



Logbook



Kentucky Derby

No. 455

WWW.HRSMS.ORG

May, 2024

From
The
Bridge



Meeting Notice

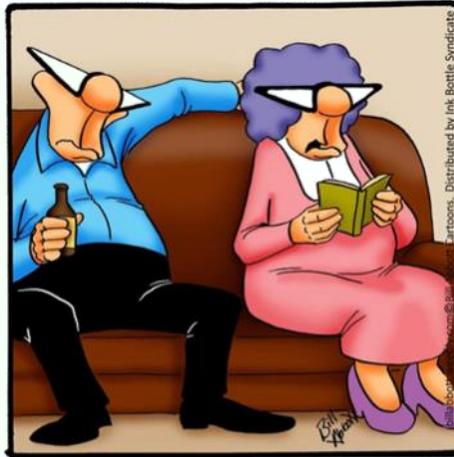
The meeting will take place
at 1000

May 11, 2024



Captain's Log 5.11.24

A couple of weeks ago, we bore witness to the inauguration of an event promising to evolve into a great venue to showcase our talents. I want to thank Don Good for the heavy lifting in getting our foot in the door at the annual Deltaville Maritime Museum's occasion and helping to organize our involvement at the fair. In attendance were members of the Deltaville Ship Modelers' Guild, of which Don is also a member and their beautiful renditions of mostly Chesapeake Bay workboats. The usual suspects from HRSMS attended with examples of our work to bal-



"According to my Feng-Shui guide, we probably need to move you to the garage."

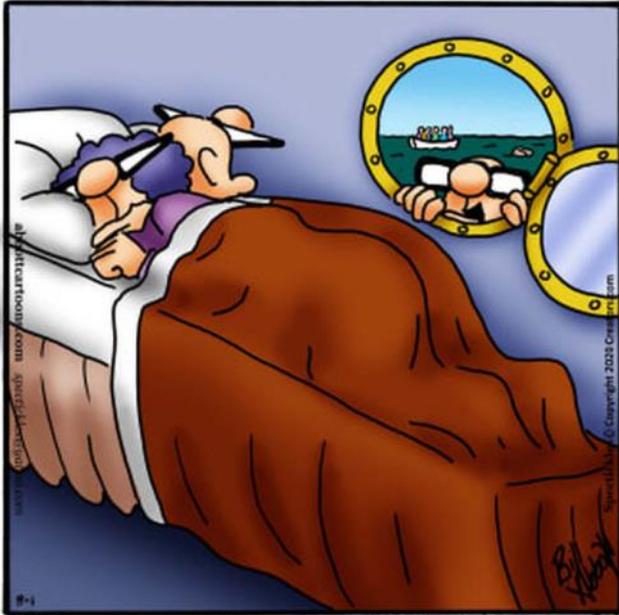
ance the field of ship and boat models on exhibit. Visitors genuinely seemed interested in the workmanship and detailing of the projects on the table and were very complimentary. I eagerly await next year as this show grows and attracts more attention around the ship modeling community.

As a plank owner of the Deltaville show, the HRSMS has a responsibility to support Don and the Deltaville Maritime Museum with more attendees and models next year...think Richmond.

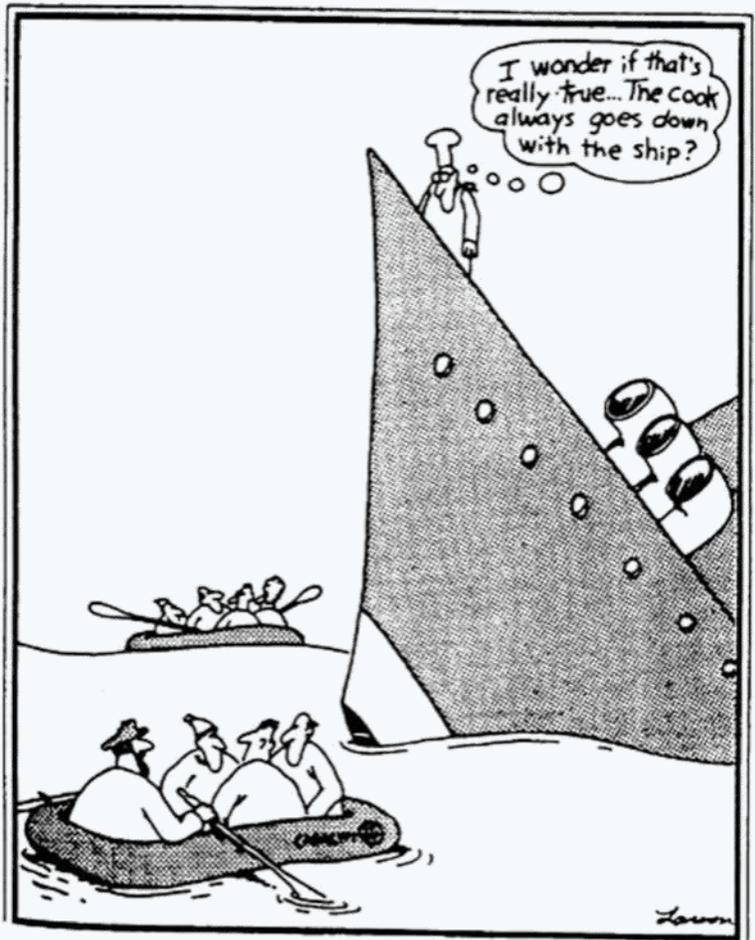
Only an hour's drive from our locale, no excuses will be accepted...save foundering.—SD



The Jape



"Sorry to wake you. Mind if I borrow your life preserver?"



Scuttlebutt



Nautical term for May

And in keeping with a theme

Lifeboat: The only known class of vessel which, upon going aboard, an individual thereby increases rather than decreases his chance of survival.—Tim.



Minutes



Meeting minutes, 4-13-24

The meeting was called to order about 10 am by the skipper. There were six people present on Zoom, 23 in person, and one guest, Nathaniel Foster. All of the bridge staff was present.



Ryland Craze gave the **purser's report** that we had about a \$900 income for the month and no expenses, leaving us solvent.



