



Logbook



Chesapeake

No. 443

WWW.HRSMS.ORG

May, 2023

From The Bridge



Meeting Notice

The meeting will take place at 1000 hours

May 13, 2023



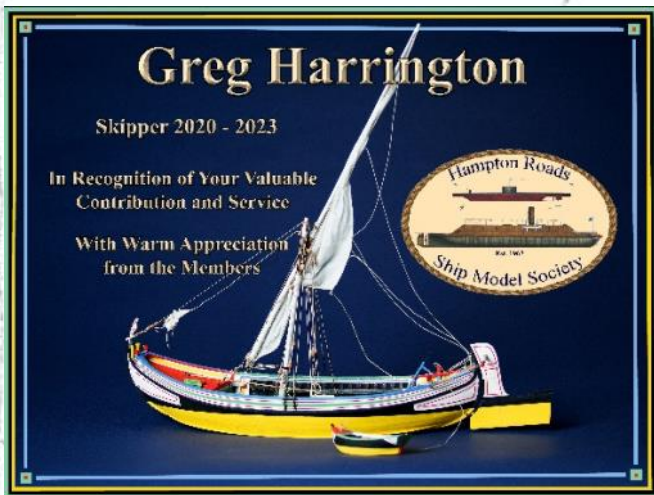
Captain's Log 5.13.23

..... Good evening, Mr and Mrs HRSMS, and all the ships at sea.

fashionably late. Way to keep the suspense going... Greg!

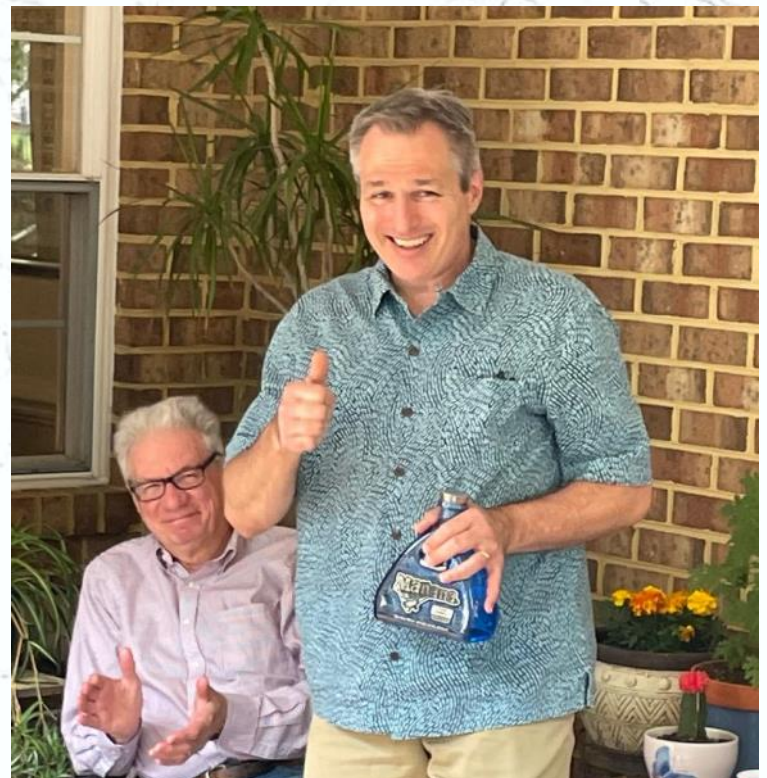
Generous lunch and refreshments preceded the official awards ceremony. As planned, Greg was sufficiently surprised and humbled by our affections and appreciation for his service and accomplishments over the past few years. The weather held off just enough to make it a great afternoon and no one left unsatisfied.

SD

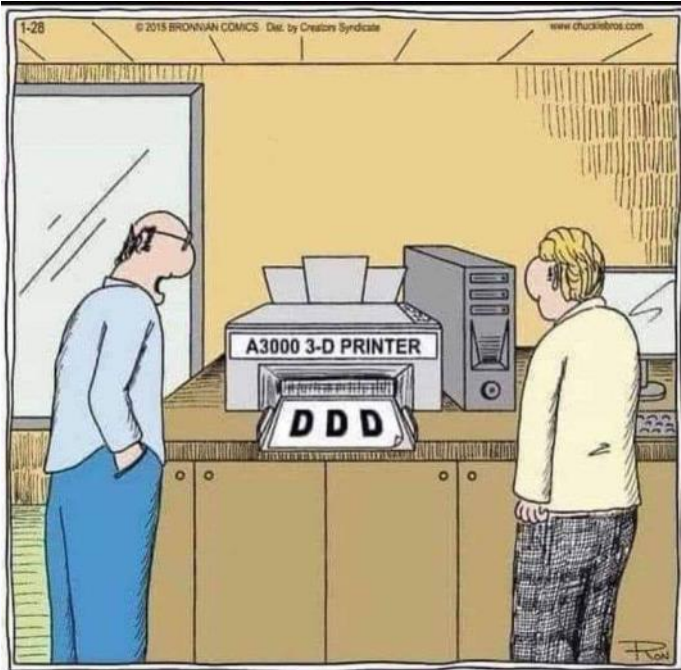


On April 22, there was a gathering of modelers and guests at HRSMS Fleet Headquarters Hampton a.k.a. my house, to honor Greg Harrington. Due to a variety of circumstances, we have not had the opportunity to conduct events, such as this, since our last banquet. It was about time.

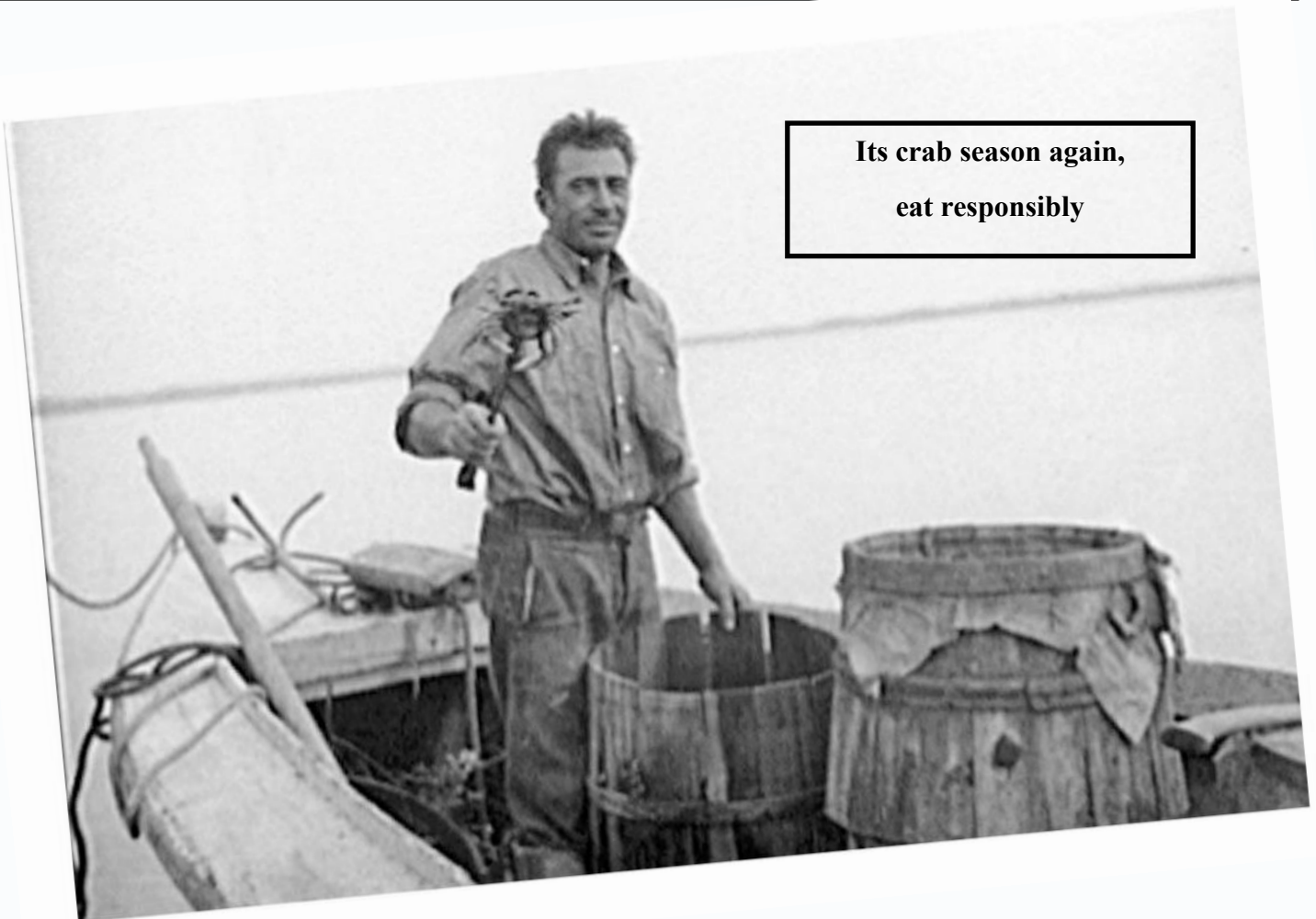
It had been the nouveau tradition dating back before the Tim Wood administration to present the outgoing skipper with an honorarium to commemorate his time in office. The festivities started out with the dark cloud of uncertainty that the man of the hour might not show, but soon Greg and Mary made their appearance...



