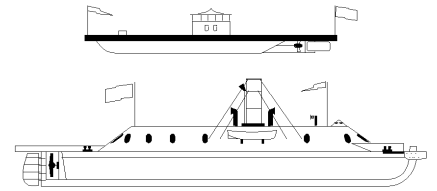


Hampton Roads Ship Model Society

Logbook



No. 326

WWW.HRSMS.ORG

August, 2013

From The Bridge



At what point, and why, do ship builds break down? And more importantly, how to prevent it from happening to you!

- Impulse buying: Getting in above your head, choosing a kit that is above your skill level
- Poor kit instructions and/or quality
- Intimidation, the next step seems too big of a challenge
- Wooden ship models are a build not an assembly
- Lack of resources, and or lack materials
- Lack of local support, no guidance, no answers to questions
- Intimidation by other builder's achievements
- Lack of instant gratification, performing the same task over and over multiple times, we tend to get bored with our project
- Real Life gets in the way

Lets look at some of the above reasons for stopping a build, and see if any of these pertain to you or in this case me. "Been there done that" or "If the shoe fits"...

Impulse buying: I will be the first to confess that I'm guilty of impulse buying. About seventeen years ago while on vacation in Maine, Sally and I stopped by a charming shop in Bar Harbor, they carried everything from lobster trap coffee tables to hand painted buoys they also had a good stock of wooden

(Continued on page 2)

MEETING NOTICE

Date: Saturday August 10, 2013

Place: Mariners' Museum

Time: 1000 Hours

Mystery Photo



Mystery Photo #325: If I asked you who was President when the United States was building the Panama Canal, would you know who? If I asked you to name the four Presidents whose busts garnish Mount Rushmore, could you name them? If I asked the first question again and said a clue was embedded in the second question, would you know the answer now? If I then said that the answer to the first question was a clue to solving this Mystery Photo, could you go out and do so? Well it is and we have our work cut out for us.

On the surface you would think that whoever supplied the Mystery photo messed up mightily in leaving those four incriminating letters on the bow of the vessel. "USFS" should be easy to solve and lead you directly to a neatly organized photo bucket where you could identify the vessel at your leisure. Well, it's not that easy. Googling or Binging "USFS" was interesting in that it sort of provided two avenues to explore. The first and most current rendering of the acronym is United States Forest Service. Last time I checked, and an image search confirms this, the only ships they have on offer must drink Red-Bull because they have wings.

The other possibility for defining "USFS" that I came across is United States Fisheries Service. Unfortunately I could not find that used as an official acronym. The Fisheries Service has changed names several times over the last 150-years or so. It currently manifests itself as a department managed under the NOAA umbrella. Some past titles have been: United States Fish and Wildlife Service (USF&W?),

(Continued on page 2)

Hampton Roads Ship Model Society Picnic
Saturday September 14, 2013
Newport News Park

(Continued from page 1)

ship models. The shop was well stocked with small lobster boats, whaling ships, clipper ships and Grand Banks dory's and Atlantic fishing schooners, needless to say I went home with a schooner kit of the Bluenose II and a how to VHS video by Frank Mastini. I figured this would be a cinch, I've built plastic kits this can't be any different!

The kit's instructions were adequate at best and the hull form was very poor to say the least, after about two years of working on it off and on, I lost interest. The kit ended up in the Suffolk Landfill.

Solution: Do your homework before you purchase the kit; many European manufactures assume the builder has a high skill level.

Poor kit instructions or kit quality: This can stop a build in its tracks, poor explanation of the steps required, or in some cases the directions may be completely wrong.

Solution: Contact fellow members of the club for guidance; seek online help from sites such as Model Ship World. Research photographs and drawings of the actual ship online.

Intimation: You may have insufficient knowledge to complete the next step of your build.

Solution: There are many high quality model ship building books available, do your homework, read everything of the technique required for the next step in building your model. Seek help from fellow club members or online help from model forum sites.

Assembly vs. step-by-step instructions: Bob Comet would often say to me, "Your looking for "Cook Book instructions". Many of the European kit manufactures assume a certain level of model building experience; this can be somewhat intimidating to the novice model builder, many people are looking for easy to read and understand instructions such as most all plastic model kits the instructions give specific steps to take, such as, "Glue deck a to hull b."

Solution: Know your skill level; don't purchase that model of the Victory for your first build. Select a model which is smaller in size, with minimal rigging, normally this type of kit will be less expensive to purchase, which will allow you to spend money on tools and supplies. Keep in mind some of the US kits manufactures assign their kits skill levels. Blue-Jacket Ship Crafters have their kits grouped into these skill levels, Ensign, Captain and Admiral, with three levels at each step.

Lack of building resources, and or lack materials: For people living in rural areas this was a large problem until the advent of the Internet.