Greg Harrington gave the **webmaster's report**:

Pictures of members' models may now be submitted to the website online by filling out a simple form, which he described in detail. This also includes shop notes. A list of vendors, museums, and other ship modeling clubs is now available online. A list of titles of reference works is also available.

Correction or addition:



It was pointed out that last month's meeting minutes omitted that the proposed change to the by-laws creating the Member Emeritus classification was voted on and passed. The following should have been included:

"Dave Chelmon moved and Sean Maloon seconded that the proposed amendment be passed. A vote of the members present passed unanimously, and the change was enacted."

This corrects the omission.

Old Business:

Don Good reminded everyone of the model show in Deltaville on April 27th.

A warning was passed on about hacking of our website, and of some members' accounts. Everyone was advised to carefully examine any suspicious emails from other club members, and not to open them unless they are confident they are authentic.

Thanks were given to Warren Garcia again for putting the Byrnes saw he won in last month's raffle in the Taco Stand for everyone's use. If you want to use it, or any other piece of our equipment, first determine that one of our volunteers is in the booth, then enter by the Business Entrance, identify yourself to the guard on duty and tell them you are a HRSMS member and will be visiting the Ship Modelers' Booth.

(continued on next page—Ed.)



New Business:



The large collection of ship model fittings given to us at the Old Dominion Open in February has now been sorted and put in plastic cases (thank you Gene) and will be placed in the Ship Modelers' Booth. We're calling it the **Fittings Bank** and anyone who needs a particular fitting is welcome to look through the collection and take anything they find useful. Prices have not been established yet, and until they are (they will be at a substantial discount) an appropriate donation is expected. Also, if you have excess fittings in your shop, you are invited to donate them to the collection for possible use by other members. Reasonable trades will be acceptable.



Gene Berger announced that Heinz Schiller has been nominated to become a Member Emeritus, and that the officers have reviewed the nomination and approved it. The nomination is therefore presented to the entire membership for approval, which requires a 2/3 approval of those voting. Paper ballots were submitted by some of the members present, but since all members must be given the opportunity to vote, the vote will be continued by email. A special email will be sent out by the Clerk in the next few days, and the voting peri-

od will be open until the next meeting.

It was announced that a certain member is eligible to become a Member Emeritus by virtue of having been an HRSMS member for 50 years. The award will be presented to him at the next meeting he attends, hopefully in May.

Joe Lorenzo (on Zoom) discussed a possibility for a future presentation.

The meeting adjourned after the lab visit, about 12:30.

—Stu

Show and Tell:

John Cheevers showed progress on his model of a lighthouse tender.

Stewart Winn showed the current issue of the "Smithsonian" magazine containing a full two-page advertisement by Model Expo. He also awarded a rare stainless steel ruler to Nathaniel Foster.

Charles Landrum showed a wood burner with attachments which could be used to bend wood, a plastic model of a maritime drone used by



Ukraine, and examples of Chinese laser-cut materials.

Greg Harrington showed pictures of the progress on his shop.

John Proudley showed his cross-section of the whaler Charles W. Morgan, a Bluejacket kit.

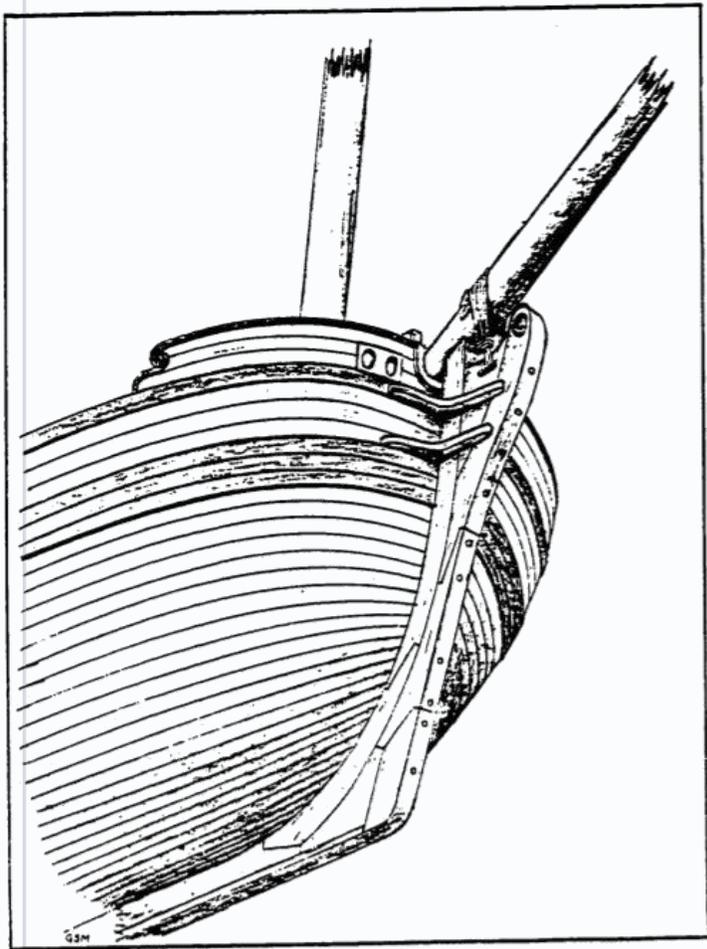
Don Good showed and discussed a book on the Rum Wars, which was about run runners during the prohibition era.

Butch Watkins showed his scratch-built model of a Chesapeake oyster dredge.