The Jape



"I hate to be the one to tell you this, John, but I think you've been ripped off."



Its crab season again,
eat responsibly

Minutes



Meeting minutes 4/8/23

The meeting was called to order at 10:04 by the skipper, who recognized two guests attending on Zoom: Bill Emerson and Rick Sydelco (SP?). There were 19 member present in person and five on Zoom.



Ryland Craze gave the purser's report and stated that after various expenses and income items the Society is still solvent with only a small net change from last month.



Greg Harrington gave the webmaster's report and said that he had fixed most of the problems the website had during the last month, but he was still working on some minor ones. He

asked that anyone who experiences problems to please report them to him. He also has added a number of pictures to the site.

Under old business, Ron Lewis asked for volunteers to make presentations at meetings after this June.



Volunteers needed!

For new business, Tom Ruggiero reminded everyone that the NRG is sponsoring a program on paper modeling, and that an invitation will be sent out after 4/13 and that it will go to all members of our group. It will be on Zoom, and will be hosted by and model maker from the UK. If you register, and are not a member of NRG, remember to add a "C" after your name.

Josh Fichmann discussed the upcoming Model Con the first weekend of August on the battleship New Jer-

sey. He said they were trying organize different areas for displays, as the fantail is a little too exposed.

Greg moved for approval to spend \$150 for a copy of Microsoft Office for the computer in the model shop, and it was approved.

Show and Tell commenced on Zoom with Josh Fichmann showing his work on a Japanese cruiser/ carrier, emphasizing the use of photo-etched brass. He also reported on the use of his digital microscope, which he said was a big help.

Tom Ruggiero showed the cowl vents and funnels he is using on his Titanic, which he got from Model Monkey; he spoke highly of them, citing their level of detail. He also showed some research papers on the Titanic, including actual photos from before and after it's sinking.

Mort Stoll reported that he had completed his Caldercraft model of HMS Victory after only five years of work. He has customized the kit with various details, including finishing several interior cabins. The model will now grace his son's office in a custom-built furniture-grade display case. Beautiful work, Mort, we wish we had the patience you have!

Joe Ficklen showed his kit of the heavy cruiser Salem, and the add-on detail kit. He plans to build it as the USS Newport News.

Sean Maloon brought in his Winchelsea, which he is building as the Pearl. He has added the wales, and some very intricate planking. Impressive, as usual.

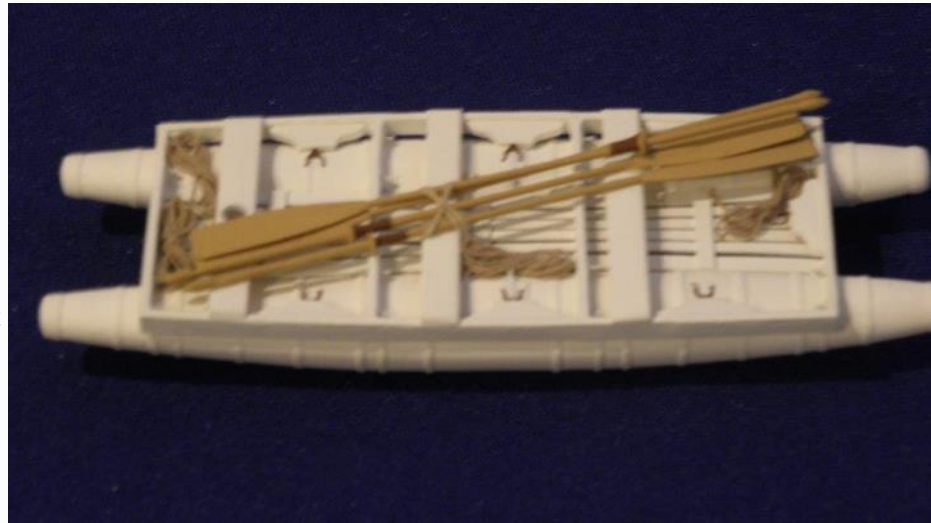


Minutes (cont.):

Gene Berger showed his model of the last boat he is building for the Olympia. Most of us would be proud just to build this boat alone.



Tony Clayton brought in some DVDs and offered them to anyone who wanted them.



The meeting adjourned at 12:15, with the next meeting at the same time and place on May 13th.

Presentation:

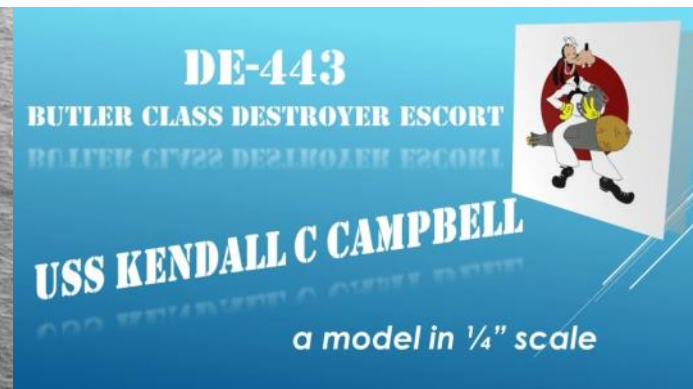
After a short break, **Gene Berger** began his presentation of the construction of his 1/4 inch scale model of the Kendall C. Campbell, DE-443. This was the ship is

father-in-law served on during WW II, and today's presentation was part 1 of a 2-parter; the next episode will be coming in May.

What follows is a photo collage capturing some of the material that Gene covered in excruciating detail in part 1:



Sea trials - 1944



The Idea

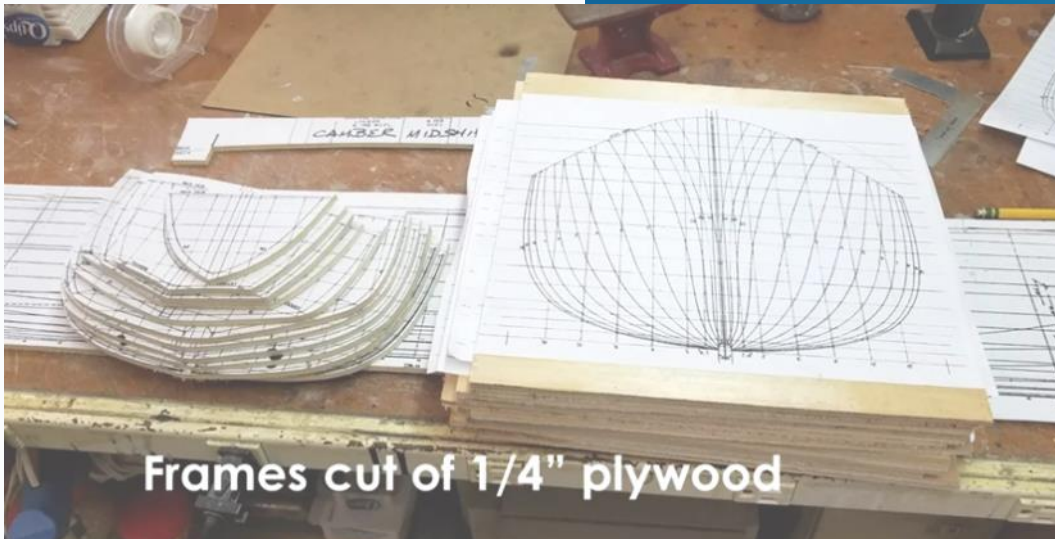
The Ship

The model was built of 1/4" frames and keel and sheathed in 1/8" basswood

The bulkheads and decks are brass, as are many details and components made of brass and etched parts

