



# Logbook



No. 444

WWW.HRSMS.ORG

June, 2023

**From  
The  
Bridge**



## Meeting Notice

The meeting will take place  
at 1000 hours

**June 10, 2023**



### Captains Log 6.10.23

I get to thinkin' every so often, and sometimes it ain't healthy. I'll go to the shop to regain my sanity and perhaps a healthful outlook. The state of complete physical, mental, and social well-being, and not merely the absence of disease or infirmity, is what we strive for. How to attain such a state of mind is the end game, and ship modeling may be just the answer.

Building ship models is not only a fascinating hobby but also offers several health benefits. Engaging in this activity requires patience, attention to detail, and fine motor skills, which can contribute to various aspects of physical and mental well-being.

Ship model building provides an excellent outlet for stress relief. Focusing on the intricate details and precision required in constructing a ship model can help redirect my thoughts and promote relaxation. The process of building a ship model can be meditative and serve as a form of mindfulness, allowing me to escape reality and achieve a state of calmness.

This hobby is a mentally stimulating activity that keeps the mind active and sharp. It requires problem-solving skills, critical thinking, and the ability to follow instructions. Engaging in this endeavor can enhance cognitive abilities, improve memory retention, and boost concentration skills by working with small pieces, delicate parts, and intricate tools. This activity can help refine fine motor skills and hand-eye coordination. The precise

handling of materials, using tools like tweezers, brushes, and small drills, can enhance dexterity and overall motor skills.

Modeling is a time-consuming hobby that demands patience and perseverance. The process of constructing a ship model requires careful planning, attention to detail, and a willingness to overcome challenges. By cultivating these qualities, I can enhance my ability to stay focused, work diligently, and develop a sense of accomplishment allowing for creative expression and imagination. From selecting the type of ship to customizing the design and colors, this hobby provides an opportunity to unleash the Kraken of creativity and bring my vision to life. Engaging in creative activities can boost self-esteem, provide a sense of satisfaction, and enhance overall well-being.

Model building at HRSMS can be a social activity as we assemble in club meetings, picnic in the park or attend banquets to bask in our progress, tips, and camaraderie. Engaging with like-minded individuals fosters a sense of belonging and creates opportunities for social interaction, which is beneficial for mental and emotional well-being.

Completing a ship model after investing time and effort can provide a profound sense of achievement. Witnessing the transformation of individual components into a beautifully crafted ship can boost self-confidence, improve self-esteem, and promote a positive mindset. Save for the occasional cut finger or header. *Stercore Accidit!*

—SD

# The Jape



"You stepped right in dog ship and now you're dragging it all over the house."



**Ship Models are where you find them!**

When you absolutely need that competitive edge, don't be afraid to think outside the box.

**Quote of the day:**

"Metaphor, by definition, implies a lack of literality."

Richard Jagels





Meeting minutes 5-13-23

I little skimpy this month, but my mind seems to be stuck in neutral.

The meeting was called to order at 10:00 and the skipper recognized Dan Clark as a guest. The meeting was then delayed until 10:25 due to a difficulty logging in on Zoom. There were 19 members present, including five via Zoom, and one “observer”.



Greg Harrington then explained changes to the **website**, including a new “muster book” and a memorial page.



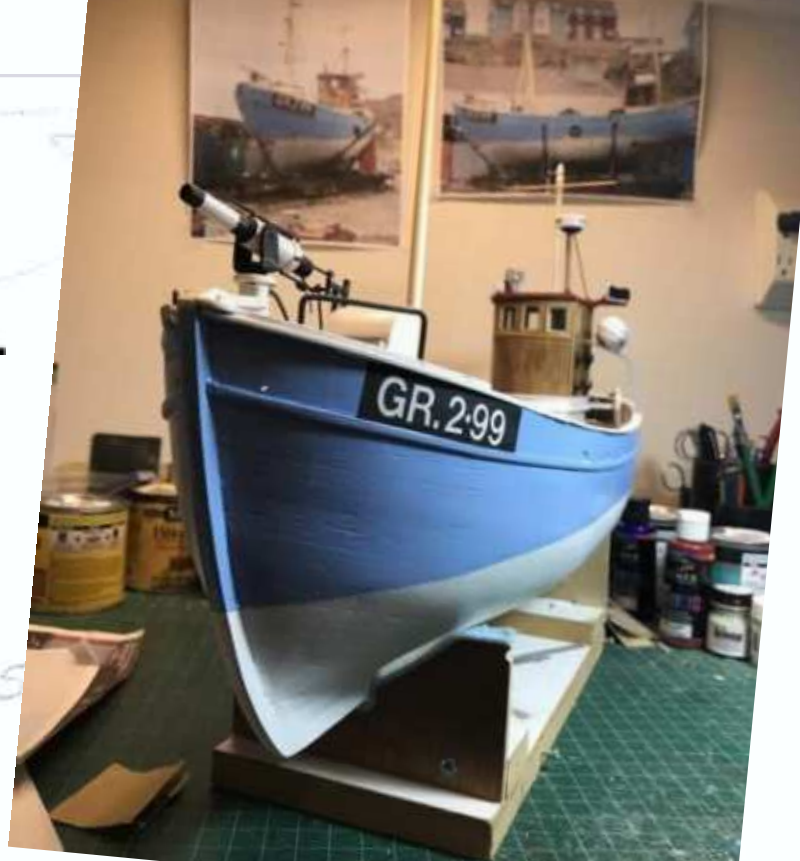
There was no **treasurer’s report** as Ryland was busy in Hawaii spending our money (although he was present via Zoom at 4 AM Hawaii time.)

There was no **old business** or **new business** to discuss.

**Show and tell** began with Stewart Winn showing his partially completed model of a Greenland whaling trawler, the GR.2-99. Sean Maloon showed progress on his model of the Winchelsea which now has a little paint on it. John Wyld made a presentation on a model of the Missouri, and Mike Pelland showed his Skipjack model. Mort Stoll showed his restoration of the Swift, a model begun by his father-in-law.

Gene Berger then **presented** the second installment of the Kendall C. Campbell saga, with emphasis on the crew, rust, and numerous other details. (see bottom of next page—Ed.)