Solution: Today most people have access to a computer and the Internet, with this access you can order modeling supplies, kits and conduct on-line research.

Lack of local support: No guidance, no answers to questions, no one to go to with questions.

Solution: Join a local model club in the area, if unavailable utilize various ship model forums available on the Internet, such as Model Ship World. These forums have members from around the world with every skill level conceivable. This is a very good way to get information and modeling tips for any question the modeler may have.

Intimidation by other builder's achievements: As newcomers to the hobby it can be intimidating to see the high quality of other ship modelers work.

Solution: Keep in mind, they all had to start as beginners, no modeler ever starts as an expert. There is always something for even the most experienced modeler to learn.

Lack of instant gratification: This can easily happen if you choose a kit above your skill level, "Getting in over ones head." Another aspect may be the aspect of repeated tasks, such as adding that second layer of planking on the hull or building 100 gun carriages.

Solution: Take a little at a time, always remember it's a hobby, something you should enjoy doing, don't make it into a job or put time restraint on your model.

Real Life gets in the way: Family emergencies, illness, change of employment, relocation of residence any life changing event that may apply.

Solution: The last item on the list doesn't have an easy answer, always remember ship modeling is a hobby, it can be done anywhere and at any time, please don't forget after the real world issues get in the way and are resolved you can most always return your build.

As always I look forward to seeing everyone on Saturday and please bring your current project for "Show-n-tell"

Tim

(Continued from page 1)

Unites States Commission of Fish and Fisheries (USCFF?), United States Fisheries Bureau (BOF), National Maritime Fisheries Service (NMFS), Alaska Fisheries Science Center (ASFC), etc...you get the picture. A bunch of names that make great search topics for the Internet.

One last option for "USFS" that I received from a club member is that it could stand for United States Flag Ship

(Continued on page 3)



Mystery Photo

IN MEMORIAM

Member Bill Werling died in Williamsburg on June 26, 2013. His obituary was published in the Virginia Gazette.

(Continued from page 2)



Mystery Photo

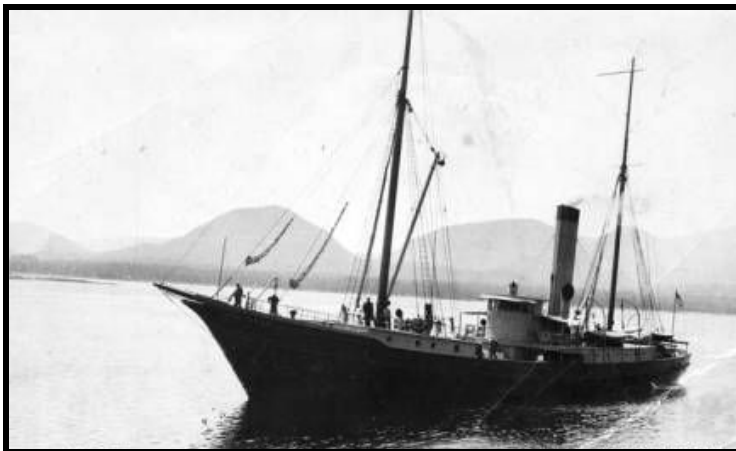
or in the context of the Mystery vessel, just “flag ship.” Seems like a stretch but when you’re searching for identification, you look under every rock in the yard.

Now here is where it gets interesting. Have you heard the saying, "Chance favors the prepared mind?" Well I consider mine prepared, but chance intervened. I happened upon a Huntington-Ingalls Industries (HII) poster that celebrates the career of *USS Enterprise*, CVN-65. The poster features a series of silhouettes of the eight ships named *Enterprise* arranged on a time line that went from left to right. The third one, and first to be commissioned in the then new United States Navy, being the schooner from 1799, the last being CVN-65. What got me to look closer at the poster was the silhouette of CV-6. Of all the silhouettes, only this one faced to the left, which I found to be very odd and disturbing. But it had a purpose; it forced me to look at the next previous *Enterprise*, SP-790. The silhouette was for an *Eagle*-class patrol boat. I trust you are all familiar with the Henry Ford version of naval architecture--ugly at any price. For my amusement I thought, perhaps I could find an image of this Ugly Betty.

So I went to our trusty on-line source for naval vessels, NavSource.com, to see what they had for SP-790. Not much; no images and a very short historical profile which included this bullet: "Transferred 2 August 1919 to the Bureau of Fisheries." Was this the same Bureau I mentioned earlier? Back to Google. Asking the Internet to cough up what it had for "Bureau of Fisheries vessels" produced the usual cornucopia of sites and linked-in crap. But one promising site, AFSC. NOAA.GOV, stood out and warranted a closer look. The "AFSC" just happens to be the Alaska Fisheries Science Center mentioned in paragraph two. Time to get out the big drill!

