

Logbook!



Chesapeake

No. 441

WWW.HRSMS.ORG

March, 2023

From The Bridge



Meeting Notice

The meeting will take place
at 1000 hours

March 11, 2023



Captain's Log 3.11.23

As I stood steadfast on the fo'c'sle peering out over the sea's frigid blackness, Syren's song beckoned my ear to titillating cascades of rhythmic waves breaking upon the prow of this bountiful vessel. Her bow's broad and full breadth urges forward purposefully, canvas burdened with full breath, she's laden full with wares. The alabaster embodiment glistens in the waxing moon's light...and then, I awaken. Sean, finish this model already!



Got your attention? I'm back!

Once again, the IPMS show in Richmond was a success and well attended by our members. Our table was filled with a multitude of on-going projects that intrigued many passersby with answers to their myriad of questions. The opportunity to showcase our passion is always at the forefront. Who doesn't like to show off a bit?



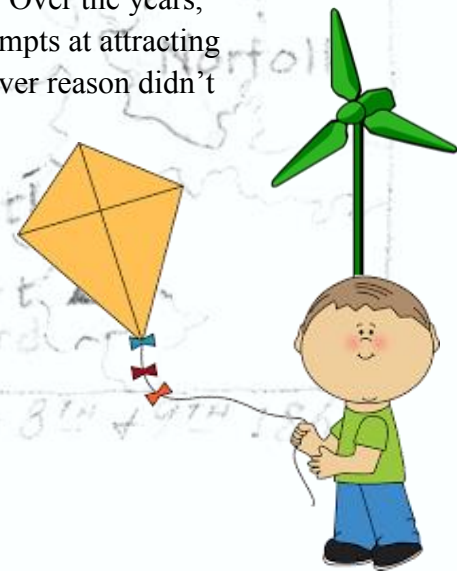
Of note is that two of our own took home awards for their workmanship. Kevin Ritton was rewarded for his Picket Boat No.1 and Bob Moritz for his Baltimore Clipper. Congratulations to both for representing HRSMS at the show.

Rumor has it that the "BIG" show, IPMS Nationals, may be coming back to Hampton, VA in 2025. That's not

far off indeed. Remember that any model winning at the regional level, such as Richmond, is eligible to be entered at the national level for judging. So, think about dusting off those "old" models...they're back!

A thought that has been bandied about for many years is the notion of our aging group. Our gerontocracy is not sustainable, and we need to foster the new generation. How do we do this? Over the years, there had been a few attempts at attracting new talent, but for whatever reason didn't seem to bring in youthful interest. Is there a real disinterest in what we consider life itself or did we fail to follow thru on earlier pursuits?

Continued elsewhere...
Maybe on page 7



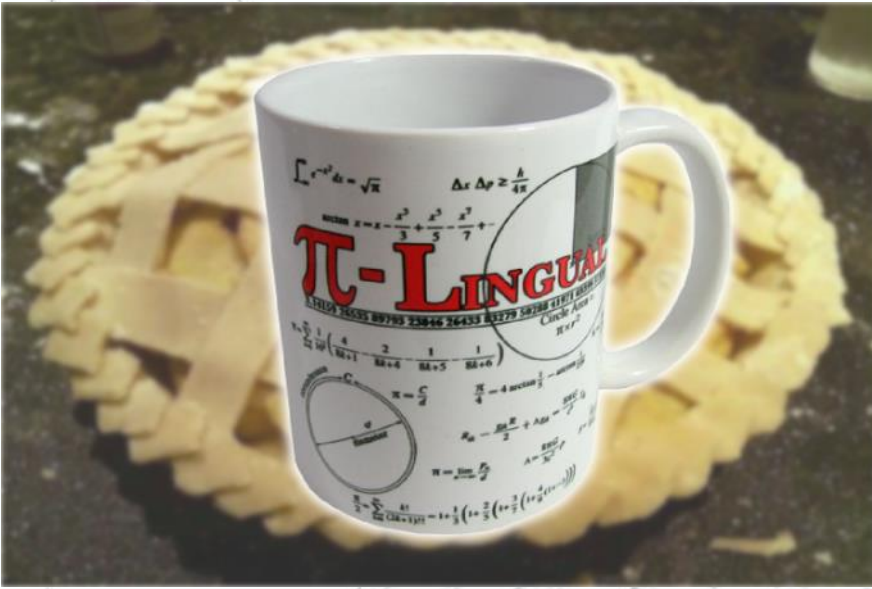
The Jape



Shore as yer born! Look for the limerick

Happy

π Day!!



The Next Scene



What in the world? What can you tell us about this painting? Who made it? Where is this scene? What can you say about this scene? This is another image from the old days, but it's something to ponder for March.



Minutes



Minutes of Hampton Roads Ship Model Society

Feb 11, 2023

Held at the Mariners' Museum War Room

Meeting Called: 10:04 by First Mate Gene Berger

Meeting Adjourned: 12.15

Guest: Ron Neilson new Editor of The Quarter-deck (the newsletter of the Philadelphia Ship Model Society) who had the great misfortune of attending via Zoom from Belize.

Special remark: Since the Skipper was prepping or traveling for his yearly pilgrimage to Jackson Hole, Wyoming to ski, the meeting was chaired by the First Mate. The usual technical difficulties in setting up the computer/projector/zoom app ensued.

Treasurer's Report: A comprehensive report was given by the purser. We are in fine fiscal shape.

Members: 25 (17 in person and 8 via zoom).

Additions or Corrections: None (whew!)

Web Master's Report: None, not even ski conditions...

Old Business:

February is when we vote on the slate of officer candidates to serve in the current fiscal year. Since all of the eligible candidates were unopposed, it fell on the clerk to cast the single vote. In an ironic first for this Society, the Skipper elect was also the current clerk so he cast the single ballot for

himself and his bridge. He proves that he truly is the Supreme Dude. Eminence, your throne awaits!

Membership certificates were handled out to those were present who didn't have one. If you don't have your certificate see the new Skipper.

Ryland mentioned that the Old Dominion Open (OPO) was the last Saturday of the month and that we had 4 table reserved for our display. Gene mentioned that he is the head judge for the nautical category and would be looking for help in the judging.

New Business:

This probably should be under old business but since it wasn't discussed in the preceding few months I am recording it here – The Skipper elect mentioned reprising the Modeler of the Month segment where we showcase one of our member's biographies, highlighting their history and modeling interest. The bio usually is displayed in the Taco Stand model case and that month's Log-book. Neat idea.

Ryland mentioned that the picnic is scheduled for Sept 9 at our usual shelter (#10) in the Newport News City Park. A suggestion was made to also hold the auction there on that day. Would the wives and girlfriends like this idea? The discussion will continue.

Skipper brought up the subject of our making and providing themed Christmas ornaments to be sold in the Mariners' Museum Gift Shop. Getting favorable response from the crew allows him to pursue the matter with Museum staff. Details to follow.



In memory of Tom:

There was an old man from Nantucket
Who kept all his cash in a bucket.
His daughter, named Nan,
Ran off with a man,
And as for the bucket, Nantucket.