The meeting adjourned at 12 noon.



Time for .....



## The American Flag

Stand up and salute this Flag Day Shooter, a shot for patriotism!

### Ingredients

- 1/2 oz. Grenadine
- 1/2 oz. Crème de Cacao (White)
- 1/2 oz. Blue Curacao

Garnish: No Garnish

### Instructions

In layers, pour the grenadine then the crème de cacao and finally the blue curacao into a cordial glass.



## Presentation (Part Deux):

After a short break, **Gene Berger** then presented the second installment of the Kendall C. Campbell saga, with emphasis on the crew, rust, and numerous other details.



It's important to stress here that...

# LESS IS MORE



**The Parts and parts and parts**

**Made entirely of brass**



**I must h  
enormo  
fingers**



**Basket with net and survival supplies**



**Details,  
Details**



**Subtle  
weathering**



## The Result



## The Next Scene



What in the world? The scene for June is decidedly different. And it's not one you will probably get, but the location may be discernable. Please tell me what you can about the scene...



# American Naval History

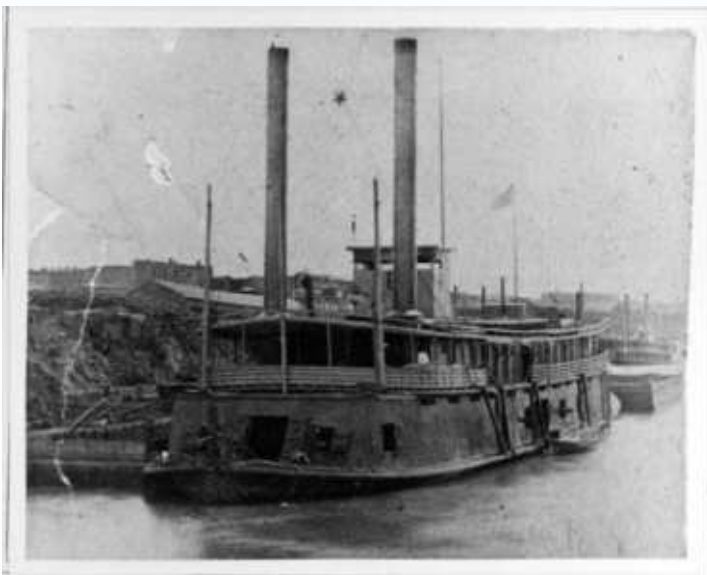
## The Civil War

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1863

March 13-14: A Confederate night attack on Fort Anderson, on the Neuse River, North Carolina, is beaten off with help of the gunboats Ceres, Hetzel, Hunchback and Shawsheen and two small craft under Commander Henry K. Davenport.

March 14: Farragut at Port Hudson. Rear Admiral David Farragut leads a squadron of seven ships up the Mississippi to establish a blockade at the mouth of the Red River. This force must pass the powerful batteries the Confederates have emplaced at Port Hudson, Louisiana. The veteran side-wheeler Mississippi, runs aground and is destroyed in the attempt and several other vessels are damaged. Only the flagship, the Hartford, and the gunboat Albatross, which is lashed alongside, succeed in fighting their way thru. Continuing upstream to Warrenton, Mississippi, Farragut established communications with Porter on the 20th and then begins to blockade the Red River, from which Confederate trade is entering the Mississippi.



March 14-24: Steele's Bayou expedition. When the Yazoo Pass expedition is halted at Fort Pemberton, Grant asks Porter to make another attempt to reach Vicksburg by the waterways east of the Mississippi, this time by pushing north from Milliken's Bend up Steele's Bayou to enter the Yazoo via Deer Creek, Rolling Fork and the Sunflower River. Porter himself takes command of the expedition, which consists of the gunboats Carondelet, Cincinnati, Louisville, Mound City and Pittsburgh, four mortar schooners and four tugs. Pushing thru the tortuous river channels in the face of a resourceful defense, Porter reaches Rolling Fork on March 19th. Obstructions in the channel stop the gunboats here and when the Confederates begin felling trees across the river behind them, it appears that they may be trapped. Union infantry, following the ships along the marshy river banks, press forward in a fatiguing night march to reach them on



March 21st. The expedition then retires.

March 25: The ironclad ram Lancaster is sunk and her sistership, Switzerland, is heavily damaged in an attempt to pass the Vicksburg batteries to reinforce Farragut at the Red River.

End of part 3 of 1863 of the Civil War. —Bob

**USS SCORPION**  
**SSN 589**



**On Eternal Patrol, May 22, 1968**

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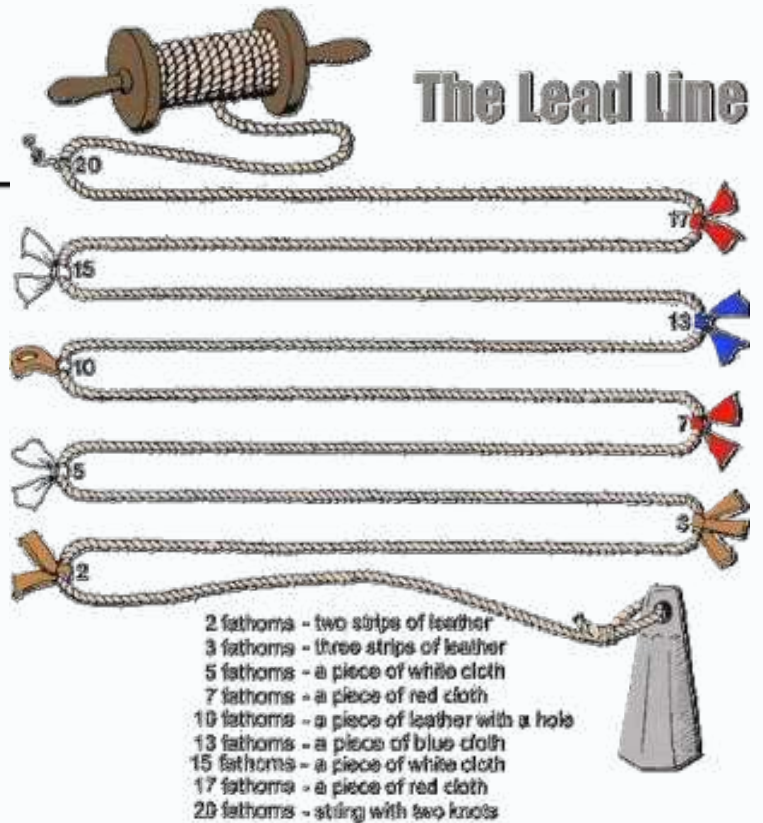
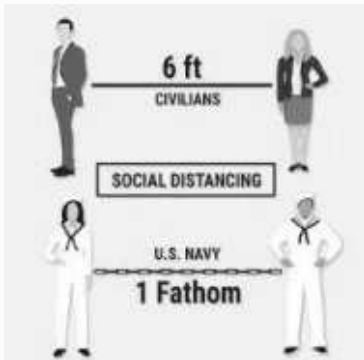