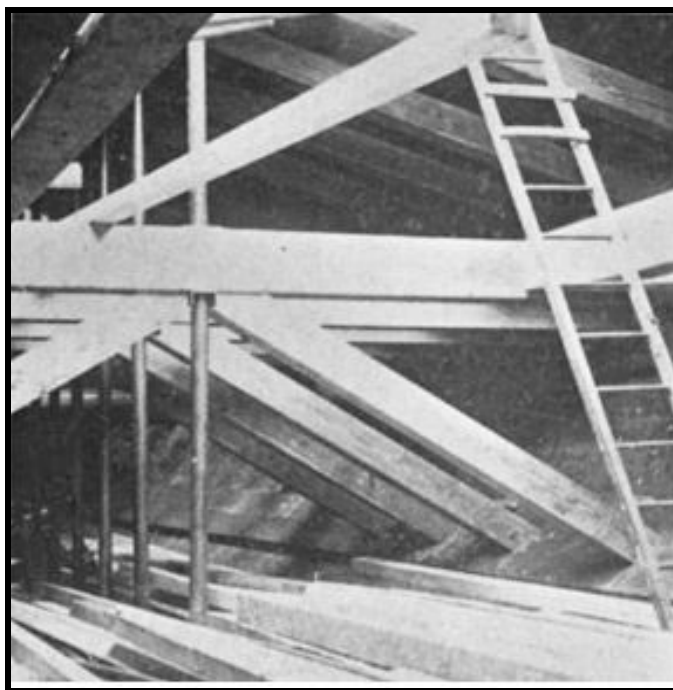
There under the NOAA Fisheries web site is the solution to this Mystery photo; her name will be revealed later in the essay. Of course the easiest way to identify a Mystery vessel is to immediately recognize it--as I often do. But I'm getting ahead of myself; sometimes you have to take the roundabout path. That path involves a close study of the image. Without benefit of the forementioned happenstance, and without the clue from the first paragraph, we must dissect this Month's image for other clues--and there are some good ones!

First off, a vessel in dry dock does not have much to hide. In general appearance we have what looks like the standard arrangement for a service vessel used by the United



The 2-masted Roosevelt near Ketchikan, Alaska. Sadlier-Olsen Family Collection photo, ca. 1898-2001,

States Lighthouse Service--only one altered by the addition of a large deckhouse in-way-of the forward mast. These vessels more often than not resemble fishing trawlers, the arrangement of which provided the design inspiration of many vessels tasked to operate in varying and unpredictable sea states and conditions. In Douglas Peterson's book United States Lighthouse Service Tenders 1840-1939, page 34, you see an image of *USLHT Fern*. *Fern* carries a surprisingly similar



Massive trusses strengthen the sides against ice pressure (horizontal timber pictured is 14" x 16").

(Continued on page 4)

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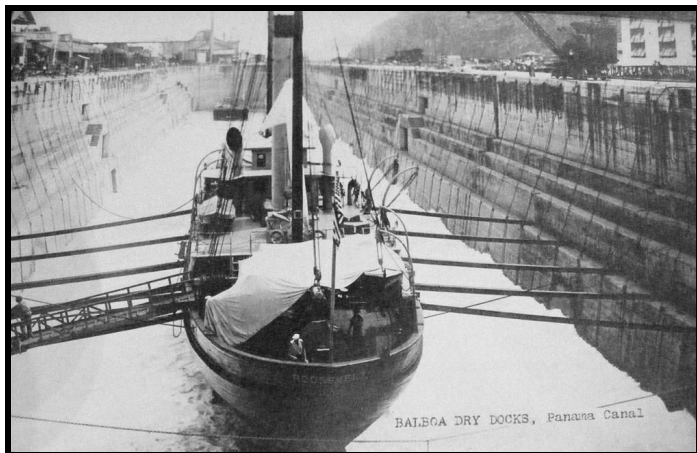
profile. They both feature the well deck forward, the round-front pilot house, the single tall stack, raised structure aft, and vestigial schooner rig; a fairly standard arrangement from about 1870 to 1935 or so. Of note: I will venture that the foremast forward of the well deck is more common with West Coast vessels and those found on the Eastern shores. That's not scientific, that's just my observation.



Mystery Photo

I know you can't see this with the naked eye on your print, but if you have the PDF version of the newsletter you can blow this image up to about 800-percent before you start to see pixilation. At this magnification you can see that the slight thickening of the ensign staff at the stern is really the flag of the United States hanging very limp. The ship was commissioned into Government or Naval service when this image was made. Here at this magnification it is tempting to juice The Clarke by making some sort of statement claiming to see the vessel's name tattooed on the rail mounted life ring or on the shirt of the fellow standing in the waist, but I can't do it. It's tempting, but it's not right. We can identify the vessel through other means.

