



Logbook



No. 437

WWW.HRSMS.ORG

November, 2022

From The Bridge



Meeting Notice

The meeting will take place
at 1000 hours

November 12, 2022

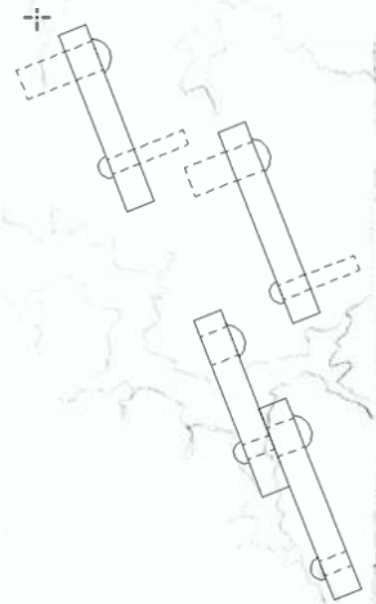


My entry for the month is 1 part product endorsement and 3 parts confessional. Despite painstaking preparation, I have repeated the same mistake over and over. My frustration is mounting and my confidence waning. Fortunately, none of these errors have been catastrophic and (so far) all will be hidden when the decks are installed. The only reason I'm adding the details below-deck is to have better photos to document the construction. The hope is that by confessing my modeling sins you might avoid similar mistakes. The first lesson is to practice new procedures off your model or, as in my case, in areas that will later be hidden - better to get the kinks worked out where they will never be seen.

As you all know by now, I am working on a lapstrake fishing boat. As you also know from a previous show-and-tell, the rivets are simulated by rolling a very blunt edge over copper wire. The wire is deformed by the blunt edge as it makes its way through and a small head is formed by the time the wire is separated. Because the nail head and rove diameters are so different, and the head formed by this procedure is barely

more than the wire diameter, two different gauge wires are required.

Were the planks to be glued up first, it would be necessary to cut the wires to the thickness of the plank or less. Given the planks are only 0.036" thick, grasping the head of the faux nail (or rove) and pushing it into the pre-drilled hole is nigh on impossible. It's too hard to align and, more often than not, the wee bit of wire snaps out of the tweezers and across the



room. Therefore, I am inserting the wires before gluing up the planks. This allows an oversized wire to be pushed through, the ends snipped off and sanded flush. Once the planks are glued up, it looks rather realistic.

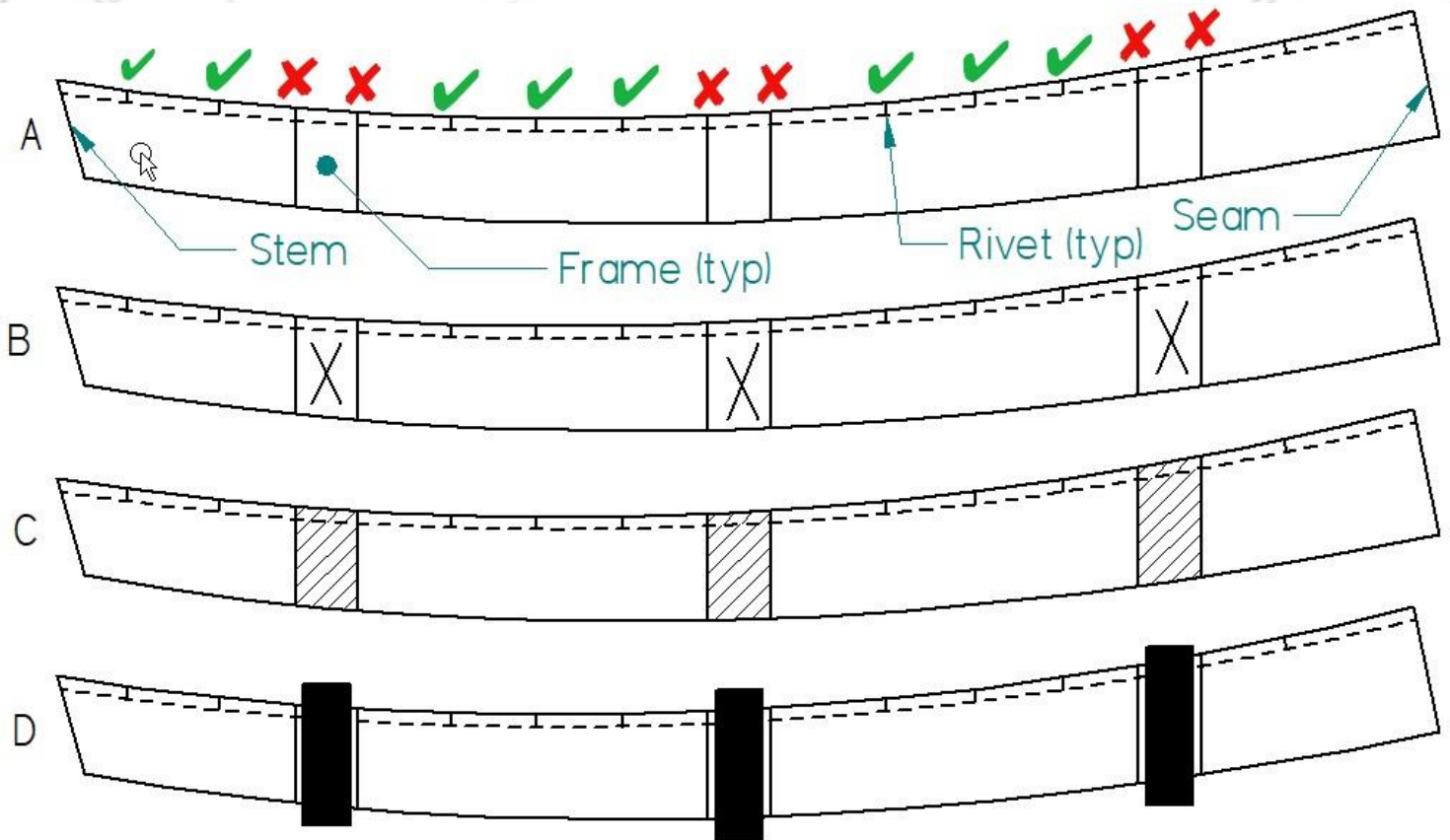
HAPPY
Thanksgiving!