Show and Tell:

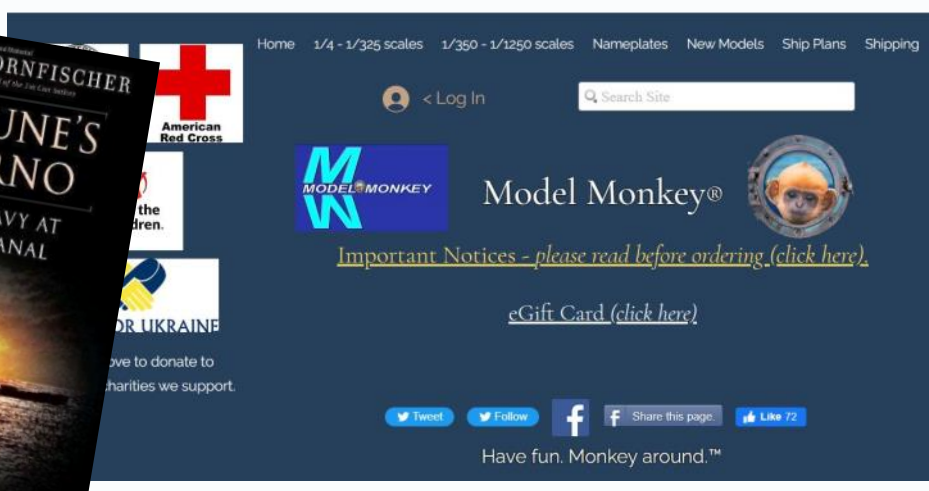
Never place your show and tell object on the right side of the display table because.....

It put **John Cheevers** up first! He brought his model of the 100' Revenue Cutter (name to be determined; there were 10) showing progress to date featuring his paper shell plating technique. And he brought his long standing build of the tugboat Susan Moran, also showing progress to date. Discussion on the tugs hull shape got him on the presentation list for June to discuss carving a chine hull without using templates.

Stewart Winn was next and he showed his now completed model of the Greek bireme. He mentioned that the hardest part of building the kit was bending the wood. After that, the build was a breeze. He ditched the kit supplied cradle in favor of something much less intrusive so that the smooth bottom of the vessel could be seen and appreciated.

Next was **Gene Berger** and he showed progress on the last of the 18 boats needed for the Olympia. These were 26-foot whale boats. And he brought the accommodation ladders. His work features cast resin, wood, brass, and photoetched parts.

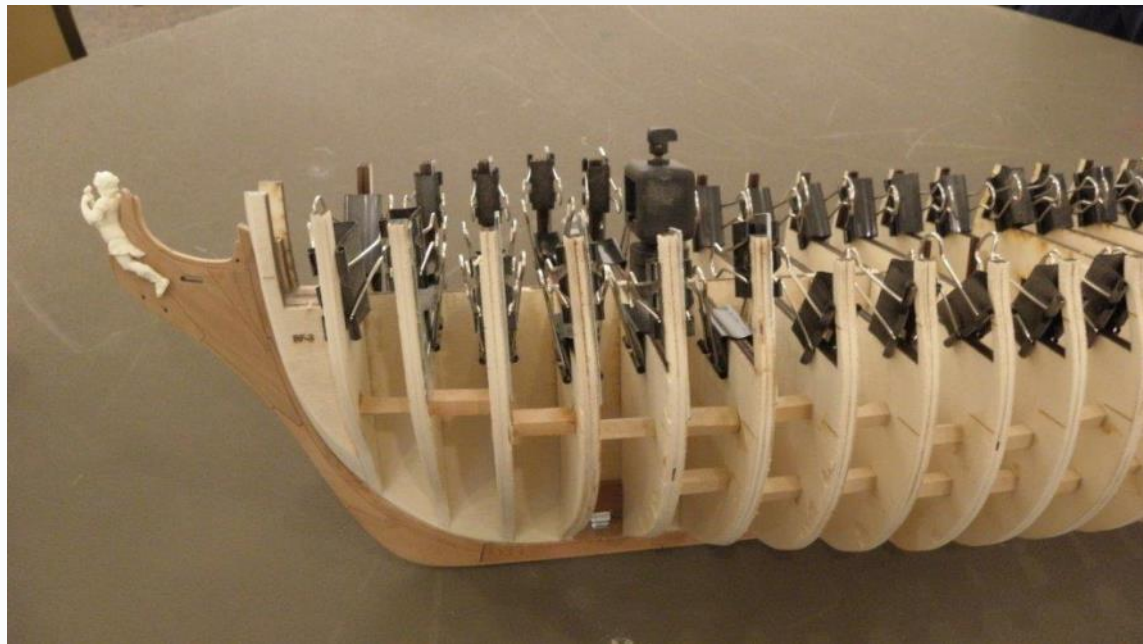
John Wyld was next and he set us all straight on what you can buy in the 3D printed fittings world, but most importantly, where. If you want to buy then you have to search on the internet for model-monkey.com. This will get you to the good stuff. Also he recommended you read Neptune's Inferno if you haven't already. Written by James Hornfischer it is probably the best written account of the U.S. Navy's battle for Guadalcanal. Highly recommended!



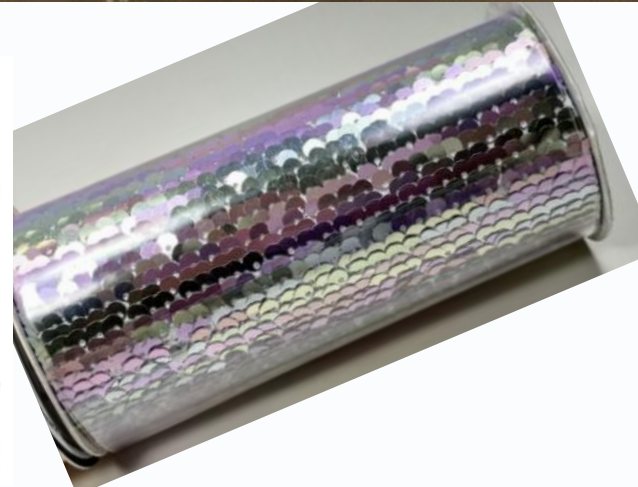
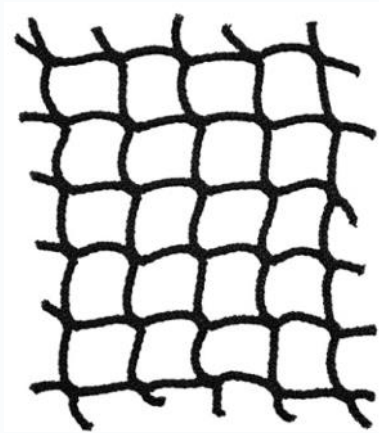
Show and Tell:

some more...

Sean Maloon changed it up for us this month by not bringing the brig Syren. Instead he brought the Frigate Winchelsea in frame. This is a Chuck Passaro kit. He showed how to sand the frames without breaking them by using hardware store “L” brackets and office clamps to hold and brace them.



John Jones was in attendance and he brought a roll of nylon netting (Merchant #41 in black) that he found at Hobby Lobby. He says it is the perfect size and design for use on his Constitution model.