# Scuttlebutt



## Nautical term for June

**Deep Six** To give an object the deep six is to throw it overboard. It is a slang term, the origin of which is not known. By the deep six is a leadsman's report of six fathoms depth. — Tim.



**Additional definition:** To dispose of, discard, or get rid of: “The board of directors deep-sixed the proposal without even reading it.” This phrase is derived from the noun “deep six,” meaning burial at sea and referring to the depth of water necessary for such a

burial. The term was later used as slang for a grave (customarily six feet underground) and, by extension, as a verb meaning “to kill.”

## America's Most Wanted

The U.S. Postal Service has nothing on us, we have our own wall of fugitives. Have you seen these men? They are not hard to spot, as the top of their heads give them away. If you do spot them, approach with caution. If you startle them they may speak inappropriately. If so, call the authorities immediately. They are not armed or dangerous but they have an aversion to making eye contact and have great powers of concentration. It is difficult to film them. So difficult in fact, that number 6 has not been photographed—not even in the wood.

These are the occupiers. They mainly occupy themselves with building ship models and all things nautical. Not nocturnal (that we know about), they are usually spotted occupying their time in a colloquially appropriate booth, better known as the “Taco Stand”. But, DO NOT FEED THEM!



# The Newport Scene



Old nautical scenes, especially old harbor scenes, are rare and very valuable to us nautically inclined historians. If you go to the waterfront of almost any city today, you will not find the business activities and trade oriented hustle and bustle you see in these old photographs. What you are likely to find now are repurposed shore-



lines that include park-like settings and family friendly attractions. Trade and commerce no longer rely on waterways, it is largely handled through other means. And what sea trade we do have is clustered into inter-model ports dominated by containers and removed from downtown landings.

We should thank the old photographers who captured these images while they practiced their art. One way we can do this is by taking an image and mining it for all the data it contains. And it's a great way to occupy a rainy day.

The scene in the *May Logbook* shows a portion of a downtown waterfront. Do you recognize it? You should, even though the editor struck through the identification in the

lower left of the image there are clues. There are three prominent buildings that can be identified once you pick them out, and one other that will nail down the timeline. In addition, one of the pair of near identical vessels has its name prominently displayed for your use, and a host of advertising is available to help in your identification. If you need more help, the struck-through identification near the bottom contains the words "Baltimore", and "Federal Hill".

On the near side of the channel we see a chimney and cupola-topped building with piers on the water side with a barge and a skiff or two to the right. A rather substantial derrick with two stiff legs is on the pier. What is its purpose? Alongside these piers we see the masts of two sailing vessels. They both are schooner rigged, but the one on the right is considerably larger and has two topmasts. It flies the U.S. Flag from its ensign post and an unidentifiable flag from the truck of the foretopmast. The left side vessel begs an unasked question. All you can see are the masts and a nicely doused gaff sail on the main topmast. Its size suggests that it may be a Bugeye or a Pungy. The gaff-rig supports that theory, but it's impossible to nail down the type without a glance at her hull. However, perusing through the book Chesapeake Sailing Craft, 2<sup>nd</sup> Edition, written by Robert H. Burgess and edited by our own William A. Fox, you can see enough anecdotal, visual evidence to support that supposition. Does anyone know for sure? Nonetheless, if the legend on the image does say "Federal Hill", they are tied to the pier on the south side of the basin. And wasn't that once a coal yard?



Across from the schooner and nicely framed by her masts we see a tug-shaped vessel that is in a light colored livery. The livery suggests that the vessel may be in government service and might be a Treasury Department Revenue Cutter. Sadly, no name is visible on her stern and the flag at the jack is hanging too limp to identify. But she is pulling into a pier and is beginning to slip past a tug tied to a lighter with a letter, possibly “B” (for Baltimore?), near the door. Her name is not legible but the tow is tied to the end of Patterson’s Wharf—you’ll learn how I know later in the essay. Just to the right, the large wharf warehouse has “B&O SP (something) WHARF FREIGHT STA...” written on the waterside. Moving back to the left we see where we can purchase all the white pills we may ever need. It looks like they are good for the liver, the blood, and possibly malaria. (A lot of now illegal stuff was available over the counter back in the day.) Next we come to a small schooner of some bay-related type tied up the



gut between wharfs, her push boat seems to be hanging askew from her stern davits.

