

# Logbook!



No. 436

WWW.HRSMS.ORG

October, 2022

## From The Bridge



## Meeting Notice

The meeting will take place  
at 1000 hours

**October 9, 2022**



(Ed note: It is the month of All Hallows' Eve,. But before you go off partying, bobbing for apples, and dressing like your Uncle Larry, take a minute to read the skipper's column. It's something that rivals anything written by Gram Stoker, Mary Shelley, or Edgar Allen Poe. It should scare the bejeezus out of you!)

nothing else. Well, ship modeling or the lack thereof.

As you know, to follow Gene's self-anointed title of "Supreme Dude", I gave myself the moniker "Mañana Man". It is both an acknowledgement of my sloth/procrastination and a weapon with which I might whip myself into action. It hasn't worked as well as I hoped. Though I did add another plank to my model today, progress remains disappointingly slow. In my defense, I have spent a lot of time working on the club's website, particularly of late. But I also binge the occasional series on TV, and now that it is fall, at least 3 hours a week are dedicated to football. There are other distractions, and the cumulative weight of these must be weighing on my conscience, as evidenced by the dream.

In the dream, Mary came to me and said that while I hadn't even reached the half-way



This month I'm going to share a dream I had about my wife. Before you get ahead of me, it has everything to do with ship modeling, and







point planking my model, she had started and finished one of her own. I hung my head, looked up at her with a look that could be described as a silent, incredulous "What?" She just stared back. I finally

asked how long she had been working on it in secret. The reply was "three months." Given the short duration, I figured it must be a simple skiff. "What is it?", I asked. "The Jefferson Davis", she replied. I'd bought the kit at an auction held at Jack Bobbitt's house, if you can remember that far back. She said that since it seemed I was never going to get around to it she might as well take a crack at it. It's a Baltimore clipper style revenue cutter --- no simple skiff. Three months! So I asked if she'd modelled just the hull. "No. Masts, sails, rigging and all", was the answer. I had to see this. It must be pretty ragged if done that quickly and on a first attempt. Well, let's just say it was immaculate. When I noted how good the rigging

looked, she said she threw the kit yarn away and made her own cordage. The gun barrels were not the britania metal either, and when I asked about those she replied she'd turned new ones...

Shoot me now.



Not Mary's model. But it could be...



### Witch's Brew Cider

Thanks to sweet honey vodka—plus a dose of apple cider—we'd say this is less the Wicked Witch of the West's kind and more a Glinda-kind of witch's brew.

Ingredients:

1.5 oz. Smirnoff Wild Honey flavored vodka

2.5 oz. apple juice

2.5 oz. cider

Directions: Shake and serve over ice. Serve in highball glass. Serves 1





# Minutes



## Picnic at the Park

I will make this short....no meeting, no minutes!  
Well?...technically speaking these are the events as they happened.

His Eminence did briefly invoke Bifröst to ascent our newest associate to be among the Æsir of ship modeling. Mike Pelland, a mere mortal no longer... welcome.



As is our annual tradition to feast upon the flesh and bounties of nature, we once again descended to the gardens of Newport News Park to gather among friends and partake in Ryland and Kevin's efforts as master chefs of the grill.

All thoroughly enjoyed the afternoon and company, a bien tôt.

Gene, Supreme Clerk





# The Scene



Stewart Winn was brave last month when he pondered about The Scene. His reply was short and to the point: “An emasculated tank.” He wouldn’t be wrong, but he’s not totally right either. I expected to receive a lot of hate mail from offended modelers for desecrating this nautical sanctuary with an army tank—one without a gun, no less—but it was not to be. In fact, the scene was not about the tank at all. It was about the building behind. Had I accompanied the scene with another image (right) you all might have guessed what was going on.

According to an historical marker erected in 1998, the “unique structure...is an example of early joint forces’ operations.” The marker goes on to say that “The Army, Navy, and British Admiralty contributed to its design, construction, and use. The design modifications of the LST ships, used to transport tens of thousands of troops in W.W.II, are the results of experiments conducted in the LST Building.” So this is the LST Building. For those of you who bend on sails, LST stands for Landing Ship Tank according to the US Navy classification system. For those familiar with operating the vessel, it was nicknamed the Large Slow Target.