Employed also are resin cast parts from molds and 3D printed figures and others pieces

The Parts

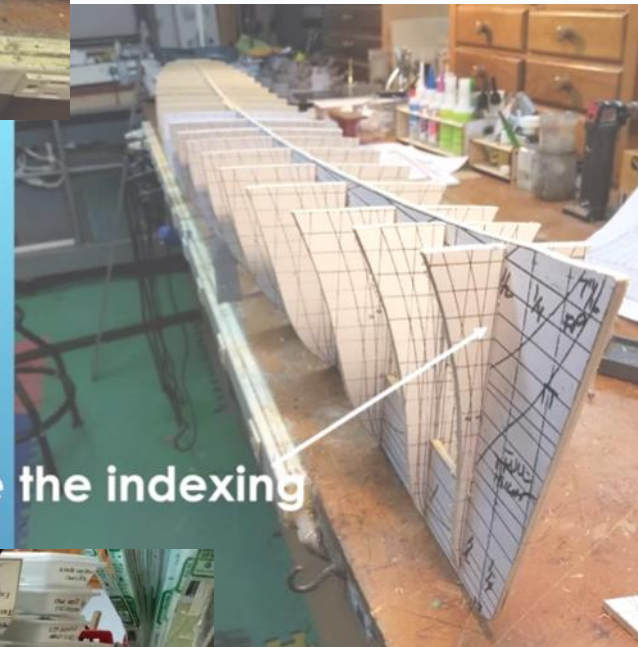


Frames cut of 1/4" plywood

Assembly:
frames to keel

Hulls your
Daddy

Note the indexing



Building the basswood substructure
The brass plates will be laminated to this

Weld lines are drawn on the deck and superstructure locations



“Welding” time...

The welder had an off day



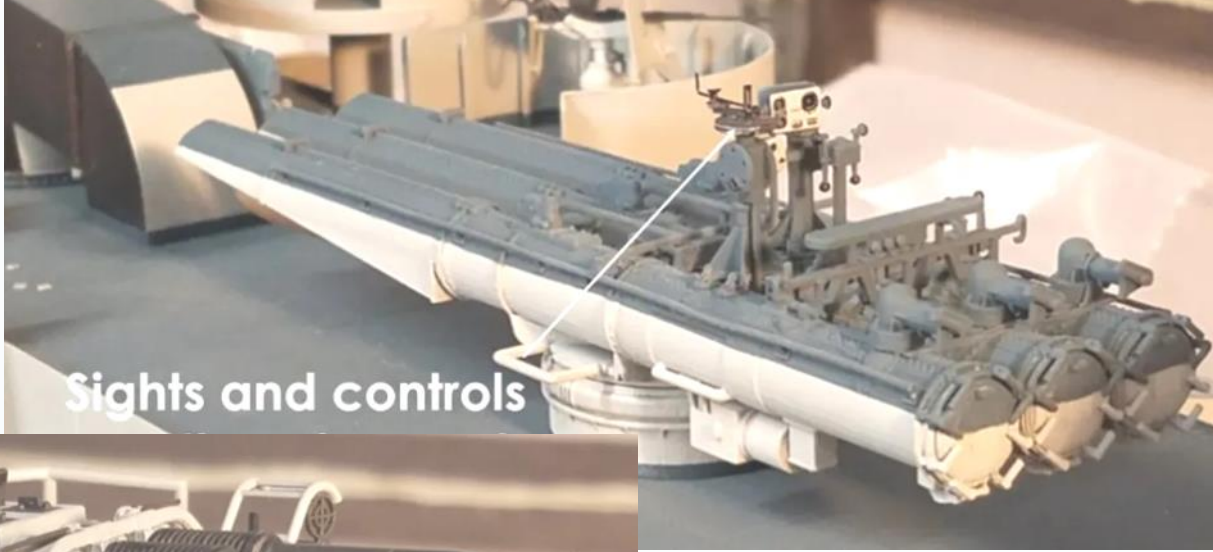
Welding details made from Archer weld decals



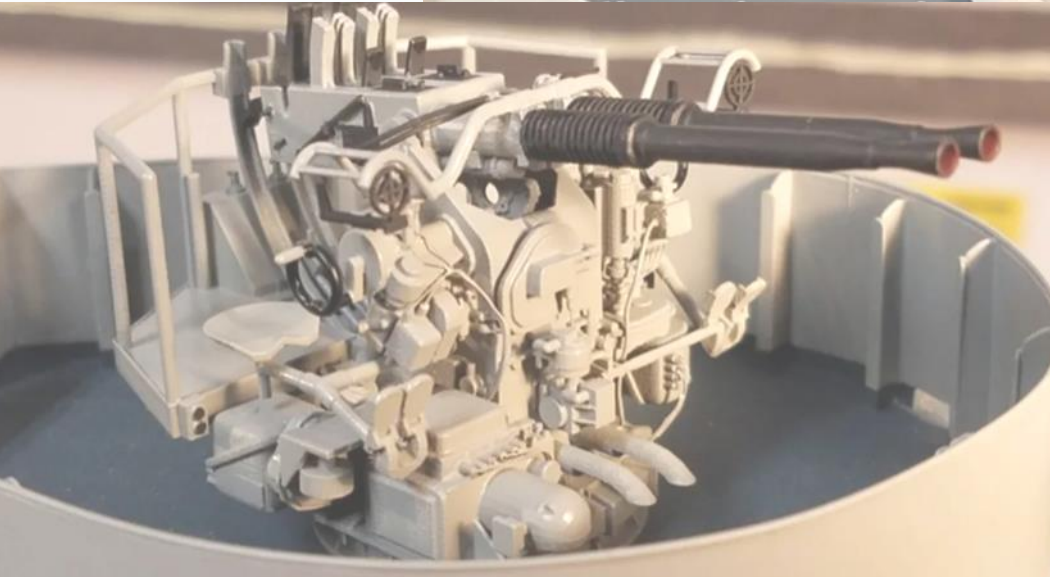
Raised deck on open bridge



The Detail



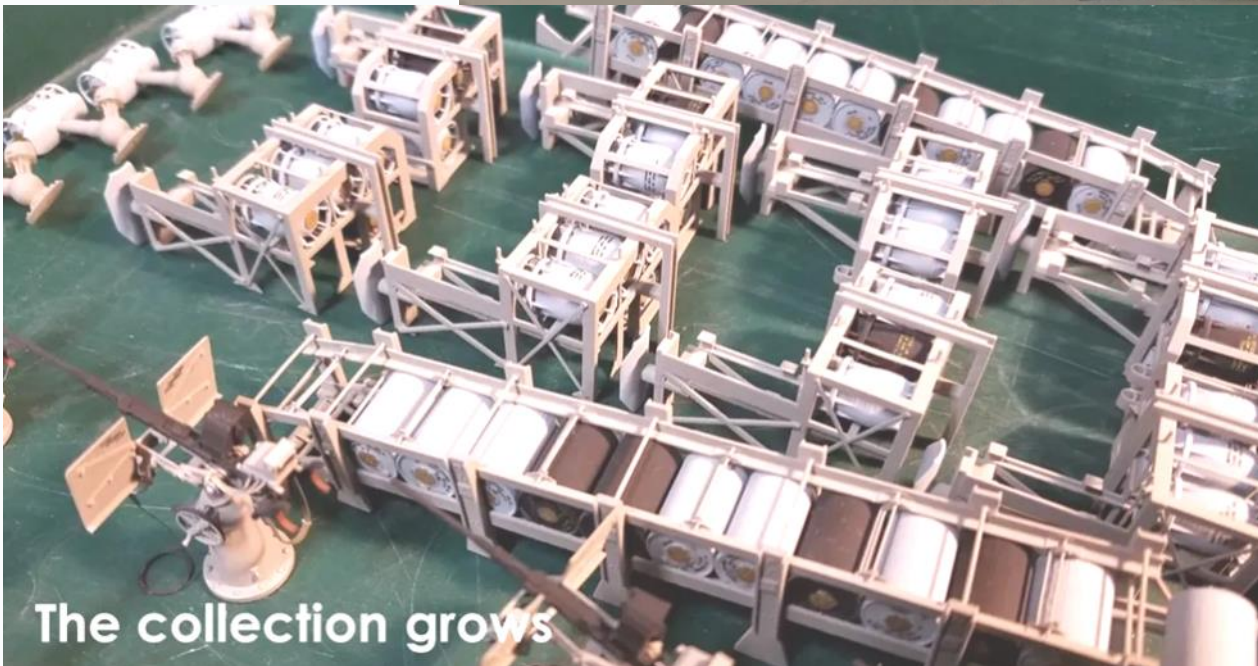
Sights and controls



**Perseverance
Personified**



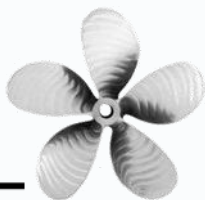
...but I know it's there



**End of
Part 1...**

The collection grows

What's Happening at The Museum



It's May 2023...and the headline in May 2019 was that, after a loooong period of closure due to the pandemic, The Mariners' Museum