Mike Pelland showed progress on his Midwest kit of a skipjack. He had the deck installed and final coated to his satisfaction.



Mort Stoll showed progress on rigging the Victory. Standing rigging on the fore and main masts is complete, so it's on to the mizzen. The model is 5-foot long and he has 4 years invested so far.



Show and Tell:

John Proudley showed several of his completed kits: USS Arleigh Burke, a framed Gearing class destroyer, his Titanic model made from legos, and the revolutionary gunboat Liberty.



Presentation:

Tim Wood gave the presentation for February and he spoke on Photographing your Ship Model. More specifically, he focused on documenting your build log. After an introduction on types of cameras, he got into some specifics on equipment that you should have. Some of the must haves are a tripod or some steadying device for your camera, a remote shutter pop (release), and ideal lighting sources and backgrounds. As always he said that photographing your model outside offered the best and truest light. What I found to be the most interesting fact is that, in today's world, you really don't really need an expensive camera body or a digital single lens reflects system. He says that today's digital cell phones have built in cameras that will capture the image and allow you to modify it to your hearts content. So get to documenting.

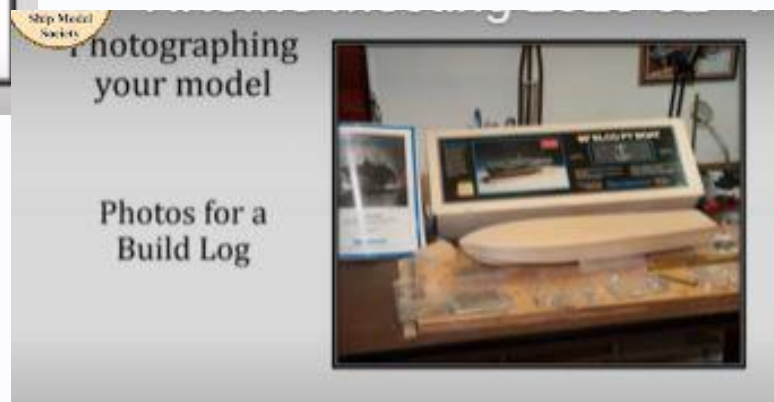
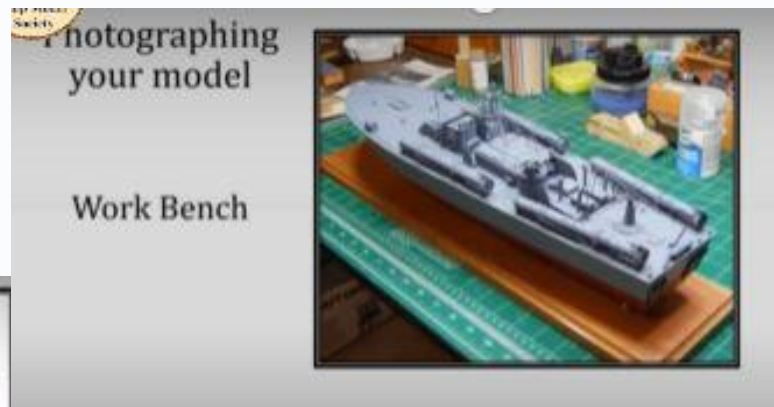


take pictures of it in and out of the box showing what it offers. Take pictures of your templates and while using them. Document progress while assembling or carving the hull. Record construction of the superstructure bits. Document your processes of making fittings and features. Show your finishing techniques. And finally, place the finished model in a good setting and record the completed work.

Tim kept it short and sweet. He hit the high spots, fielded many questions, and released the crew from attention before they hit the limits of their attention.

Well done!

After we were all warmed up and ready to go out and take pictures of our ship models with our cell phones, Tim focused us on what is important in making a documentary, or build log, of our ship model. As he says, the reason we should document our build is to provide a record that we can refer to when questions arise on how we did things or to share a technique or two. He recommends that you take pictures of your build area, your bench. Also, if you're building a kit,



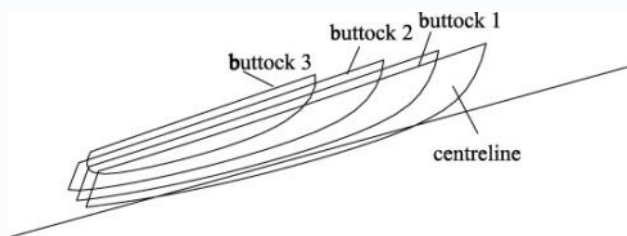
Scuttlebutt



Nautical terms are back

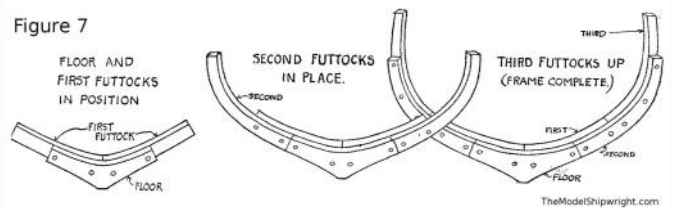
Catching up...

Buttocks Are components in the design of any hull, lines of vertical longitudinal planes passing through the hull. The term appears to have come from buttock lines, the lines of a craft's afterbody.



Futtock Part of a made-up frame of a wooden ship. The word is a corruption of foot-hook, and comes from *futtaker*, Middle English of this meaning.

Figure 7



...and for March

Irish Hurricane A flat calm. Also called "Paddy's Gale."



These terms are great icebreakers at parties. Show off a bit and use them whenever you can.

Captain's Log continued...

earlier pursuits? I would like to make this mentoring effort a priority. Don't many of us have grandkids? How about a bring your GK's to "work" day?

I see the waning nature of traditional ship modeling. The solitary modeler is, in my opinion, partly responsible for decline of this hobby. A little push in the right direction might turn an otherwise casual enthusiast into a rabid ship modeler.

New members come in all ages. To bolster our own enthusiasm, I call upon everyone to take stock in your own work and bring something to the table. Whether it's just a keel or finishing touches to the rigging, I hope to see more projects brought in. We have plenty of room and time to help each other with techniques. I'd rather be shown the work than talk about it. I propose a series of programs to share knowledge on the various facets of ship modeling. You know what your strengths are, so how about sharing them.



Rise up and be heard!

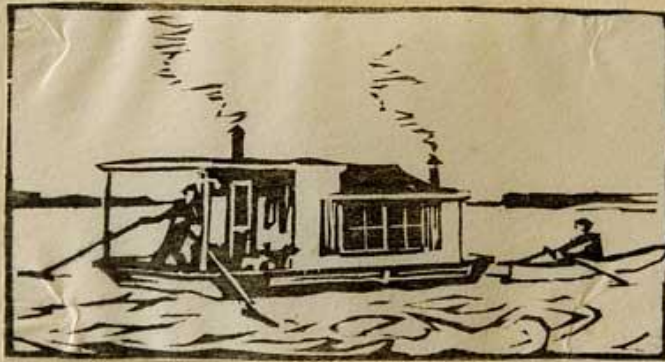


The Newport Scene



If you don't learn from your history, are you predisposed to repeat it?