The problem has been getting them in the proper locations. I need to avoid the frames, which will not be added until the planking is complete. For each plank, I marked off the lap distance (dashed line), frame locations (long lines), and rivet locations (short lines). Note, as both sides cannot be seen at once, it does not matter if the inner and outer wires are not precisely aligned.

bought the Quasar LED lights (https://www.amazon.com/dp/B0058ECQ46?psc=1&ref=ppx_yo2ov_dt_b_product_details) for the optivisor that I already owned, and the difference has been like night and day - more a direct comparison than an analogy in this case. I first asked Gene what he thought of his own, so you can count this as two recommendations. I have four recessed lights above my desk (two behind and two in front) and an articulating task



You've all heard the phrase "measure twice, cut once." It seems twice, or even three times, is not enough for me. Despite checking over and over, I repeatedly mistook a short line for a long one, resulting in a hole drilled on or between the frame edges (red Xs) or a hole not drilled at a rivet location (green checks). So, I started drawing a large "X" through the frame location (row B). That wasn't enough to avoid mistakes, so later I started shading in the frame location (row C). Mistakes were reduced but not eliminated. From now on I am going to place a strip of tape over the frame location (row D). Surely that will be enough, right?

light on it. Still there are horrible shadows, particularly in the evening. Having a light source between your eyes and the subject destroys these entirely. I wish I had bought these years ago, when I first saw them.

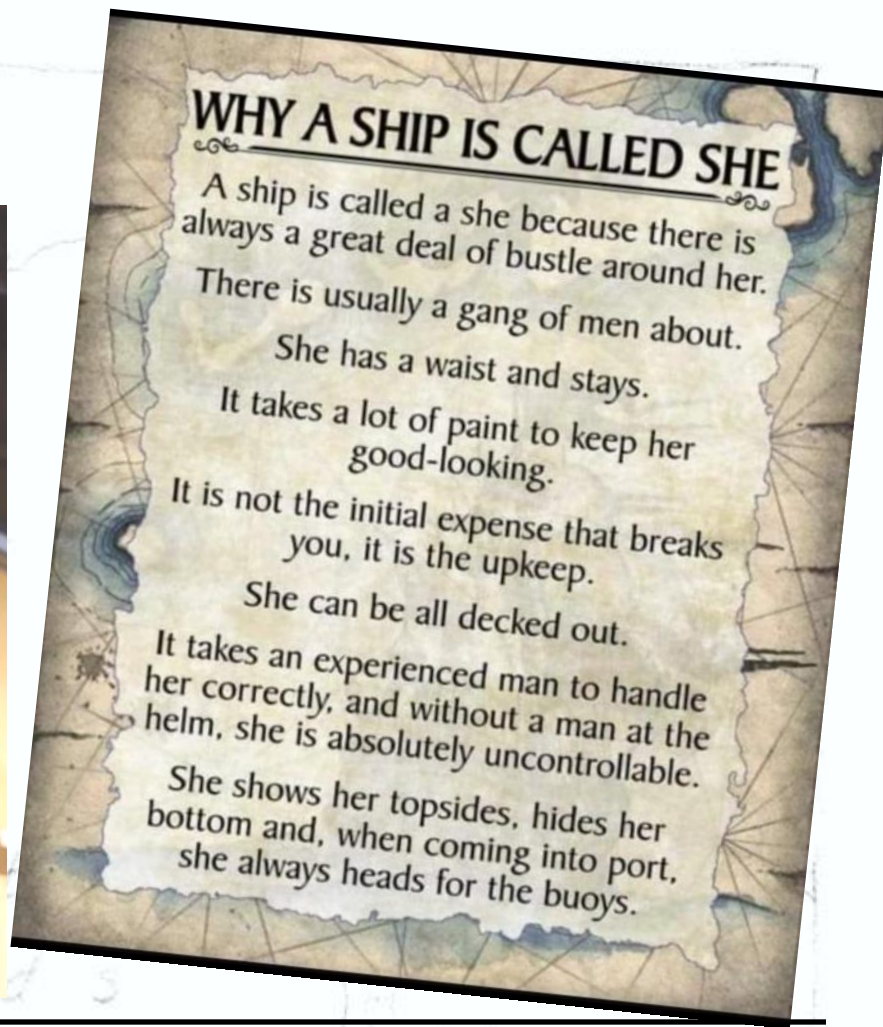
Part of the problem was that the shading was easily rubbed away with handling. I was using a soft pencil to avoid leaving any permanent marks. This exacerbated another problem, which was poor lighting. Here is where the product endorsement comes in. I recently



