



# Logbook!



No. 440

WWW.HRSMS.ORG

February, 2023

## From The Bridge



## Meeting Notice

The meeting will take place  
at 1000 hours

February 11, 2023



### His Cup Runneth Over

#### His Time Runneth Out

#### His Pot Boileth Over .....???

I say, I say, son listen to me boy!  
My apologies ahead of time because  
I may offend you, as this essay is  
about to exceed the limits of my  
medication. So pay attention when  
I'm talkin' to ya.

We are on the cluck of having a new  
rooster in the hen yard—we're gon-  
na establish a new pecking order.  
Right now, the old rooster is just  
itchin to shoot cupid's plunger right  
into the target painted on someone's  
back. That old rooster, he done  
some good things, but it's time for the chicken hawk to  
collect him and put him in the stew pot and git us a  
fresh one.

But before he goes, we need to thank that old out going  
(two words) rooster because he, as the clerk says later  
in the log "expanded the cross pollination and  
knowledge base of excellent craftsmen." Do you hear  
me boy? Couldn't be said any better. Mañana man he  
calls himself; indeed!

Procrastinator extraordinaire...I think not, because this  
is what I'm a gonna told ya. Skipper, you always put  
great thought into your words and actions. It's a trait of



great economic value that is commend-  
able and one that drives your life. Your  
lifestyle is an honest attempt to be sus-  
tainable, and your actions as skipper,  
during a very tough time in this coun-  
try allowed this Society to remain sus-  
tainable. And truth be told, the hen  
yard has grown by a few layers during  
your tenure. And we got to told ya that.

And looky here, son, you done and  
went and set the rim high. You left the  
job and us in a good place. We thank  
you.

That's about it, but in closing I have  
this to say, I hope this transition  
doesn't "cause more confusion than a

mouse in a burlesque show." The next skipper is com-  
ing out of the pot, so we at least we know that rooster  
can hunt. But sometimes you never know, you know  
how roosters are.

Now, y'all git back to that ship model before the chick-  
en hawk finds you  
and puts you in the  
pot, too. And the rest  
of ya, y'all go away,  
before I say you're  
bothering me.

Foghorn




# The Jape



I saw my shadow:  
There'll be 6 more weeks  
of ship modeling  
Git er done!



The crab didn't see his  
shadow today...  
which means 52 more weeks  
of random weather.



Spectickles by Bill Abbott

## The Next Scene



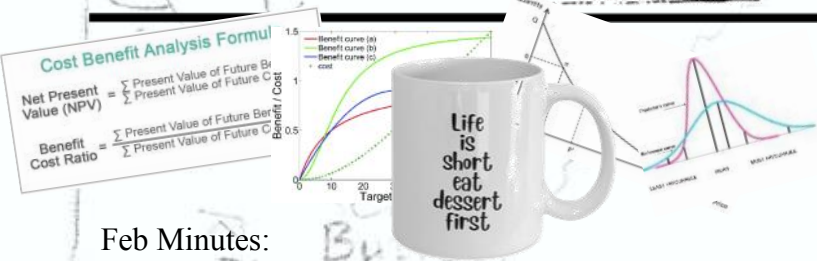
What in the world? What was once a way of life may be coming back in vogue. What is happening here? What can you say about this scene? This is another image from the old days, but it's something to ponder for February.



# Minutes



enjoyment to experience. If you didn't know by now, you certainly were left knowing all that there seems to know about wood. This was, in my opinion, the premier presentation given to our group on the subject to date.



## Feb Minutes:

Call me Chelmow. Some years ago—never mind how long precisely—having ample supplies and money in my purse, and nothing particular to interest me on shore, I thought I would sail about a little and seek



the alluring part of the ship modeling world. It is a way I have of driving off the spleen and regulating the circulation. Whenever I find myself growing grim about the mouth; whenever it is a damp, drizzly November in my soul; whenever I find myself involuntarily pausing...and so began this month's **presentation** by **Dave Chelmow**.

As the experiment on reordering meetings continues, we were treated to an extensive and absolute treatise on miniature lumber. From the grain of the wood to useful machines and tools, he took us thru the process of milling dimensioned planks for model ship building and creating dust in magnitudes unforeseen. His delivery and knowledge of the subject matter was an

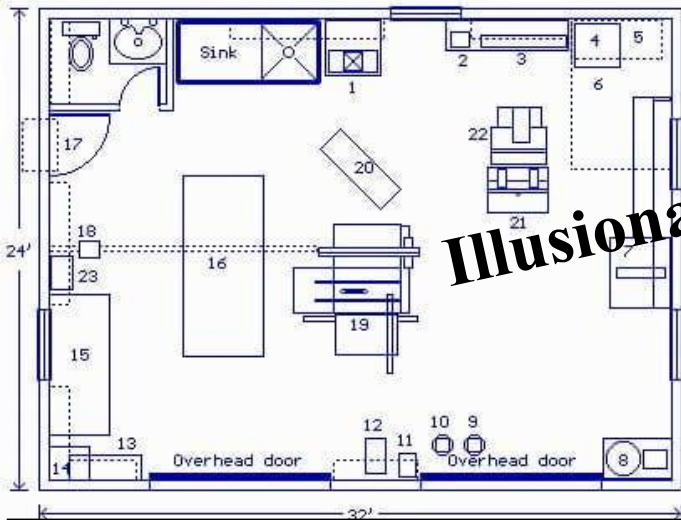


Next on our meeting's gastronomical delight was Show and Tell.

# Show and Tell:

**Greg Harrington** showed us his plans for a revamped and expanded model shop he will be building. Oh, the trials and tribulations of dealing with the city bureaucracy. Once finished, we expect tremendous things from the Harrington Boat Yard. No pressure, Mañana Man.

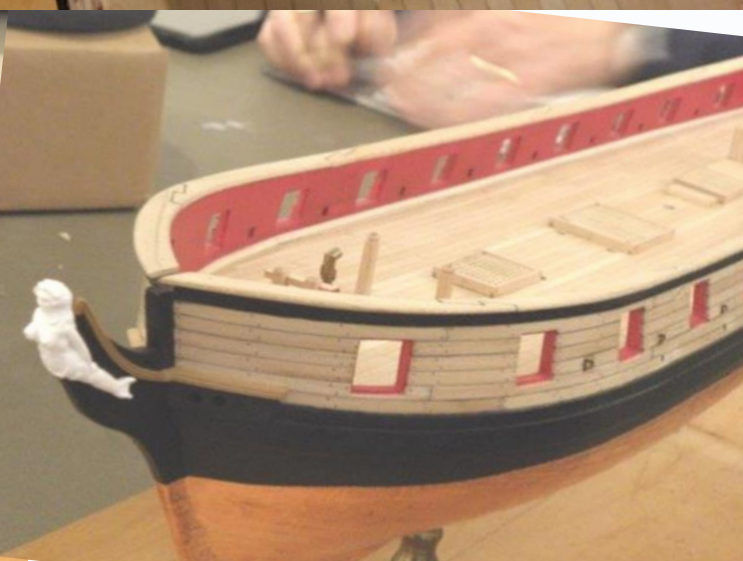
- |                    |                            |                                  |
|--------------------|----------------------------|----------------------------------|
| 1. MITER SAW       | 10. GRINDER                | 19. TABLE SAW WITH SLIDING TABLE |
| 2. WET-DRY GRINDER | 11. WELDER                 | 20. JOINTER                      |
| 3. LATHE           | 12. DRILL PRESS            | 21. ROUTER TABLE                 |
| 4. PLANNER         | 13. COMPRESSOR             | 22. BAND SAW                     |
| 5. PIECE RACK      | 14. REFRIGERATOR           | 23. HEATER                       |
| 6. OVERHEAD RACK   | 15. WORKBENCH              |                                  |
| 7. RADIAL ARM SAW  | 16. ASSEMBLY TABLE         |                                  |
| 8. DUST COLLECTOR  | 17. AIR CONDITIONER        |                                  |
| 9. VISE            | 18. HOIST ON OVERHEAD RAIL |                                  |



**Illusionary Concept**

**Sean Maloon's** Syren was the next subject of scrutiny on the table. However, before he could get started there was a rude interruption from the remote team up at the Cabin Fever event in Lebanon, PA. Gene, John, Tim and Ryland were in attendance at the show this year leaving Greg to fend for himself. Unfortunately, due to technical difficulties with the transmissions from within the halls, our intent was unfulfilled.