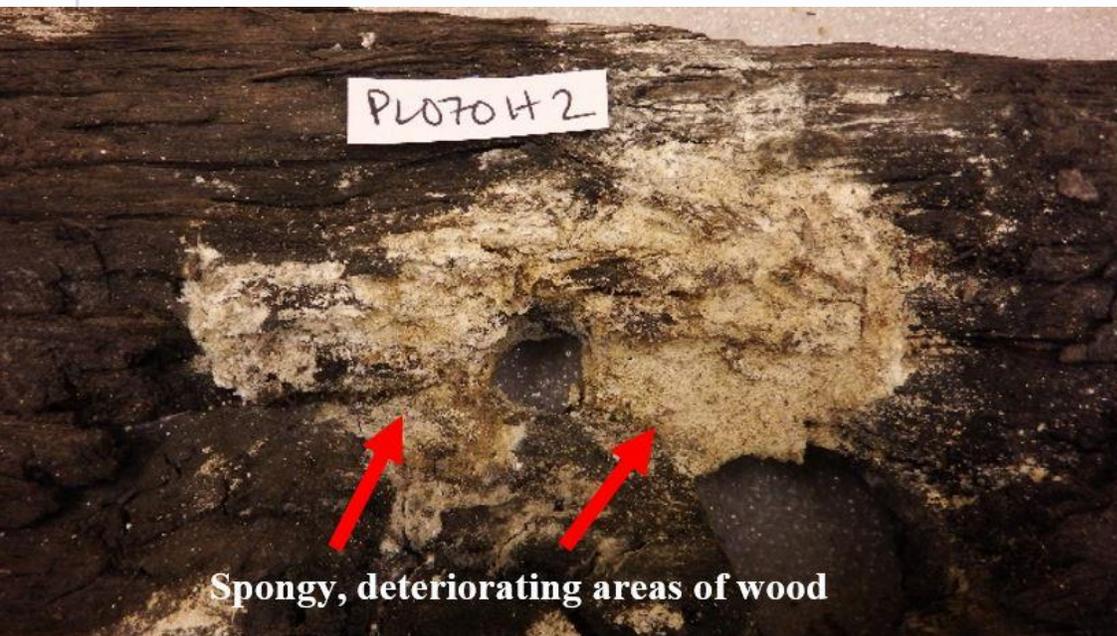
Every model shown was, as usual, superb.



Presentation: Ron Lewis introduced Elsa Sangouard, a senior conservation specialist with the Museum, who gave a presentation on the recovery and conservation of the Princess Carolina, a ship buried in the fill



along the New York City waterfront in the late 18th century. It included a visit to the conservation laboratory to view the ship's timbers undergoing conservation.



Spongy, deteriorating areas of wood



Mystery Photo Scene

If you know the answer, contact John Cheevers by mail or email

First photo in a long time showing something with a gun. And it's not that its finally time to see one, its that the subject matter behind this vessel is to good to pass up. The idea for this submission came from a member who knows a good story when he sees one.

If you know the answer to the Mystery Photo

Scene below, or the mixed metaphor, contact John Cheevers by mail or email. All replies will be blended into the next essay.

Also, If you have a photograph that asks these questions: who, what, when, where, and why, send it on to the Logbook editor for consideration as a future Mystery Photo Scene. Do not send an explanation with the photograph as I like to play the game too. After it is published in the Logbook, you can send in your explanation for inclusion in the defining essay.—Ed.



Books for the Ship Modeler
www.seawatchbooks.com



Mystery Photo Scene Explained

This is the tale of two liners.

Last month's Mystery Photo Scene (MPS) featured the re-unveiling of the largest ship model in the Mariners' Museum. Before the Great Hall was transformed into the America's Cup Galley, or more formally, renamed as the Galley of Speed and Innovation, it was home to the Museum's large collection of builder's models. Before that, the hall was the primary exhibit room of the Museum as it also housed the large Lancaster Eagle, a brace of figureheads, and numerous marine artifacts.

Times change, and so do exhibits. When the America's Cup winner, Oracle, was donated to the Museum, it needed a large space to be properly displayed and tell the story of

the America's Cup (originally the "Hundred Guineas Cup"), and the race's contribution to technology and naval architecture. So the large ship models, and the old Taco Stand (the little yellow shack that gendered the obfuscating moniker), were moved to other galleries. The room was cleared out to accommodate the large synthetic, catamaran racer. That is, everything was removed except the model you see in the MPS challenge. Since it was a 33-foot long half model and mounted to the wall, and because of the time constraint to get the Oracle in an on display, a box was built to cover and protect the model. There it languished in hiding for about



six years. Long enough for many to forget about it or never know of its existence.

Without the great hall as a harbor, most of the large ship models were moved to galleries 8 and 9. Gallery 8 we are familiar with as it houses the current Ship Model Maker's Booth (the Taco Stand) along with several of the fine builder's models. Gallery 9 housed the S.S. America and the Dollar line's President Hoover and Coolidge among other models there.

However, late last year the models in gallery 9 were moved again, emptying out the gallery so work on the air handling system could be done without fear of damaging the model collection. Ironically, S.S. America was returned to a place very near her old spot in the Cup Gallery and just under the boxed up Mystery.

That work was completed by January of this year and we are beginning to see a slow migration of ship models back to gallery 9. The first model to return was the builder's model of the liner S.S. America. It returned to its usual place in gallery 9 and looked quite lonely there by itself. The next model to arrive in gallery 9 is the model you see in the MPS challenge. It was conveniently mounted on the opposing wall of the galley and opposite of America, with both vessels



pointing the same way.

For those of you not familiar with this large half model, it is the Cunard liner RMS Queen Elizabeth. If you remember from your history, the Cunard line ran two giant liners on the trans-Atlantic run between the United States to Europe. They alternated passage and no doubt passed each other somewhere mid ocean. One was the RMS Queen Mary and the other the RMS Queen Elizabeth. These Cunard giants were in direct competition with the United States Lines S.S. America and S.S. United States. I'm sure you remember this or read about it before jet travel changed the nature of intercontinental travel.



the 18th amendment had finally been repealed, and a tentative feeling of optimism was finally returning to the great unwashed. In travel, pioneers were beginning to shrink the world by using seaplanes and zeppelins to make inroads to the almost exclusive use of liners for travel across the seas. Change was on the horizon for the monopoly held by the ocean liners. But that is getting us a tad off topic and ahead of ourselves.

From the time of the great immigrant migration to “America” to the advent of jet air travel, the big liners carried the bulk of the passenger trade, across the seas. And for those with money, they traveled in style. If you study the history of the trans-Atlantic travel you will see that the clever companies built their ships in loose sets of two so that there was always one traveling in either direction on established routes, and they kept to a fairly rigid sched-

So here we are in galley 9 with two ocean liners, competitors, and they have a real story to tell. I was in the galley just after the Queen was placed there and happened to mention to the museum employee that it would be nice if both models could be displayed at the same waterline since they shared so much history, were built to the same scale (1:48), and have nearly identical stories to tell. I added that it is a real opportunity for the lay-person to compare and contrast the two ships. He didn't know much about either vessel, so I took some of his time to learn him a few things.