would reopen! Our staff had become very adept at working off site and, as a great result, saved America's National Maritime Museum from the failures that crossed the USA in sad numbers. Nearly one third of U.S. Museums, or about 12,000 (!), were projected to shutter without hope of reopening.

That is a sad result of the Corona virus. But the good news is that The Mariners' Museum and Park would enter a new era of accomplishing our mission and providing our community and the world access to the story of man's experience with the sea.

The very evolution of our culture, our society, our genus and species, relied on a diaspora into every inch of our planet, itself being 70% liquid! How to create this expanse of communication and provide its accessibility to all was the challenge. The internet was clearly a part of the solution! Now, when you click on the mariners-museum.org website, you're offered a number of options. Ship modeling is one of those options that leaks into pretty much every aspect of our lifelong roles as the shipbuilders who made the diaspora possible.

Which brings me to an important unveiling that occurred recently. A few of us were there when a beautiful model of a Chinese Foochow Junk, very recently conserved, was unmasked to the great delight of about a hundred guests! The model was built in 1935-36 by Ivon A Donnelly over a period of about eight months. The scale is about 1:24. It was acquired in 1937 and, lacking the cutting edge conservation tools and the techniques we have today, was consigned to the dark never-visited reaches of collections storage. But today,

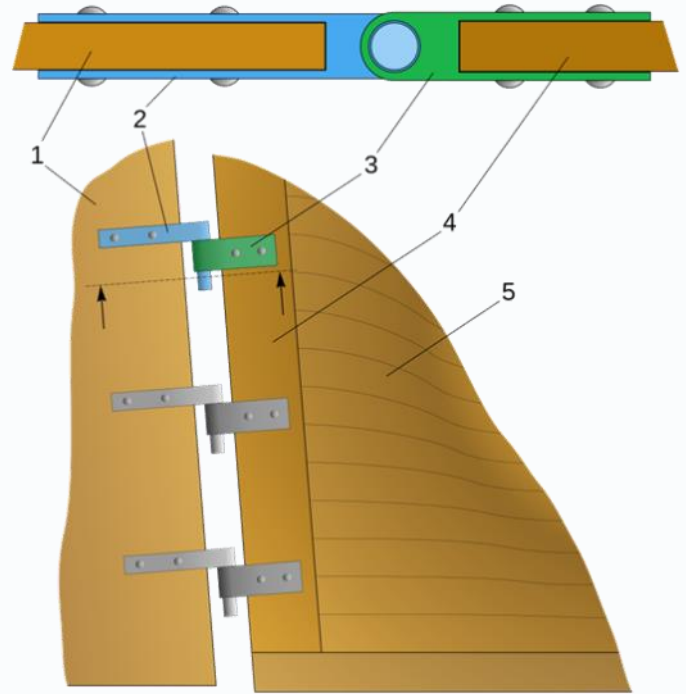
the museum has become a world-class conservation and collection exemplar, admired by other maritime museums around the world! And the Foochow Pole Junk model is the latest result of the talents and skills we have in our midst! The conservation was funded by The Bronze Door Society of The Mariners' Museum. I

am happy and honored to present to you a first look at this show-piece before it is presented to our public. The model is a fully conserved herald for our newly expanded Exploration initiative which, as a dynamic part of our visitor experience, will be more inclusive and more global than the usual linear Western European stories of the sea and the ships of yore! Historians among us will recall the Chinese dominance of the sea and trade in the 15th century, the thousands of warships that were their navy, the voyages of Zheng He in the early 1400's. Here, then, is the starting point!



And please go to the Museum website (marinersmuseum.org) for many other interesting options in the Museum's event schedule. — Ron

Scuttlebutt



Nautical term for May

Gudgeon A socket on the sternpost, through which the pintle of the rudder fits, forming a hinge. Scholars differ on its derivation, as it gets confused with gudgeon, the fish. It appears to come from the Middle English *gudyon*, this from French, *goujon*, pin or tenon, and could go back to Latin and Greek (but not for stern rudders, as they did not have them). Earlier spellings guidon and gudjin. —Tim.



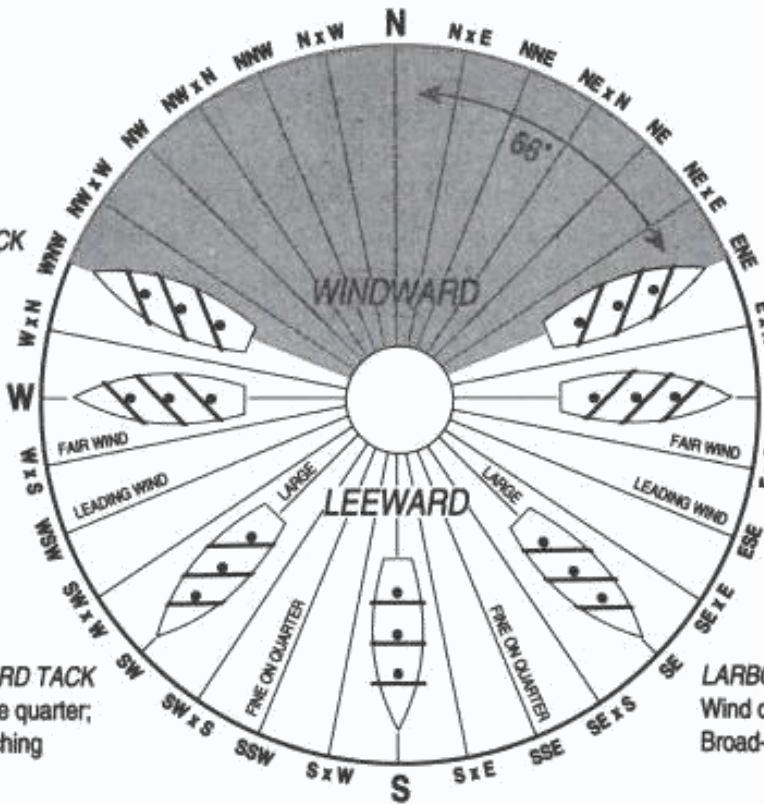
#3 above



STARBOARD TACK
Beating;
Full and by;
Close-hauled

STARBOARD TACK
Reaching;
Wind abeam;
"Soldier's Wind"

STARBOARD TACK
Wind on the quarter;
Broad-reaching



LARBOARD TACK
Beating;
Full and by;
Close-hauled

LARBOARD TACK
Reaching;
Wind abeam;
"Soldier's Wind"

LARBOARD TACK
Wind on the quarter;
Broad-reaching

BEFORE THE WIND
Running;
Scudding;
Both sheets aft;
"Landsman's Breeze"



POINTS OF SAIL AND 32-POINT WIND-ROSE

The Newport Scene



Admittedly, last month's scene was not much of a scene in the sense that we are used to seeing a scene. But I wanted to run the illustration to highlight something that I think is germane to compelling ship modeling, and that is hull planking. It is part art and part science. And with a little perseverance we should all be able to apply good planking to a ship model. So let's get into it.