The impetus for the design came out of the British Dunkirk evacuation. The experience showed a need for a large, ocean going ship that could ship to shore delivery or evacuation of tanks and other vehicles. The first examples are said to be derived from sketches penned by Winston Churchill. The design carried a long ramp which was stowed behind bow doors. The draft of this vessel was not entirely successful

and only three examples were built “at Harland and Wolff from 1941 and completed in 1943.” By collaborating with the US Navy and Army the design was modified allowing the vessel to beach and un-beach itself for loading and unloading. This is the type we are all familiar with and over 1000 examples were built.

Credit for the design must be given to two men: “Sir Rowland Baker, who was part of the British delegation” and “John C. Niedermair of the Bureau of Ships.” “To meet the conflicting requirements of deep draft for

ocean travel and shallow draft for beaching, the ship was designed with a large ballast system that could be filled for ocean passage and pumped out for beaching operations. An anchor and mechanical winch system also aided in the ship's ability to pull itself off the beach. The rough sketch was sent to Britain on 5 November 1941 and accepted immediately. The Admiralty then requested that the United States build 200 "LST (2)" for the Royal Navy under the terms of lend-lease.”





“The preliminary plans initially called for an LST 280 feet (85 m) in length; but, in January 1942, the Bureau of Ships discarded these drawings in favor of specifications for a ship 290 feet (88 m) long. Within a month, final working plans were developed that further stretched the overall length to 328 feet (100 m) and called for a 50-foot (15 m) beam and a minimum draft of 3.8 feet (1.2 m). This scheme distributed the ship's

weight over a greater area, enabling her to ride higher in the water when in landing trim. The LST could carry a 2,100 short tons (1,900 t) load of tanks and vehicles. The larger dimensions also permitted the designers to increase the width of the bow door opening and ramp from 12 to 14 feet (3.7 to 4.3 m) in order for it to be able to accommodate most Allied vehicles. As the dimensions and weight of the LST increased, steel plating thickness increased from 1/4-inch (6.4 mm) to 3/8-inch (9.5 mm) on the deck and sides, with 1-inch-thick (25 mm) plating under the bow.[11] By January 1942, the first scale model of the LST had been built and was undergoing tests at the David Taylor Model Basin in Washington, D.C.”

Here is where the building in our Scene comes into play: “Provisions were made for the satisfactory ventilation of the tank space while the tank motors were running, and an elevator was provided to lower vehicles from the main deck to the tank deck

for disembarking. In April 1942 a mock-up of the well-deck of an LST was constructed at Fort Knox, Kentucky to resolve the problem of ventilation within the LST well-deck. The interior of the building was constructed to duplicate all the features found within an actual LST. Being the home to the Armored Force Board, Fort Knox supplied tanks to run on the inside while Naval architects developed a ventilation system



capable of evacuating the well-deck of harmful gases. Testing was completed in three months. This historic building remains at Fort Knox today.”



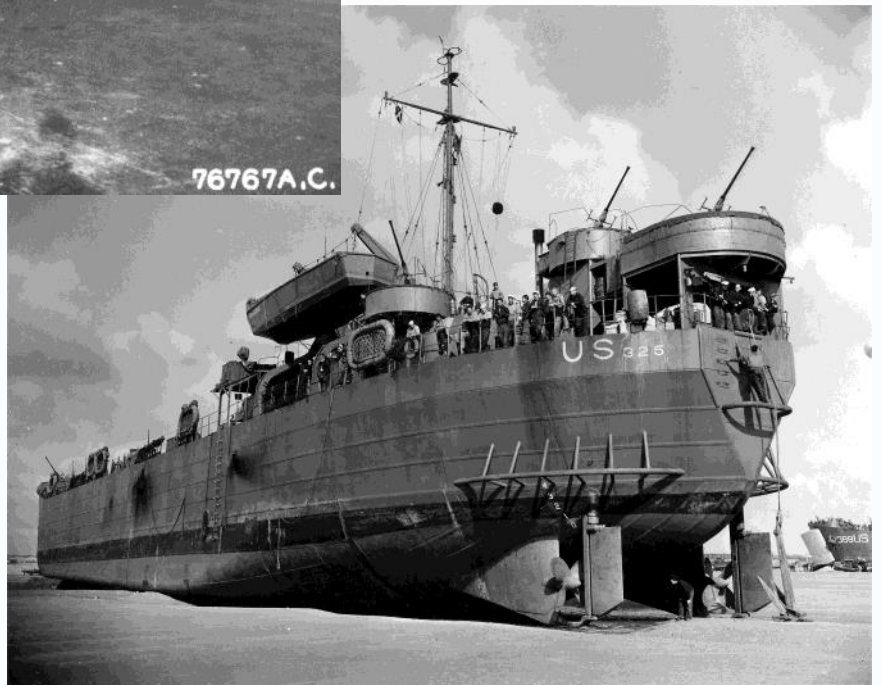
But that's just part of the story. With the world at war, millions of young men needed to be trained at the myriad of jobs and skills necessary to fight and win. A lot of what happened in this conflict involved new techniques and technologies. Training in these areas was paramount to victory. One of those areas involved amphibious warfare on a



