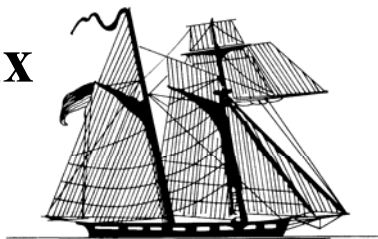


# The Lynx



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Monthly Newsletter of the Washington Ship Model Society

Washington, DC

Volume 77, Number 2

August 2005

## Skipper's Corner

### ***Huet Takes the Helm, Wilde Takes the Quarterdeck***

by Charles Huet  
*WSMS Skipper*

It is an honor to serve the WSMS as your skipper. I would like to thank Joe Miller for his service and leadership for the past two years. I will try to continue the tradition of excellence set by all former skippers. We have many fun events coming up. We are planning some field trips to places of nautical interest. We will also hold an

auction with a multitude of items the club has acquired. We will have chances to display our models at events such as St. Michael's. Finally, we will continue to meet and be informed by presentations while sharing our projects with other club members at our club meetings. I look forward to the next year and I hope to see you at our next meeting.

**Next Meeting**  
**Saturday, August 13, 2005**  
**At 10 A.M.**

**At**  
**Meteor Productions,**  
**Suites H & I**  
**7401 Fullerton Road**  
**Springfield, Virginia**

This meeting will include a presentation on "speed modeling" by Dave Klaus. Dave will give us his thoughts on how to say "enough is enough" and get some structures built

#### **Directions to Meteor Productions**

- 1: From the Capitol Beltway, merge onto I-95 S via exit number 57A toward RICHMOND.
- 2: Merge onto BACKLICK RD/ VA-617 S via exit number 167 toward FULLERTON RD.
- 3: BACKLICK RD/ VA-617 S becomes ALBAN RD/ VA-790 S.
- 4: Turn RIGHT onto BOUDINOT DR.
- 5: Turn LEFT onto FULLERTON RD

#### **WSMS Officers**

The following individuals currently serve on the WSMS "Bridge"

Skipper - Charles Huet

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## Labow Speaks on Ships Boats – Part 1

At the May meeting of the WSMS, Joel Labow provided an excellent presentation types and uses of ships boats during the age of sail. I will recap this presentation in two parts in this and next month's issues the *Lynx*.

Concentrating on British vessels from the 1600-1815, Joel explained that ships boats were used for operations multiple including Rewatering/Revictualing, Towing/Kedging, Mooring/Warping/Anchoring, Personnel Movement, and a variety of wartime operations – but were NOT seen as lifeboats. Warships could carry six months of provisions, but only three months of water, so rewatering capability was essential for foreign service. All but the smallest British ships' boats, for example, provided with removable thwarts to facilitate water cask carriage. For example, a typical first-rate launch from 1804 could carry 14 butts of water, allowing the ship to rewater from streams and other fresh water sources. Most ships boats were carvel built, with planking butted side-to-side over a frame structure. This construction was similar to the mother ship, and was familiar to ship's carpenters. As with warships, repairs could be made by removing and replacing damaged planks without disturbing the surrounding planks.

While carvel built ships boats are easily repaired, they are relatively heavy. Clinker-built boats weigh approximately one-fourth as much as carvel built boats of similar dimensions. This lighter weight arises from the fact that they owe their strength and integrity to the use of overlapping strakes, with relatively light internal framing and planking.