This vessel is different from the tenders described



Vintage photograph postcard of the historical Roosevelt sitting in the Balboa Dry Docks in the Panama Canal.

THE ANSWER

Mystery Photo 325
From the photo caption:
RG 165-Volume 3 #235
USFS Roosevelt
Balboa, Panama Canal Zone 15 March 1917



Sled dogs cover the deck of the Roosevelt, the ship used by Robert Peary on his 1908-1909 expedition.

earlier in ways that suddenly become obvious. Her bow is more full and rounded, suggesting service intended for colder waters. A rounded bow is intended to ride over and smash what it encounters--ice for instance, whereas a slightly hollow bow is designed to split or slice through the water. Also our vessel has a slightly more pronounced shear which again suggests service in colder or rougher waters. Could it be the vessel is intended for scientific study and exploration in artic or Antarctic climates? Perhaps, you'll note she also has a rather full, rounded-bilge hull. This hull was intended to bob like a cork. What I find odd is, if the colder climate idea is sound, then why do we see so many rigged canvas deck awnings along with that very proximate canvas ventilator? Awnings suggest the Mystery photo was taken while the vessel was in a hotter climate.

Let's look at the dry dock. It's concrete, not stone or wood, and new enough in cosmic terms to have been built without the stair-step sides so common to many early dry docks. It's also very wide and deep. The size means it's intended to service very large ships. The dry dock gate, or doors in this case, are interesting. They open outward, as they should, and are reminiscent in my mind of lock gates like you

(Continued on page 5)

Nautical Term

Windlass: A device for hoisting an anchor. Earlier it was mounted aft, and used to control what then could be called a backstay. An earlier spelling was windelas. Its origin appears to be Middle English, *windlas*, of the same meaning.
Submitted by, Tim Wood

(Continued from page 4)

would see at the locks of a dam in a river or maybe the Panama Canal. The location of the dock with its gate facing a body of water containing several ships and with very high banks or hills in the distance suggests, in my mind, two geographical locations, the Pacific Northwest or Panama. With all the awnings I'm looking at Panama.



Mystery Photo

To help this investigation let's focus on the steel structure visible in the upper right of the image, just below the Mystery Photo contact box. That steel structure is the end support leg or column for a bridge crane runway beam and it's buttress support. I see them all the time in the shops down in the shipyard and in any heavy industrial building fitted with overhead bridge cranes. Behind the leg we see what appears to be a two story building with windows and a hipped roof with large, shade producing overhangs. In an aerial image of the Balboa Canal Zone Dry Dock and Shops (provided), if we strike a line that represents the focal axis of our Mystery photo we can see these same structures appearing in the same logical space and orientation. A second line that represents the right edge of the image would almost pinpoint the exact location where the photographer leaned against the dry dock's chain safety rail. For grins, the dry dock image also conveniently offers a very similar vessel docked marginally forward of where our Mystery vessel lies. And for the really big grin, at the head of the dock you can see a dry dock gate, or caisson, in for maintenance! Pretty convincing proof that our Mystery Photo was made to document the Mystery vessel in this dry dock.

The location seems to be solved, what can we do for the timeline? The accompanying photo caption for the dry dock image says: "Aerial oblique view of the Canal's Mechanical Division Shops and the massive dry dock constructed at Balboa during the First World War, as viewed in 1938 (National Archives)." It would be safe to say that this image was made well before 1938. Further digging reveals that the yard and this dry dock were built in 1914. Also, we learn that the dock in question measures 318 m x 39 m (33.6 m at entrance). That would be 1043.4' X 128' (110" at the entrance) for all of you metrically challenged modelers. U.S. involvement in building the Panama canal spanned the decade from 1904 to 1914. The clue from the first paragraph can now be augmented to reveal that Theodore Roosevelt, President of the United States from 4 September 1901 to 4 March 1909, was President at the start of canal construction.



Peary's steamer Roosevelt at Newburgh, N.Y.

So our beginning window of time occurs from 1914 to 1938. As we continue you will see how we significantly narrow that window.

The time spent at the AFSC.NOAA.GOV web site provided an image of a three masted vessel that, while lacking the round-faced bridge, was almost a perfect hull match for our Mystery vessel. Drilling a little deeper produced a second image of this ship altered to the configuration we see in our Mystery. The vessel is named *SS Roosevelt*. Googling "*SS Roosevelt*" produced a hoard of images and data sufficient to positively identify this month's Mystery Photo and completely honoring the clue from paragraph one. Our single response from Rob Napier identified the vessel as that "...used by the Robert Peary expedition to the Arctic in 1905-1906. Most images of the *Roosevelt* show her with three masts. However, the profile, stubby bowsprit, tall funnel and house arrangement are unmistakable. ."