By invoking the word "compelling" into the conversation, you should know by now that I am inviting you to take a closer look, and that closer look should reward you. The reward in this case should be realistically rendered hull planking. By that I mean planking that has fair sight edges, sits flat against the frames, has progressive and changing widths when necessary, and a surface



There are many helpful aids on line that can direct you through the process of correctly laying off a hull for planking. The one on the Ship Model Society of New Jersey's website is particularly good and illustrated beautifully. I suggest you read it and use the tips and suggestions they offer liberally. (Google search "hull planking templates" and choose the result titled "Lining off your hull for planking." On page 15 of the .pdf you will find a most helpful illustration of why it is import-



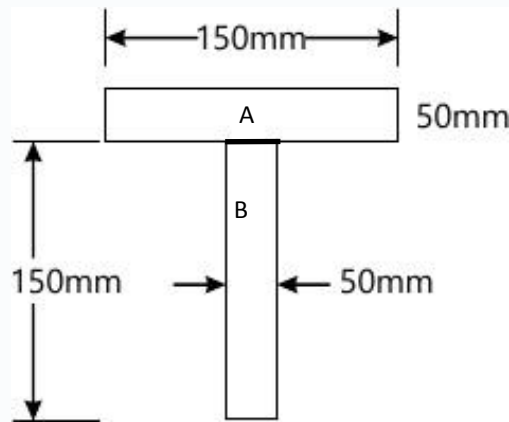
that undulates properly.

Shipbuilders know that the best way to stake a hull is to lay the planking as close to square across the frames as possible. They also know to lay this planking across a fair surface. If you are following any of the Winchelsea build logs (including Sean's) then you know the value of faired frames as an underlayment for smooth planks.



ant that you develop your planking properly. Ship's hull planks (except those covering a large FLAT or singularly shaped section of a hull) are not rectangles....PERIOD! They must either be gotten out of wider stock than the final plank, or you have to edge bend the plank and apply the taper that is usually required.

What is edge bending and how do you overcome edge set? What is sedge set? Edge set is how much a dry wooden plank will bend before it either stops bending or trips, or fails. The illustration to the right shows two identical cross sections of material. Don't think of them as being connected. One is set vertically and one is set horizontally. Now I won't go into all of the math associated with calculating their strength and resistance to bending as I am retired now. But if you apply a load vertically the top piece "A" will bend a lot more than the bottom piece "B" because of the thickness that carries the load. The same rule would apply if the load is applied horizontally—"B" would bend more than "A".



OK. In wood, you can exceed the maximum amount of edge set, or pliability, if you apply external stimuli like heat or a bending agent like water which is why wooden shipbuilders steam their planks.

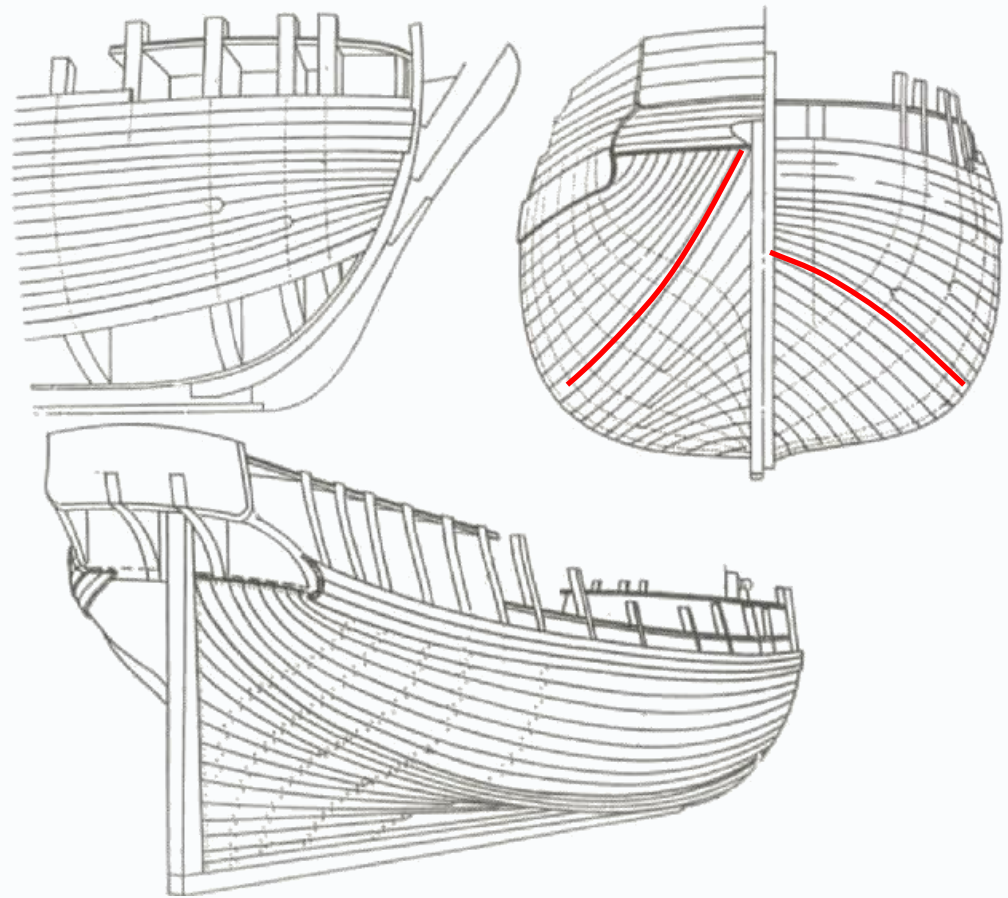
But a bit of caution here: In compelling ship modeling you must be mindful that wood does not scale. Wood in this sense consists of color and grain size.

In the illustrations below the modeler has chosen a wood that mimics the prototype in grain and color. What should immediately stand out is the absence of noticeable grain. You have to choose a planking material that overcomes the grain and color issue.

Moving along. For the planking to be compelling most if not all of your planks will need some degree of taper. A ship's hull does not have consistent girths from keel



to wale along its length. You can see this in the illustration to the right. A girth dimension is the distance along a curved or undulating surface. Again I refer you to the New Jersey Society's .pdf for ways to "rule" the surface along the girths using your maximum plank width as the denominator in determining plank location at your maximum girth (usually the turn of the bilge at the midship frame) and the number of planking strakes you will have. Of note, you should have one plank row that runs from the stern at the intersection of the lower counter and the stern frame through the turn of the bilge and intersecting at the stem frame at a pleasing point (see red). The pleasing point is developed once you decide how you want your planks to end at the stem and the forward wales. (the illustration on the previous page shows drop planks and hook ends where the planking meets the wale forward.



This provides a pleasing curve to the planking forward. You could elect to add drop planks or increase the amount of taper in your planking and have all the strakes meet at the stem. The illustration to the right (bottom) shows thoughtful bow planking. You should consult authoritative sources as to what is correct for your period model.)

Now that you have a rough idea of planking, it's time to look at ways to taper planks and to get into what is called spiling which was intended as the original theme of this essay.

Spiling - Two rules: Do not be afraid to do this, and don't NOT do this!...One of the keys to building a "quality" model of a wooden ship is to plank the hull properly. There is no getting around it. There aren't

shortcuts. There's no faking it. Oh sure, you can skip it and just paint the hull surface, but you cannot convince anyone that the finished product should stand among the elite ship models. You have to do more.