Mañana Man

Naval Yard
March 31st 1944

Selfless, chauvinist post... and a proper image



Not your Navy Grog

Thanksgiving Margarita Ingredients



You can mix your brew using the ingredients in the photo, or you can make like an engineer or chemist and follow the exacting measures below:

2 oz 100% apple cider

2 oz pear juice

1½ oz gold tequila

1 oz Grand Mariner* or orange liqueur

Salt (for glass)

Lime

Ice

Fruit wedge and Cinnamon sticks, for garnish

* I would use Grand Marnier and keep the sailor out of the punch. There is a cocktail called the Grand Mariner...maybe next month.

Newport Minutes



member. At 11 he admits to favoring building with his hands. Doug Morgan spoke of his interests and projects underway. Online, from the New Jersey Ship Model Society, Mike Ellison introduced himself and briefly discussed his model history as well as his in-

Heigh-Ho, Heigh-Ho, off to work I go...



Well?...Maybe not so much work but play. The reason I missed what was apparently a spirited meeting was the opportunity to tour the SS United States. A temptation not to be refused. With what I experienced, the boat's a fixer upper. I'll miss the November meeting as well as Greg. We'll be attending a model show in Oxford, MD. Poor John. Everyone play nice now!

I'll now attempt to unravel the events as they unfolded.

The October meeting kicked off in the usual fashion as Greg acknowledged guests and friends in attendance. Mike Reges, John, Claire and Damien Oldfield introduced themselves to the crew with a particular focus on Damien who may become our first junior



volvement as owner of Sea Watch Books.

Moving on to corrections to the last minutes, I stand amended. The previous meeting minutes cited Greg as being "His Eminence." Albeit a title bestowed upon mere mortals...I selflessly thrust myself upon Gungnir and hail, Gregor the Alföðr. I can rest now. However, lest not forget from whence we come...but I won't "Borr" you with the details. Other than that, all good.

Ron questioned a couple minor points in the Log, but ultimately complemented the new tack the Log has taken, and well deservedly so. Good job, Number Three.



More Minutes: Ryland presented the treasurers report, and we are happy with his accounting.

Greg has indeed been very busy with our web site. He added past photos and exhibits and linked the Mariners Museums site. They've made navigating and finding information on their models and exhibits easier to locate. Greg still asks for photos of both current and past projects to flesh out our site further.

Old business consisted of soliciting a cork board for modelers in the "Taco Stand" to be able to communicate with others and use as an easel for plans, etc. The memorial plaque was mentioned as an ongoing project with no prototype at this time. Some effort is still being levied in the direction of an exhibit or venue conducive to our desire to display and /or hold a local contest. Greg has made contact with a local gallery but has not heard back yet. The Mariners Museum may be open to the concept; however no discussions have ensued until we formulate a cohesive agenda. Any project as comprehensive as this will require much help from the members.

A long discussion of the online auction was presented by John, Ryland and Greg as details for the sales are finalized. Greg showed how the auction presence on our site works. Hopefully everyone interested in the

auction will find the deal they deserve. Poor Damien was observed to squirm a bit in his seat. I hope we haven't shown our hand too early.

The order of the New Business is now the old business of new. Another lengthy discussion of the order of the new business perhaps got a little old as the order of business was debated....really?

Ryland, as part of new business, reminded us that our NRG renewal is due and it was quickly passed by a members vote. As was, it would appear, my own one

way ticket on the HRSMS Railroad. I'll know not to miss another meeting.

A speakers sharing system between clubs was a concept forwarded from the Chicago Tri Clubs area to Ryland to loan speakers between clubs. It appears to be a good idea and would bring in quality speakers for everyone to enjoy. We should consider participating as it could only improve ours and others modeling and networking between individual modelers and clubs.

Ron talked about the modelers stand show case and the need for displays. Also was suggested that a computer be made available to keep and use in the shop. It was decided that the old club comput-

er become the responsibility of the editor.

Show and Tell....finally! Ryland started us off with his Queen Anne Royal Barge. A kit by Syren Ship Models designed by Chuck Passaro, features all cherry with boxwood carvings. He showed us some of the construction details and techniques. He also showed the Syren ropewalk he got while at the Admiralty Models workshop in Annapolis which he had attended.



More Minutes:

Greg continued the discussion of lap strake construction on his Danish eel drifter. Al Sutton's Smith Island skiff was next and continues to progress. Mike Pelland has lofty plans to build the USS Constitution with plans which appear to be as old. And, Sean Maloon, what can I say....what happened to the Arizona? Syren? Shades of my M.O. Sean did, however show us a press he will use to create copper plating with stamps to simulate the multitude of nails. Very clever....even though I didn't think of it first, ah!

A brief book report was next. *Iron Dawn*, by Richard Snow. A good read by all accounts. John Proudly, "Come on down"... The USS Arleigh Burke is shown in progress. The 1/16th scale Bluejacket kit looks great. It will make a nice display when complete. Tom Ruggiero's RMS Titanic model was discussed and Tom spoke of some of the tribulations of working

with kit parts and how to improve his efforts. HELP!!!