Clinker-built boats had two important drawbacks compared with carvel-built boats. First, the overlapping strakes made damage difficult to repair. Removing and replacing a damaged strake involved disassembling the boat from the wales down to the point of damage, replacing the affected strake, and then reassembling the boat. In addition, the clinker-built boats are subject to

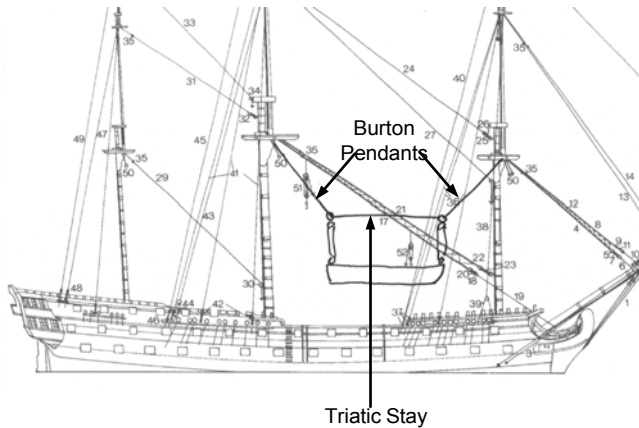
“nail sickness” – corrosion of the clench nails holding the strakes to one another, with corresponding loss of strength and water-tight integrity. However, the lighter weight of clinker-built boats resulted in their introduction and growing use in the British fleet beginning around 1700. However, carvel-built boats were preferred for ships on foreign stations since repair facilities were more limited.

Joel explained that British ships' boats were built to standardized dimensions beginning in the 17<sup>th</sup> century, and later to standardized plans from the 18<sup>th</sup> century onward. Carvel-built boats were constructed in shipyards, alongside their larger cousins, while clinker-built boats were constructed by private concerns

Various rowing techniques were used, depending on the size of the boat and its use. In single-banked arrangements, each oarsman sat on the opposite side of the boat from the oarlock – that is, the starboard oars were worked by oarsmen seated on portside thwarts, and vice versa. This gave the oarsmen greater leverage, but with the oars crossing the boat, fewer oarsmen could be accommodated. Double banked arrangements placed the oarsman on the same side of the boat as the oarlock. This reduced the leverage available to the oarsman, but nearly doubled the number of oarsmen that could be accommodated in a single boat.

Joel also discussed the stowage of ships boats. From 1600-1675 larger boats were towed astern by boat and “guest” (gust) ropes. By the middle of the 17th century boats were stowed in the waist of the ship, either directly on deck, or on spare spars laid between the gallows and the forecastle. Early stowage on major ships remains a bit of a mystery, since only one boat could be stowed on spare spars, and the establishments of the time called for the use of three or more boats. Boat booms were later introduced to carry the load of the ship's complement of boats. Initially provided as temporary beams resting on the ships' bulwarks, these beams became integral parts of later vessels.

Next, Joel discussed the handling of ships boats. The heavy ships boats of the 17<sup>th</sup> and 18<sup>th</sup> centuries, such as longboats, pinnaces and barges, had to be lifted from their storage locations and lowered into the water. For large boats, this was often done by means of the ship's Burton pendants (see illustration).



A triatic stay is used to tie the Burton pendants together, allowing the diagonal lifting force of the Burton pendants to be transferred to the boat tackles used to lift the ships boat. Using similar arrangements on yards to transfer weight of the boat over the side of the ship, the boat can be lowered into the water.

(For a practical example of the use of the Triatic stay, visit the USS Constellation in Baltimore, where just such an arrangement is used to support an awning over the ships waist.)

Smaller, lighter boats could be slung from davits. This method was limited largely to clinker-built boats introduced in the 18<sup>th</sup> century, when quarter davits were first introduced. This also marks the first practical use of ships boats as lifeboats – unshipping of heavier boats stowed at the ships waist was simply too time consuming to make them practical in man overboard situations.

*Next Month* – Types of Ships Boats

## Upcoming WSMS Meeting Schedule

Regular monthly meetings alternate between Virginia and Maryland locations. Virginia meetings are held on the second Saturday of the month and Maryland meetings on the second Tuesday. The current meeting plan is:

August 13 (Saturday) 10 AM – Regular Meeting, Meteor Productions, Springfield, VA. Topic: Speed Modeling by Dave Klaus.

August 27 (Saturday) 10 AM – Steel Navy Special Interest Group – Location TBD.

September 13 (Tuesday) 8 PM – Regular Meeting, location to be announced.