Sean, now back in control of his presentation, showed us artwork of Syren he will use for details in completing his remarkable build.

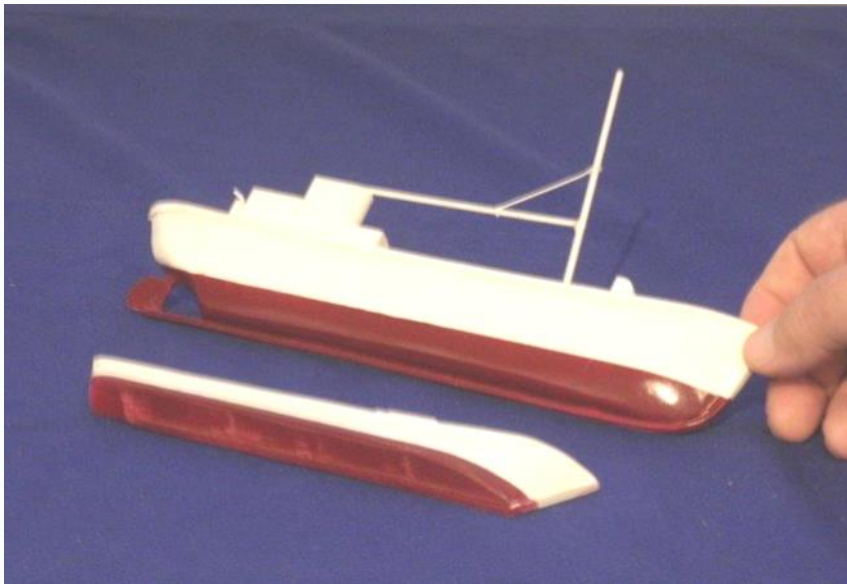


## Show and Tell:

**Al Sutton** offered up for sale a Dumas kit of a “fishing boat.” An old kit, but complete according to Al. Look for it on our store soon. Again, the hoard from Lebanon tried to break into the meeting...but to no avail. Try again later! Greg did his best to placate the insistent rebels up north by showing stock photos from online. Technical issues continued to plague the insurgents’ attempt at enlightening the club about our travels...moving right along.



**Stewart Winn** was next. Having finished his Bireme, he has already put his sights on his next project, the Captain John Smith’s barge. The barge’s box of wood and planes is reportedly a good kit, and he was excited to get started on this Ukrainian kit.



**Don Good** came to the table with his Chesapeake Bay workboat Christmas tree ornaments. An idea forwarded by John Cheevers, Don is the first to deliver a shot across the bow to others for this venture.

# Show and Tell:

**Mort Stoll's** boats for his HMS Victory model are fleshing out and looking nicely detailed. Another pro-



ject for Mort is already in his thoughts.



# Minutes:

You know, after having had my cake, I hope I will have an appetite for the third course of brussels sprouts. Steady my gut, steady.



The official start of the meeting commenced with recognizing guests. Greg acknowledged Mike Regis upon his third meeting. As is our custom for prospective members to join us after testing the waters over few meetings, Mike was welcomed aboard as our latest member. Ryland's treasurer's report was delivered by Greg and indicated a solid standing with the bank.

Greg's webmaster report showed us a few additions to our website. The members section has been cleaned up a bit. A request was made to restore a mahogany model with details to follow.

Old business. Greg talked about his tenure as skipper. The old club computer has been placed into the Taco Stand for use by the attendees. Suggestions for by-law changes regarding officer tenures has been officially shelved.

New business. Nominations for club officers was opened for discussion...crickets! As it stands, remote nominations were made for Gene Berger as Skipper, Bob Moritz as Mate and Stewart Winn to serve as Secretary. The other currently held appointed positions would be John Cheevers for Editor, Ryland Craze as Purser and Ron Lewis as Photographer. An "official" vote and coronation will be held during the February meeting. Parade to follow.

Op-ed: Greg waxed poetic earlier of his illusory failures to accomplish all of the things he wanted to do during his tenure. Unmistakably, Covid played a major role in upsetting many agendas, however before you fall on your sword...Au contraire!

The progress you made because of Covid in the arena of online communications thru Zoom meetings is remarkable. You have bound our club with other clubs in a manner better than any local show could ever hope. Thru your efforts you have, in essence, expanded the cross pollination and knowledge base of excellent craftsmen from across the eastern seaboard. You have developed our HRSMS website into the showcase it is today and made it an appealing and informative platform for our home crew. I suppose what I'm really saying is thank you for dragging my reluctant analog mentality into the modern era. Being an "old school" sort of gal, I appreciate the contemporary point of view the "new kid" has brought to the table. Bravo Zulu, Mañana Man. No regrets!

Now get back to work...you'll still be on duty as webmaster and tech dude extraordinaire.

Gene (future Supreme Dude—deuxième partie)



Have you seen this man?

Mike Regis

Since Jan,2023

# Scuttlebutt



HRSMS 2023

## HRSMS Ornament

I'm sorry I was out of town at the last meeting, so I'm not sure if this topic was addressed\*. It was, however, discussed by me and the skipper-elect and he had an interesting spin on the subject. He would like to keep the contest aspect of this challenge, but instead of having say five or so ornaments available each year, he would like to see one ornament available as that year's collectable. We could still compete each year for the winning ornament, or we could have a committee who chooses that year's design.

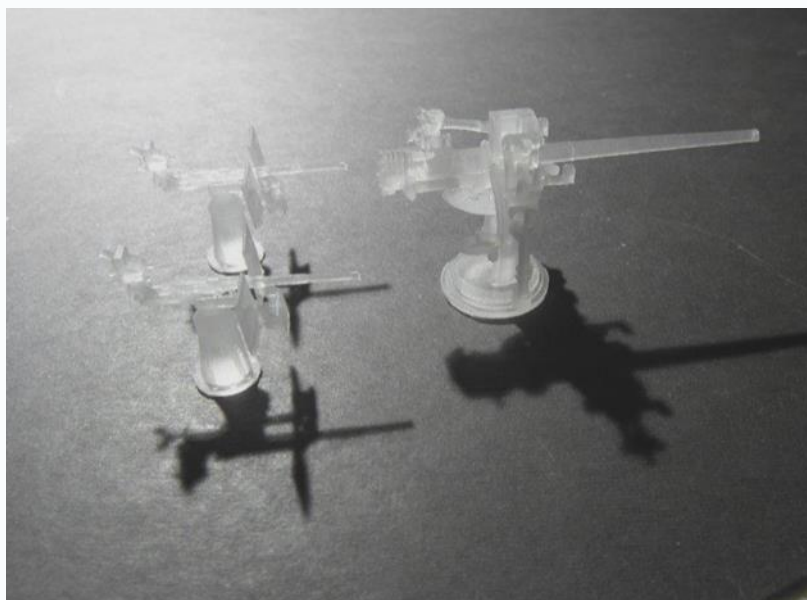
Let the discussion begin...or continue.

\*See comments in Show and Tell regarding this initiative.



## Armament

There was no mention in the minutes of Ron Lewis presenting the armament he procured for the C-1 naval vessel that he is restoring, but he sent along photos. These guns are fine examples of the 3D additive manufacturing process. There seems to be both 20MM and 3-inch guns here. I present these photographs showing what is available from the suppliers.