Mort Stoll's enormous HMS Victory model is taking shape. Rigging is a slow and tedious venture. Four years to date. Ain't nobody got time for that! Wow!

And finally, Joshua Fichmann showed us an alternative modeling venture of building with Metal Earth kits. Photo etched kits of space craft and many more in their inventory. A ten minute bio break was suggested before the presentation by Dave Baker.

Dave gave us a treatise on building paper models. The details are phenomenal as are the techniques to make them convincing. Unfortunately, not so good in the bath as it turns out.

Until next month, keep your powder and your boats dry.

Supreme Clerk

Scuttlebutt



Sometimes you just want to go fast. In the Search for Speed under Sail, while we Always have Chapelle, lately we can find satisfaction with SailGP. Have you heard of it? Formed by Larry Ellison, founder of Oracle and champion yachtsman Russell

Coutts, the series "aims to establish a commercially viable global race series with a large audience." The series uses "fast, foiling catamarans in a variety of spectacular locations" If you're into racing, you will see a striking similarity to the Formula 1 auto racing formula.

While you can find and study Oracle, an AC72, proudly displayed in its own hall at the Mariners' Museum, Newport News, VA., you can catch its smaller brothers, AC50's, battling it out in the international SailGP series. I watched the cats this past weekend as they competed off shore of Saint-Tropez, France. While it was carried by CBS television on October 23, a Sunday afternoon, the racing happened back on September 10/11. Since it was new to me, I cheered on team USA with gusto and they won! Another team reached the highest speed for the weekend, reaching 99.something kmh which is about 61.5mph—you can't go down I-64 that fast some of the time.

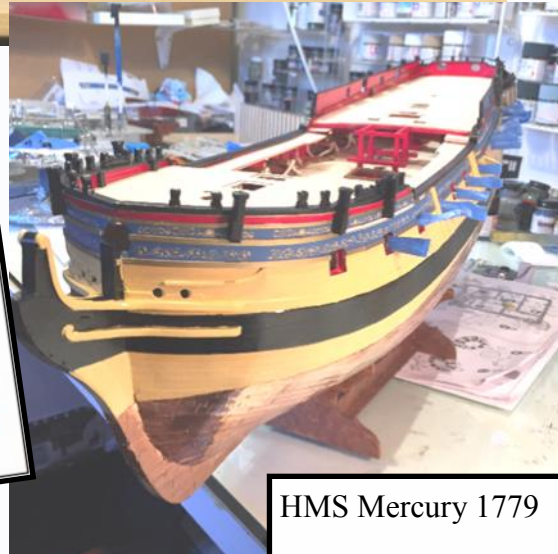
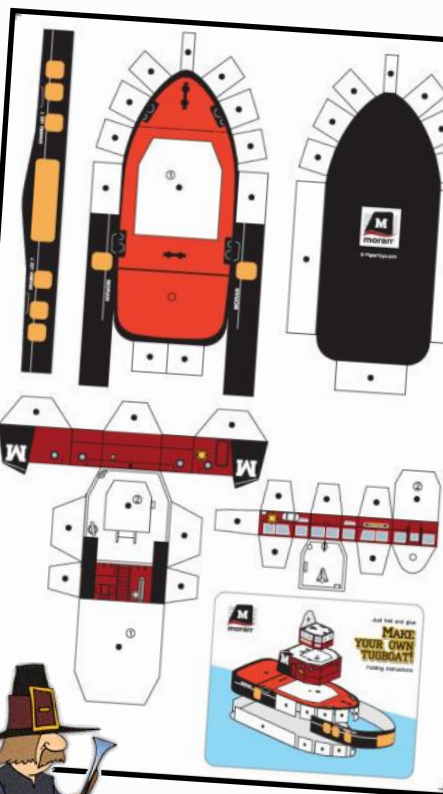
If you get a chance, and need a break from the NFL, check it out - Ed.



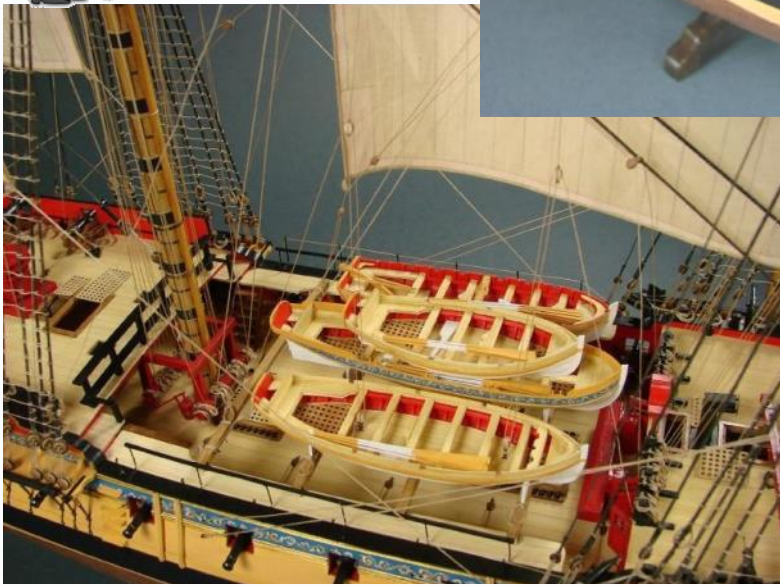
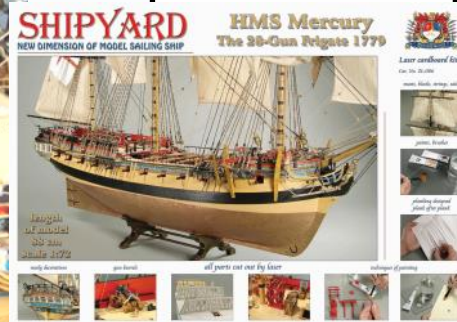
Presentation: Dave Baker gave an excellent talk about the ins and outs of card modeling. This primer discussed the wide range of available kits, how to get them (or print them in some cases), some of the difficulties and pitfalls in their construction, and where the genre is heading.