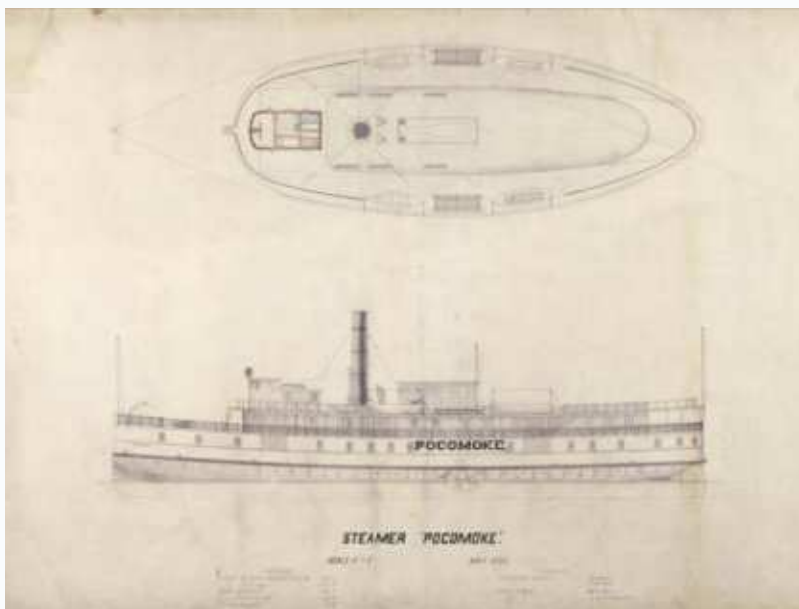
Now we come to the two larger bay steamers mentioned previously. They are in white livery and feature a single stack. The one we see has side paddles, the paddles are highlighted by unique fan shaped paddle box friezes. The external differences that we can see between the two are subtle but you can pick them out. Some of these differences are the slightly different pilot house windows, the location of the first opening forward on the cargo deck, and the top of the deck house aft of the stack. Naming the inboard one would be an optimistic task and some names are available once you know the name of the nearside vessel. And she is the steamer *Eastern Shore*—you can just decipher the name. She has a single stack and a windowed house atop her Texas (?) deck that features an unusual domed

roof. I wonder if the dome hides a walking beam engine? The inboard vessel does not appear to carry this feature.

From the book *Steamboats out of Baltimore*, written by Robert H. Burgess and Graham Wood, we learn that *Eastern Shore* was operated by the Eastern Shore Steamboat Company. “The steamers operated from the foot of South Street, Baltimore, to Chrisfield, Pocomoke River, and the lower Eastern Shore. All steamers built for the company were iron-hulled, light draft, side-wheelers constructed by Harlan and Hollingsworth.” The chairman of the steamship Company is that same Harlan: Samuel Harlan. From this book we can gather a list of possible names for the mysterious “inside” ship: *Tangier*, *Maggie*, *Helen*, and *Pocomoke* are featured and named. The one that most closely matches our insider is *Pocomoke*. On-line records of vessels built at Harland and Hollingsworth show that *Eastern Shore* was fitted with a single cylinder vertical beam engine. A plan of *Pocomoke* can also be found on-line.

Continuing to the left along the waterfront we see a rail barge with freight cars tied to the pier behind *Eastern Shore*. And if we go all the way left we see a sloop rigged sailing craft tied up to the quay along Pratt Street. The shape of the hull and stern suggest sloop rather than skipjack. That area is now fill and features Baltimore’s Waterside attraction.

Now let’s move inland or go north as Johnny Horton suggests, the rush is on.



The city and its skyline has changed dramatically in the last almost 120 years since this image was made. For this essay, we'll begin by going past all the waterfront establishments, pier shacks, and small buildings and look at some of the larger structures further back. We'll concentrate on four identifiable buildings and they will help to establish the time line and, again, we'll go from right to left. The tall stately, domed structure that you see between the schooner's masts is the Baltimore City Hall. It was completed in the spring of 1875. It was de-



creating the headache remedy Bromo-Seltzer.) Going to the left we see the large, ornate building that is now SpringHill Suites by Marriott Baltimore. I have been unable to determine the building's original owners, but an ornate vault located inside does suggest its original use. The remaining exterior markings on the building are flourishes that say 1900 and 1905. Now I'm

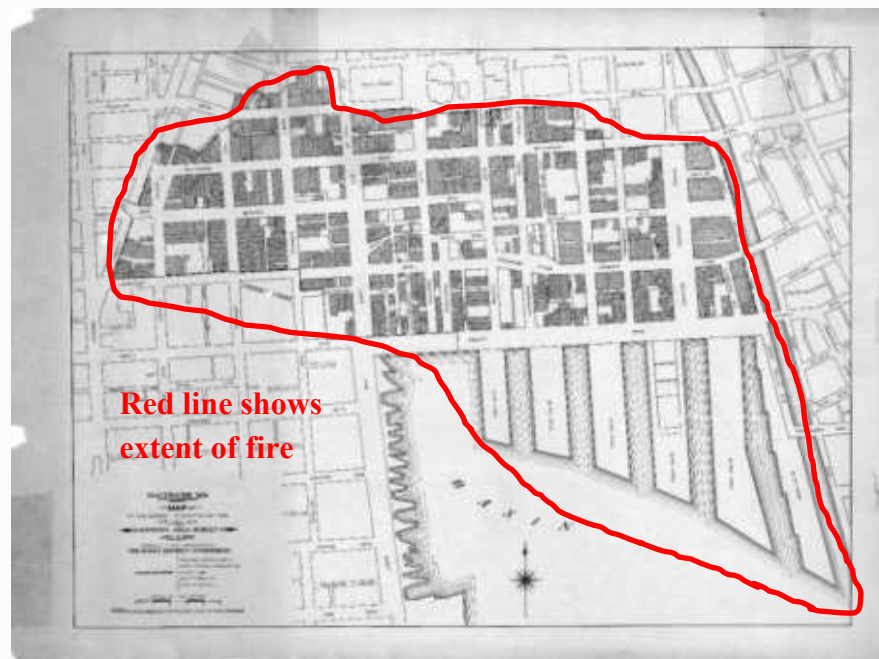
not sure if the building was started on the first date and completed on the last, but I have an idea why there are two dates which I will share later.

Located between the City Hall dome and One Calvert Place you can see a structure with a tall tower. That tower and the nine, decorative smaller towers belong to what was the Post Office of Baltimore. A discharge of white smoke or steam can be seen there. It was built in 1889 and demolished in 1930. Today, the site is occupied by another, and now former, Post Office and Courthouse completed in 1932. Currently it is in use by the Baltimore City Courts and is known as Courthouse East.



signed by George A. Frederick, who also designed the Maryland State House located nearby in Annapolis. The ornate building boasts a large, cast iron dome making it more representative of a capitol than a city hall.