# The Newport Scene



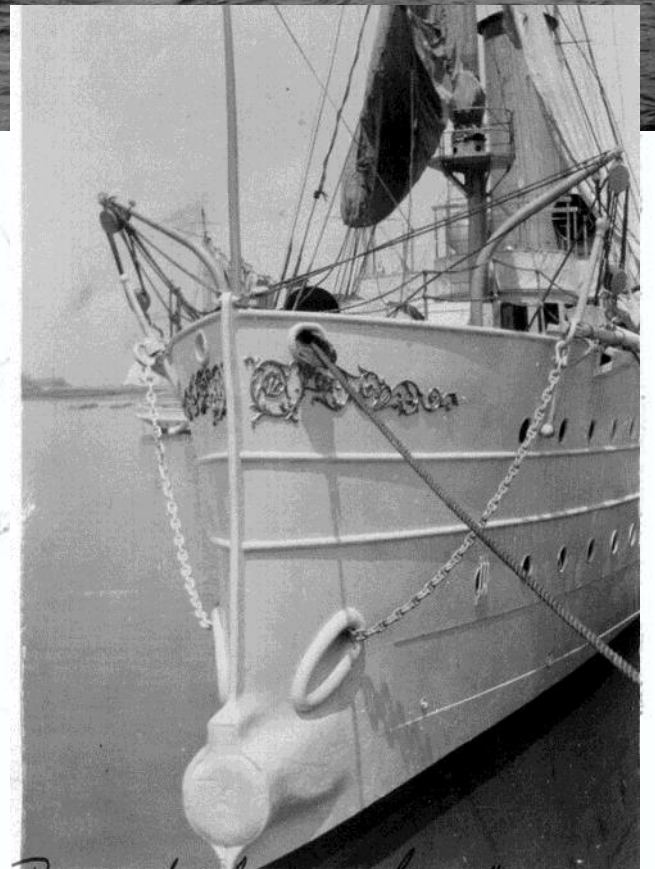
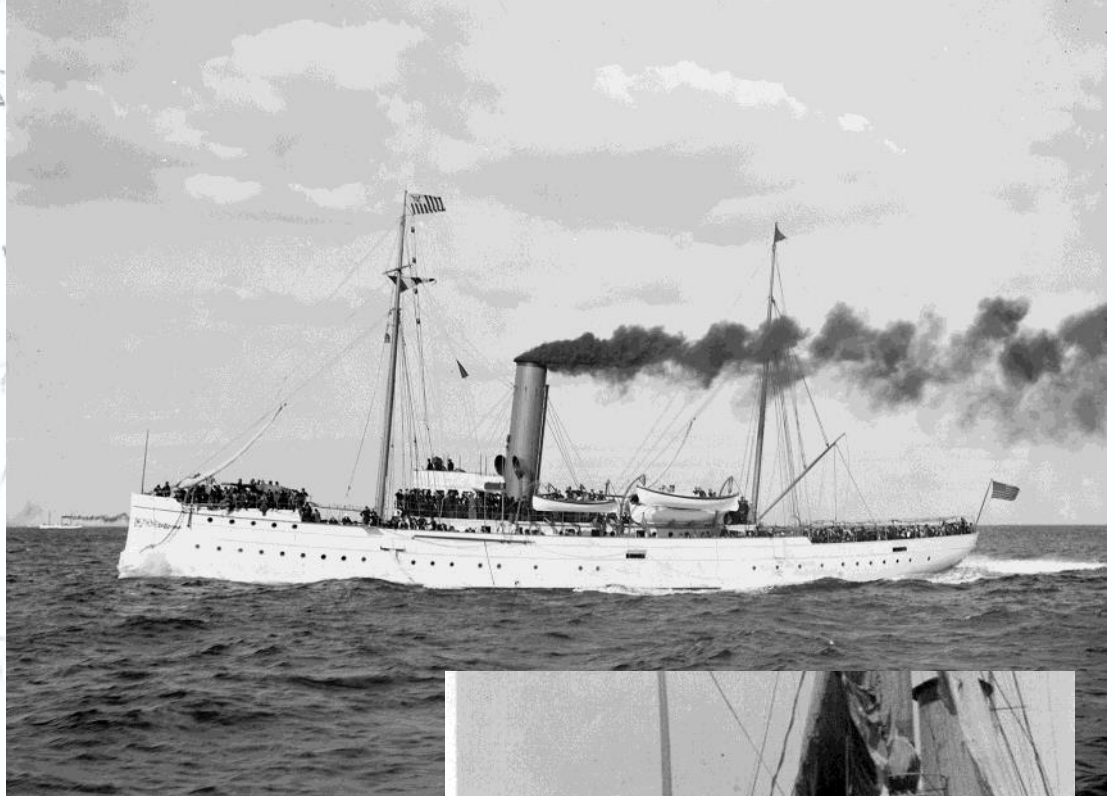
This essay is an outgrowth of a letter I wrote to Rob Napiier who asked me to interpret what I saw in the background of the photograph. That letter was written back in 2006. He kept that reply and sent it back for use as the seed of this essay. It has been edited and added to as necessary to correct errors and omissions and other stuff—Ed.

These vessels were not too difficult to identify—at least by class, and I'm not sure I have it completely right. I believe the image was made near the end of World War One, or at least no later than 1919, so let's set the time frame from 1917 to 1919—a scant two-year window. To keep the descriptions easy and organized, I'm going to work my way across the back of the image from left to right, and then comment on the two vessels in the foreground, and then the buildings.

The first vessel we see is a low, squat-looking ship painted white. Its remarkable features are the twin, tall, almost pole masts, the single fat funnel, the bulwark that steps down twice in height as you go aft. A boat boom locates the first step. And, at the bow, there is an odd-shaped protrusion in the lower part of the stem. Her livery of a white hull and contrasting off-color funnel and masts screams at you. These features clearly identify the vessel as either a US Navy asset painted in the traditional white hull, buff topsides scheme popular at the turn of the 20<sup>th</sup> century or a unit of the Revenue Cutter Service, the paramilitary arm of the US Treasury department (this predates the Coast Guard). I choose the latter organization because other warships in the image are painted gray.

Combing through several published ship lists and sources reveals that the Revenue Cutter Service contracted in the late 1800s and early 1900s to build new up-to-date vessels several of which were to feature a bow torpedo tube. The outer door to the tube is visible

as the odd-shaped protrusion in the stem of this vessel. That feature alone narrows the list of ships to 5. Three, *Algonquin*, *Onodoga*, and *McCulloch*, can be eliminated on the basis that they each had a raised cabin aft. This cabin actually caused the after part of the bulwark to step up rather than down as we see in this image. That only leaves *Gresham* and *Manning* as candidates. Researching their histories might lead you to choose *Manning* as the knee-jerk choice. After all, she was built at the Atlantic Works of East Boston, Massachusetts, whereas *Gresham* was built at Globe Iron Works, in Cleveland, Ohio. It should be so easy.



Bow of the "Gresham"