Everything from  to 

Don't want to paint? Don't want to deal with sand dust? Don't like the weight? Try this—the results are in-



HMS Mercury 1779
Laser cut Cardboard
Kit, 1:72, \$450.73



The Newport Scene



I said that the October Scene was difficult, and that proved to be the case. Even with two photographs of the scene no one replied that it looked like the hull of a vessel high and dry; perhaps on the bank of a river somewhere. But that's exactly what the images reveal, and I would have taken that as an answer. To dig further you probably needed a bit of "insider information", and that's what I will provide here:

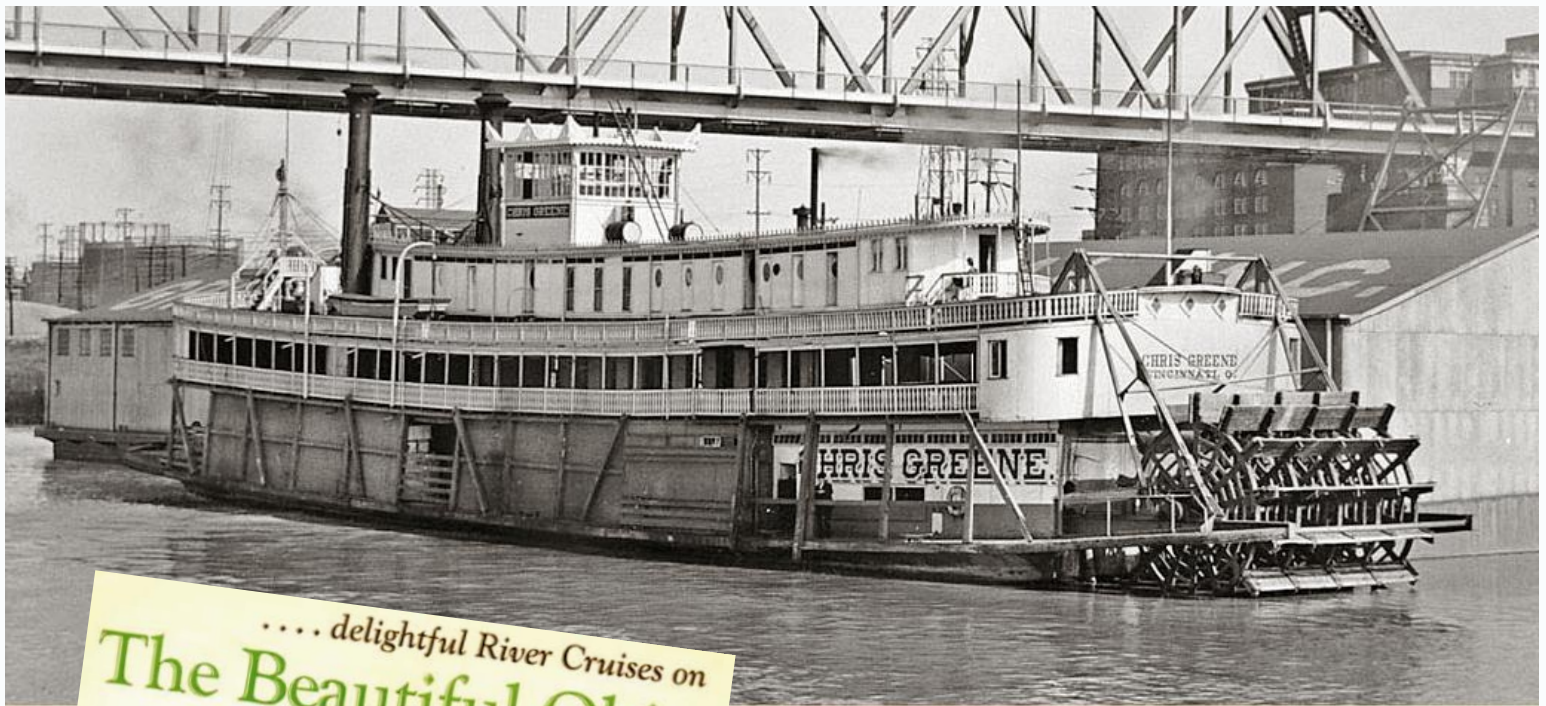
I think it's interesting that at this time with the current drought, and with some of the inland rivers and lakes at record low levels, that historic long lost wrecks are being revealed. The on-line newsfeed almost has a new posting daily on this subject. However, the vessel in our scene is not a subject associated with lower river levels because you can see it almost year-round except, maybe, during the spring floods. But the on-going drought brings it to mind. This hull sits far enough up the bank that it can be explored at your leisure.