Perhaps I should have begun his lesson by saying it was the best of times and the worst of times when these two queens of the high seas made their debuts. Both ships were conceived in that awkward time between round one and round two of the Great War. It was the early 1930s and the Great Depression had a grip on the economy but showing signs of abetting,

ule.

One of the big lines, Cunard, in 1934 after its merger with White Star Lines recapitalized its fleet with two, huge new ships—the Queen Mary in 1936 and the Queen Elizabeth which entered service as a troopship in 1940. These two ships were the pride of the line carrying paying passengers to and from Europe until



In the United States there was an organization named the United States Shipping Board (USSB), Emergency Fleet Corporation (EFC) that was created in 1917 to operate the seized German liners. This was a large government organization charged with, among other things, providing ships and shipping to ferry people and material to Europe in support of the Great War. In 1921 the EFC went private and operated as the United States Lines. Their fleet consisted of a few seized liners like Leviathan and older nondescript vessels. It was not until 1930 and 1932 that the company built their first pair of liners, Manhattan and Washington. Then in 1940 the liner America joined them. During World War Two they were all operated as troopships.

So we have the models of two liners on opposing walls both facing the same direction as if they are in a race or a competition—art imitates life. Their construction as liners happened almost coincidentally, and with the exception of a few short months for America, they began their passenger service as troopships ferrying GI's and Tommies all around the globe for the Allied cause.

Following this service they took their place as designed hauling paying passengers to and from Europe—mostly. Their service ran uninterrupted well into the 1960's when declining passenger numbers forced their withdrawal from the trade. Queen Eliza-



beth was withdrawn in December of 1968 while America was withdrawn in 1964.

By comparing the two models, the careful observer will notice a large disparity in size between the two liners. While the America weighed in at about 26,000 tons and had a length of 723 feet she is greatly overshadowed by Queen Elizabeth weighing in at about 84,000 tons and having a length of 1031 feet. Further while the two Cunard Queens were nearly identical in size and capacity which allowed them to operate as true running mates, the large disparity between America and her more famous sister, United States, prevented this. From 1955 on America made the transatlantic crossing but also served tropical ports and the Caribbean.

While Queen Elizabeth served the transatlantic route for Cunard until 1968, America was sold in 1964 and this began a series of sales and renaming's that culminated with her being renamed SS American Star in 1993 by which time she had lost her "fake" forward stack and was laid-up in Greece. She was to be towed to Phuket, Thailand and used as a floating hotel.

The end of the road...

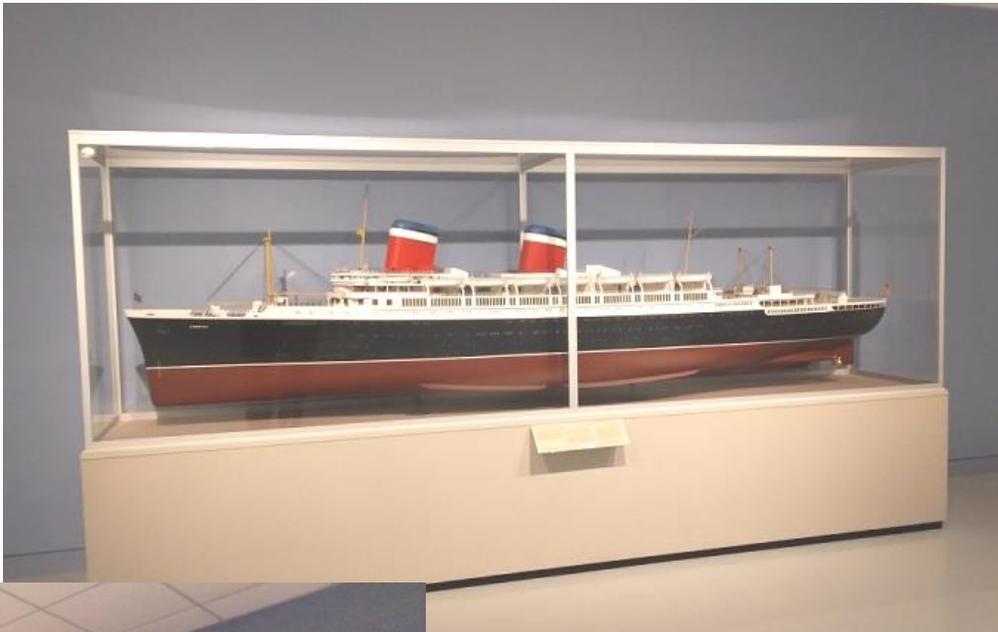
In late 1968 Queen Elizabeth was sold to a company who intended to operate her (like her more famous sister) as a hotel and tourist attraction at Port Everglades, Florida. The climate there was hostile to the ship, the cost of maintenance was prohibitive. The vessel was declared a fire hazard and the attraction



closed in 1970. The vessel was sold to a Hong Kong tycoon who intended to operate the vessel as an afloat campus (World Campus Afloat program later reformed and renamed as Semester at Sea). The ship was renamed Seawise University. The ship made its way to Hong Kong where on January 9, 1972 she caught fire (deliberately?) and was destroyed. The wreck lay in Hong Kong harbor for several years and is probably most famous for being the secret headquarters of MI6 in a James Bond film. By 1975 all visible portions of the vessel were salvaged. The remains are now buried under land reclaimed for a container terminal.



America (American Star) left Greece under tow and headed to her final destination that would include a trip around the Cape of Good Hope. She never got that far. During a thunderstorm her tow line parted. Attempts to reconnect the tow failed and the ship was left to drift. On January 18, 1994 she went aground at Playa de Garcey, off the west coast of Fuerteventura in the Canary Islands. Discussions about salvage ensued, meanwhile “the ship was left to nature.” The hull broke in



two with the stern half collapsing while the bow remained intact and firmly lodged on a sandbar. By 2005 the bow section had eroded to the point of collapse. And by 2007 whatever was left of the wreck had succumbed to the sea.