notice that he carefully avoided typing the tank as a synonym of his name.

“In three separate acts dated 6 February 1942, 26 May 1943, and 17 December 1943, Congress provided the authority for the construction of LSTs along with a host of other auxiliaries, destroyer escorts, and assorted landing craft. The enormous building program quickly gathered momentum.” Even Newport News Shipbuilding got into the act. According to Bill Fox in his book Always Good Ships, “such a

massive scale. The LST was a new technology, using it was a new skill. This building, and I understand there were several more alongside it, provided the means to train drivers on how to embark and disembark efficiently. The scene shows just that. Stewart is correct that the tank is emasculated, but I wonder if the lack of a gun barrel affected or altered the training experience. I





high priority was placed on the construction of these ships that the keel for Hornet (CV-12) was floated out of the newly constructed shipway 11 so that six LSTs could be built there ahead of her.” And the need was so great that Newport News floated them out by October. Twenty-three were in commission by the end of 1942 from all shipyards involved in this project. In all, NNS built 18 of these vessels for the war.

A total of 1051 were built during the war with the bulk being built “by five “cornfield shipyards” in the Middle West. Dravo Corporation's facility at Neville Island, Pennsylvania, designated the lead shipyard for the project, built 145 vessels and developed fabrication techniques that reduced construction time and costs at all of the LST shipyards. The Missouri Valley Bridge & Iron Co. built the most LSTs of any shipyard, with 171 constructed at Evansville, Indiana. Chicago Bridge and Iron's shipyard in Seneca, Illinois, launched 156 ships and was specifically chosen because of their reputation and skills, particularly in welding. The American Bridge Company in Ambridge, Pennsylvania, built 119.”



According to the Wikipedia entry only about 8 LSTs remain—nine if you count the training building. It is now an historical landmark and can be visited at Fort Know, Kentucky. And in a Maxwell Smart moment, I missed viewing the preserved LST, number 325, by “that much”. I just returned from a brief stay in Cincinnati only to find that LST-325 was going to be at the public landing there the following weekend.





# The Scene



What in the world ? This is a hard one, but it's something to ponder for October





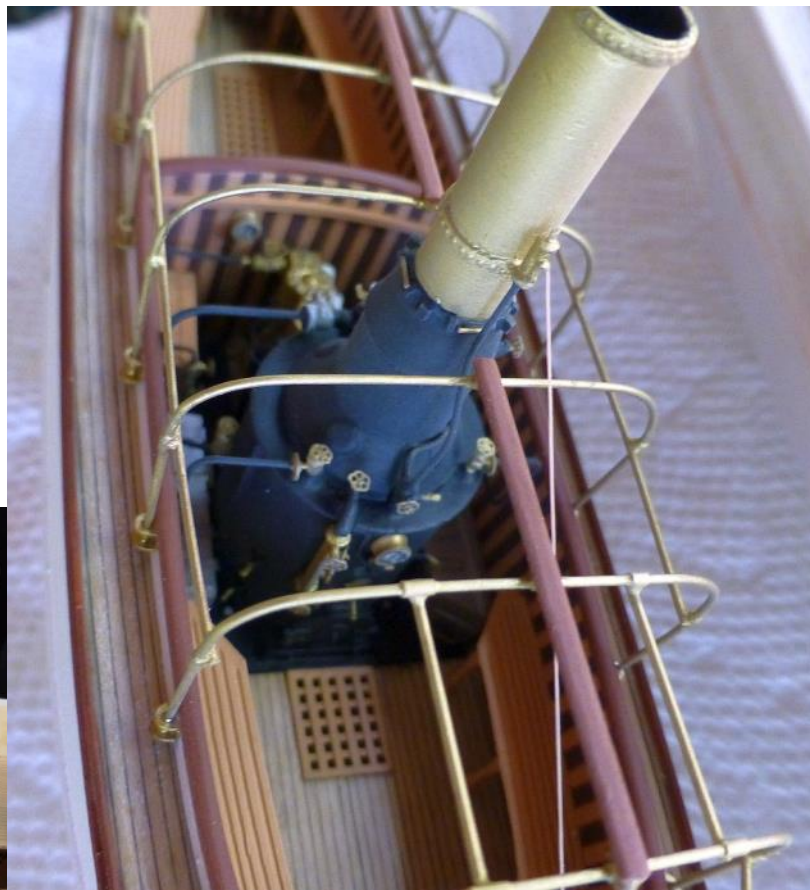
# More Picnic Fun!



