 1 5/16-Inchh; 2 drawers measure 7 5/8-Inchw x 9 5/16-Inchd x 2 5/8-Inchh; 2 drawers measure 4-Inchw x 9 5/16-Inchd x 2 5/8-Inchh; 2 drawers measure 24 15/16-Inchw x 9 5/16-Inchd x 1 5/16-Inchh; 1 drawer measures 4-Inchw x 9 5/16-Inchd x 5 7/16-Inchh; 1 drawer measures 24 15/16-Inchw x 9 5/16-Inchd x 2 5/8-Inchh; all drawers felt lined; heavy-duty chrome plated hardware; key lock and front panel secures all drawers; top lid includes mirror. Approximate shipping weight: 48 lbs.

Grizzly Maple Rolling Bench Model: DC-538

Opening Bid - \$100.00

Product Description:

Solid American hard Maple/Maple veneer in natural Maple finish for a long lasting protection

Extended ball-bearing slides in all 6 drawers and the top pull-out work tray

The top pull-out work tray is reversible, one side is wood surface, the other side is felt surface

Heavy duty 5" casters with 2 lockable

Polished nickel plated drawer pulls, side push handles and corners are designed for a lifetime protection

A locking bar with 2 keys for protecting valuable tools

Felt protected mats in drawers and the cabinet top guard against scratches and moisture built up

Overall Dimensions:

With hardware: 31 1/2" W x 19 5/8" D x 35 1/2" H

Approximate shipping weight: 100 lbs.

(Continued on page 6)

Grizzly Maple Workbench Model T10011-78

Opening Bid - \$175.00

Product Description:

With a large work surface, you'll have plenty of room for any project. An end vise and six storage drawers with ball bearing slides also make this Maple Workbench truly functional. Made of laminated solid maple for stability and durability. 2-3/4" edge thickness
Overall size: 78"W x 25"D x 38"H Two small drawers measure 16-1/4"W x 13-1/4"D x 3-1/4"H Two middle drawers measure 16-1/4"W x 13-1/4"D x 4-3/4"H Two large drawers measure 16-1/4"W x 13-1/4"D x 5-1/2"H All drawers are felt lined 12-1/2" x 2-3/4" end vise Approximate shipping weight: 203 lbs.

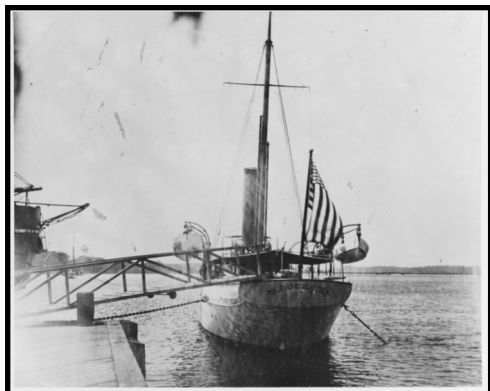


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Ships the US Navy did not have on hand. Therefore they “acquired” or requisitioned many private vessels to perform the myriad duties. Thus *Corsair* was “acquired by the Navy on 23 April 1898 and commissioned *Gloucester* on 16 May 1898 with Lieutenant Commander Richard Wainwright in command.” The Mystery Photo, NH 61884, shows the ex-*Corsair* her wartime grey, with her foremast removed and deck armament fitted. The accompanying description reads “The *USS Gloucester* saw action at the Battle of Santiago.”

History records that, despite his show of indignation, Morgan might not have been all that unhappy with the Government acquisition. “The *Corsair* served eight years for J.P. Morgan before she was purchased for \$225,000 by the US Navy for service in the Spanish-American War.”—the government certainly didn’t rob the robber baron. That princely sum I’m sure erased all sentimentality Morgan might have had about his “high expectations” and quelled his “heated protest over the navy conscription.” Not one to be deterred, Morgan again employed designer J. Beavor-Webb “to design another, and a larger *Corsair*, to be ready early in 1899.”



USS Gloucester Tied up in port, 1899

Morgan only had one real demand for the designers of *Corsair II* and *Corsair III* and that was to replicate the grace, beauty, esthetic, and feel he found in *Corsair I*. Photographic evidence shows that the designer(s) succeeded in this category. At a glance, it is difficult to tell the vessels apart. With a critical eye you begin to notice subtle differences in each. The most obvious telltale is the height of the stack. *Corsair II*, our subject in this Mystery Photo, has a taller stack. For anyone interested, you can find additional info about *Corsair III* by visiting Navsource.com and looking up *USS Corsair* (SP#159).