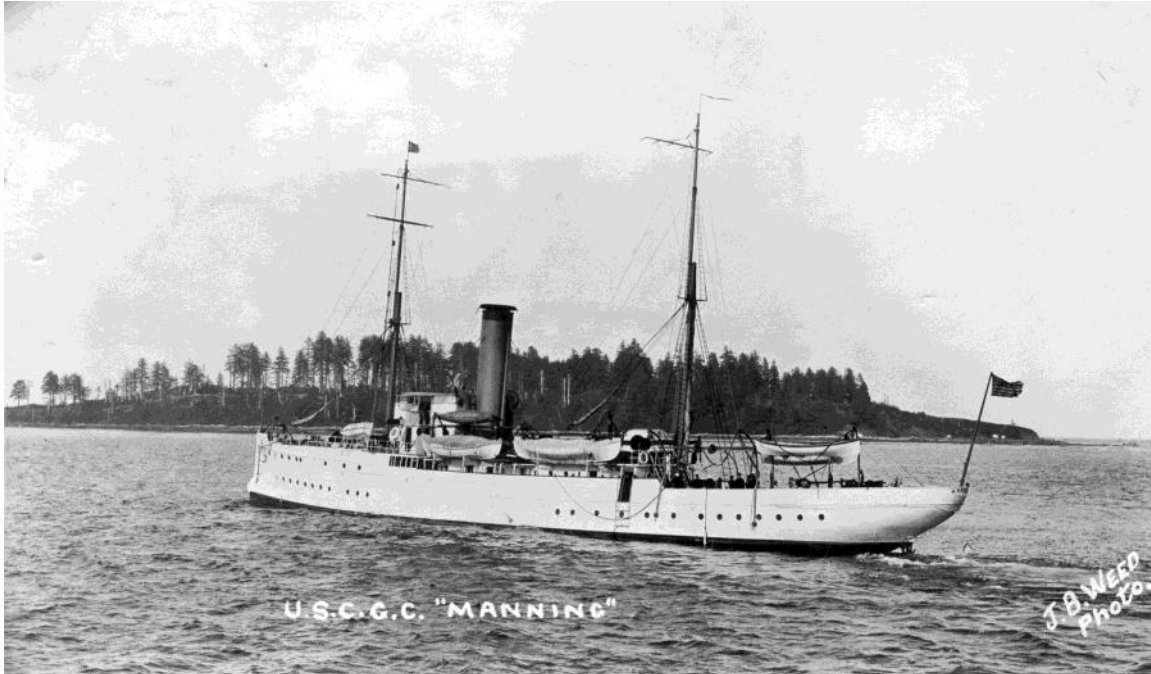
When the United States declared war on Spain in 1898, the Revenue Cutter Service was placed under the control of the United States Navy. *Manning* was immediately available for service as she was on the East Coast. *Gresham*, however, had to get to the East Coast from her inland home. Since she was too large fit the existing locks on the St. Lawrence River, she was cut in two, and each section was transported separately to the coast where the ship was reassembled at Ogdensburg, New York. She did arrive at Boston for duty, but that was too late for this war. Both vessels were returned to the Treasury Department following that conflict.

that both vessels again served in the US Navy during World War One. But while *Gresham* served in the Atlantic, *Manning* was sent to the Pacific and eventually ended up in Gibraltar. Both vessels were returned to the Revenue Cutter Service on 28 August 1919.

The image, I feel, shows one of these two vessels in preparation for return to Revenue Cutter duty. That is why the paint seems so fresh. Contemporary images of these vessels do not reveal much difference between the two. However, *Manning*'s masts are stepped while *Gresham*'s are single poles like we see in the image, so I give the nod to *Gresham* which was acquired by the Navy 6 April 1917.

Moving to the center of the image, we see what might be a small coastal freighter (not much more than a powered lighter) tucked up tight to a wooden pier. Her dark hull with white topsides was a fairly common livery for the time. The hull color usually reflected the taste of the shipping line and the shade of gray in your image makes me suggest green as the color. More time would be needed to

match her to contemporary designs that operated around and near Boston Harbor in the late teens and early twenties.



(As an aside, *Gresham* caused quite a stir with our northern neighbors because of the clear offensive nature of her armament, the torpedo tube. The Canadian government issued a diplomatic protest over this feature claiming it violated a codicil of the Webster-Ashburton Treaty of 1842, the provision designed to limit naval strength on the Great Lakes. Her fortuitous need for service in the Spanish American War removed her from Canadian contention.)

To place these vessels correctly on the time line for The Scene, we need to look at their service following the war with Spain. Circumstance placed both vessels on the East Coast at the end of hostilities with Spain. While their service between the Spanish American War and World War One is not well documented, it is noted



LHT Madroño

The only problem with that line of thought is this question: Why would a civilian vessel be using a navy pier? The answer may lie with that little light colored object affixed to the bulwark directly above the anchor hawser. Let's look at other government agencies that fletted ships to do their business. In addition to the already mentioned Revenue Cutter Service, you had the U.S. Bureau of Fisheries, The U.S. Coast and Geodetic Survey, The U.S. Lifesaving Service, and the U.S. Lighthouse Service. There may be a few more, but you get the idea. All these Services had badges and flags and means of identification. One of those means of identification is that light colored object. I'm willing to bet that it's an emblem of a lighthouse which is the badge of the U.S. Lighthouse Service.

Using that little bit of information and the general arrangement of the vessel, including the livery, I was able to narrow my choice down to an excellent candidate. By perusing through Peterson's book, United States Lighthouse Service Tenders 1840-1939, I found a listing for a vessel named *Madroño*. She was built on the east coast but assigned to the eighteenth Lighthouse District which was based out of San Francisco and covered all of California. She was, however, acquired by the Navy in November of 1917. This vessel could be her, it's worth consideration.

On the opposite side of the same pier is the USS *Constitution*, which I will not comment on other than to mention that you can make out her transom on the right and her bowsprit on the left, and that she flies the naval ensign from the mizzen gaff. But I will mention the pier again only to call your attention to the little shack at the end with the two windows on the side with the life ring hanging between them. There is a similar shed, only without the life ring, located on the

extreme right of the image. I have an on-board view of *Gresham's* after deck dated June 9, 1917 (and timed: 11:00AM!) that shows her being outfitted for patrol duty with the US Navy. The image shows her in a fair state of disarray. I believe the photograph is intended to document her armament. This and an accompanying image showing her foredeck record the installation of her four 3"/50 mounts. In the stern view, you can see the small shed (the one on the right) with the two windows but without the life ring.

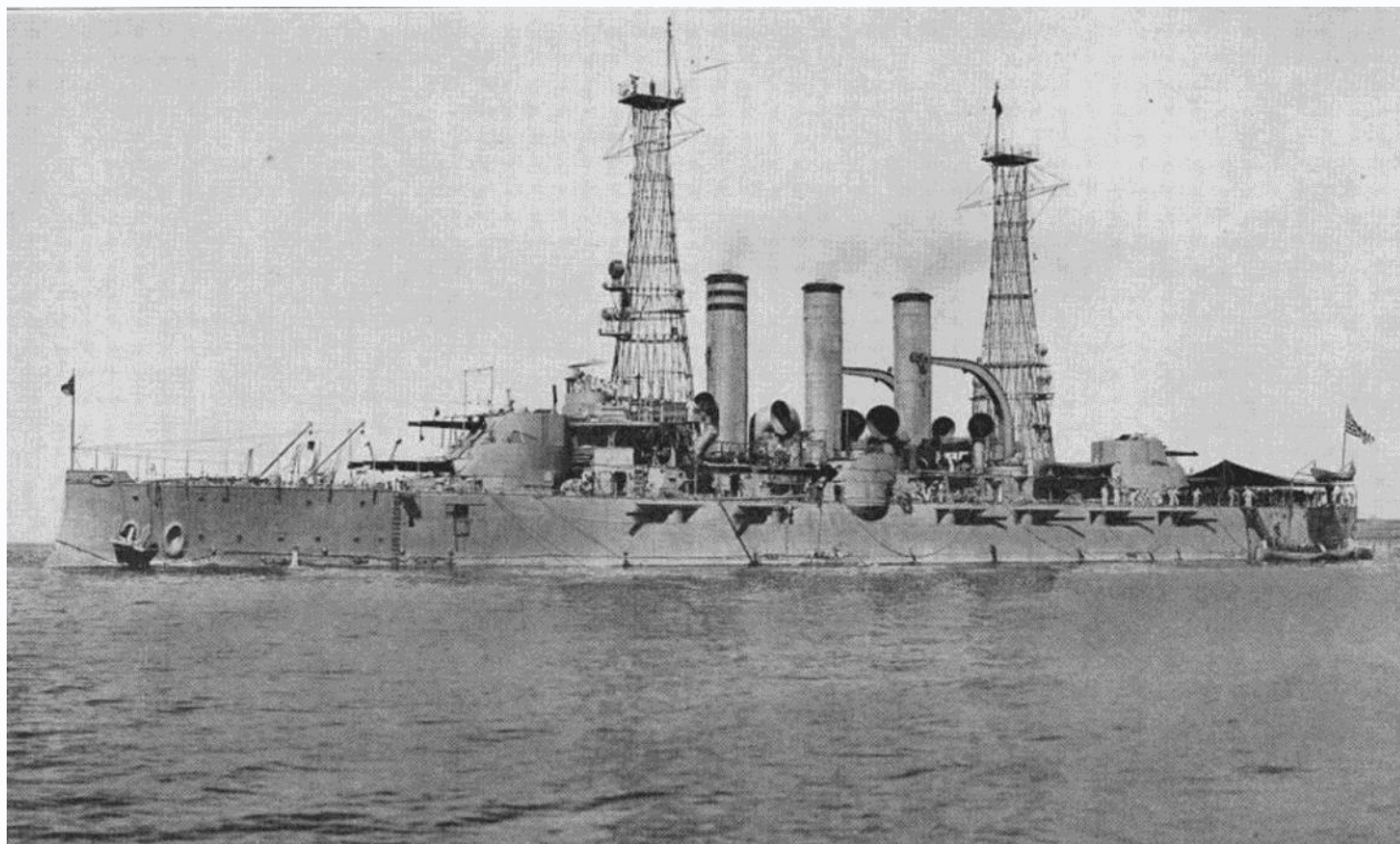


24-B  
 USS GRESHAM NEG 91289  
 III GUNS MOUNTED  
 NAVY YARD, BOSTON, JUNE 9, 1917 (11:00 AM)  
 COMPTS. (ENTR) LETS 12-13 1. JUNE 12, 1917.