If you watch a lot of news you might be troubled a bit by reports of an increase in folks living on the streets. It seems that pup-tent cities are springing up along every main thoroughfare in every major city. Certainly, we are led to believe that the homeless population is exploding in America. But, is it? I don't know all the facts or what the contributing causes are—I have my opinions—but the evidence on the streets is overwhelming and expanding. However, it is not a new phenomenon. It is a fact of life in America that seems to have no solution.



Have you ever heard of a Hooverville? Not the Hooter-ville of several rural-oriented situation comedies from the '70s, but honest to God shanty towns or shacktowns and homeless encampments that sprung up during the Great Depression. One historian says that "each [was] testifying to the housing crisis that accompanied the employment crisis of the early 1930s". Today, with unemployment being relatively low, I think the current situation could be more lifestyle driven, or driven through drug use, fiscal irresponsibility, or governmentally mandated deregulations.

Now that I have your attention let's focus on February's The Scene. Here we have a boat on some waterway. It looks like there is more happening there than just a family enjoying a weekend on the water or some vacation time. That looks like some family's home. I imagine we have Ma and Pa and the eldest boy posing for the photographer while resting on the front porch. A few of



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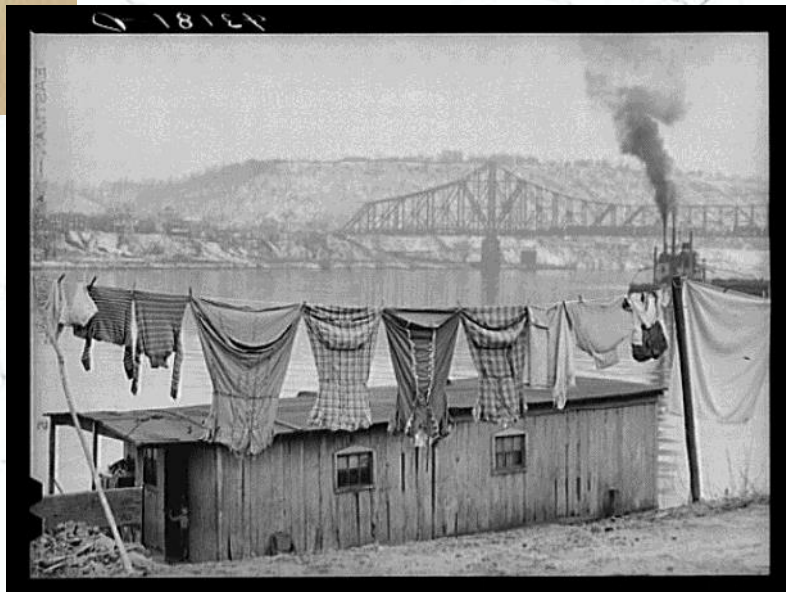
A S
A B
O B
O W



/ History is, indeed, little more than the register of the crimes, follies, and 'misfortunes' of mankind. But what experience and history teach is this - that peoples and governments have never learned anything from history or acted on principles deduced from it. /

- Georg Hegel

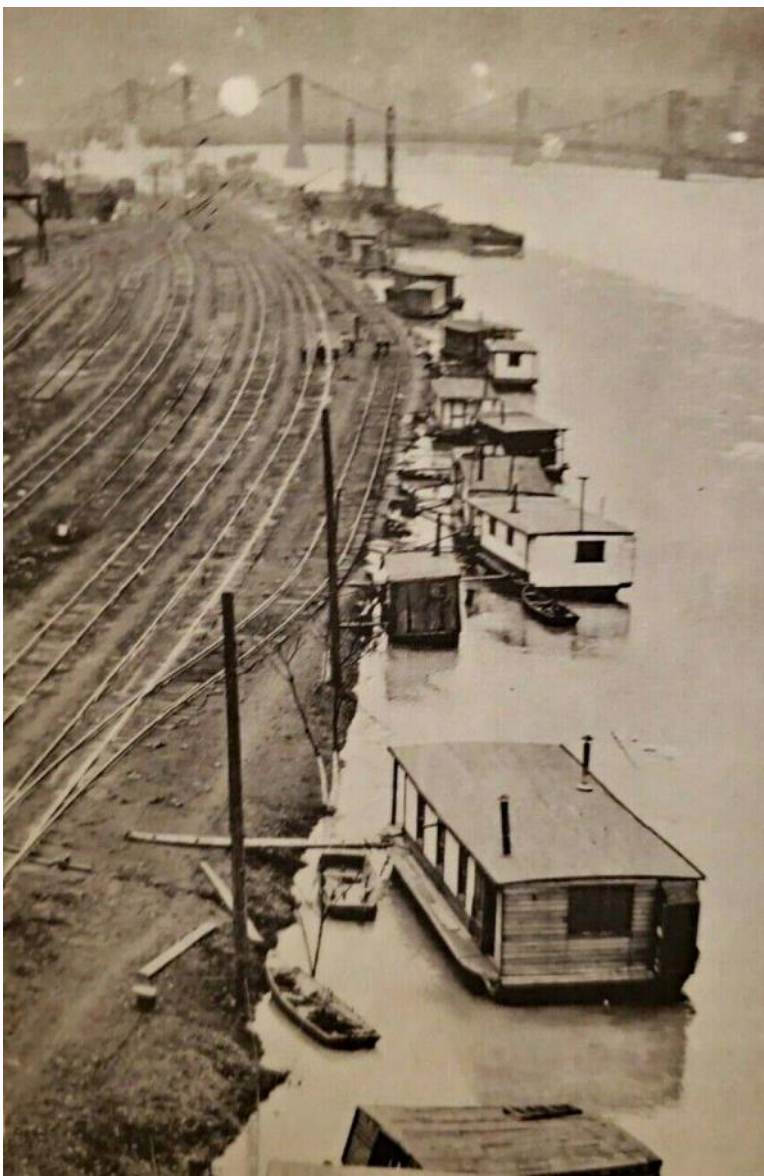
their belongings occupy the same location, and the privy is right there on the left side. The carpenter-built boat resembles a scow or a barge with a simple shack built atop, it is unpainted. We see a door and several windows. The windows show a bit of the homey touch with their window treatments. Today we would call this a minimalist lifestyle as there is no address, no electrical or satellite dish hookup; the boat is fixed to shore, most likely simply tied to a tree.



Also today we might be tempted to call this a houseboat, but it's not a houseboat in the modern way we envision one even though it's similar to houseboats from its time. It's definitely not a cottage at the shore, or a weekend camp, or a place at the lake. It's a home for

folks with limited means. It was a way for folks (families?) to live while avoiding taxes and rent that couldn't be readily paid. Forced by economic realities (you have to remember that this was before government handouts), many families in the lower economic tiers lived on these home-built boats while looking for what work there was along our nautical highways. They would take their home to the work, tie up along the shore and grow a garden on the riverbank while fishing the river. The definition of subsistence living.

or shantyboats. Sometimes these craft were referred to as flatboats, broadhorns, barges, scows, or arks. "They were literally houses set atop and affixed to some sort of floating vessel. The beauty of this type of life is that the itinerant worker could pull up stakes and move his house to a more economically viable area." All you had to do was pull up to shore, tie the craft off to a tree, throw out a gangplank, and look for work. You can't do that today.