"Why do I know about this wreck" you ask? Well, I'll tell you. As some of you know, I grew up in a Northern Kentucky suburb of Cincinnati. Our house is at the top of the hill and at the right time and with the correct wind we could hear the calliope on the steamer Delta Queen play as she went up the Ohio River toward Pittsburgh. The hike to the river is not more than a mile, downhill. It's the hike back that we a bruiser. But as kids we make the trek all the time. It was many a day that we hung out on the riverbank watching the barge traffic, pleasure boats, and occasionally the Queen go by—something you don't tell your parents.

I was too late to fully appreciate when the steamboats ruled the river. Being a product of the Interstate highway generation, I missed out on traveling along the river in a grand steamboat. History books are full of images of side-wheelers and stern-wheelers, called packets, carrying freight and passengers to their destinations along what was then a dying transportation route. My recollection of these vessels, and there weren't many then, is their being used as clubhouses for the marinas that lined the river. Most of them had their giant paddles removed and fancy interiors gutted. Diesel towboats pushing barge consists ruled the channels.

There was one line still active in Cincinnati at this time,





helped fuel my passion for ships and ship models.

Now my dad was an electrician and had his own business. He grew up in Dayton not two blocks from the river, and this was before flood walls surrounded the town. While I understand that Grandma’s house didn’t flood, the water sometimes came close. On Saturday’s, when my brother and I were old enough, we helped him in the business. There seemed to be this one house (long gone, now) that flooded every year and every spring we had to do a bit of rewiring for the owner. About a block downstream from this house was a marina were folks kept their cruisers and runabouts during the boating season. The head boat was an old sternwheeler steamer named the Chris Greene. I didn’t know it’s pedigree or appreciate this at the time. I knew it as the Harrison Boat Dock, but it was really called the Harrison Boat Club. It was owned by George Harrison, not the one of musical fame.

The Greene Line. This family-owned business was “established by Captain Gordon C. Greene.” He began the company in 1890 and operated as many as 26 boats at its peak. Their “territory” covered the river towns between Pittsburgh, PA and [Louisville, KY]. By 1958 the company had sold all of their steamers except the Delta Queen. “The 1970’s brought many changes to Greene Line Steamers. No longer a family-owned business, in 1973 the company changed its name to the Delta Queen Steamboat Company in honor of the Delta Queen.”

In the early 70’s, my dad was friends with the Captain of the Delta Queen, Captain Ernest E. Wagner. It was through this association that I was able to do a keel to mast-top tour of the boat. It was amazing and



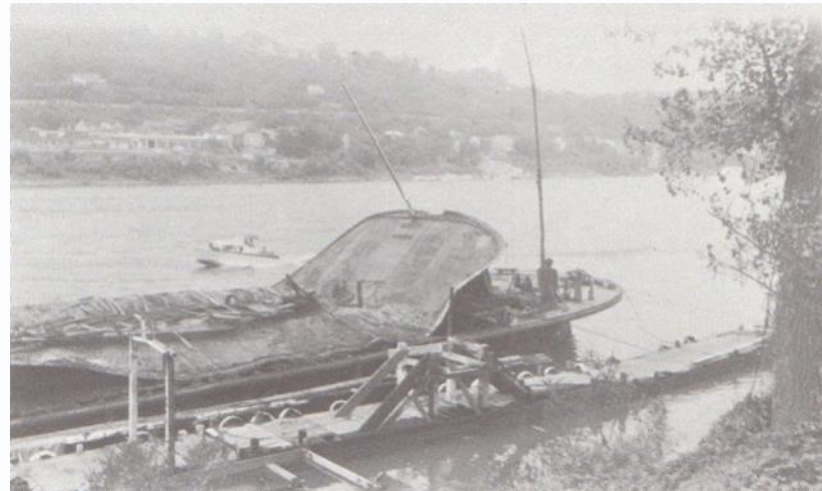
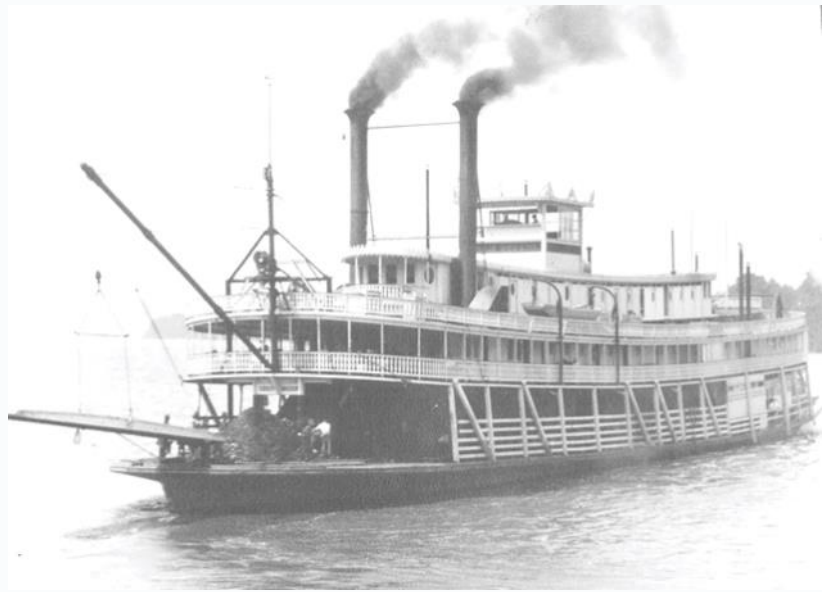
Captain
Ernie
Wagner