The tallest building in the photograph is the former Continental Trust Company Building. Today the 16 story edifice is known as One Calvert Place. It was constructed between 1900 and 1901, and was the tallest building in Baltimore until being surpassed by the now famous Emerson Tower, or more oddly nicknamed Bromo-Seltzer tower. The tower is outside of the image to the left. (Captain Isaac Edward Emerson is most noted for



**Red line shows  
extent of fire**

Behind the former Post Office we see the mansard-shaped scantlings of a building under construction. It is the former Belvedere Hotel. It was built between 1902 and 1903. And it is this building that dates our photograph to within 2 years.



whose construction began in 1904.

But resilience, not white pills, was the medicine of the day. Within 2 years most of the destroyed areas were completely rebuilt. Another image that eerily mimics this scene shows the same two steamers at the same dock, and you can see a different waterfront. One irony of these images is that our scene, found at Shorpy.com in very high resolution making most things very legible, is photo captioned “circa 1903. Baltimore from Federal Hill.” The same image found at another site, in lower resolution and used for The Scene, gives the year as 1902. Since these dates correspond with the building of Hotel Belvedere, I’m going to call it good enough but lean more to the 1903 date. Other images dated 1905 and 1906 show lingering fire destruction along the waterfront. But the eerie, mimicking image (right), dated 1902, shows a substantially rebuilt waterfront. Perhaps it should be dated 1905 or later.—Ed.

Now, let’s go back to all those waterfront buildings. I suppose we are very lucky to have this fine image of the old Baltimore Basin or inner harbor. And we can thank the photographer for climbing Federal Hill and capturing the scene for posterity. What no one knew then was that all of the smaller buildings you see in the foreground would be destroyed by a great fire that raged from February 7 to February 8, 1904. “More than 1500 buildings were completely leveled, and some 1000 severely damaged...” This fire is rated as the third largest conflagration in an American city. A map shows the path of destruction.



The two large buildings in the photograph that we discussed were damaged as can be seen in one of the accompanying images. My theory for the “1905” flourish is that it marks the date when that building was repaired and completed for the second time.

In the middle image on this page the Hotel Belvedere is eclipsed by the 14 story American Building



# Mess Call



## Sour Cream Flag Cake Recipe

This pretty and patriotic dessert has a sour cream cake base, vanilla-sour cream frosting, and fresh berries.

**Yield:** 12 to 15 serves

Although this oh-so-patriotic flag cake makes an eye-catching centerpiece for all summer long. With a moist sour cream cake base, a thick vanilla-sour cream frosting, and plenty of fresh, seasonal berries, you'll be hard pressed to find a guest who won't ask for a second piece of this delicious dessert.

### Ingredients

- 2 cups flour
  - 2 teaspoons baking powder
  - 1/2 teaspoon fine sea salt
  - 2 cups sugar
  - 3 eggs
  - 1 cup vegetable oil
  - 1 cup sour cream
  - 2 teaspoons vanilla extract
- ### Vanilla-Sour Cream Frosting
- 2 sticks unsalted butter
  - 1 pound powdered sugar
  - 1/2 cup sour cream
  - 2 teaspoons vanilla
  - Fresh strawberries
  - Fresh blueberries

Coarse white sanding sugar (optional)

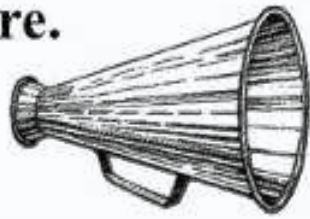
### Directions

1. Spray a 10- x 15-inch pan with nonstick cooking spray. Preheat oven to 350°. In a large bowl, whisk together the flour, baking powder, salt, and sugar.
2. In a separate bowl, beat together the eggs, oil, sour cream, and vanilla. Beat in half the dry ingredients, just until combined. Beat in the remaining dry ingredients, taking care not to overbeat the batter.
3. Scrape the batter into the prepared pan and spread evenly. Bake for 20 to 25 minutes, or until the cake is golden and a skewer toothpick comes out clean. Transfer cake to a cooling rack and cool completely.
4. **FOR FROSTING:** Using a mixer, beat the butter and half the powdered sugar together until light and fluffy. Beat in the sour cream until smooth, and then beat in the remaining powdered sugar until the frosting is thick and spreadable. Fold in the vanilla.
5. Spread half the frosting over the cooled cake, making sure it is very smooth. Fill a piping bag fitted with a large star tip with the remaining frosting.
6. Fill the upper left hand corner with a 5-inch square of blueberries. Remove the stem and slice them in half. Starting from the top of the cake, place two rows of strawberries (one row with the points pointing the right, and underneath a second row with the points pointing to the left). Pipe a shell border of frosting underneath the berries. Continue, alternating the double row of berries with a single shell border of frosting until the flag is complete.
7. Refrigerate until ready to serve. Cut and serve straight from the pan.



Let us eat cake

## D'ye hear, there.



### The rabbit hole

Back in the 80s and early 90s when I was a young lofting supervisor, I used to have frequent visits from a Carrier lines foreman who we called Goose (note: if you have a nickname where you work it is always a 50/50 proposition—good or bad. He was called goose due to the sound of his voice. It was a positive thing and he was good with it!) Anyway, Goose would always come up to the loft to check on critical dimensions for any complicated layout he made before the fitters erected the steel. I remember he would always say, “Gotta make sure it’s... right...” Those words have stuck with me to this day and I find them to be sound, encouraging advice when doing anything.