Today, our rivers are not our major transportation arteries. And most of our industry is no longer tied to the rivers but to railways, airways, and highways. So the emphasis has shifted from shanty boats along the navigable waterways to hobos on the railroads and now onto encampments along main street USA. But along with those who live this way out of necessity, there has always been the segment of the population who chose the minimalist lifestyle. Northern Kentucky natives Anna and Harlan Hubbard are just such a couple. An article on-line at the website: Sustainable Kentucky, says the Hubbards

Historians are not clear as to when this phenomenon began. Some say this is documented as early as the 1830s. But most agree that it has its roots around the 1890s, coincident with industrialization and the economic Panic of 1893. The trend continued until the 1950s, or so when authorities regulated them out of existence. The folks who chose to live on these flat bottomed, crudely built, mostly unpainted craft called them shantys



“...are darlings of Kentucky literature and forerunners of the back-to-the-land movement. Anna and Harland embodied *sustainable* before the word developed into the buzzword it is today.”

“Anna & Harland were quiet radicals. In the mid-1940s, they lived for years on a shanty boat on the Ohio and Mississippi rivers, floating downstream (they never used a motor) with their dog and beehive. They passed the time playing music and making art and being in love, both with each other and with the natural world.”

“I think what is most striking about Anna and Harlan is that they did not really live as they did to make a statement, but simply because *there was no other way for them to live and be happy*. They loved their simple life, and I think that is why it was so successful for them. You can't choose such a radical lifestyle out of some sort of misguided sense of duty or obligation, because it almost always results in burn-

out and failure to abide by one's own ideals.”

Truly radical thinking at the time and at least two decades ahead of the 1960s hippy counter culture move-



Harlan & Anne Hubbard

ment. They *were* Mother Earth News, they wrote about their lifestyle and travels and experiences. The “gotta have it all” non carbon neutral crowd of today could take a lesson from a couple who consciously took no more than their share of what the earth has to offer.

I grew up along the Ohio River and it was a treat to find that the Hubbards built and lived on their shanty boat not too many feet from where we used to hike to and fish in the river as young boys. When Dad had a boat on the river, I remember seeing that some of the boat docks that lined its banks docked some old wooden houseboats that looked for all the world like shanty boats. They weren't shantys, but to a young kid, who knew the difference?

I had largely put these craft out of my mind until earlier this year when my attention was drawn to a timely FACEBOOK post concerning the shanty boat that is on display at the Ohio River Museum in Marietta, Ohio. There I found a comment left by a longtime acquaintance. The comment came from the Steve Flairty* a guy who I worked summers with at the County School System. He was in College and I was still in high school. He was part of the work team and a heck of a good guy. I was extremely fortunate while working there to work there with him and some other top notch folks. Anyway, I came to Newport News to build ships and he went off to finish college to become a teacher. We lost touch until he commented on the post and I recognized the name.



From this encounter, I discovered an article that he wrote for the Northern Kentucky Tribune concerning the Hubbards. I would like to share some of that article with you.

“Northern Kentucky native Harlan Hubbard and his wife, Anna, lived with enthusiasm on the fringes of society; those who know their story might affirm they lived authentically in the mainstream of genuine life.

Harlan often is referred to as the “Henry David Thoreau of Kentucky.” If spending five years on a shanty boat navigating the Ohio River doesn’t demonstrate their uniqueness, maybe another description will. The couple scratched out a living in a remote, wooded valley near the river, in Trimble County, yet strongly deserved the title of “renaissance” souls, greatly talented in the arts.

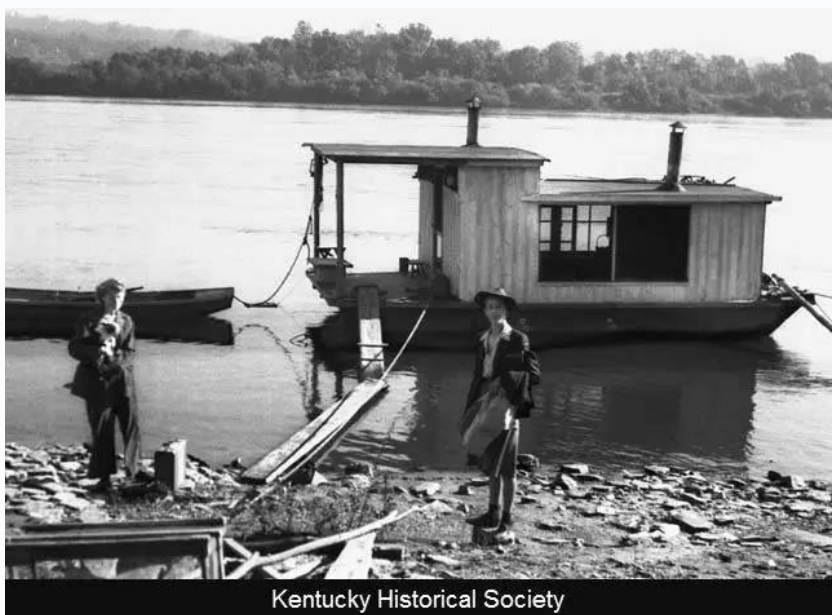
Harlan was born in Bellevue on January 4, 1900. He grew up to become a writer, an accomplished musician, and an artist who painted landscapes of his native area, along with images of boats on the waterway of the Ohio River. Anna’s birth took place in Michigan on September 7, 1902. She was a college teacher there until moving to Cincinnati to take a position as a fine arts librarian at the public library, where she met Harlan. And in what did she excel? She was a pianist and cellist and read well in three foreign languages.

The two were married in 1943. For a while, they lived modestly in Campbell County behind his mother’s house in Ft. Thomas, then moved to Brent, inside the boundaries of Ft. Thomas. That’s when (and where) the Hubbard couple initiated their desire to be different. They lived on a bank in a tent on the Ohio River. Harlan built a shanty boat and they lived on it two years before indulging their wanderlust by traveling on it down the Ohio to Louisiana, a five-year journey.

Next stop brought a new homeplace, Payne Hollow, in Trimble County. They became familiar with the site on their five



Kentucky Historical Society



Kentucky Historical Society



Kentucky Historical Society

-year shanty boat ride. Bill Thomas, in an article referenced in the sources below, wrote that the two “built their own rustic home and boat and grew their own food, canning fruits and vegetables for the winter months. In the evenings the Hubbards wrote in their journals, read to each other by candlelight, or played music together.”

Ironically, Harlan gained serious inspiration for his painting while a young person living in New York, where he finished high school. His mother and he had moved there to be closer to Harlan’s two older brothers after the father, Frank, died. On a visit to the Metropolitan Museum of Art, Harlan was impressed by noted postimpressionist artists, and in turn, decided to also become an artist. Harlan returned with his mother to Northern Kentucky in 1921 and lived for a while with her in a house Harlan built in Ft. Thomas.

During the time before his 1943 marriage to Anna, Harlan painted Campbell County landscapes from a studio he built in Brent. He later built another studio behind his mother’s house. His mother died a few months after the marriage. As mentioned, the couple began living in a tent, then on a shanty boat at Brent and preparing for their five-year journey.