Chris Greene was one of many steamboats that operated out of Cincinnati by the Greene Line. She was the second riverboat to carry that name. She was “built in 1925 at Charleston, West Virginia at the Ward plant (hull) and completed at Gardner Docks, Point Pleasant, West Virginia.” In typical “Yankee” fashion she used (re-used) parts from other steamers. Her engines were from the Tacoma, and her whistle came from the Homer Smith. She ran the Cincinnati-Pomeroy-Charleston route under the command of Capt. Chris B. Greene until 1934. After that she ran the Cincinnati to Louisville circuit with a different Captain. In 1936 her staterooms were removed “to allow her to carry automobiles.” She was retired in 1947. On October 22, 1950 she was sold to George Harrison “and converted into a marina club boat.” That was how I remember her as a kid in the 60’s when we were on the River.

Sadly the old steamer burned on July 21, 1968. I remember it was in the news and we went down to see the wreck. Eventually she disappeared from that location. “The ship’s bell was salvaged and today rings over the river aboard the sternwheeler Sewickley, owned by Capt. Bob Harrison. The hull was towed upriver and beached “on property formerly owned by the Harrison family. The welded steel letters of the boat’s name are still visible at the bow and many steamboat enthusiasts” make pilgrimages to the site to “survey” the remains of the riverboat.

Our Scene records “the hull of the Chris Greene beached at Melbourne, Ky.” As a kid we kept a boat on the river in Newport just down river from the Harrison Boat Club. I remember many a weekend spent sailing past the Harrison Boat Club as we worked our way upriver to spend the day on the river. Ironically, my dad later moved our boat to a marina located in Melbourne not 100-yards down river from the wreck. This marina did not feature an elegant ex-river steamer as a clubhouse. There was only a barge and the floating dock. It didn’t matter to us kids as we had the wreck to play on.

John



The Scene



What in the world ? This is a one from the old days, but it's something to ponder for November



Mess Call

Crab and Shrimp Seafood Bisque

Ingredients :

1/3 C. Celery chopped
1 1/2 C. Heavy whipping cream
3 Tbsp. Flour
8 oz. Cooked shrimp cut into pieces
8 oz. Crab meat
Salt and pepper to taste

4 Tbsp. Butter
1/3 C. Green onions chopped
2 C. Whole milk
1 Tbsp. Tomato paste

1 tsp. Old Bay seasoning

Directions:

- Step 1. Melt the butter in a saucepan over medium heat on the stove.
- Step 2. Add the celery and green onions to the saucepan, and saute until beginning to soften.
- Step 3. Stir in the flour, and saute for another minute.
- Step 4. Heat the milk in the microwave until warm, and pour into the saucepan. Whisk to combine completely until all lumps are gone.
- Step 5. Whisk in the heavy whipping cream, tomato paste, Old Bay seasoning and salt and pepper to taste.
- Step 6. Bring to a low simmer, and continue to cook until the bisque thickens.
- Step 7. Stir in the shrimp and crab meat, and cook until heated through.
- Step 8. Serve topped with fresh parsley for garnish.

Bon Apetit!!!

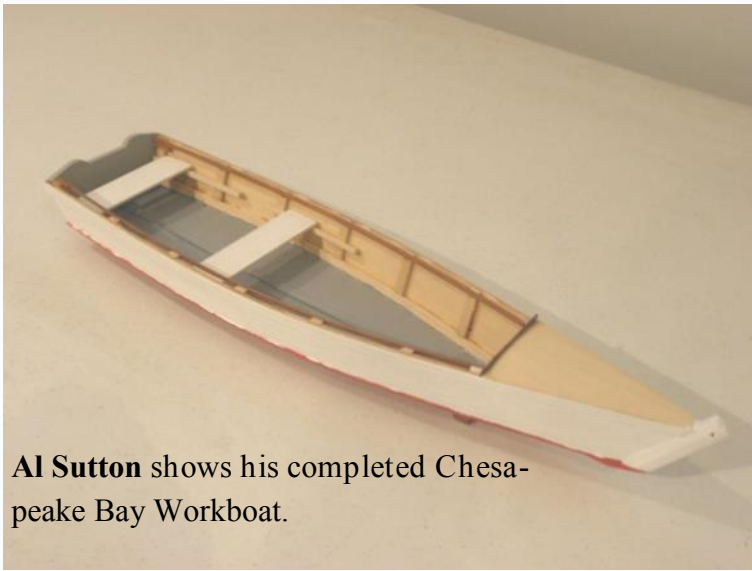


Show and Tell!

It was planking
day...almost!



Ryland Craze shows progress in planking the Queen Anne's Barge and the Syren rope walk.



Al Sutton shows his completed Chesapeake Bay Workboat.



Sean Maloon showed progress to date on copper plating the Brig Syren M



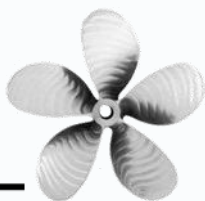
Greg Harrington shows progress in planking the Danish ål (eel) boat.