September 24 (Saturday) 10 AM – Steel Navy Special Interest Group – Location TBD

October 11 (Saturday) 10 AM – Regular Meeting, Meteor Productions, Springfield, VA. Topic: TBD

October 29 (Saturday) 10 AM – Steel Navy Special Interest Group. Location: TBD.

November 4-6 – Nautical Research Guild Conference, Hampton Roads, Virginia.

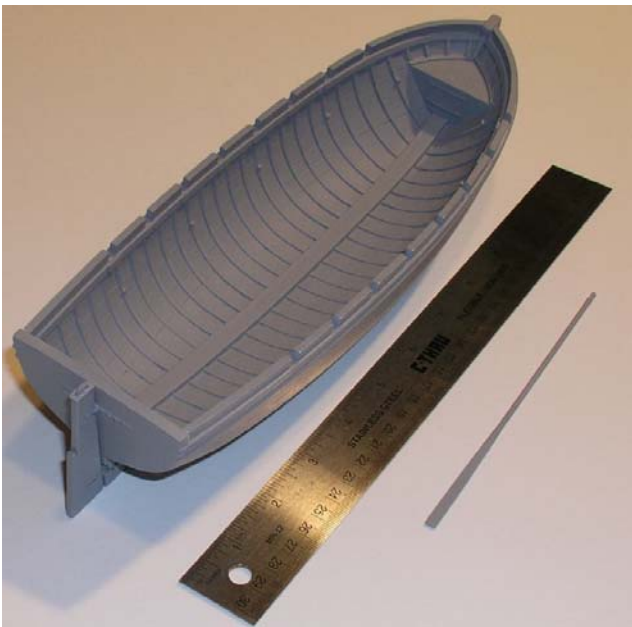
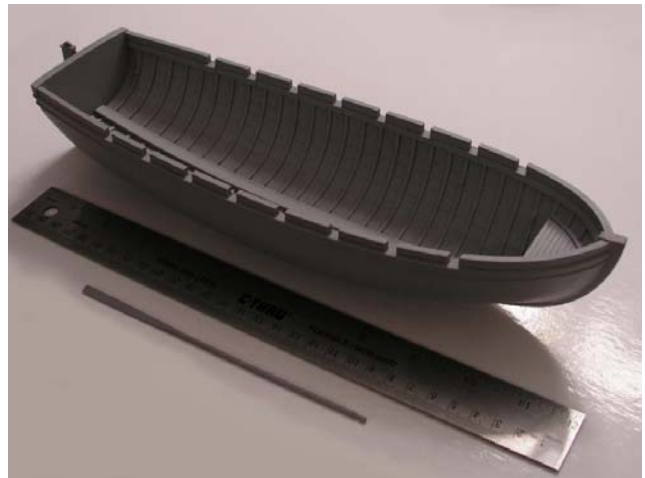
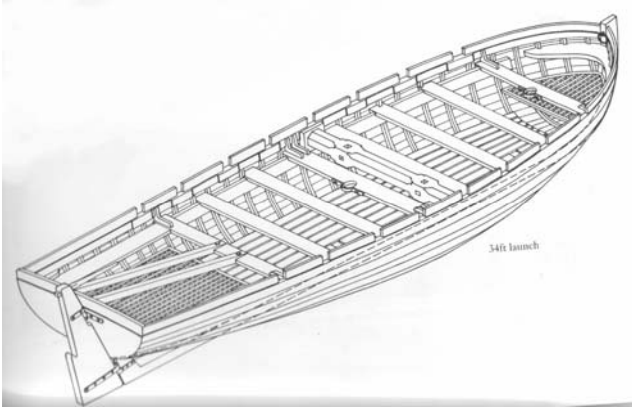
## Next Time You're In Richmond ...

A friend of Gene Larson's recommends a visit to the Museum of the Confederacy ...which adjoins the White House of the Confederacy in the middle of the city. The museum is surrounded by the Medical College of Virginia. The centerpiece of the site is the White House itself - which is astonishingly well preserved and appointed - but what will be of particular interest is the temporary exhibit (through the end of 2006) on the Confederate States Navy which will enrich you.