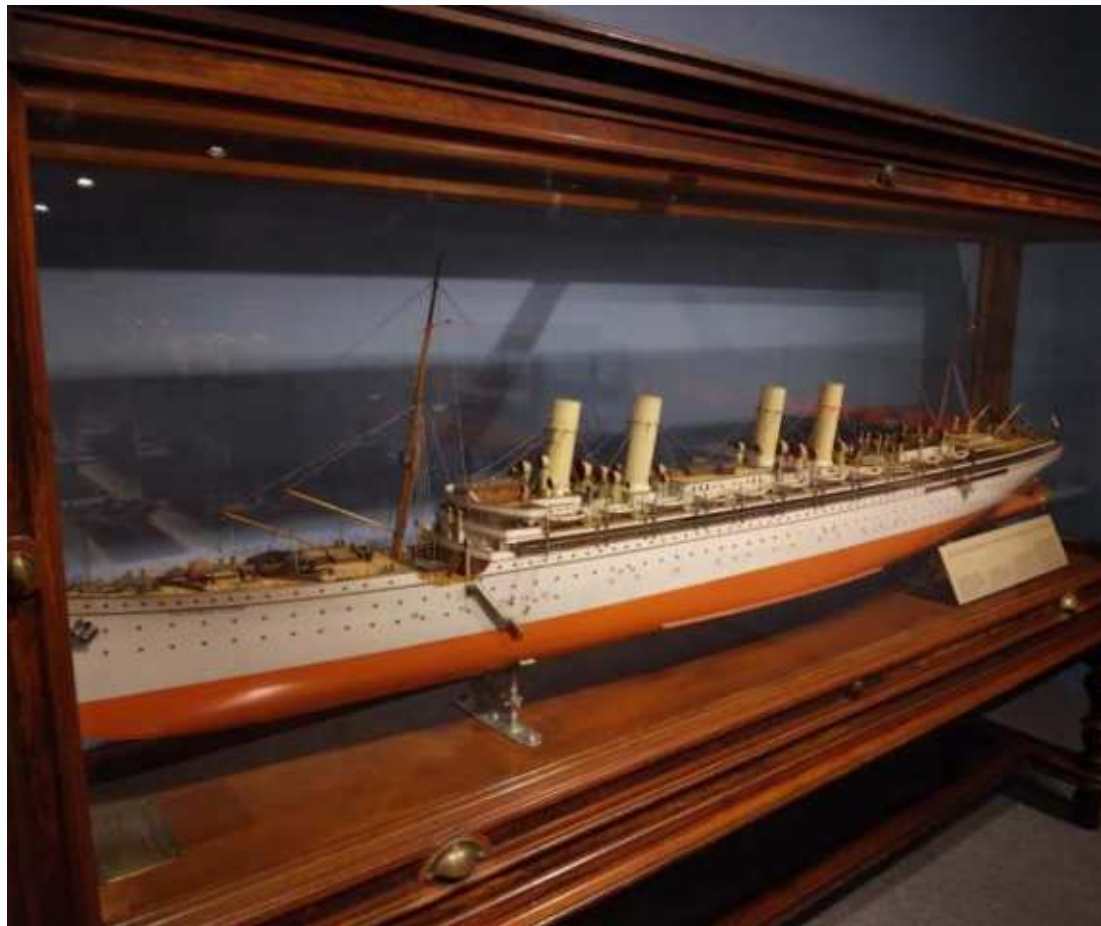
Now, let’s fast forward to a few weeks ago. There I was working away in the Taco Stand when a woman came up to me and said, “I’m offended.” I immediately began a memory rewind of my recent actions and comments to see if anything I said or did drifted me onto the Clarke shoals. I couldn’t remember a thing; I didn’t even call the Ship Model Maker’s

Booth a taco stand. Then I studied the woman and realized I had conversed with her maybe 30 minutes earlier and thought we had a nice conversation. She was about my age, from Seattle, and had a faint German accent. “Oh shit,” I thought, “What have I done...and she is from Seattle”?

So I asked her, “What are you offended about?” It seemed logical to confront the accuser. After all I had

been to remedial charm school over several flaps committed by my old Taco mate and knew how to watch my Quesa and dilla. Besides Dale Carnegie has nothing on me. And she answered, “The flag on the model of the ex S.S. Deutschland was wrong, I am German and it offends me.” I didn’t know, so I said with some relief, “What flag? Let’s take a look.”

Now if you know the layout of the Museum near the Taco Stand you will remember that the Deutschland (really a model of S.S. Victoria Louise with her white hull and weird bottom paint) sits in its vitrine just across from our modeling booth, bow facing us, and not lit all that well. So I met her and we went over to take a look. Along the way she said the “flag was French, it was wrong, and



that offended her.” So I asked if she was German and she said she was. She insisted that we remediate the problem. I told her I would report the problem and action would be taken if necessary. Although offended, she seemed satisfied and went on her way; I did not get her contact information but I made a note to research the issue.

The first thing I want to say is that the archivists and

## The rabbit hole (cont.)

curators at the Museum go to great pains to ensure that they display things properly, accurately, and correctly. I don't know when this flag was put on the model as it is slightly over 100 years old, if not older, and I doubt the model has been conserved or even if the vitrine has been opened since it arrived at the Museum. That would suggest that the builder of the model either got it right or got it wrong. I vote that the builder got it right since most folks know their own countries' standard or ensign.

The model shows the S.S. Viktoria Luise (ex S.S. Deutschland) in a white livery with a peculiar orange/red bottom color. Deutschland was not a particular success as a trans-Atlantic liner. Launched in 1900 for the Hamburg-America line she held the coveted Blue-Riband for a short time. But chronic engine problems tended to keep her out of the fight and she was withdrawn from that service in 1910. There she was renamed Viktoria Luise and became a dedicated cruise ship. She was converted for use by the Germany Navy during World War One but was not used because of her engine issues and therefore not seized as war bounty after the war.

In 1921 she was again converted, this time for immigrant carrier service and renamed Hansa. She appeared with her two forward funnels removed. Changes to the United States immigration laws restricting immigration prevented her use in that arena. She was sold for scrap in 1925.

Ok, so let's look at the offended lady's issue. Her claim is that the flag on the stern is wrong—she thinks it's French when it should be German. A study of na-

tional ensigns as they appeared in 1910 seems like a fitting place to start, after all we want to be sure we're....right. The attached flag chart is convenient as



it has the French and German flags superposed one atop the other, making comparison easy. Here we learn that the German flag has three horizontal cantons: the top one black, the middle one white, and the bottom one red. Just below we see the French flag and it has three vertical cantons: the left one blue, the middle one white, and the right one red. It would seem that that misidentification would be hard indeed.