You can see that these two ships, for being so different were, also, so much alike. They had nearly identical careers and demises. I encourage you to visit gallery 9 and study these two vessels and look for the similarities and differences in their designs, then go read histories. —JFC

Juvenile Modeler's Corner



Last month we introduced a young modeler who answered all our questions and addressed all our concerns about introducing the youth of America into entering this avocation. Truth be told, you cannot make people enter this hobby—they have to want to on their own. Our job is to encourage that desire and offer programs and inducements to further that desire. Enter young Caelan. He is most interested in making models (thankfully ships....mostly) and shares his accomplishments with the men who man the stand. Yes, young Caelan made a return visit to the model shop where we corrected our error of not getting some contact information so he could enjoy his appearance in our Logbook. (That has been corrected.) He plans to attend a meeting; hopefully we don't bore him to death and scare him away. The best we can do is encourage his enthusiasm as a modeler and guide his development through ever more complicated processes and skills.

Which brings me to the crux of the column. I have spoken to our Skipper and our Handler at the Museum of an idea to help encourage young people to enter the hobby. And that is by making them an offer they cannot refuse. That offer is a contract to give them model kits of our design, have them build the kit, and then to display the finished work in our display case for one month. After that month they need to retrieve their model. The idea that they can have their work on dis-

play in a Museum should provide the proper motivation. We will also feature these modelers on this page for the month in question and, of course, provide them with a copy of that month's Logbook.

For our part we need to design and fabricate the components for a series of models that are increasing more complex and difficult to build, similar to what Bluejacket does with their modeler skill ratings. One thing to mention is that from my experience in the model booth, kids are most interested in the Monitor, the Titanic, and a pirate ship. We can cater to that. Our starter kit is already established with Tony Clayton's Monitor. After that we could step up to a tugboat, then increase the difficulty as they progress. Each succeeding model could introduce a new aspect to the hobby, such as sanding to achieve simple shapes and fits. I think you are getting the idea.—Ed

An idea for a syllabus...

Plebe: Monitor. Skills-fitting and gluing parts, simple painting

2nd class: Tugboat. Skills-simple shaping, but introducing sheer by sanding deckhouse to fit hull.

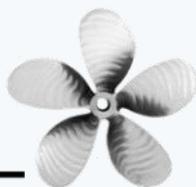
Ensign: Aircraft Carrier or fishing boat. Skills same as above, but introducing laying off and painting the flight deck or simple planking.

Captain: Titanic or Battleship. Skills same as above, but introducing repetitive/interchangeable parts.

Admiral: Pirate Ship. Skills same as above, but introducing simple rigging.



What's Happening at The Museum



May 2024

MAYDAY...MAYDAY...MAYDAY!" OK, I heard you the first time! Where did this distress call originate? Well, first, it has nothing to do with the month of May! It is, in fact, an Anglicization of a French phrase shortened to "m'aidez", loosely, "help me". And it's repeated three times so no misunderstanding would deter its sense of emergency. So much for interesting trivia about May! The connection lies in our dramatization of wars and battles as it's often heard in battlefield scenes and from pilots and ship captains in life-threatening situations. Well, the Museum's most prominent gallery has to be one of those life-threatening situations, The Monitor Center. It is a museum in itself, dealing with the events leading up to the Civil War, the actual battle theaters of the war, issues of the time and, above all, the design and building of the iron ship that changed the rules of naval warfare

and weapons for all time. The gallery will be the stage for 2024's *Sips and Trips* event on June 22. If you missed the event last year, let me remind you that it's an opportunity to taste some good wines and catered dishes and to see rare artifacts seldom if ever seen by the public. In its third year, this event has been a smashing success. It will, more than likely, sell out, so please go on the website and get your tickets early...or become a sponsor and get free tickets with your sponsorship.

Set sail down the East Coast while enjoying international wines and delectable food pairings. Discover unique artifacts and hear fascinating stories of mariners who traveled aboard USS Monitor

I hope to see you there!—Ron

Here's the official Museum invitation*:

Saturday, June 22, 2024

Departure Time: 6:30 p.m.

Embark on an epic adventure to ports around the world!

Choose your own journey to multiple destinations where you encounter rarely seen artifacts while discovering fascinating maritime stories.

All Aboard

A whirlwind voyage from New York to Newport News

***See the Bulletin Board for larger copy—Ed.**

THE MARINERS' *Sips &* TRIPS

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Time for



I know its May but no mint julep. This month we honor an event that happened in April, after our meeting, so we'll acknowledge it now.

PUNCH ROMAINE, the last cocktail served to first class on the Titanic.

RECIPE

.5oz Maggie's farm white rum .5oz white wine (I used a Gewürztraminer/ Resling blend) .5oz simple syrup .5oz orange juice .25 lemon juice Egg white Shake until frothy. Carefully pour over crushed ice in to a coupe. Top with cava and garnish with an orange twist.

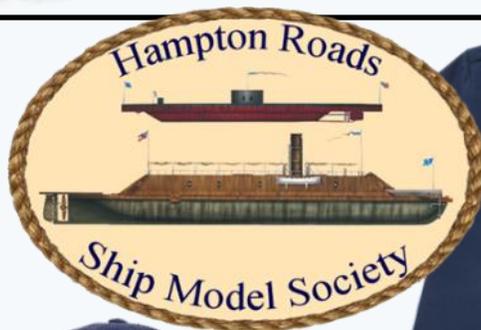
This palate cleanser was the last cocktail that was served to the first class passengers on Titanic. Later that evening the ship hit an iceberg and sank.



Club gear:

If you need a shirt, hat, or name badge, be sure to see either Ryland Craze or Tim Wood. They have all the details on what's available; pricing and so forth. And I will say that most of the gear comes with our embroidered logo

Or you can search the website for info. Simply type "hat" in the search window...