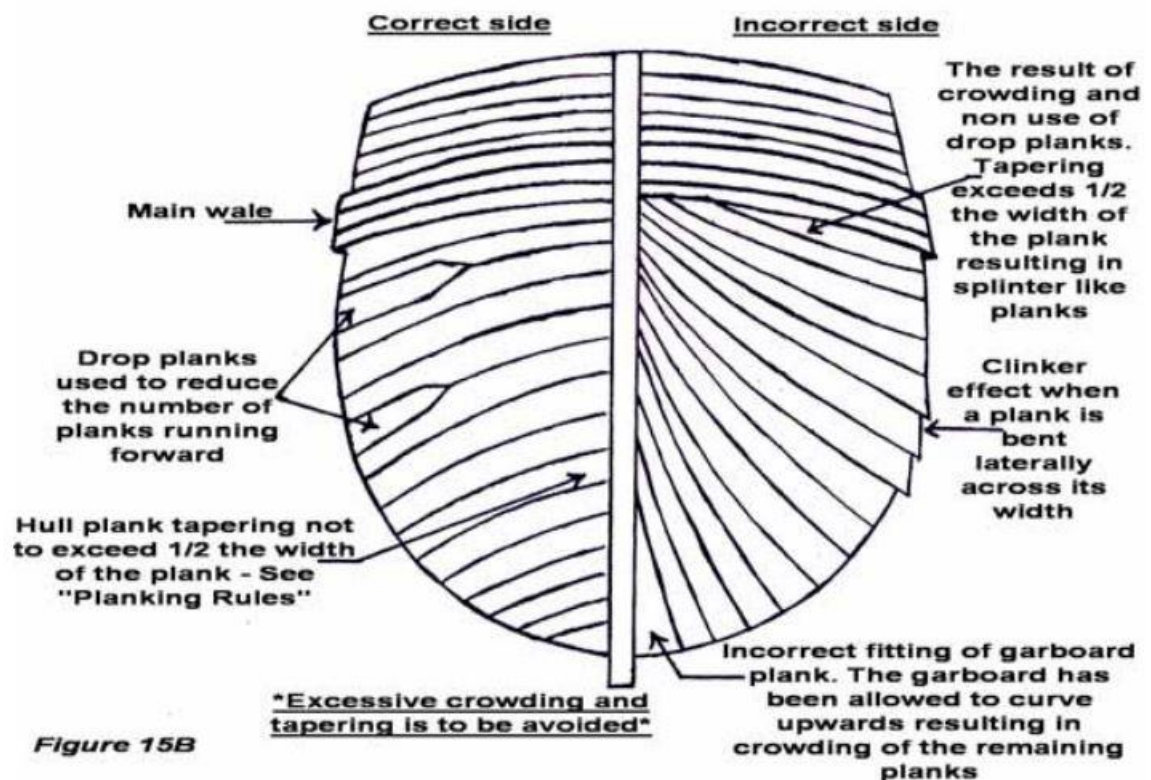


Figure 15B

The theme of this scene showed a plank being spiled to obtain the correct edge curve for sawing or planing so that the plank would lie flat across the frames and tight to the adjacent plank. There are many ways to pick up the shape of a plank using spiling. I believe Ryland has shown a very good spiling technique in the past, he has in the present, and will do so in the future if you ask. His technique uses index cards and records the distances from the straight edge of the index card to the edge of the previous plank or to one of the ruled lines on the hull. Those distances are transferred to the planking stock and the points can be connected with a flexible curve to show how to trim or taper the plank. Short tapers can be hand sanded or hand planed to shape, test fitting as you go to ensure a good consistent fit between planks. Long tapers can be accomplished by fitting the plank into a tapering jig by setting the spile points flush to the planning surface and tighten the jig as you go along. Since this technique has the plank bent in the jig you are planning a straight edge that will be curved once the plank is released from the jig. You can do this as long as the curve does not exceed the edge set limitation of the planking material.

And you collectively say, huh? Seeing is believing, we need a tech talk for this.

Two rules: Do not be afraid to do this, and don't NOT do this!



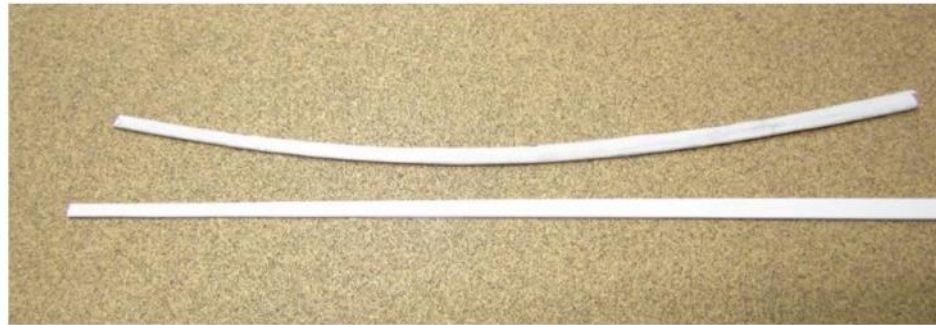
Sheerstrake—When we see a plank already hung on a boat, it often appears that the wood has been bent in two directions, but that is not the case. As is evident with this sheerstrake (shown in silhouette on top of planking stock), the plank has been spiled and cut to form a sweeping shape. Then, the plank will be steamed and bent around the mold setup to take its place on the hull.



Garboard Strake—It is sometimes unnerving, especially for a new builder, to see the funny shapes that planks can take on after they are properly spiled and cut out. They should be fair, but that is not to say that they will appear in proportion at each end or show symmetry. This garboard strake displays a "W" shape, yet it will mate perfectly with its keel if the spiling was done accurately.

Spiling planks

This is the illustration from page 15



The final illustrations (below) show properly planked clinker and carvel hulls. Since the edges are very visible you can see the importance of ruling and spiling your planks properly to acquire and maintain that compelling impression. — Ed.



The Next Scene



What in the world? What can you tell us about this illustration? This month we return to an actual nautical scene captured by a photographer and presented to you in this vintage image for your enjoyment and study.

Your task is to review the image and define the location, decide what direction is the camera facing, and maybe identify a few of the struc-

tures. If you can identify enough of what you see, you should be able to very closely date the image. The clues are all around you.

I welcome your responses, thoughts, and ideas. And it's something to ponder for May...





Mess Call



CINCO DE MAYO



Classic Margarita Recipe

You can't beat a classic margarita for flavor and sheer deliciousness. This combination of lime, orange and tequila has been honed for years. Want to improve it? Just use the very best quality ingredients you can find.

PREP TIME: 5 minutes

Ingredients

- 1 1/2 ounces tequila (Manana?)
 - 1/2 ounce Triple Sec
 - 1 ounce fresh lime juice or lemon juice
 - Salt (optional)
- Get Ingredients

Instructions

- Shake all ingredients with cracked ice.
- Rim a margarita glass with salt.

Quick Chicken Quesadillas

If you've been on the hunt for an easy chicken and cheese quesadilla recipe, congratulations!

Prep: 25 min

Yield: 4

Ingredients

6 oz refrigerated cooked Southwest-flavor chicken breast strips (from 9- or 12-oz package)

1/2 cup Old El Paso™ Thick 'n Chunky salsa

1 package (11 oz) Old El Paso™ Flour Tortillas for Burritos (8 Count)

Cooking spray

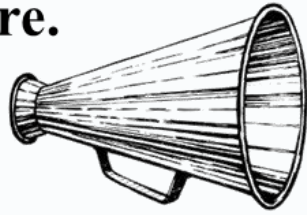
2 cups finely shredded Colby-Monterey Jack cheese blend (8 oz)

Steps

- 1 Cut chicken into bite-size pieces. In small bowl, mix chicken and salsa.
- 2 Spray 1 side of 1 tortilla with cooking spray; place sprayed side down on work surface. Layer with one-fourth of the chicken mixture and 1/2 cup of the cheese. Top with another tortilla; spray top of tortilla with cooking spray.
- 3 Cook in 10-inch nonstick skillet over medium heat 4 to 6 minutes, carefully turning after 2 minutes, until golden brown. Repeat with remaining tortillas, chicken mixture and cheese. To serve, cut quesadillas into wedges. Serve with sour cream and, if desired, additional salsa.



D'ye hear, there.