After the trip to Louisiana, the Hubbard couple sold the shanty boat, bought a car and took a ten-month tour of the western United States. Harlan wrote the autobiography, *Shantyboat*, while on the ride. In time, they bought seven acres at the Payne Hollow site and lived without running water or electricity but lived lives that respected the earth and produced much artwork.”



Kentucky Historical Society

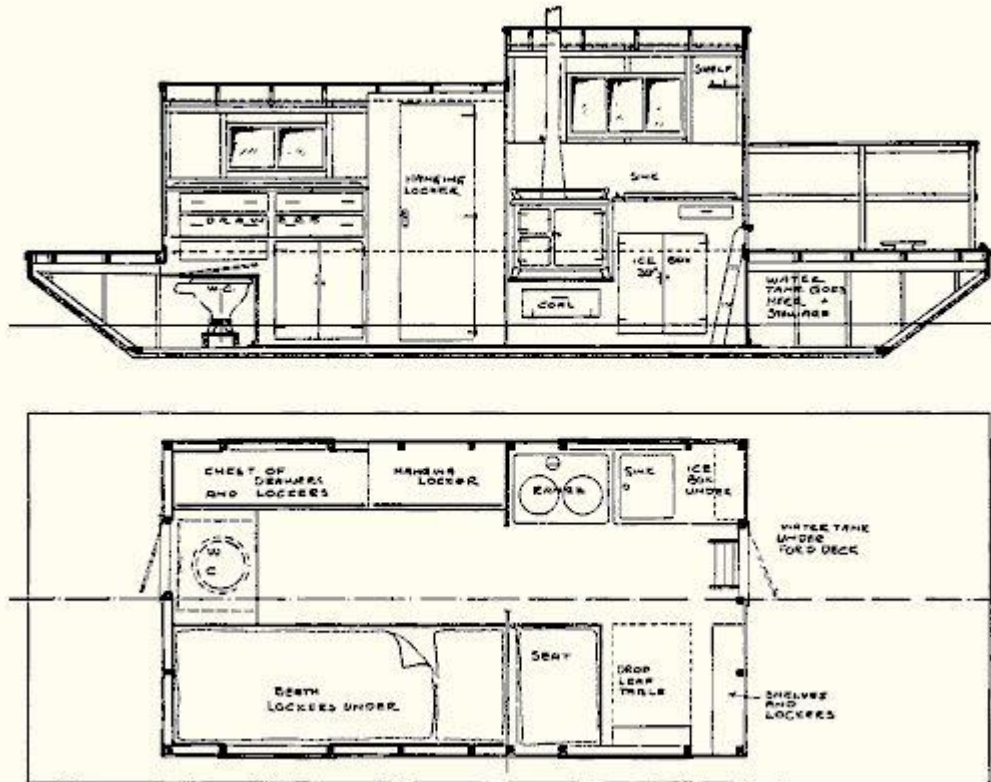


Kentucky Historical Society



We have to take time to thank Harland and Anne Hubbard for documenting their life and experiences. The autobiography that Harland wrote, Shantyboat: A River Way of Life, is well worth reading. Like other documentaries of lives and travels on the world's waterways, you can lose yourself in a vicarious way. If you're thrifty like me, you can find it on Google books.

Today there is a burgeoning market for tiny houses and shanty boats. The houses are custom and trailer-able so that you can take them with you—as long as you have a big, diesel dually to pull the dang thing. There are even a few TV programs showing young, “environmentally conscious” couples having them built and showing how you can live a minimalist lifestyle while placing the traveling mini home on someone's property and sponging water and electricity. And the shanty's are not the crude and bare shacks on a raft of before. Today's shantys often feature outboard motors and power enough to run small refrigerators and portable A/C units—roughing it 21st century style. That's the life. Somehow I don't see the romance of communing with nature while using modern conveniences. Let's see where the trend goes...



John



** Steve Flairty is a teacher, public speaker and an author of seven books: a biography of Kentucky Afield host Tim Farmer and six in the Kentucky's Everyday Heroes series, including a kids' version. Steve's "Kentucky's Everyday Heroes #5," was released in 2019. Steve is a senior correspondent for Kentucky Monthly, a weekly NKyTribune columnist and a former member of the Kentucky Humanities Council Speakers Bureau.*



Oh, oh....ODO!

On the 25th of February, the Richmond chapter of the IPMS hosted their annual model show and juried contest aptly named the Old Dominion Open, or ODO. They host it at the Richmond Raceway Complex. And we were there; we were there in force. I believe I saw



IPMS RICHMOND Since 1972
International Plastic Modelers' Society - Richmond, VA Chapter

2023 Old Dominion Open

Saturday, February 25

Schedule
Doors open at 8:30 a.m.
Vendors open all day
Registration Closes at 12:00 noon
Judging Starts at 12:30 p.m.

Location
Richmond Raceway Complex
Henrico Hall
600 E. Laburnum Ave.
Richmond, VA 23222



over twelve members at our exhibit and two more who were vendors. Of the twelve, seven brought models to show so we had a nice, interactive display, and we answered a lot of questions. One patron even remarked how we arranged our models in ascending order of completion (it was purely by accident).

Several members brought models to enter into competition. The skipper already addressed award winners from our society in his monthly remarks. Well done, chaps—we'll do it again next year!



It was a good day for fellowship and showing the flag despite the rain and cooling temps. I know of one guy who got a real good deal on a kit that he dug out of the vendor area.

On the ride back to the Peninsula (and parts further south) we stopped in Williamsburg to try a new (for most of us, at least) BBQ joint.

Ed.

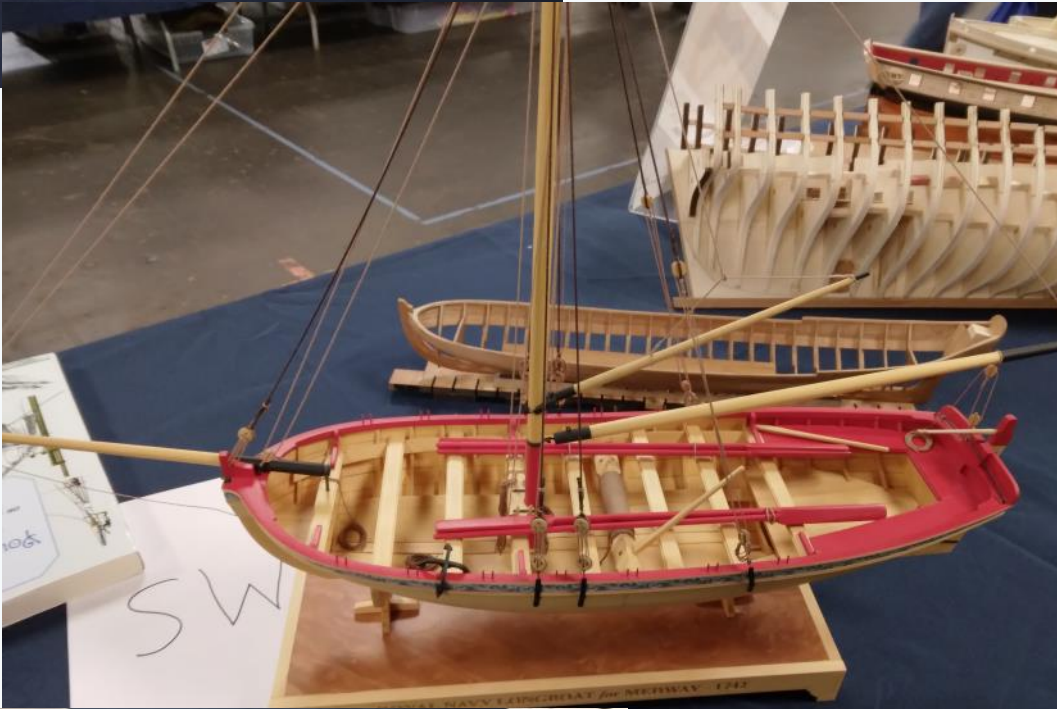


More ODO Pics.....