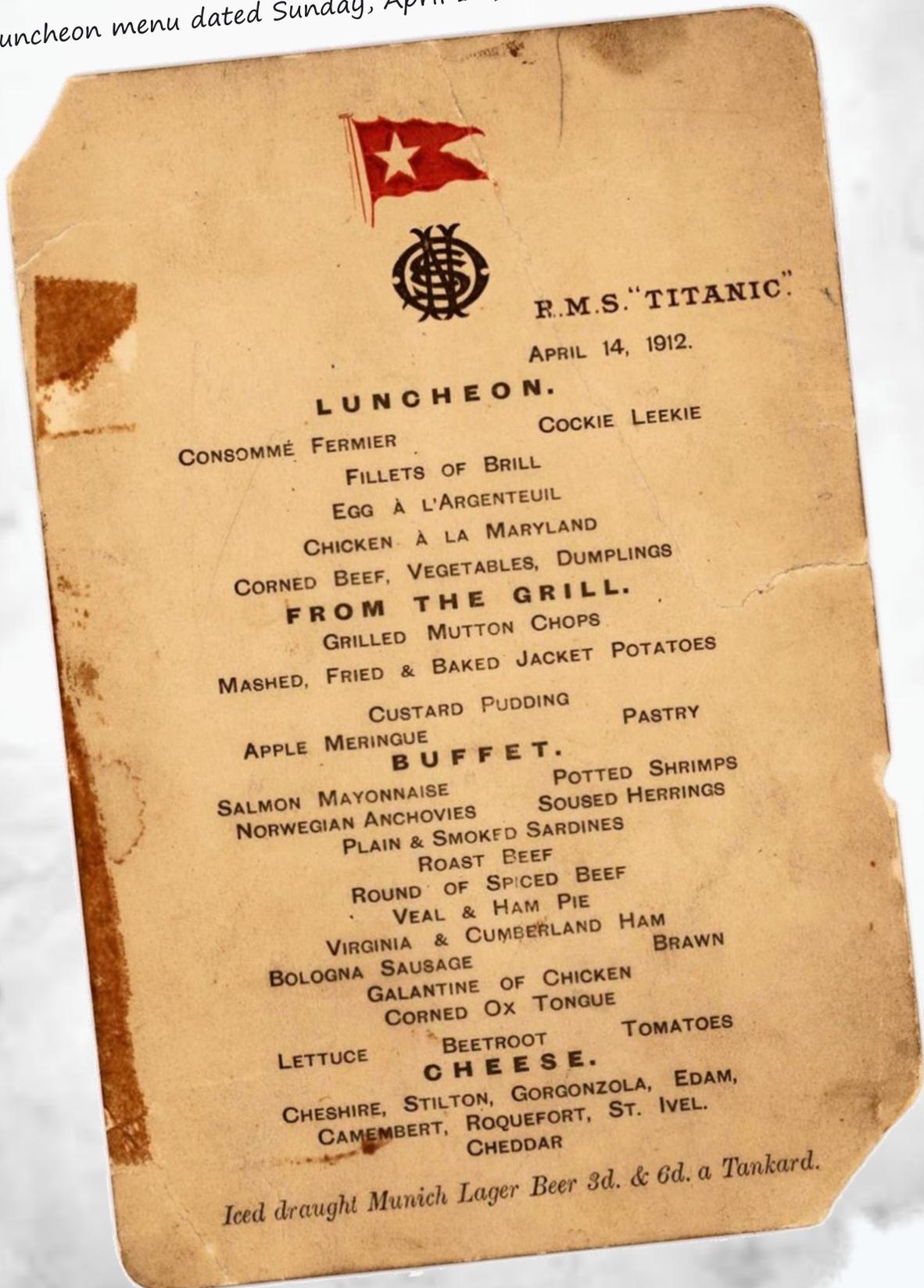
Mess Call



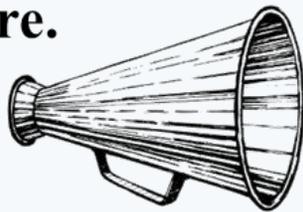
...Again, acknowledging the Titanic disaster I present the menu from that last days luncheon:

April 14 at 1:00 PM .

A Titanic luncheon menu dated Sunday, April 14, 1912, the last day of its maiden voyage.



D'ye hear, there.



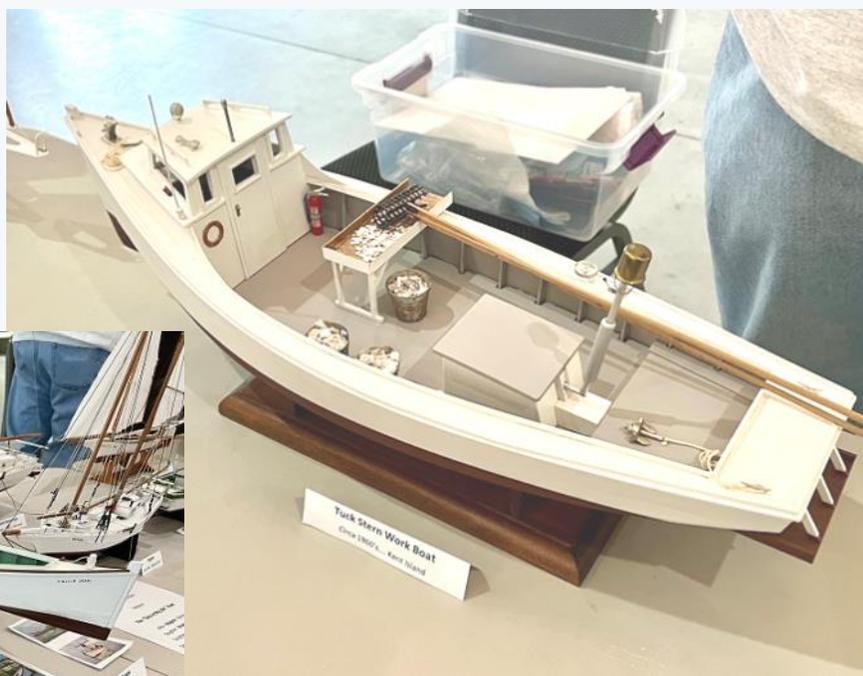
If you were asleep over the past few months you might have missed that there was a boat show at the Deltaville Maritime Museum last April 27th. It was hosted by the Deltaville Ship Modelers' Guild and it their inaugural show. Five (six if you count Don Good) HRSMS members joined in and brought work to display. Other members also showed up in support throughout the day. While the Deltaville group consists of modelers and artists who primarily build vessels unique to the Chesapeake Bay—we saw a lot of deadrisers, buy boats, and a skipjack or two—we also saw a few models of vessels that support other times and locals.

Needless to say we had a great time and made new friends and some good contacts relating to model making techniques and sources. Can't wait to do it all over again next year.