Maps and details are available at <http://www.moc.org>.

# Joel Labow's Latest Endeavor – A 1/35-Scale 34' Ship's Boat

Pictures below show the master for a new kit, which will be available through Meteor Productions in the near future.

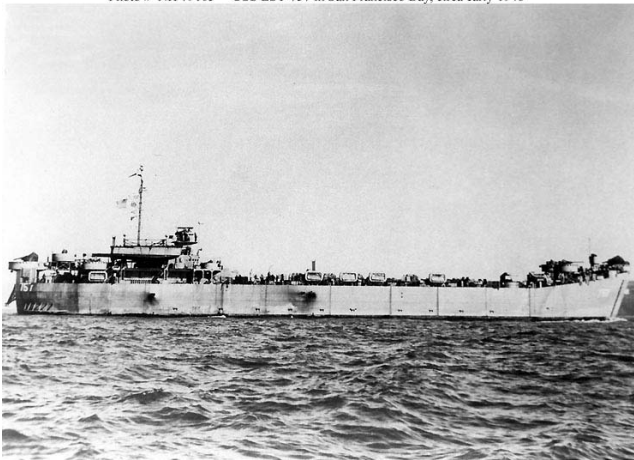


## Steel Navy Meeting

The Steel Navy special interest group meets the last Saturday of the month in one of the members' homes. The group focuses largely on post-*Monitor* powered ships, with particular interest in steel hulled warships, though merchants and passenger liners are also fair game. Models may be wood, plastic, resin, card stock, metal or "virtual" (i.e., computer generated). Discussions of models, modeling techniques, research and reference material are always lively, with virtually everyone taking home some new ideas to use on their own models.

The next meeting is tentatively scheduled to be held on August 27 at 10 AM. The meeting will be held at Vince and Cathy McCullough's home. For information or directions, please contact Vince at (703) 345-8644 (daytime) or by email at [vincent.mccullough@ngc.com](mailto:vincent.mccullough@ngc.com).

Photo # NH 79105 USS LST-757 in San Francisco Bay, circa early 1946



***LST-757 Underway in San Francisco Bay, California, circa early 1946. US Naval Historical Center photograph***

## WSMS Loses Another Member

The WSMS has lost another member. Dr. Joseph D. Connor, 77, a Bethesda family physician for many years, died of cancer July 12 at his home in Bethesda.

Joe was born in Washington and graduated from St. John's College High School in 1945. He attended Catholic University and received his medical degree from George Washington University in 1950. During the Korean War, he served as an Army battalion surgeon with the 35th regiment, 25th division. He received the Bronze Star.

After the war, he established his family-medicine practice in the family home, delivering several generations of babies and serving Bethesda-area families for a half-century. He retired in 2000.

Survivors include his wife of 55 years, Marie Gallegos Connor of Bethesda; seven children, Dolores Elliot of Acton, Mass., Sheila Kerber of Greenwood Village, Colo., Jean Osborne of Wesley Chapel, Fla., Catherine Connor and Joseph Connor, both of Rockville, Christopher Connor of Chevy Chase and Gregory Connor of Durham, N.C.; a sister, Joan Connor Lee of Chevy Chase; and 15 grandchildren.

Joe was a frequent attendee at club meetings, especially those held in Bethesda. He recently attended the Second Annual Ship Modeling Expo at St. Michaels, where he exhibited one of his models. In his spare time, Joe also enjoyed CB radio.

Fair winds and following seas, Joe! You will be missed.

**Washington Ship Model Society  
2005-2006 Membership Renewal**

**Name:** \_\_\_\_\_

**Street:** \_\_\_\_\_

**City:** \_\_\_\_\_

**State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Please remit \$20 for one year membership to:**

**Washington Ship Model Society  
John Reeder, Purser  
215 Deepwoods Dr.  
Great Falls, VA 22066**