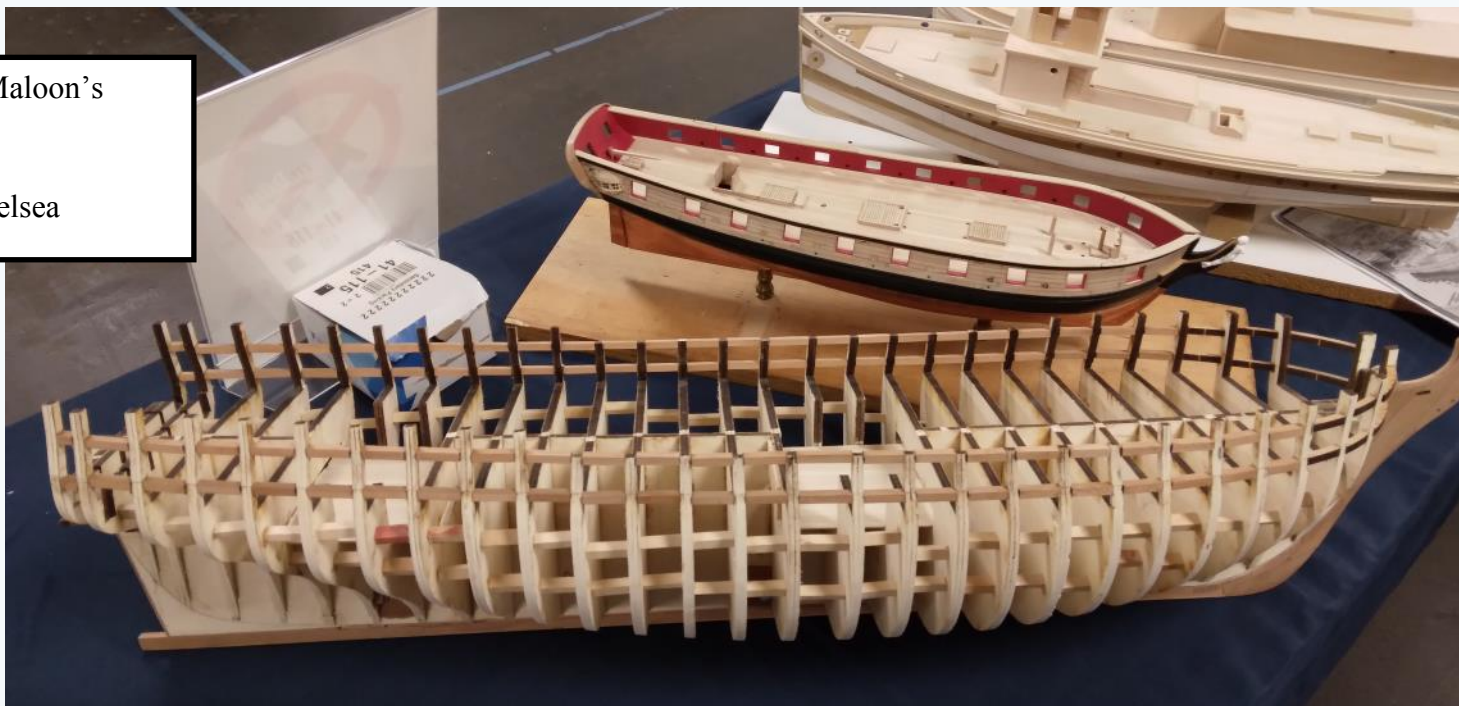
Dave Chelmow's
Sharpie

Ryland Craze's
Queen Anne Style Barge
Medway Longboat



Tim Wood's
PT Boat

Sean Maloon's
Syren
Winchelsea



John Cheevers'
Tug Susan Moran
Tender Beech
Revenue Cutter



Gene Berger's
Olympia





Heat oven to 325 F.

Place the coriander seed, black peppercorns, dill seed, whole allspice, juniper berries, and bamy leaf in a tea ball or make a small bag made out of cheesecloth.

Rinse corned beef and place in a large dutch oven.

Add beer, 1 carrot, 1/2 onion, spice mixture, and enough additional beer, water, or broth to barely cover brisket. Place over medium heat and bring to a vigorous simmer; but do not boil.

Cover and place on lower-middle rack in the oven and cook for 1 hour.

Then, turn the brisket over and add enough additional water (if needed) to bring level half-way up meat.

Repeat this process of turning the brisket and adding additional liquids (if needed) 1 hour later.

After 3 hours, remove from oven and remove brisket from broth and set on a plate. Strain out carrots and onions and discard along with spice mixture.

Add all remaining vegetables, place on stove over medium-low heat, cover, and cook for 30 minutes, or until vegetables are fork tender. Remove from heat.

Slice brisket across the grain and add it back to vegetable mixture to warm up.

Serve this with a collection of mustards: Dijon, Polish, honey-mustard, whatever. Then smear one slice of meat with Dijon, another with honey-mustard, and a potato with Polish. The various mustards give each bite a unique flavor.

Corned Beef and Cabbage

Prep: 10 mins Cook: 3 hrs
 Total: 3 hrs 10 mins
 Servings: 2 servings

Ingredients

- 2 teaspoons coriander seeds
- 1 teaspoon black peppercorns
- 1 teaspoon dill seed
- 1 teaspoon whole allspice
- 1 teaspoon juniper berries, optional
- 1 bay leaf
- 1 (2-pound) corned beef brisket, trimmed of visible fat
- 1 bottle of beer, or 6 to 12 ounces water or beef broth
- 2 carrots, peeled and cut into 1-inch lengths
- 1 large (4-inch diameter) onion, cut into quarters
- 2 large (3-inch diameter) turnips, cut into quarters
- 1/4 head cabbage, cut in half
- 2 (3-inch diameter) waxy potatoes, such as Red Bliss, cut into quarters

Manana Daiquiri

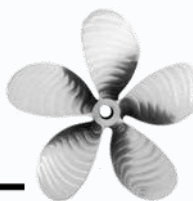
Shake in iced cocktail shaker strain

- 1 1/2 oz light rum (4.5 cl)
- 1/2 oz fresh lemon juice (1.5 cl)
- 1/4 oz grenadine (6 dashes)
- 1/4 oz apricot flavored brandy (6 dashes)



KEEP
 CALM
 THERE'S
 ALWAYS
 MAÑANA

What's Happening at The Museum



Coincident with our meeting, The Mariners' Museum will host the Battle of Hampton Roads Weekend. According to their web page, Details will be coming soon.