Here are some of the ships and boats on display:



Model by
Web Uppert
Dumfriesport Maryland
Hobbyist
The "Girls in My Life" Fleet
Wife - Skipjack - Sharon Jean
Daughter - Draketail - Amy (Miss)
-R2 - Royal Stern - Meredith
-Log Canoe - Kara
-Katy - Camden
-Kevin



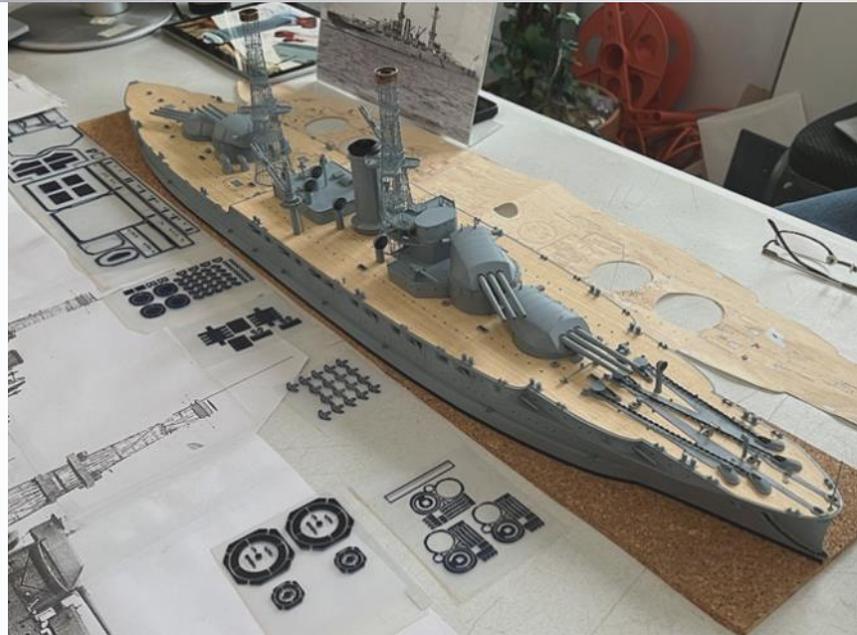
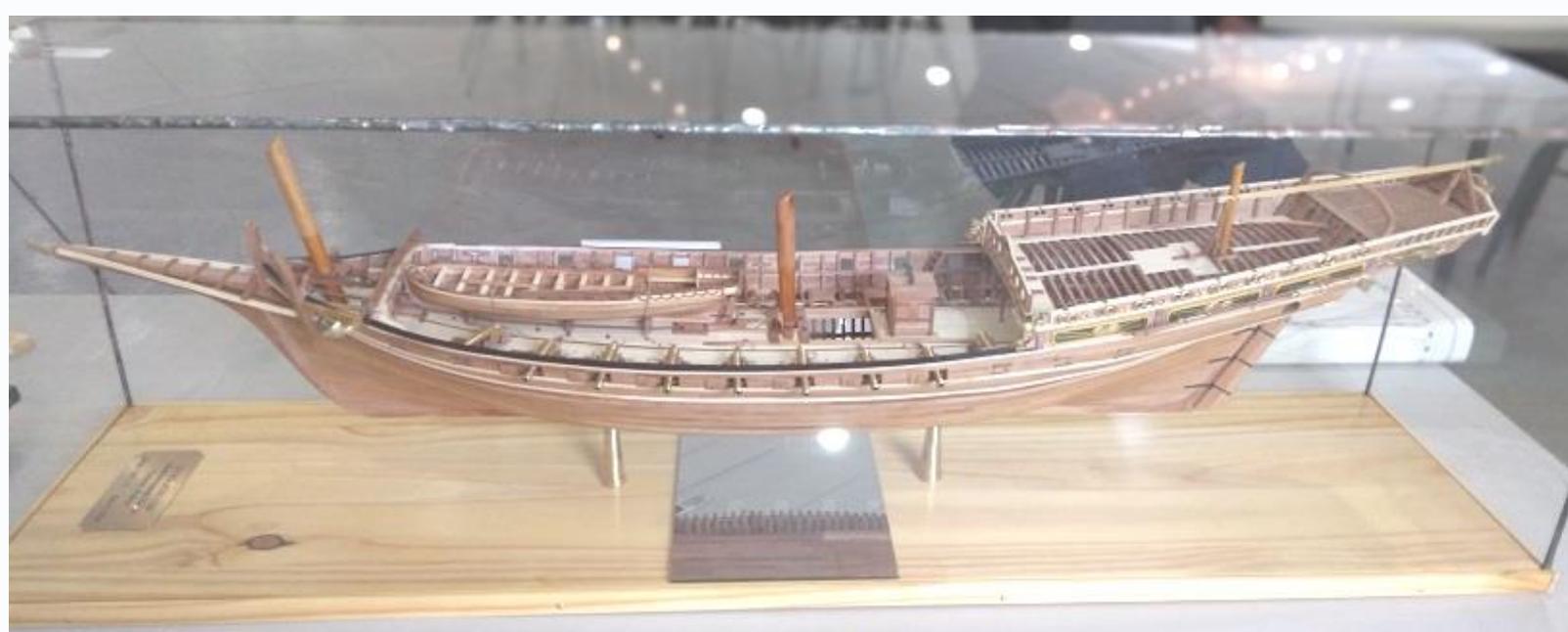
Tusk Stern Work Boat
Circa 1800's - Kent Island