Try Googling images "*SS Roosevelt* and the Panama Canal" and see what you get. While it was not anywhere near the top result, I did find a listing for a post card on Ebay showing *SS Roosevelt* in the Balboa Canal Zone Dry Dock. The image is taken from the dry dock gate and is clearly an earlier image of the same series as our Mystery Photo. The stern shot shows much more water in the bottom of the dock, maybe 6 feet or so, but more importantly, the awnings, the

(Continued on page 6)

(Continued from page 5)

ventilators, and boat davit arrangement match what we see in our Mystery Photo. And the vessel's name is legible on the stern. The image is not dated.



Mystery Photo

From the AFSC web site we learn that "*Roosevelt* was designed by Arctic explorer Robert E. Peary specifically for the purpose of making it possible to reach and explore the North Pole. Peary, according to most historical records, was also the first man to reach the North Pole via this custom engineered Cutter, the *Roosevelt*. She was built at the McKay and Dix Boatyard in Bucksport, Maine and launched March 23, 1905. Peary's design would allow the vessel to maneuver close to shore where the ice would be thinnest. The ship needed to be extremely rugged so that it could withstand the huge compressive force of being frozen into the ice for the winter. This necessitated having wooden sides as much as 30 in thickness. Shoal draft and rounded sides assisted in letting the ship rise up when it was under this heavy pressure. The hull was steel sheathed so that she could be used to force her way through packed ice. The bow was heavily reinforced so that the vessel could be used as a 1500 ton battering ram to crush great slabs of ice for hours on end. Auxiliary sails were available for fair sailing. Huge oak timbers were used for the keel and keelsons creating a rigid backbone over 6 feet high. Massive oak timbers formed the stem, stern and rudder posts. The outer planking was white oak and the deck planks were Oregon pine. She was fastened with galvanized bolts through the courses of planking, the ribs and the ceiling."

The ship, as built, lacked the round-faced, enclosed pilot house. In its place was the original main mast giving the ves-



New York, September 4, 1909. "Crew of Peary arctic ship *Roosevelt*: First Mate Thomas Gushue (far left), Chief Engineer George A. Wardwell and the men." The *Roosevelt* sailed in the Hudson-Fulton celebration shortly after this portrait was made. 8x10 glass negative, Bain News Service.

flexible wooden and steel-sheathed hull was uniquely braced by struts, providing ample protection while traveling through, or being held in, frozen ice. The egg-shaped hull design allowed her to ride above the ice, rather than being crushed by it. The vessel had sails on three masts, a high-powered steam engine, and a large propeller on a 1-foot diameter shaft designed to push her through thick ice."



On July 4, 1917, the Government Locks of Seattle were opened to great celebration and fanfare.

None of her descriptions attempt to say why the vessel has such a large house erected on the forward end of the well deck. Its pierced by the foremast, several ventilators, and the odd hatch or two. One image showing the well deck, puts one aspect of the voyage to the North Pole in perspective. The deck is literally covered with sled dogs. Of course, we sometimes have to be reminded about travel conditions and realities when venturing so far North. Now we know that sled dogs don't really mind the cold, but do they like to be wet as well as cold? I doubt it. Is it possible that Peary designed this large house as, literally a dog house? Not really. The answer lies in Peary's book Secrets of Polar Travel, detailing his adventure. In chapter one, Building a Polar Ship, page 20, he discusses how his "internal truss arrangement was made possible by housing the expeditionary personnel in light, roomy quarters on deck, rather than below the decks." You can read the entire book and view some great photos of *Roosevelt* at: <http://archive.org/stream/secretspolartra00peargoog#page/n42/mode/2up>.

sel a three-masted schooner rig. Not a large vessel, as you no doubt already determined, She displaced only 1500 tons on a length of 184 feet. She was 35 feet 6 inches in beam and 16 feet 2 inches in draft. Built of wood and sheathed in steel, her hull featured massive, internal trusses to strengthen the sides against ice pressure. From another site: "The ship's thick

"Following her historic journeys to the Arctic, the *Roosevelt* was purchased in 1910 by John Arbuckle, "the great tea, coffee, and sugar merchant of Brooklyn" according to Peary. Arbuckle's personal interest was salvaging wrecked ships. He

(Continued on page 7)

(Continued from page 6)

significantly modified the *Roosevelt* into an ocean-worthy wrecking tug that successfully recovered several large steamships, such as the *Yankee*, and other shipwrecks. After Arbuckle's death in 1912, the *Roosevelt* remained inactive with the rest of his salvage fleet near the Brooklyn Bridge in New York until she was purchased by the BOF in 1915. The Bureau felt a vessel of this type was necessary for the long open supply runs in the Bering Sea between the two main Pribilof Islands (St. Paul and St. George -- some 40 miles apart) and Unalaska, which was 250 miles away from the Pribilofs in the Aleutian Islands chain."