Parking may be at a premium so arrive for the meeting early!!!



American Naval History The Civil War

1863

January 1: Recapture of Galveston. A Confederate surprise attack by land and sea recaptures Galveston, Texas. The Union naval force anchored off the town consists of the wooden gunboat Harriet Lane, Westfield, Clifton, Corypheus, Owasco and Sachem. The Confederate flotilla consisted of the cottonclad gunboats Bayou City and Neptune and the tenders John F. Carr and Lady Gwin. The Harriet Lane sank the Neptune but is captured by the Bayou City. The Westfield runs aground. She is set afire to keep her from being captured but she blows up. The other four Union ships hurriedly put to sea.

January 4-11: Arkansas Post. A joint army-navy expedition of 30,000 men and six gunboats succeeds in the capture of Fort Hindman, at Arkansas Post.

January 11: The Confederate cruiser Alabama, surprises and sinks the side-wheel gunboat Hatteras in a sharp night action 30 miles off Galveston, Texas.

January 16-August 23: First cruise of the Florida. The Confederate cruiser Florida runs the blockade out of Mobile, Alabama, to begin her career as a commerce raider. Operating primarily in the South Atlantic, she takes 22 prizes before entering port at Brest, France. It will be six months before she returns to sea.

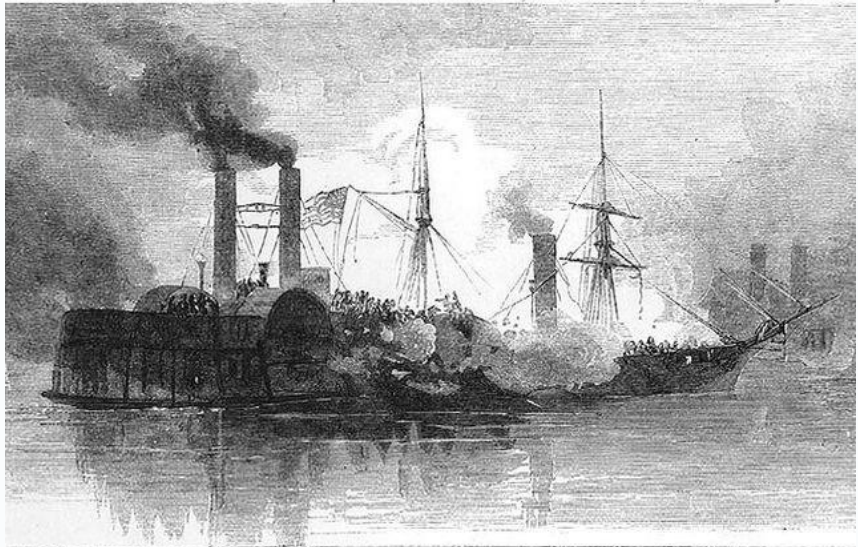
January 21: At Sabine Pass, Texas, the blockaders Morning Light and Velocity are captured by the Confederate cottonclad Josiah Bell and Uncle Ben.

January 30: The gunboat Isaac Smith is captured by Confederate land forces while on a reconnaissance up the Stono River, South Carolina.

January 31: Charleston sortie. The ironclad rams Chicora and Palmetto State, on a sortie at dawn attack the blockading fleet off Charleston, South Carolina. The gunboat Mercedita is rammed by and surrenders to the Palmetto State, while the Keystone State is heavily damaged by the Chicora. The blockading squadron retreats to the open sea and Confederate authorities at Charleston try unsuccessfully to persuade the foreign consuls that the blockade has been broken.

End of part 1 of 1863 of the Civil War.

Photo # NH 42911 Confederates capture USS Harriet Lane, off Galveston, Texas, 1 January 1863



CAPTURE OF THE HARRIET LANE.



Nautical Orphanage:

Cricket! Round three.

In the history of the US Navy, USS Constitution hogs center stage. It's likely that more models of her have been started than of any other US Navy warship; USS Arizona might be second, but I wonder if it's close. While Constitution was a heavy frigate, how many of you know that our Navy also build a few ships-of-the-line? We managed to complete a few at the zenith of sailing warships and they contributed little, if anything, to the naval continuum or our nautical lore.

But here we have an example of one that is begging for a forever home. Intended to represent the USS North Carolina, this unfinished model needs some attention. It's looking for someone to provide a little TLC, and a bit of rigging to bring her into a fair state of completeness.

This model, like the one on offer last month and also in 1/8" = 1' scale, was also made by P.C. Coker, and is a good example of the ship modeling craft. Finishing her would be a nice challenge for someone. And if you're real clever, you will find that there are six vessels that this model could represent.



That being said, I would expect someone, even a Yankee, or a damn Yankee, to lay claim to her and provide the support she needs—Ed.

P.S. Master Commandant Charles W. Morgan was North Carolina's first commanding officer.

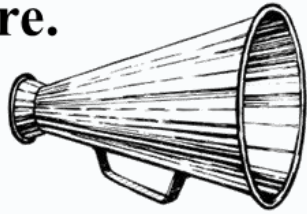
Meanwhile...
Still waiting on foster placement



Meanwhile...
Still waiting on foster placement



D'ye hear, there.



may.

Here we have a build log detailing some very, very nice craftsmanship and excellent wood working skills. This model when finished will be beautiful and, without a doubt bordering on a compelling impression; except for

Model like a Shipbuilder

Last month I implored you to write or present like a ship modeler. This month, after watching Dave Chelmow's excellent primer on selecting scale ship model wood and milling techniques, I noticed that he did just that.

This month, with his presentation in mind, I want to



roricci

Posted 3 hours ago

excellent work!
It's just a pity about those wood grains that are too obvious



bers

focus your attention on modeling like a shipbuilder.

How would you like to open your build log one day and find the comment you see above? Would you be pleased, or confounded, or angry? Or does it matter? It

this one issue. The comment points it out—and it is a pity. Or is it? Now I don't know the modeler's motivation or reason for choosing his material for framing, it may be sound and logical or even economical, but the out of scale grain is "too obvious" and very distracting for us purists. It speaks to me more as art than scale. Heed Chelmow's presentation!

Let's hope that the builder finishes the model in such a way that more attention is focused on the top-sides and his workmanship and away from the pronounced grain. But I need to be respectful and remind myself that it's his model and he can do what he wants. The comment stirred up a bit of a firestorm of replies—mostly in his defense.

With social media opportunities, sometimes it's better to explain yourself before you share your work or to ask "why" before you fire the broadside. It



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: John Wyld - Naval gunnery??
Battle of Hampton Roads weekend- 3/11.



April 2023

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 1

MAY 2023

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

JUNE 2023

10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Cheevers - carving the chine hull

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 2023

11 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

DECEMBER 2023

19 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

WATCH, QUARTER, AND STATION BILL



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Clerk: Gene Berger (757) 850-4407
Historian: Tim Wood (757) 481-6018
Logbook Ed.: John Cheevers (757) 591-8955
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