But what would happen if the German flag was flown from the ensign staff such that it hung more vertical and add to that a lower light condition, could the result be misidentified as French? It is indeed possible, and that is what the museum guest saw in her mind. I will admit that when I looked at the condition with her, I was already predisposed to finding a French flag and so that is what I thought I saw. I did not know if it was .....right!





**The rabbit hole (cont.)** I thanked her for pointing this out, said I would check into the matter, and sent her on her way.

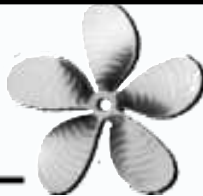
Well, I did check into the issue. Before I left the Taco Stand for the day, I took my trusty camera phone over to the model and took a few images for study. Here is the result: The flag on the stern is correct. You can see in the photograph that the flag contains three horizontal cantons with the top most one being black. The staff is fixed at almost a 15 degree angle from the deck. The flag hangs from the staff in almost a vertical manner but you can see that it is the German national ensign. I made sure it was....right.

It's a shame I didn't get her contact information so I could send her proof that no offence or act of omission was committed—big boo-boo on my part, and that wasn't....right. Maybe I'll get lucky and she will see a

copy of this essay posted someplace and not get offended.—John



## What's Happening at The Museum



Now, about those Ronson timbers... Oh! You weren't here! OK. As a favor to those who came in late (any time after April 2018) and those who have completely forgotten the story of The Ship That Held Up Wall Street, here's a bit of background.

The "Ronson ship" is an 18th century American merchant ship that was found under 175 Water Street in Manhattan, New York in January of 1982. Her remains were originally called the Ronson Timbers after Howard Ronson, the New York developer who suspended his work building the property to allow excavation of the timbers. She was 21 feet below street level, her stern was supporting Front Street, and she was beautifully intact, largely due to the fact that she was buried below the water table. She was placed by the contractors with the express purpose of acting as fill or support for the street being laid back in the seventeen hundreds. It was common practice then to bury discarded



ships hulls to contain bulkheading and fill for city streets and there are in New York several examples of finds such as this one. But none are as complete and in good shape as the ship now called the *Princess Carolina*. A team of expert archaeologists was brought in and given the month of February to remove the ship and all that came with her. After freezing temperatures, mudslides, cave-ins, and picket lines, the hull was finally free. Only the bow and several key timbers were removed because, as noted, the rest of the ship was holding up Front Street. Literally! She was quickly taken to a conservation laboratory in Groton, Massachusetts and immersed in tanks filled with a solution of water and polyethylene glycol (PEG). She was left to soak for two years. This solution allowed the timbers of the ship to hold their shape after the conservation process was complete. After this phase of conservation, she was taken to other sites to begin the slow drying process. Where is she today? You may be surprised at the answer but we'll talk about that next month! And if you know, email me, [rlewisclu@aol.com](mailto:rlewisclu@aol.com) but don't tell anyone; you may spoil an upcoming event!!— Ron

## It's the details that count



If you're a boat builder or a model builder of boats, then chances are you know about and read the excellent magazine on the subject: *WoodenBoat*. It's been around since the 1970s and, if you get nothing else out of it, you can learn how to make a wooden boat—or model of a wooden boat.

Several Logbooks ago, while researching my essay on oar making, I happened upon an old article that intrigued me when it appeared, and still does today. The article deals with building your basic boat hook. Heck, I've made a few for some of my models. But what interests me about this article is that you can learn how to build one that floats upright. That's right! The plans and instructions show you how to make one that is easy to fetch back on deck if you drop it overboard.

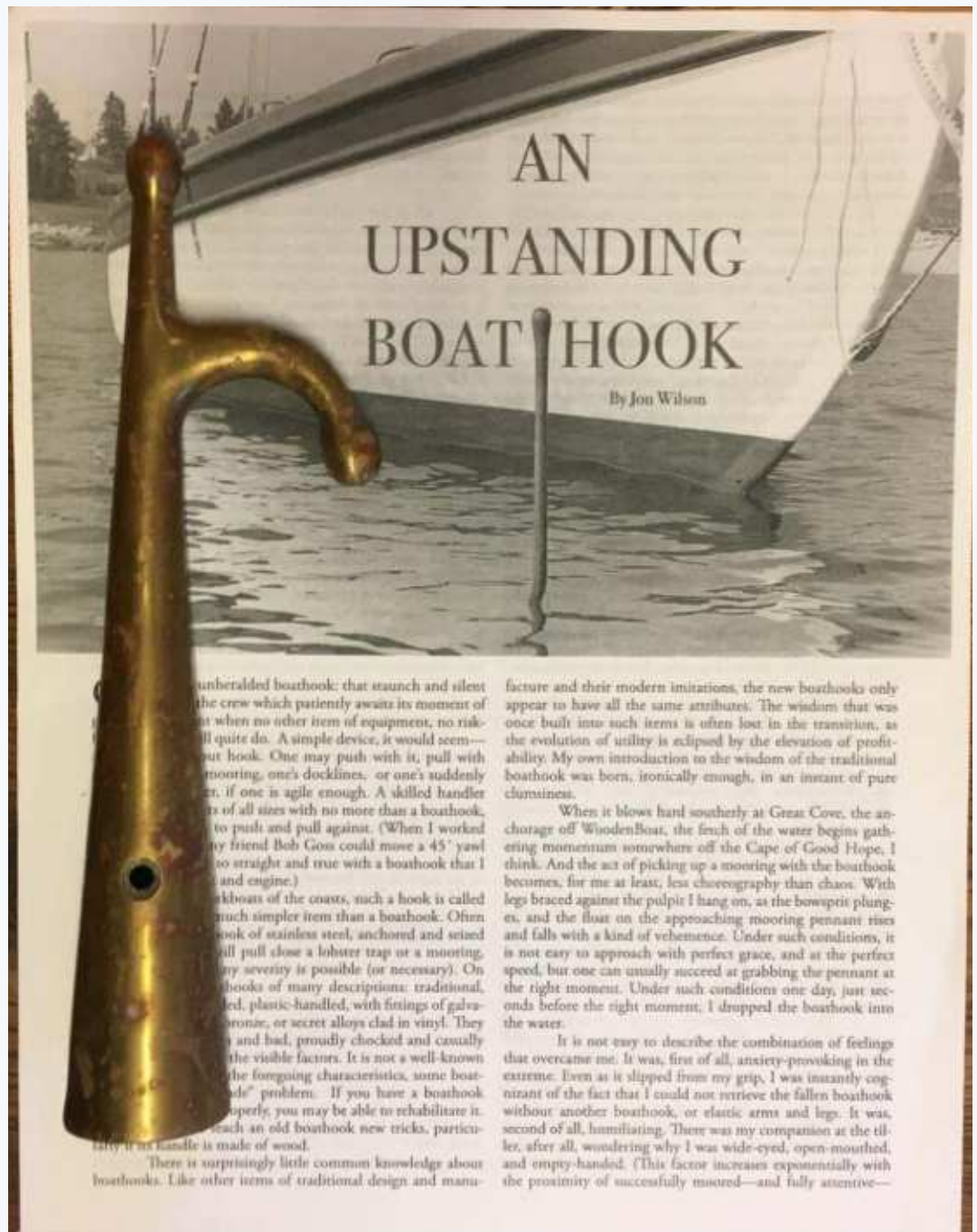
The article is titled [An Upstanding Boat Hook](#), indicating that the boathook is respectable, reputable, righteous and worthy of your interest and attention.