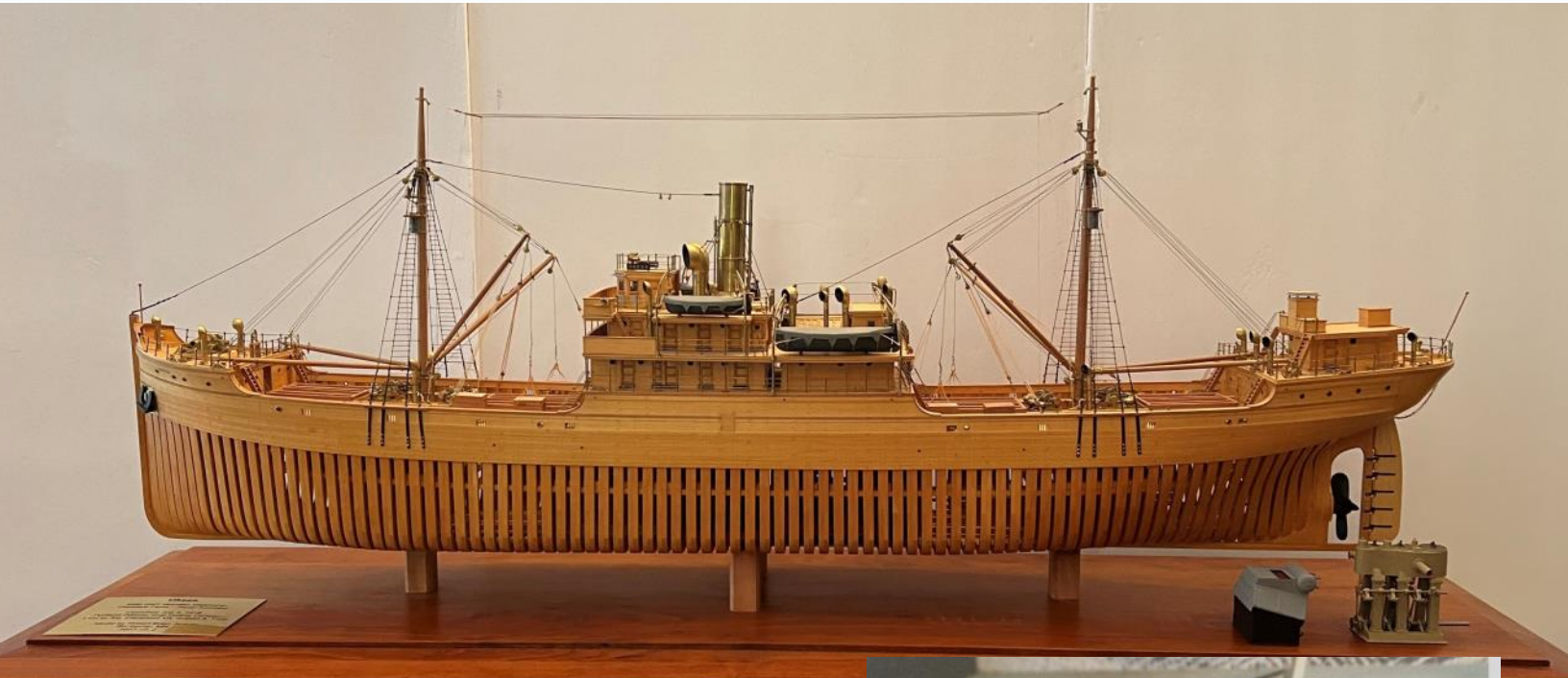


ed books dealing with ships from the same time frame. Again, the top results seem to showcase sail powered, wooden-hulled vessels.

While models of ships from this era are beautiful and well worth the study time we invest, we need to be like that Zookeeper and change, or at least augment, that vision. Any ship that was built from wood can fall into the “plank on frame” category. But how many of you consider wooden hulled vessels that feature an engine as its primary motive power as an option for this type of construction? A few perhaps, but most ship modelers, for some reason seem, to associate engine-powered vessels with steel or iron hulls. And this type does not lend itself to dockyard-style plank on frame construction.

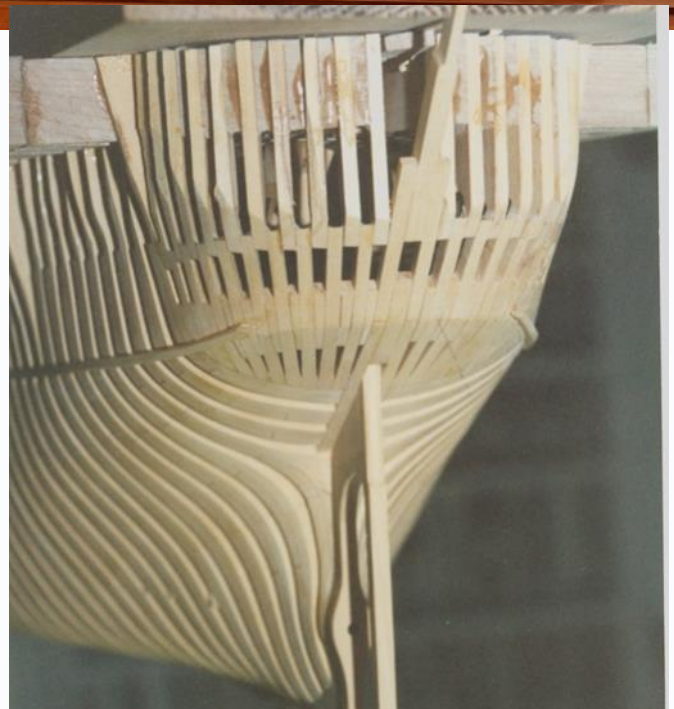
Plank on frame: a flawed vision

In the introduction to a TV program on the Animal Planet cable channel dealing with the Bronx Zoo, the head Zookeeper says that “if you ask a kid to draw picture of an animal in a zoo, chances are he will draw it behind bars.” And he goes on to say that



“we have to change that...”

Now, shift gears to the ship modeling world and ask the same question. If you ask the average modeler to picture in their mind a plank on frame ship model, they will probably envision something like “Victory” or “Constitution” or “Winchelsea”. It seems that the collective memory on the subject goes immediately to Admiralty or Dockyard models or, maybe, something seen in the Crabtree collection, or built from a Harold Hahn plan, or a Pissarro kit. If you google “plank on frame ship model” images, you get a plethora of results showing sailing ships from the late 18th century and associat-



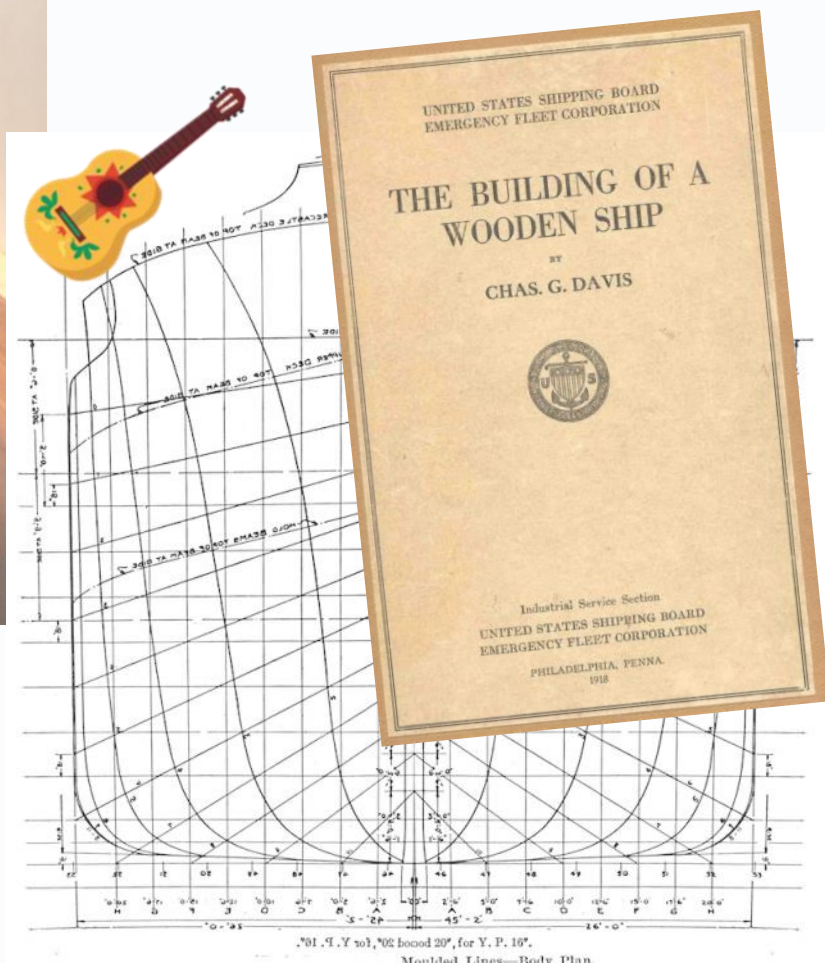
Plank on frame: a flawed vision (cont.)