It's important to note that up to this time *Roosevelt* operated solely off the East Coast and up into Artic waters. The following passages establish her presence in Panama, particularly at the dry dock there. "The *Roosevelt* experienced a considerable delay in getting to the Pacific Northwest. In July 1915 -- while sailing from New York to Norfolk, Virginia, to pick up coal for the Pribilofs -- the Bureau's new tender experienced significant mechanical failure requiring repairs at the Norfolk Navy Yard. A thorough inspection revealed that additional work was needed, including a general overhaul. A significant part of this work required replacing the coal-fired engine with an oil-burning one, and restoring the foremast which Arbuckle had removed. Another improvement included the installation of a more efficient 3-blade propeller. At the end of summer 1916, the overriding demands for steel during World War I created a delay for forging the new tail shaft, which further prevented the vessel from sailing for several months.



Fremont Bridge at the opening of the Lake Washington Ship Canal, July 4, 1917

By this time the total cost of the ship and its repairs had reached \$72,000 -- still a bargain compared to the minimum \$100,000 cost of building a new vessel that would meet the Bureau's requirements."

"Soon afterwards, on 23 January 1917, the *Roosevelt* finally sailed for Seattle, Washington, but was impeded by an international incident which detained the vessel for over a month at Guantanamo, Cuba. This event was followed by yet another delay of 3 weeks for necessary repairs at Balboa, Panama." Could this be the occasion where our Mystery Photo was made?

Her DANFS record indicates she was "Acquired by the Navy 18 March 1918 and placed in service the same day." The Navy installed three 3-pound guns onboard and identified the ship as SP-2397. There are no images of *Roosevelt* as SP-2397 available on line so we cannot determine her appearance nor plot her gun arrangement. Images of similar vessels ordered into naval service usually show two of the guns mounted forward and one aft. Her naval service kept her in the Pacific Northwest. Poor material condition caused her to be removed from service: "On 17 January 1919, it was reported -- and later confirmed by Steamboat-Inspection Service surveyors -- that the *Roosevelt* was once again in need of extensive repairs and overhauling. The ship was taken to the Puget Sound Naval Shipyard at Bremerton, Washington, on 21 April. Dry rot had set in and after additional inspections it was decided that the \$186,000 cost for the necessary work was too high. Consequently on 4 June, the *Roosevelt* was condemned, Returned to the Bureau of Fisheries 11 June 1919, and moved to Seattle for auction."

"On 15 July 1919, the *Roosevelt* was sold for \$28,000 to the high bidder, Capt. M. E. Tallakson. After her brief period with the BOF, the *Roosevelt* continued to operate in the Pacific Northwest as a 700-ton-capacity freighter. In April 1923, the West Coast Tug Company acquired the ship and modified her into a powerful ocean towing tug, considered the largest commercial tug on the West Coast for 18 months. The largest tow ever recorded at the time for a single tug occurred in June 1924, when the *Roosevelt* pulled the 16,000-ton battleship *Connecticut* from Seattle to Oakland, California." Our time line is now the smaller window between January 1917 and July 1919 but really the upper limit should be March 1918. The vessel we see in the dock does not have armament nor a navy wartime livery.

Rob provides a clue to help shorten the timeline even further: "The ship later appeared with the central mast gone, and that's what we see in the MP when she was being used for ceremonial purposes." He continues: "The *Roosevelt* was

(Continued on page 8)

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
July 13, 2013
Mariners' Museum

Guests: Gary Curtis, 1st meeting

Skipper, Tim Wood called the meeting to order at 1017 hours. Condolences were expressed to Bill Clarke on the passing of his mother. There was no correction to the minutes. Eric Harfst gave the Purser's report. Greg Harrington gave the webmaster's report, stating that changes had been made to the "Help" file.

Old Business: The Skipper distributed the HRSMS business cards to be used to promote the club. The Skipper asked John Cheevers if there were any developments on the ship model competition. John said there was nothing more to report at this time. Ron Lewis stated there is interest at the museum. Ron circulated a signup sheet for the model builder's booth

(Continued from page 7)

sent by President Wilson to head a nautical parade at the official opening of the Government Locks of Seattle, on July 4, 1917. The locks had already been used by thousands of vessels, but the date was chosen to commemorate a project that had been "contemplated for decades and under construction for some five years....To send such a noteworthy vessel to attend these ceremonies [was] clear indication of the importance of the opening of the locks." The locks in question are evidently the Ballard Locks in Lake Washington Ship Canal in Seattle. If you look at the locks in other photos, it is not hard to imagine that *Roosevelt* is shown in the MP bottomed out in one of them, as if in a dry dock. Note the same V-shape to the double doors."