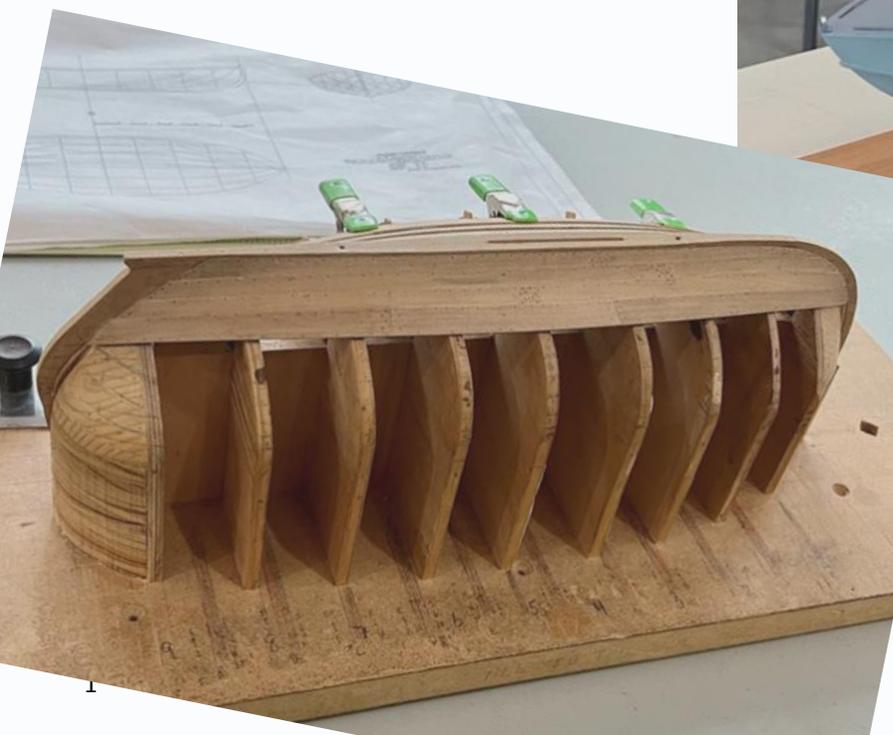
Round Stern
Circa 1800's to 1850's - Delmarva region

Hoopers Island Draketail
Circa 1800's - Hoopers Island





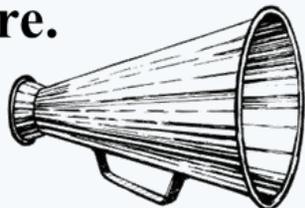
A beautifully executed Zebec made from an A.N.C.R.E monograph. Arizona as originally constructed, An Elco PT, #124. And a Danish eel boat being planked.



Talk like a ship modeler...you must...um hum.

D'ye hear, there.

Some more...



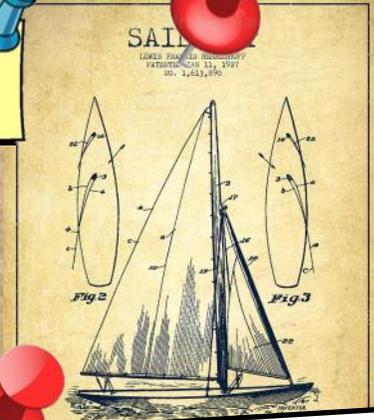
At the recent volunteers breakfast held at the Mariners' Museum, club members cleaned up!

Dave Baker received Harold S. Sniffen Volunteer of the Year Award. Its a lifetime achievement award, one of four that you can receive only once, honoring all that he has done for the Museum in terms of volunteering, donation, and mentoring to the Museum and guests.

Also your intrepid Taco Stand artisan ruffians received awards for hours donated. You can see the list of suspects below posing with Beth Heaton who has the unenviable task of riding herd on this mob and all things related to the Model booth....



The Bulletin Board



The Philadelphia Ship Model Society in partnership with the Battleship New Jersey Museum

Don't Miss it!

62
Onboard the Battleship New Jersey

ModelCon

August 3, 2024 - 10 A.M. to 3 P.M.



All ship modelers are invited to bring their models finished - or in-progress - to the one day event. **There is no fee for participants and parking is free.**

Colleagues from our sister clubs on the Eastern seaboard are warmly invited to attend.

All participants are permitted to a free tour of the battleship. Because display space is limited, we'll need you to register by **July 19** at our website:

www.philadelphia_ship_model_society.com

For enquiries contact:
Joshua Fichmann, President of the PSMS
at this email:
ModelShip@yahoo.com

Let's all meet again for another successful, fun show.



THE MARINERS' Sips & TRIPS

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Set sail down the East Coast while enjoying international wines and delectable food pairings. Discover unique artifacts and hear fascinating stories of mariners who traveled aboard USS Monitor.



The Deckplate

JANUARY 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: Ron Lewis - Conservation and Restoration

FEBRUARY 2024

10 HRSMS Monthly Meeting: Mariners' Museum
Election of officers
Presentation: Live Auction at the Museum

MARCH 2024

9 HRSMS Monthly Meeting: Mariners' Museum
14 π Day
Presentation: Hank Ghittino -The Oseberg Ship, History and Build
9/10 Battle of Hampton Roads Weekend at the MM

April 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Will Hoffman- The Ship that held up Wall Street
22 Earth Day / 26 Arbor Day
27 Model Boat Show, Deltaville

MAY 2024

11 HRSMS Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation: Mike Pelland- Building the Chesapeake Bay Skipjack

JUNE 2024

8 HRSMS Monthly Meeting: Mariners' Museum
22 Sips and Trips at the Museum
Presentation: Sean Maloon- Gluing and Planking a Hull

JULY 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Dave Chelmow- Building the Sharpie Schooner

AUGUST 2024

10 HRSMS Monthly meeting:
Presentation: Stewart Winn- A Beginner's Guide to Scratch Building or How to Cobble Something from Nothing

SEPTEMBER 2024

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

OCTOBER 2024

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Gene Berger- Painting Water

NOVEMBER 2024

9 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

DECEMBER 2024

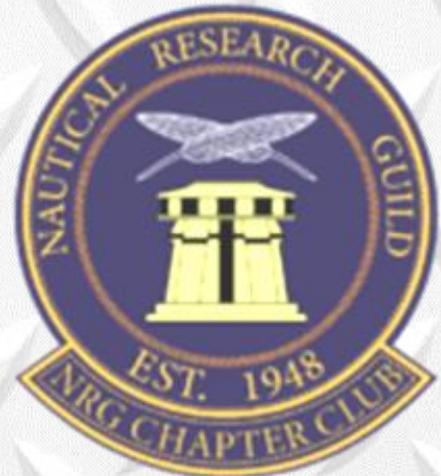
14 HRSMS Monthly Meeting: Mariners' Museum
Presentation:



WATCH, QUARTER, AND STATION BILL



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Purser: Ryland Craze (804) 739-8804
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