Behind *Constitution's* mast we see another forest of masts that are worth investigation. Careful dissection of the layering of these masts indicates that two vessels are berthed there. The nearer of the two is a two-cage-masted three-funneled battleship. On the battleship, the middle stack is hard to discern as a taller, slightly more slender funnel is behind and in-line altering the view. There is a hint of mast bands (squadron and position markings), but I can't be sure of the pattern, perhaps it's one, three, and one.

The US Navy built three classes of battleship each fitted with three in-line funnels, the *Maine*-class, the *Virginia*-class, and the *Connecticut*-class. All classes were initially fitted with military masts that featured a fighting top and a tall pole mast. But these were supplanted by cage masts beginning around 1907 or so. By the end of the Great War's hostilities in 1919, all battleships were so fitted. (The mast bit is a useless fact for this story, but there it is.)

sumably to save on top weight and to preserve the existing kinematic center-of-balance. The after set, the one that remained was the taller (and longer boomed) of the two. The boom height was slightly above the centroid of the funnel. This boat boom arrangement indicates that this battleship was docked bow-in at a pier or possibly in a dry dock. If you concentrate your vision in the area between *Constitution's* main- and mizzenmasts, directly behind the towed schooner's fore-



It is hard to choose one of the classes on the strength of three funnels and two cage masts alone. From a distance, these classes have very similar arrangements so, by default, they are very similar in appearance. A check of their service histories in the *Dictionary of Naval Fighting Ships* (DANFS) shows many opportunities for these vessels to be at the Charlestown Naval yard during this period.

A closer look at the image, however, reveals a single boat crane of distinctive shape sited and aligned with the rightmost of the three funnels, the after stack. This boat crane has a boom that is bent to the horizontal position. Only the *Virginia*-class had boat cranes where the boom was bent 90 degrees to the horizontal position with the large radius. Initially the *Virginias* carried two sets of these boat booms, but the arrangement was reduced to one set when the cage masts were fitted, pre-

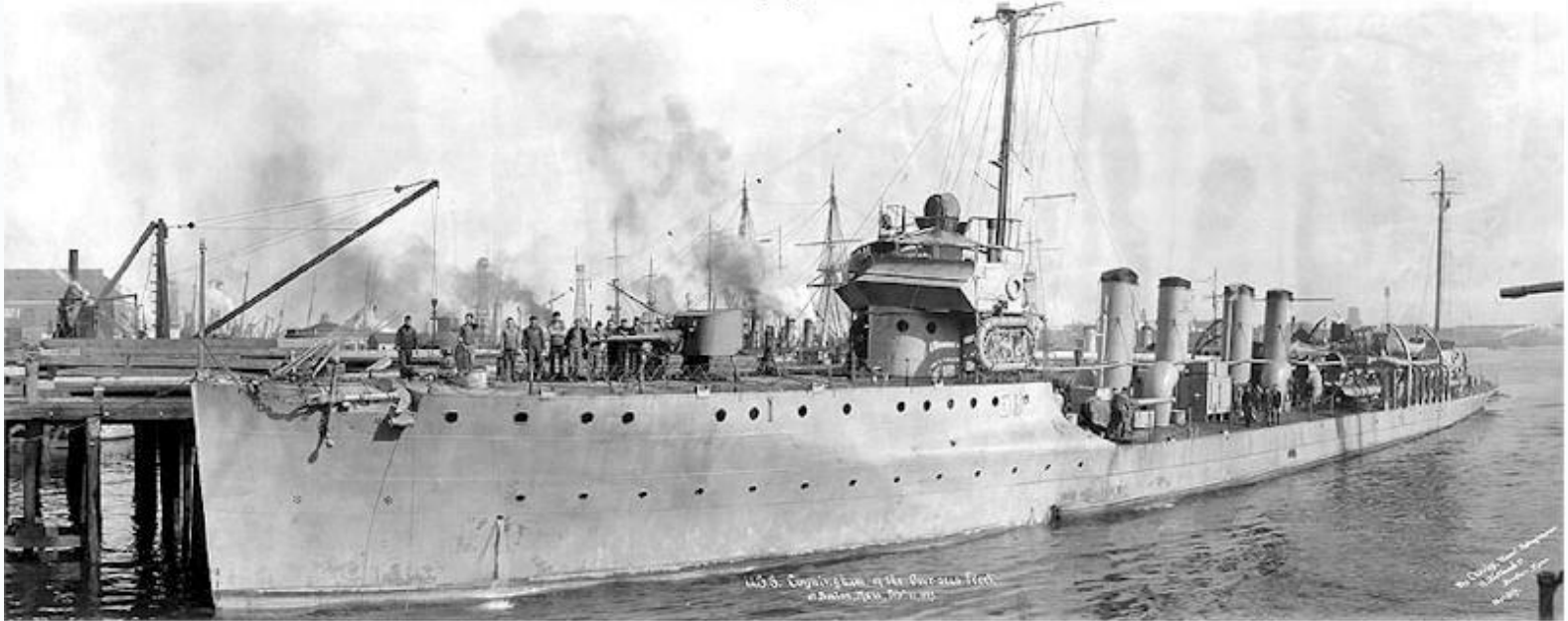
mast, you can make out the shape of the battleship's superposed after main battery. The gun barrels are the gray projections, angled about 10 to 15 degrees from horizontal. They are just visible between the schooner's foremast and *Constitution's* mizzen mast. Nifty detective work.

DANFS indicates that all five *Virginia*-class battleships (*Virginia*, *Nebraska*, *Georgia*, *New Jersey*, and *Rhode Island*) were all at Boston between 1917 and 1919. By the spring of 1920 several were at the Mare Island Naval Shipyard, California, and, by the middle of 1920, all had been decommissioned. But by studying photographs of this class from around 1919, you immediately see that the best candidate is USS *Georgia* on the strength of the searchlight platforms on the foremast (or lack of in this case) and the simplicity of the spotting platform.

Further to the right in the image is a single four-funneled destroyer-type vessel. In fact, she is a US Navy destroyer easily identifiable from these features: the raised forecastle and step down in the hull just aft the small bridge and tall foremast. At the step there is the very prominent trunked side plating which narrows the forecastle deck near the bridge. You can see the knuckled shell plate in the hull just to the left of that little shed with the life ring that I mentioned previously. The knuckle was necessary to maximize the field of fire of the waist deck guns (also hidden by that little shed.) Continuing to move to the right we see four

If we don't count the *Bainbridge*-class, our search group for destroyers fitting the description seen in the image contains many vessels. Of these we can eliminate those that did not carry the four funnels, and those whose funnels were not spaced as shown in the image, and those that did not carry four torpedo mounts. This reduces the list from 51 to 26 named vessels beginning with *Cassin* (DD-43) and ending with *Shaw* (DD-68). Of these, only the last 12, the *Tucker*-class, most closely resemble the vessel in your image — the *Cassin*-class ships never really featured the built-up boat skids seen in your image.