The secret to its design is that it does not sink and it does not float flat on the water. It floats hook down in the water with some portion of the staff sticking up vertically for easy retrieval.

If you are interested in this, copies of the article are available for a modest fee from the *WoodenBoat* store, or you can find it on line by searching under the name of the article. My copy of the article is found on page 25 of issue #71 of *WoodenBoat* magazine

(July/August 1986). A portion of it is seen in the accompanying photograph.

I suggest you get busy and start making shavings. — Ed.



umberbedded boathook: that staunch and silent the crew which patiently awaits its moment of when no other item of equipment, no risk will quite do. A simple device, it would seem—out hook. One may push with it, pull with smooting, one's docklines, or one's suddenly er, if one is agile enough. A skilled handler of all sizes with no more than a boathook, to push and pull against. (When I worked my friend Bob Goss could move a 45' yawl so straight and true with a boathook that I and engine.)

Boathooks of the coasts, such a hook is called much simpler item than a boathook. Often hook of stainless steel, anchored and seized will pull close a lobster trap or a mooring, any severity is possible (or necessary). On hooks of many descriptions: traditional, ed, plastic-handled, with fittings of galva- ronic, or secret alloys clad in vinyl. They and bad, proudly chocked and casually the visible factors. It is not a well-known the foregoing characteristics, some boat- "olds" problem. If you have a boathook properly, you may be able to rehabilitate it. Each an old boathook new tricks, particu- larity if its handle is made of wood.

There is surprisingly little common knowledge about boathooks. Like other items of traditional design and manu-

figure and their modern imitations, the new boathooks only appear to have all the same attributes. The wisdom that was once built into such items is often lost in the transition, as the evolution of utility is eclipsed by the elevation of profitability. My own introduction to the wisdom of the traditional boathook was born, ironically enough, in an instant of pure clumsiness.

When it blows hard southerly at Great Cove, the anchorage off *WoodenBoat*, the fetch of the water begins gathering momentum somewhere off the Cape of Good Hope, I think. And the act of picking up a mooring with the boathook becomes, for me at least, less choreography than chaos. With legs braced against the pulpit I hang on, as the bowsprit plunges, and the float on the approaching mooring pennant rises and falls with a kind of vehemence. Under such conditions, it is not easy to approach with perfect grace, and at the perfect speed, but one can usually succeed at grabbing the pennant at the right moment. Under such conditions one day, just seconds before the right moment, I dropped the boathook into the water.

It is not easy to describe the combination of feelings that overcame me. It was, first of all, anxiety-provoking in the extreme. Even as it slipped from my grip, I was instantly cognizant of the fact that I could not retrieve the fallen boathook without another boathook, or elastic arms and legs. It was, second of all, humiliating. There was my companion at the tiller, after all, wondering why I was wide-eyed, open-mouthed, and empty-handed. (This factor increases exponentially with the proximity of successfully moored—and fully attentive—

## Going out in style!



I suppose its fitting that our current skipper identifies as a Norse persona of sorts. I mean it's not just by accident that he sometimes sports a Norse helmet and Thor's hammer in this august journal. So with that in mind, I suppose its fitting that a final salute to Tom Saunders included a ship and a fire and good whiskey.

You see, when Tom's garage was cleaned out, a ship model was found that, on first glance, could have been considered a votive. The model, to this society, has a brief but interesting history. While nothing is known about what ship it represents or its builder or when it was built, we do know that it was found floating on its side in the Poquoson River near the boat landing. It was retrieved and given to me by the finder in hopes of a possible adoption and resurrection by someone. It was offered in an auction that year but found no buyer, so Tom took it for use at just the right occasion.

That occasion never happened and it found its way to my garage again where our former Skipper spied it and wondered about it. That was when the idea was hatched to offer it up Viking Style in honor of Tom.

So last month on a particularly pleasant Saturday evening, Greg built a fire in his pit, weenies were roasted, and the deer were whispered to. Afterward, we offered up a tontine



of sorts while the model burned. The whiskey was especially good that night.

As I write this, a song written and performed by the American Celtic punk band the Dropkick Murphys is playing. And I am struck by how the words of the refrain seem so fitting. The song is titled, Going Out in Style. Here is the refrain:

You may bury me with an enemy in Mount Calvary  
You can stack me on a pyre and soak me down with whiskey  
Roast me to a blackened crisp and throw me in a pile  
I could really give a s\*\*\* - I'm going out in style  
You can take my urn to Fenway spread my ashes all about  
Or you can bring me down to Wolly beach and dump the sucker out  
Burn me to a rotten crisp and toast me for a while  
I could really give a s\*\*\*, I'm going out in style. —

Ed.



# 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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Purser: Ryland Craze (804) 739-8804  
Clerk: Stewart Winn (757) 565-9537  
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