Specifications for *Corsair II/USG Gloucester*:

Displacement 786 t.

Length 240' 8"

Beam 27' 2"

Draft 12'

Speed 17 kts.

Complement 94

1905 – 22

1911 - 79

Armament: Four 6-pounders, four 3-pounders and two Gatling guns

1905 - One 3-pounder and two Colt machine guns

1911 - Two 3-pounder rapid fire mounts and four 1-

pounder rapid fire mounts

1914 - Three 3-pounder rapid fire mounts and four 1-pounder rapid fire mounts

Propulsion: Two Babcock and Wilcox boilers, one 2,000ihp vertical inverted triple-expansion steam engine, one shaft.

USS Gloucester, Corsair, served as a gunboat in the US Navy until her “decommissioning 8 February 1905 at Pensacola, FL.” From then until her recommissioning into the US Navy on 7 April 1917, she served in both the Massachusetts and New York Naval Militias. *Gloucester* “conducted harbor patrols at New York City until her name was struck from the Naval Vessel Register on 12 August 1919, and she was sold on 21 November.” The final entry in her DANFS log shows she was “wrecked in a hurricane in 1919 at Pensacola, FL”.

Yachts always inspire visions of well-dressed men and families enjoying a leisurely cruise on the open sea in perfect weather while their every whim is attended to. The vision we have of yachting in the Gilded Age has not diminished over time. But it has changed somewhat to accommodate the jet setting lifestyle of the today’s very rich. For the rest of us, if we choose to enjoy the spectacle we have to live it vicariously. Yachts are a special classification of seagoing vessel, and I think reducing one to the category of gun/patrol boat is an indignation. But it’s a slight I would accept if that vessel offered some protection in time of crisis. Morgan had successive yachts taken up for patrol duty. Sadly (or mercifully) he died in 1913 before he could see the second one requisitioned. But in his moment, he lived like a king and yachted like royalty.

For the modeler in all of us, I have a very good set of drawings for the yacht *Nokomis* which served as SP#609 during the Great War. *Nokomis* is very similar in design and arrangement to *Corsair* and studying the plans will give you a good idea of life aboard at that time.

Lastly, because I lost my files I apologize if I left anyone out who may have contributed data for participation in this essay.