Mystery Photo

There are several images of *Roosevelt* taken while she was in the Ballard Locks and the Lake Washington Ship Canal. One of which shows her port forward quarter while she is advancing. You can very clearly see the letters "USFS" on her trail-board. We know from history that the image is dated July, 4, 1917. Another image shows her sailing east out of the canal under the open Fremont Bridge. If you look close you can read the last of her name on the stern. "velt." the upper time limit is now July 4, 1917 giving us a very narrow 3 month window in 1917. Or course we already know that the vessel is in the Balboa dry dock so, in reality, we are looking at the 3 week window that occurred sometime in March or April of 1917.

Roosevelt's final chapter returns her to the Panama Canal zone forever. "The aging tug had her final known inspection

(taco stand) at the museum. He asked that if someone could not fill their date, to notify him at his office. Tom Saunders addressed the flat screen monitor that was being considered for the taco stand and stated that if the fate of the stand was uncertain, would we want to pursue its procurement. Ron Lewis indicated that the monitor was still a viable project.

New Business: Bill Dangler was asked about the September picnic. Bill said there would be a signup sheet at the August meeting for members to indicate what they were going to bring.

Show & Tell: Stewart Winn circulated the obituary for member Bill Werling published in the Virginia Gazette. Stewart showed a partially completed model of the *Willie Bennett* that was Bill's last project. Ryland Craze showed his Model Shipways longboat. He talked about the tribulations of planking it in boxwood. Marty Gromovsky showed his version of the longboat. Marty said that he used CA glue for most of the model. Tim Wood talked about a company named Timeless Timber that he visited while on vacation. They retrieve sunken logs from Lake Superior and produce lumber used for high-end projects. Tim procured a piece of bird's-eye maple and wormwood oak for use as baseboards for models. Ron

(Continued on page 10)

in 1936 and was purchased shortly thereafter by the California Towing Company of San Francisco. On 31 October 1936, the *Roosevelt* left Seattle with the *Jason*, a former U.S. Navy collier, in tow to New York City for scrapping. The heavy tow and rough seas, however, proved too much for the *Roosevelt*. About 250 miles after passing through the Panama Canal with a leaking hull, she experienced serious engine and boiler problems and was forced to turn around. She limped back to Cristobal, Balboa (Panama), and was salvaged by her crew to compensate for long overdue wages. To keep her from sinking, the *Roosevelt* was beached and abandoned in mid-January 1937 on a mud bank in the Old French Canal -- a vessel graveyard where the worn out historic ship was left to slowly rot away with time."

Some sources list her as being abandoned as late as 1942, but that doesn't really matter, the fact is she was abandoned. A 1971 entry on the CZbrats web site has this to say: "But here also is a trace of the old. Along the mud flats on the west bank are the rusting hulks and equipment of the French and Americans. These rotting relics recall past heroic days. The

(Continued on page 10)