Photo # NH 99010 USS Conyngham at Boston, 11 February 1919



evenly spaced funnels. The height of these funnels does not exceed the bridge bulwarks. And we see that the funnels have canvas caps, a good sign that this vessel is not in service because the boilers are not lit. Continuing to pan right we see two sets of torpedo tubes separated by a nest of boat davits and empty boat skids. Logic indicates that there is an equal arrangement on the opposite side of the ship yielding a total of four mounts. This is followed by a small deckhouse topped by a tall slender mainmast. And finally we see (or rather don't see) the after deck gun. It's just not visible in all of the clutter, some of which is laundry. Does the laundry suggest the day of the week? I believe the after steering station is located between the deckhouse and the aft gun mount. At the stern we see one of the two competing stern arrangements in vogue for destroyers of the time. This one just happens to be the cut-away type. The other was called the raked type, which can be noted as a sort of extreme cruiser stern. The type seen here offered more usable deck space that would be needed by the after gun crew.

These vessels faced very short lives. All were built and decommissioned between 1913 and 1922, although several briefly avoided the scrap yard by serving as cutters in the US Coast Guard. All but two — USS *Allen* (DD-66) and USS *Rowan* (DD-64) — were gone by the mid-1930s.

A check of their operational records in DANFS reveals that only *Conyngham* (DD-58) was in Boston during the time in question. Additionally and importantly, she was in reserve status there from April 1919 until 1921.

Finally, I return your eye to that mass of masts and stacks in the center of the image. I mentioned earlier that there was a taller and narrower stack directly behind the middle stack of the battleship. Well, that haunted me for a time until I remembered that only two US Navy vessels ever carried a single tall stack like we see in your image. These were the oddly-designed gunboats *Wilmington* and *Helena* that featured the famous hundred-foot-tall stacks. Could this stack belong to one of them? Combing through the

DANFS records we see that once *Helena* left the continental United States for the Far East in 1898, she never returned to US waters. So we can eliminate her from further speculation.

What about *Wilmington*: was she in Boston harbor during the narrow window of time I cite? Again, a check of DANFS reveals that, indeed, she

sail.

For those of you who do not know and may not have guessed by now, this is a scene of Boston Harbor which shows the Charlestown Navy Yard in the background. The waterway is the Charles River. The large, almost black building behind *Gresham* is the coaling plant (building 109) which was completed in 1904. It



may have been there. One entry reveals that she did return to the East Coast from abroad “when on 20 September 1922, the ship dropped anchor off the Portsmouth (N.H.) Navy Yard and remained there in an unassigned state until July 1923.” Could it be that she called at Boston first? If the stack is *Wilmington’s* then I need to shift my time line. I think this is too much of a long shot; perhaps the stack is part of a shore based facility.

Now in the foreground we have a small schooner being taken down the river by a steam tug. While these two vessels are certainly the subjects of the photograph which documents a typical day on a busy waterway, very little is known about them. Close examination of the image shows the tug to be named *Robert S. Bradley*. A Nathaniel Stebbins photograph of the tugboat held at the Historic New England website shows that this tugboat was built in 1892 at Camden, New Jersey. Rob Napier offers that she was iron hulled and displaced 121 tons. The towing company that uses the white star emblem on the stack is unknown at this time. The schooner is unidentified, appears to be unloaded, and certainly not ready to set

and *Gresham* are on pier 1. Going to the right we see a building featuring a tall, square chimney, that is the

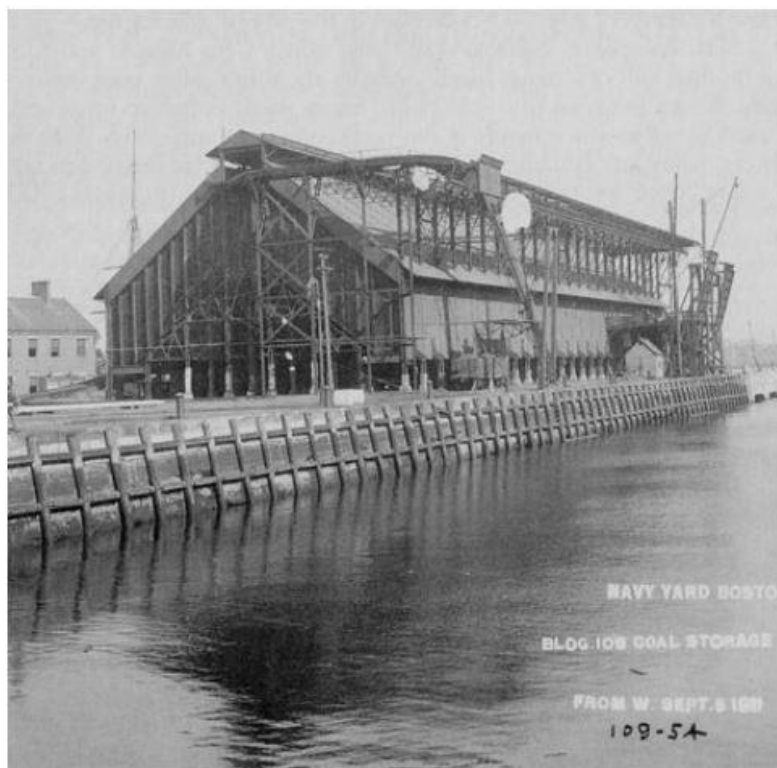


Figure 5.19: 1911 view of the enormous new Coaling Plant (Building 109) completed in 1904 on Pier 1 (BOSTS-9807,9808).

dry dock #1 engine house (building 22). The three-story attached structure was also building 22 (now the USS Constitution Museum) and held workshops whose machinery was powered by the dry dock engine. Next to it, the building with the long vent ridge at the roof peak, is the old carpenter's shop (building 24). Before the vent ridge was added, skylights adorned the roof and the inland end of the peak featured a cupola known as the "Parris" cupola. Alexander Parris (1780-1852) is a famous Architect/Engineer responsible for the design of buildings 22 and 24 among others at the

for designing the Executive Mansion in Richmond, Virginia.)

Between the coal house and building 24 sits dry dock No 1. *Madroño* and *Constitution* are tied to pier 2. At least *Madroño* is. On the far side of pier 2 is a marine railway. What I don't see in the photograph are the vertical support beams of the railway which leads me to believe that it has been lowered into the river. If that's the case then *Constitution* should be floated just over it as the gap between piers 2 and 3 is very narrow, and the 4-piper destroyer is tied to pier 3.



**Figure 5.21: In 1900 circulation materials differed on either side of the Carpenter's Shop (Building 24). Left, granite paving against the west façade facing Dry Dock 1. Right, a wooden boardwalk paralleled the building's east façade and Dry Dock 2. The cleared area between the building and the boardwalk is Fifth Street (now covered by a WWII building addition). The soaring smokestack of the Dry Dock Engine House (Building 22) can be seen in the background (BOSTS-9298).**



On the far side of pier 3 is dry dock 2 which contains the battleship *Georgia*. Pier space must have been at a premium at this time.

The next identifiable brick building sited just above the *Madroño*'s bow and between the schooner's masts is the paint shop (building 125). Now all the way to the right of the image, just behind the stern of the destroyer we see a round building which is the pump house for dry dock #2 (building 123). Behind the pump house stands the landmark 237' tall chimney surrounded by various shops. It is noted in the [Cultural Landscape Report for Charlestown Navy Yard](#) produced by the Boston National Historical Park Service that the chimney was built in 1857 and torn down in 1921. A "bird's eye" view of this physical plant can be found on Shorpy, image 4a13572.

Navy Yard. His style, which ranged from Federal to Greek revival, set the tone for most of the granite and early brick buildings there. (Closer to home he is noted

on Shorpy, image 4a13572.