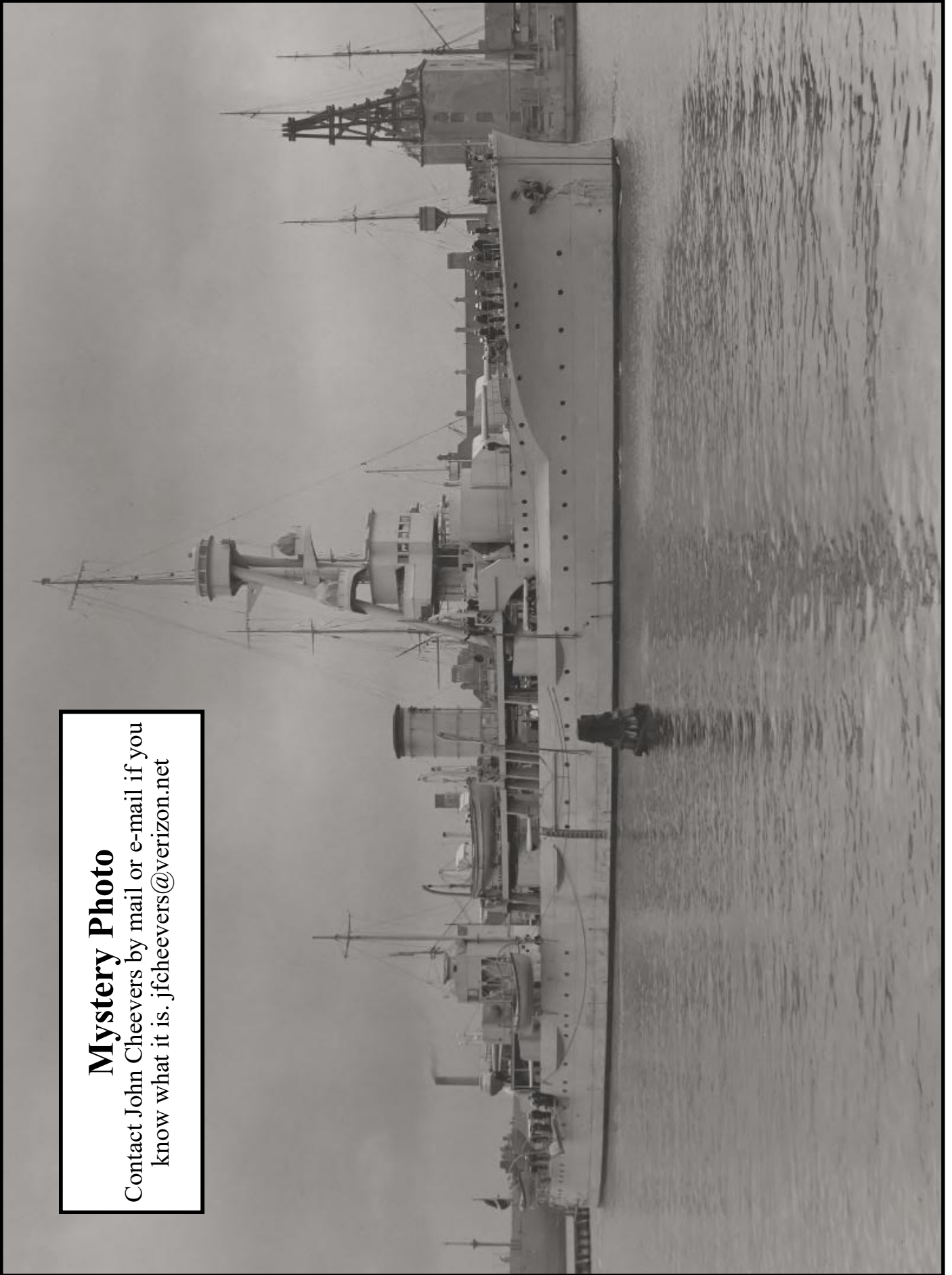
John Cheevers



J. P. Morgan's yacht Corsair

Mystery Photo

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



NOTABLE EVENTS

MINUTES



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

OCTOBER

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

**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

Hampton Roads Ship Model Society
Monthly Meeting
Zoom Video Meeting
October 10, 2020

Guests: None

The meeting was called to order at 10010 hours. Greg said that he failed to recognize Joshua Fichmann at the September meeting. There were no other corrections to the minutes as published. Ryland Craze gave the Purser's report, detailing expenditures for our web service and our Zoom account. Ryland said that he received a nice letter from the Mariners' Museum regarding our donation in George Livingstons name and the he would convert it to PDF and forward it to the membership. There was no Webmaster's report.

Old Business: None

New Business: Greg broached the subject of a memorial donation to the Museum in Bill Clarke's name. John Cheevers made a motion to make the donation that was seconded and passed. Stewart Winn noted that former member Hugh Van Brimer had recently passed away. John Cheevers informed the members that Charles Landrum had lost his wife, Alisa in the first part of the summer. The Skipper said that George Livingston's modeling equipment is being donated to the HRSMS. Stewart Winn said that he and John Cheevers would be going to George's house to retrieve the items. Bill Brown said the Ship Model Society of New Jersey would hold their October meeting on Tuesday the 27th at 7:00pm. The guest speaker will be Susan Evans McClure, director of the Lake Champlain Maritime Museum. Ryland said that he would forward the Zoom address to the membership.

Show & Tell: Ryland Craze showed the *Foo d'Lion*, a ship in a bottle attributed to Bill Clarke, by Joe McCleary. John Proudley showed the progress on his *Royal Caroline*. John Cheevers said that Bill Clarke's position as "Nagravator" was open to anyone who wants it. Dennis Hobbs showed his *Willie Bennet*. Sean Maloon showed the progress on his *Siren*, stating that he was doing the planking in maple and planned to copper the hull. Gene Berger showed the wood and brass superstructure for his Destroyer Escort *Campbell*. Bill Brown said that he finished his *Cheerful*. Tom Ruggiero showed figures from Thoroughbred Figures. Bill then showed the progress on his *Liverpool*.

The members started logging off and the Meeting was over.

A man can pretend to be a lot of things in this world; but he can only pretend to be a sailor for as long as it takes to clear the harbour mouth!

Bernard Hayman