John Cheevers shows progress in plating the Revenue Cutter Dexter

Apologies to the other presenters and those on line, I do not have photographs of your show and tell items - Ed.

What's Happening at The Museum



Did you miss Santa last year? I have good news! First, the Museum's Bronze Door Society will, again, adorn our unique lions on the Lions Bridge with huge wreaths to kick off the season! And we'll host a local event called "The Wreathing of the Lions" on December 3rd afternoon on the bridge. AND Santa and Mrs. Claus will be in attendance! Bring your young ones and enjoy a holiday bonfire, cider and hot chocolate, a lion-roaring contest for all ages, "Pin the Tail on the Lion", caroling, etc. It's a great event for family, friends and neighbors and it's all free! We'll also welcome the season with a traditional Yule Log.

The Bronze Door Society also recently held their 25th Anniversary Annual Selection Dinner and awarded the Museum over \$100,000.00 to achieve six projects the Conservation team needs funding for. As the Center for

Conservation becomes a main theme in the Museum's very progressive rebranding, the technology needed becomes more critical and costs are always an issue but it's very gratifying to be a small part of this program.

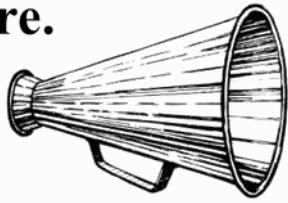
Among many other events now occurring at the Museum, the Evening Lecture Series deserves your attention! Check it out on line and, by the way, take a look at the updated website. It's very user-friendly and full of interesting events and info!

Nautical holiday gifts are always *a propos* and we have a few ideas in the Mariners' Gift Shop! Take a quick walk through and I think you'll find something of interest. When you get to the check-out just show your membership card or your HRSMS shirt and you'll get 10% chopped off your bill! The more you buy, the more you'll save! Have a happy Thanks Giving (yes, it's two words!)

Ron



D'ye hear, there.



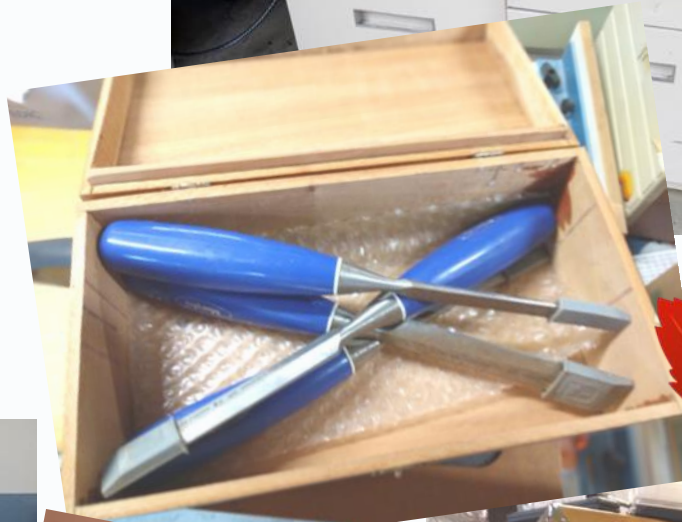
The October Auction

Began Sunday 10/16 (ish)

The auction is underway as I write this, and I hope you're comfortable with the convenience of at-home bidding. To date we have 140 items listed with more to come as they are offered. By the time of the meeting, most if not all of the auctions will be complete and I expect to have a trunk load of things to deliver and disperse at, or after, the meeting. Again, if its heavy and I don't feel like lifting it, I will contact you to arrange pick-up at my house. I hope you are paying attention to the auction end dates and times. They all are scheduled to end either on 11/5 or 11/6 and times do vary.

Remember: One man's junk can become another man's treasure, so don't be shy about bidding!

John your auctioneer



The Deckplate

JANUARY 2023

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

FEBRUARY 2023

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

MARCH 2023

11 HRSMS Monthly Meeting: Mariners' Museum

April 2023

8 HRSMS Monthly Meeting: Mariners' Museum

MAY 2023

13 HRSMS Monthly Meeting: Mariners' Museum

JUNE 2023

10 HRSMS Monthly Meeting: Mariners' Museum

JULY 2023

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

AUGUST 2023

12 HRSMS Monthly meeting:
Presentation: Ryland - Review of Modelcon 2022

SEPTEMBER 2023

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

OCTOBER 2023

14 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

NOVEMBER 2022

5&6 Auction end dates
12 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Cheevers - Carving the Perfect(?) Hull

DECEMBER 2022

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

My apologies for having the deck plate messed up last month. Once more and I may have to kiss the gunner's daughter - Ed.

WATCH, QUARTER, AND STATION BILL



Skipper: Greg Harrington (757) 218-5368
1st Mate: Gene Berger (757) 850-4407
Purser: Ryland Craze (804) 739-8804
Clerk: Gene Berger (757) 850-4407
Historian: Tim Wood (757) 481-6018
Logbook Ed.: John Cheevers (757) 591-8955
Webmaster: Greg Harrington (757) 218-5368
Photographer: Marty Gromovsky



Shameless plug: Visit us at our webpage, WWW.HRSMS.ORG. You'll be glad you did!