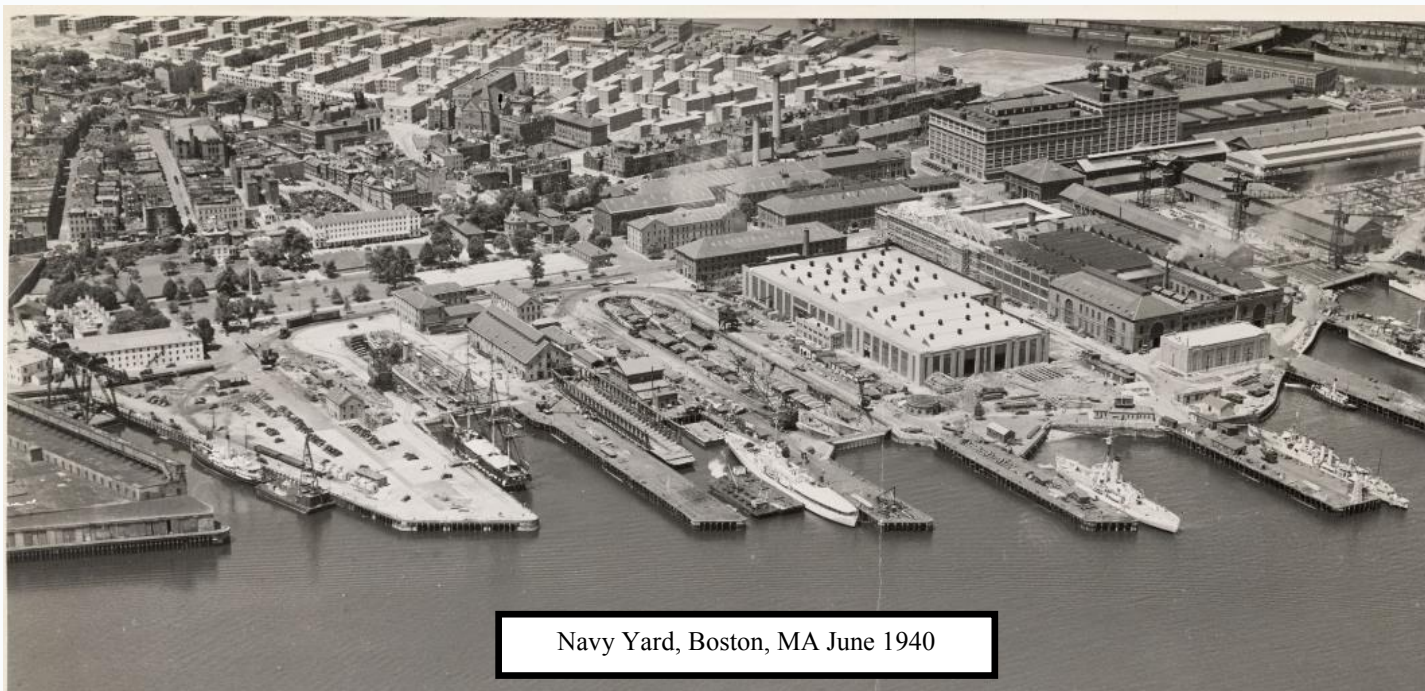


If all these facts are accurate (except, maybe, *Wilmington*) then the time window for the image has to be between April 1919 and August 1919, when *Gresham* was set to return to Revenue Cutter service.

This Scene was provided by Rob Napier. He and I dissected it back in 2006 after he came into possession of

the print. We collaborated on what we found waiting in the image. At the time, the photograph was under consideration for use in a column called "The Photograph" that we co-authored for the *Nautical Research Journal*.

John



Navy Yard, Boston, MA June 1940

## Mess Call



### S.O.S.

#### Ingredients

- 1 jar of dried beef slices rinsed well & chopped
- 4 tbsp butter
- 4 tbsp flour
- Pinch of cayenne
- 2 cups milk
- Sea salt and freshly cracked pepper to taste

#### Bread toasted

#### How to Make Creamed Chipped Beef on Toast

- Rinse the slices of dried beef really well – they are VERY salty! pat dry
  - Chop the beef into small bite-sized pieces. Set aside.
  - Heat the butter in the large saucepan over medium heat.
  - Add the flour and pinch of cayenne pepper to the melted butter and whisk until well combined and cooked through, about 45 seconds.
  - Very slowly add the milk while whisking continually.
  - Once the milk has all been added, add the chopped dried beef.
  - Cook, stirring occasionally, for a few minutes until thickened.
  - Taste and season with sea salt and freshly cracked pepper, to taste if needed.
  - Serve on top of dry toast immediately.
- Enjoy.

## Up Spirits

### Navy Grog Cocktail

#### INGREDIENTS

- 3/4 oz Lime Juice
- 3/4 oz Grapefruit Juice
- 3/4 oz Honey Syrup
- 1 oz White Rum
- 1 oz Black Rum
- 1 oz Aged Rum
- 1 oz Soda Water

#### DIRECTIONS

Combine all ingredients into a shaker with ice. Vigorously shake till the shaker is ice cold and frosted. Strain into a lowball glass with a decorative ice cone and straw.



## Standfast the Holy Ghost



## What's Happening at The Museum



Have you made the mind-set change or are you still writing 2022 on your checks? I'm not sure yet how to absorb the events of the year but confusion itself may be a gift! There are large parts that I would like to hit the "Delete" button on! Well, the good news for February is we're that much closer to spring. We have jonquils and "snowdrops" blooming in our woods area. So winter is not so bad so far! There's not much to say about February, though, beyond that. Many of us remember the Japanese Submarine that used to be parked in front of the Bronze Doors that formed the main entrance to the Museum. And some have lamented its disappearance. It was not a gun-toting war sub; it was outfitted for exploration and science-related research. Well, the Conservation team has been working on restoration of the sub and, very recently, a "Submarine Garage", as I have named it, built with funds donated by Museum members, has been erected over the sub. It will allow Will Hoffman and his very competent crew to work on the reclamation even in cold, rainy Tidewater winter weather! Eventually, the sub will be conserved and

moved from the "back 40" to a viewing location and lots of us old folk will cheer its reappearance!

Now, March. On the other hand, brings one of our oldest and best-attended events, BOHR (Battle of Hampton Roads) weekend. I'll provide more detail in the March Logbook but, for now, plan to bring friends and family with you on our HRSMS Meeting day. Spend the day with the reenactors and the artifacts and histories of the naval battle that changed the entire future of warships in 1862! And, unlike any other venue that commemorates the very first clash of ironclads, we have one of the ships, or very important parts of it, on site! Now's your chance to see more of the Museum than just the Ship Modelers meeting room!

Here's more good news! I spoke with our IT chief very recently and, within a week his crew has installed a laptop in the Ship Model Shop! Now we'll be able to answer questions from our visitors with something more useful than "I don't know!"

Meanwhile, click on [marinersmuseum.org](http://marinersmuseum.org) to stay up to date on the numerous programs the Museum is providing.

Ron

## American Naval History The Civil War

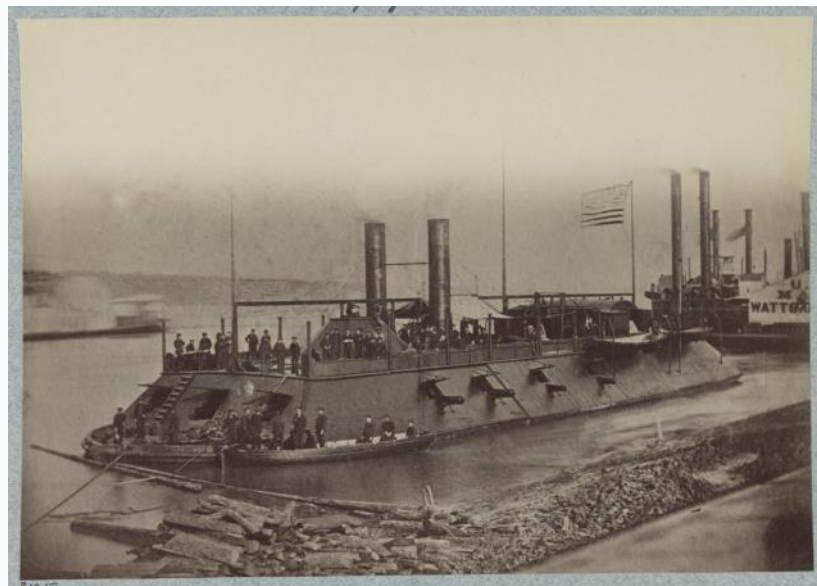
1862

December 12: First ship mined. The ironclad Cairo, is sunk by a mine in the Yazoo River. She is the first of more than 40 Union vessels that will be destroyed or damaged by mines during the war.