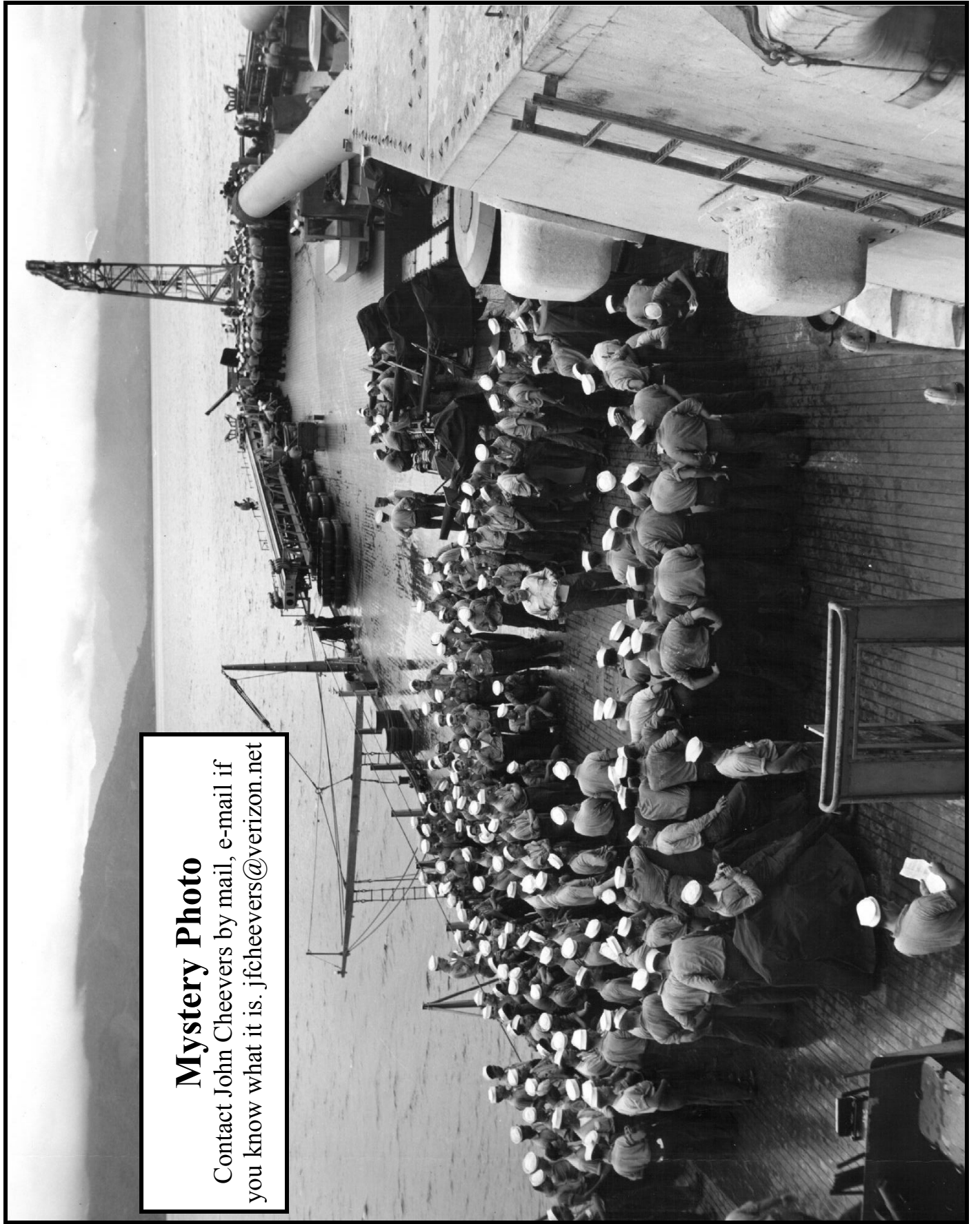
Mystery Photo Questions

I ask the responders to identify what ship it is, what time-frame (exact year, and month within a couple of months or less), and location.

John Wyld

Mystery Photo

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



NOTABLE EVENTS

AUGUST

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ryland Craze, Planking

SEPTEMBER

- 14 **HRSMS** Monthly Meeting, Picnic, Newport News Park
19 Talk Like a Pirate Day

OCTOBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ron Lewis, Building the Chesapeake Bay
Workboat
15-20 NRG Conference, Charleston, SC

NOVEMBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Tim Wood Photographing Your Model

DECEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation George Livingston, TBA

JANUARY

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

FEBRUARY

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

MARCH

- 8 **HRSMS** Monthly Meeting:

APRIL

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

MAY

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

JUNE

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

JULY

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

**WATCH, QUARTER
AND
STATION BILL**



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Lewis talked about airbrushes and his preference for the Veda brand. Bruce Brown showed a model of the *Republican* donated to the Watermen's Museum by a man named Charles Parker and talked about his repairs to the model. Gene Burger showed several sizes of anchor chains done on a 3D printer. Tim Wood showed a book on Great Lakes shipwrecks and the progress on his Blue Jacket PT Boat. Gene Burger talked the test drive of his RC PT Boat, finding that it was underpowered and he had melted the smoke unit.



The meeting was adjourned to a presentation on "Using the HRSMS Web Site", by Greg Harrington.

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Mystery Photo

sad remains of the *Roosevelt* rest among the old dredges and barges." On page 44 of Newell and Williamson's book, *Pacific Tugboats*, we find this concerning her last tow of USS Jason: "...the battered *Roosevelt* was eased into the old French Canal to await refitting. She lay there a long time, her crew gradually disposing of her removable parts on the Christobal black market to obtain spending money. Finally, she was abandoned where she lay. As far as is known, her old bones are still bleaching in that tropical backwater." Most sources agree that her wreck is still there and that may be so. But with the emphasis on constructing the post-panamax locks and all the tidying up that the United States did prior to returning the canal and locks to the Panamanian Government in 1999, perhaps the wreck site was cleared.

For those of you who think this vessel is worthy of a few chips and sawdust, there is an Ebay listing for her plans. Looks like 4 sheets - 36x22, 50x24, 58x24, and 11x17 inches, and they are drawn in 1/4" -1' scale. I have images of the sheets from the auction listing and they seem OK. The current bid, when I last checked was \$33.33 which, of course, is about \$33.33 too high for me! Another avenue you can pursue for plans is the Mariners' Museum Library. See if they have the Oct 28, 1904 issue of *The Engineer*. You may be able to copy the article on *Roosevelt* which is illustrated with the plans. Some cat has the issue on Ebay for \$14.95--too rich for me. Can't wait to see how all you "weathering" specialist out there model the big dogs and the big dog crap.

John Cheevers

HRSMS PICNIC

At the August meeting Bill Dangler will have a signup sheet for the September picnic. If you can not make the meeting contact Bill at (757) 245-4142 to coordinate items for the picnic.