For years, two ship models that have been on my list of build candidates have been the Ferris-type and the Hough-type wooden hulled freighters from the late World War One time period. Their story is fascinating and sad at the same time. They owe their existence and

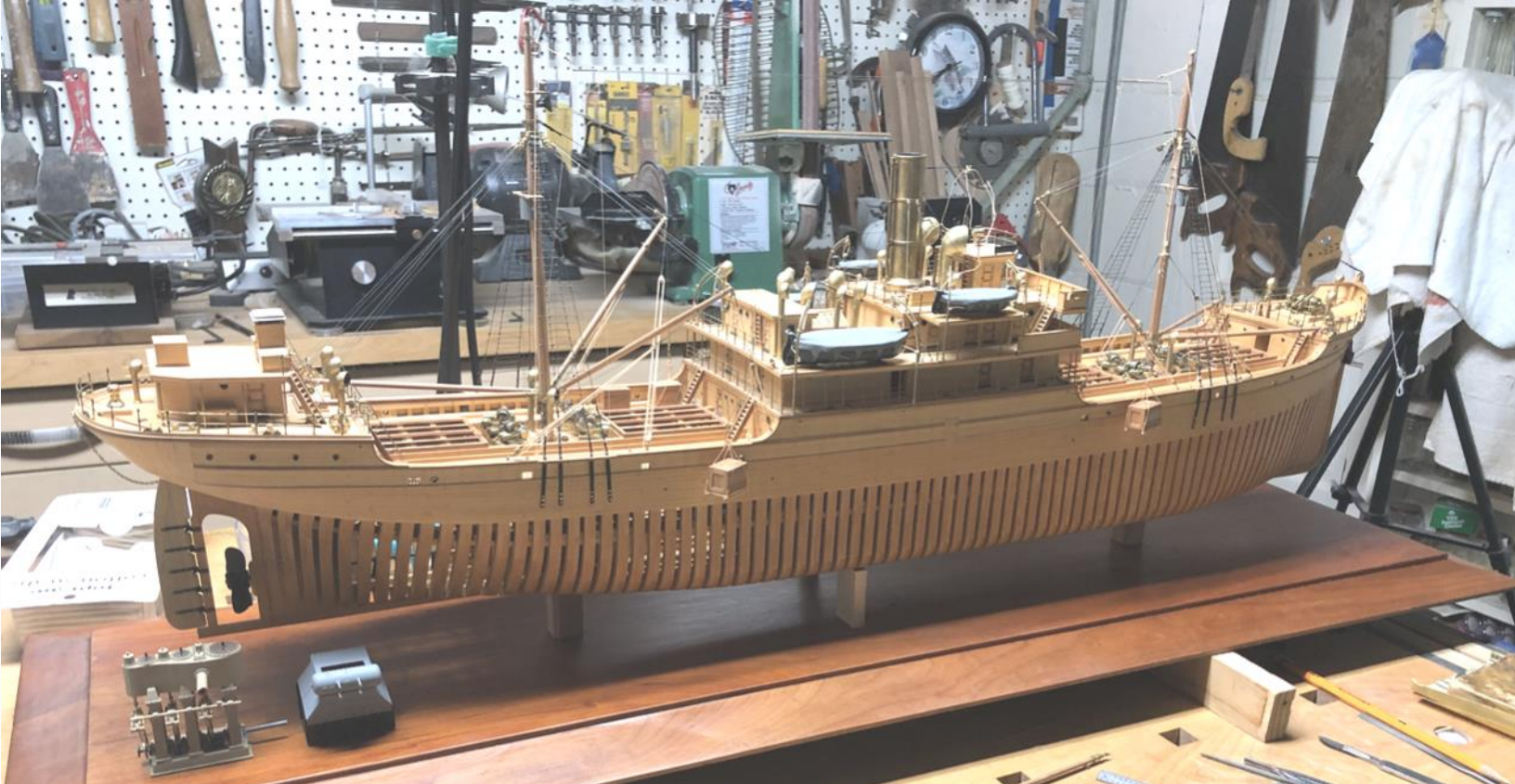
to fill a need that quickly evaporated. As for making a model...time, resources, opportunity, and their place in line has delayed the building of one.

Which brings us to the purpose of this essay. I recently had the great pleasure of spying some photos in the Gallery of Model Ship World that show a superbly built Ferris-type freighter. Now this is the kind of model that really makes me eager to “make chips”, as Bill Clarke used to say. It provided all the benefits and experience of viewing the dockyard style of ship model construction only on a model of an engine powered vessel—you get all the sticks without all the strings.

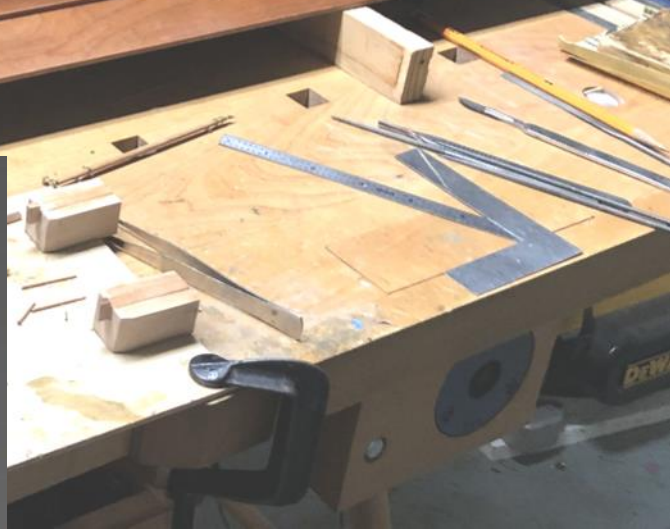
Here are images of S.S. Okesa in 1:96 scale. It is a Ferris type WWI wooden steamer built in Portland, Maine. The model is built from information contained in a book by Charles G. Davis—you may be familiar with his name. The book, The Building of a Wooden Ship, documents the construction of the Ferris type freighter for the USSB. The model maker hides behind the avatar OkesaBuilder. That is all I can find on the builder, so that is how I credit the images here. If you want more, search Okesa at Model Ship World and leave those sails behind. — John



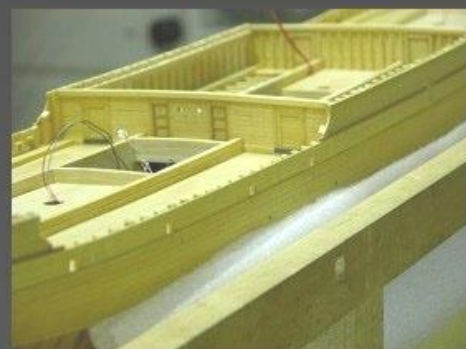
demise to the United States' involvement in the Great War and to the United States Shipping Board (USSB). They are beautiful examples of the shipbuilder/designer art, even if they were not that efficient or practical in use. They were stopgap designs intended



Finishing the Fo'castle Deck Beams & Hawse Pipes
June 2007



Hull Photographs
July 1, 2007





teenth time “no” and “about 1500 hours”.

This idea that the hobby requires patience has bothered me for quite a while because I agree with George Kaiser in that I don’t believe it requires patience to participate in an exercise that you love. If you were paying attention to my tech talk from back in October of last year, you might remember that I ended the slide show with the statement “It’s not patience, its perseverance.” And that is how we should describe this avocation.

Perseverance is the act of doing something despite difficulty or delay in achieving suc-

cess. It’s described as the most important trait to being successful. You have to love what you’re doing to persevere. It takes perseverance to try and try again to make a particular part or fitting. It took perseverance for Gene to make the 100+ oars he required for the

Olympia’s 18 boats, or even the 18 boats (Thank God he warmed up to the task by building the lifeboats for the United States first!). It took perseverance for Mort Stoll to complete the rigging of his large scale

HMS Victory after 5-1/2 years.

So I leave you with this: Keep calm and persevere on...

It’s not Patience

I love this quote: “Patience is only required for things you do not love” – George Kaiser. It would seem that Mr. Kaiser knew a thing or two about waiting. Pa-

tience requires waiting. My idea of Patience is sitting at a red light waiting for it to turn green. Or perhaps standing in a buffet line waiting for the person ahead to make up their dang mind and move on. I be-

lieve that patience is a two edged sword; and patience is linked to time. As a child you couldn’t wait long for anything, you had little to no patience. But as you age your internal clock tends to speed up—the years go by faster and faster. So you would think that your patience tolerance would improve. It probably doesn’t but you tend to ignore more of the things you don’t love.

How many times has someone said that you must have patience, usually expressed in varying quantities, when they complement you about your ship model and the hobby? More times than you can count, I’ll venture. That statement is right up there with some the most asked questions which include: “Is that balsa?” And “how much time does it take to build a model?” I would have to say that patience comes in when you answer for the ump-



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



Skipper: Gene Berger (757) 850-4407
1st Mate: Bob Moritz (804) 370-4082
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 565-9537
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 591-8955
Columists: Ron Lewis
Bob Moritz
Tim Wood
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