Much thanks to Pam and Ryland for all your hard work. And thanks again to Ryland for sending the great pics!!!

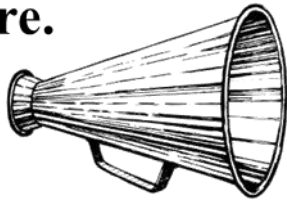


# And some Shenanigans from Midgard!





**D'ye hear, there.**



## The October Auction

**Begins Sunday 10/16**

The auction will be on-line at the [HRSMS.org](http://HRSMS.org) website. You will need to be a member to participate. You will need to be able to access the website to bid. I will not take bids via email, phone, text, or messenger. If you cannot access the website, you need to get with the Webmaster for help and direction or have someone bid as your proxy.

Once you access the auction page, please **READ and FOLLOW** the instructions for bidding.

Each item will have a picture, a description, opening price and bid increment. There may be a reserve placed on some items to ensure the club receives a fair price. If the reserve is not met by close of bidding, the item may be cycled again at another time or awarded to the high bidder at the discretion of the bridge.

My intent is to have the first items available for bids on Sunday October 16. That way you will have time to work with the Webmaster if necessary. Some items on offer will be up and on line by the meeting date (10/8) so you can study them and plan your strategy.

Winners should expect to pay the purser via cash, check, or another means that you and he agree to. You may arrange to pick up your winnings at my place or receive them at the November meeting if you wish to wait. If the item is heavy, I strongly suggest you pick it up at my place. For anything else, shipping to you will



be at cost and will be added to the amount you owe the purser.

I envision this auction running for several months as Christmas approaches and we work through what we have in stock. Items will be added as they are ready for sale, so keep checking for new bargains.

I wish you all success in your bidding.

In the future, if you have an item at your place that you want to donate to the on-line auction, please send me a photo of the item and a description. It will be offered at a future time and you can work out delivery with the winner then. Do not bring the item to me for storage.

John your auctioneer





# The Deckplate 2023

## JANUARY 2022

14 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: David Chelmow - Choosing and milling scale wood

## FEBRUARY

11 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Tim Wood - Photographing your model like a pro

## MARCH

11 HRSMS Monthly Meeting: Mariners' Museum

## APRIL

HRSMS Monthly Meeting: Mariners' Museum

## MAY

HRSMS Monthly Meeting: Mariners' Museum

## JUNE

HRSMS Monthly Meeting: Mariners' Museum

## JULY

9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## AUGUST

6 Modelcon, Philadelphia, Pa.  
13 HRSMS Monthly meeting:  
Presentation: Ryland - Review of Modelcon 2022

## SEPTEMBER

10 HRSMS Monthly Meeting: Picnic Newport News City Park  
19 Talk like a Pirate Day  
Presentation: Picnic

## OCTOBER

8 HRSMS Monthly Meeting: Mariners' Museum  
16 on-line auction begins  
13 US Navy birthday  
Presentation: "The Intricacies of Card Stock construction",  
By Dave Baker

## NOVEMBER

12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers - Carving the Perfect Hull

## DECEMBER

10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger - High Tech; the Photo Etching Process

## WATCH, QUARTER, AND STATION BILL



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