December 20-27: Beginning of the Vicksburg campaign. With Memphis and New Orleans in Northern hands, Vicksburg is the principal Southern stronghold on the Mississippi. To capture it would fulfill one of the objectives of the Anaconda Plan, cutting the Confederacy in two and reopening the Northwest's outlet to the sea. The first advance on the city ends in failure when Confederate cavalry destroy the railways and supply depots in Grant's rear. (December 20th), compelling

him to retire and Vicksburg's defenders repulse Sherman's landing at Chickasaw Bluffs, a few miles north of the city (December 27th).

End of part 8 of 1862 of the Civil War.



USS Cairo



## Nautical Orphanage:

Well, my phone didn't ring off the hook with enthusiastic callers wanting to take custody of Reuben James. For shame! It's a good opportunity for someone, the model has good bones.

Nevertheless, we march on.

This month our enticement comes from the other end of the ship modeling pendulum. It's been said that a clipper has no equal in speed, beauty, and grace on the high seas. Well, while this ship might have the speed and grace, her stove in stern rail can certainly hurt her beauty. Fixing that stern, adding a rudder, giving her a good general cleaning, then adding the rigging will finish this fine model.

The name on her registry reads Flying Fish. Wikipedia has this to say about her: "The Flying Fish was a California clipper ship of the extreme type launched in 1851. She was wrecked in 1858 while coming out of the Chinese port city of Fuzhou with a cargo of tea leaves." Other online histories add that she was built at East Boston, MA. by the great designer/builder Donald McKay.

The model was scratch built by the excellent model mak-

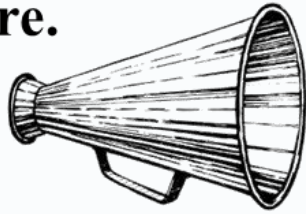
Meanwhile...  
Still waiting on foster placement

er from Charleston, South Carolina named P.C. Coker who generously donated it to our group in hopes of it finding a safe and permanent home. This is your chance to take custody of a well built model. I'm not sure of the scale, but the hull is only about 24" long, so it could be 1:96. This model won't eat you out of house and home—Ed.



This 1/8"-1' model of DD-245 has a bit of notoriety. Her name is Reuben James

# D'ye hear, there.



## Write like a Shipmodeler

I was reading an essay in the Naval Institute Proceedings the other day describing how to write like a leader. The gist of the article was that by spending time working on your non-verbal communication skills, you would become better at what you do. And that got me to thinking about communication in the contact sport we call ship modeling. It's time for some of you to start writing like a ship model maker.

For most of us staunch HRSMS members there are three avenues available to get our message out: Presenting at a meeting, writing an essay for the Logbook, or having our work juried in a contest. Now the third option does not

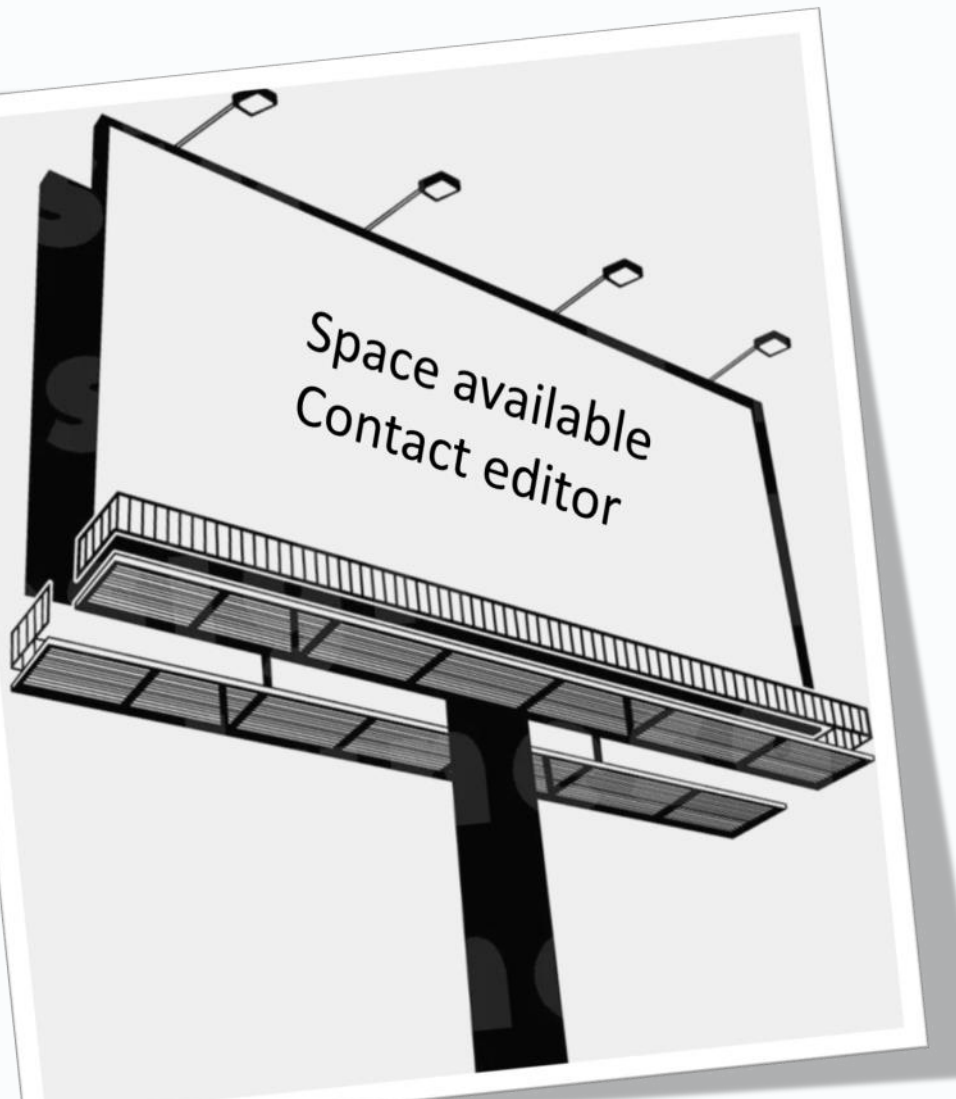
involve communication in the traditional sense, so we'll dismiss it here. That leaves two avenues to get your message out.

Here is your call to pens, and why it matters. Writing or presenting are excellent ways to communicate your ideas and techniques. But writing or presenting are not easy tasks for the uninitiated, for most people it can be a crippling experience. But learning how to get your message across does several things: 1) It strengthens your knowledge and understanding of a topic which builds your self confidence. Nothing beats practical experience. And 2) It gives you standing in the community of your peers—you become an expert!

So, this is my two-pronged request: we need authors and presenters. I'm calling on all of you to write on topics you know something about (preferably nautically oriented) and either submit them to the Logbook for publication or schedule them for a the meeting presentation. We are not looking for professionally polished or scholarly documents, we are looking for variety and content. And you

don't have to go it alone. If you need or want help, ask. Some of us have experience in these areas and can help you polish the brass. If you need it or want it, a review or feedback can happen which is important to the writing/presentation process. It's always better to work the bugs and kinks out before you share your work to the sweaty hoard gathered before the mast.

I could go on, but I think you get the idea....



# 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  
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 1  
Battle of Hampton Roads weekend.

## April 2023

8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 2

## 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

## WATCH, QUARTER, AND STATION BILL



Skipper: Greg Harrington (757) 218-5368  
1<sup>st</sup> 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  
Columists: Ron Lewis  
Bob Moritz  
Webmaster: Greg Harrington (757) 218-5368  
Photographer: Marty Gromovsky



Visit us at our webpage:

[WWW.HRSMS.ORG](http://WWW.HRSMS.ORG). You'll be glad you did!