

Lion's Bridge closed thru August... read the note!



The Mariners' Museum and Park



May 28 at 8:00 AM · 🌐

REMINDER: Lions Bridge closure begins TODAY

We anticipate a full closure of Lions Bridge to all vehicular traffic in both directions starting today, May 28, to August 9, 2024. The City of Newport News has specified that there will be no thru traffic for any kind of transportation, including bicycles. The pedestrian walkway on Lions Bridge will remain open for pedestrians only.

Please visit the city's website for more information and updates:

<https://apps.nnva.gov/ps/Project.aspx?id=492>



Logbook!

Chesapeake

No. 456

WWW.HRSMS.ORG

June, 2024

From
The
Bridge



Meeting Notice

The meeting will take place
at 1000 hours
June 8, 2024



Captain's Log 6.8.24

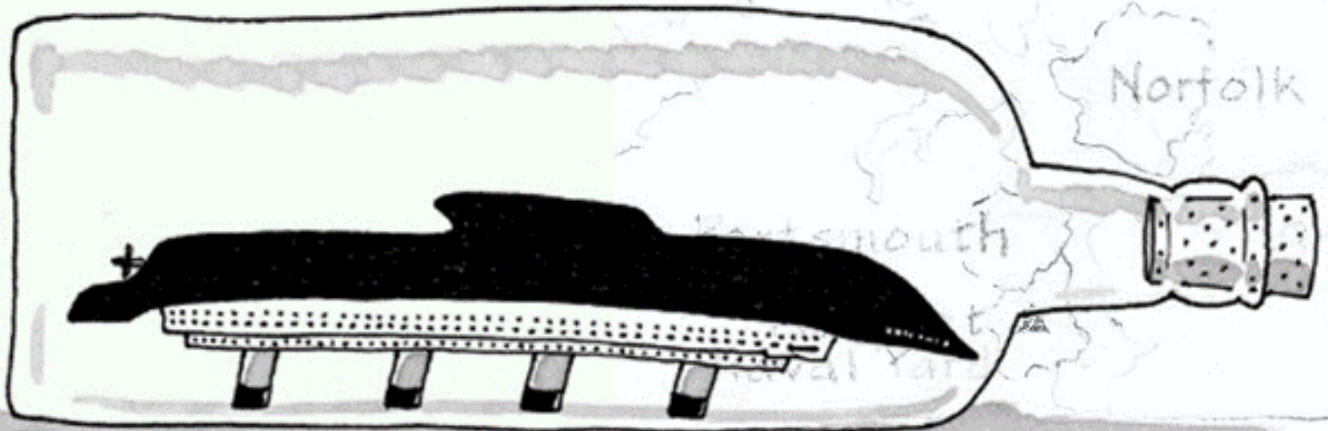
When things go sideways in model building, setbacks can feel overwhelming, but it's crucial to remember that progress is often non-linear. My go-to-reaction a well chosen litany of colloquialisms compelling an Irishman to blush. However, projects will on occasion start to list. Right your project with new perspectives and embrace the challenges to foster creativity and innovation. Ultimately, this will lead to a more robust final product.



"Two of every known creature on the planet and you forgot the pooper-scooper?"

Encountering errors or challenges is a natural part of the process. Whether troubleshooting a technical issue or refining a design, setbacks offer valuable insights and opportunities for improvement.

Perseverance, adaptability and a positive mindset are key. Adversity is inevitable in life, but how we respond to it makes all the difference. Stay resilient and try not to convert your model ship into a UFO...not that this has ever happened to me.—SD



The Jape



BREVITY

BY GUY & RODD



Scuttlebutt



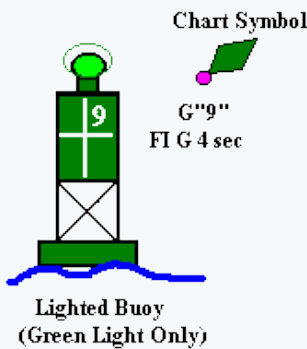
Nautical term for June

Channel: Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats.

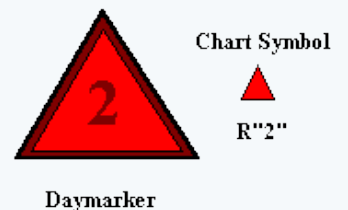
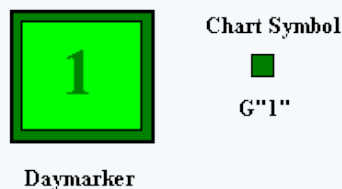
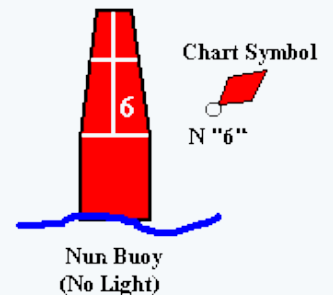
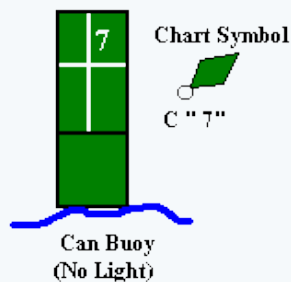
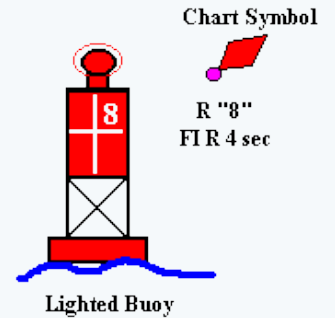
—Tim.



Port Side
(Odd Numbers)



Starboard Side
(Even Numbers)



Minutes



New Business:

Mike Pelland announced that he will be moving to St. Mary's, Georgia in September and that a replacement for him will be needed in the model shop on Monday afternoons. Volunteers are strongly encouraged.

It was announced that Butch Watkins and his wife were seriously injured in an automobile accident, but that they are both home now and recovering.

The skipper announced that Heinz Schiller had been approved as a Member Emeritus, and he was awarded a plaque to that effect. Heinz gave a not-too-short but sincere acceptance speech. Congratulations, Heinz!

Meeting minutes, 5-11-24

The meeting was called to order at 10:10 by the skipper, who recognized our one guest, Galen (sp?) McCormick, age 12, with three years of ship modeling experience. He then offered compliments to Don Good for his excellent job in organizing the first ship model show in Deltaville. Gene hopes the show will be an annual event, and encouraged participation by our members.

There were no corrections to the minutes of the April meeting.



early in the year.

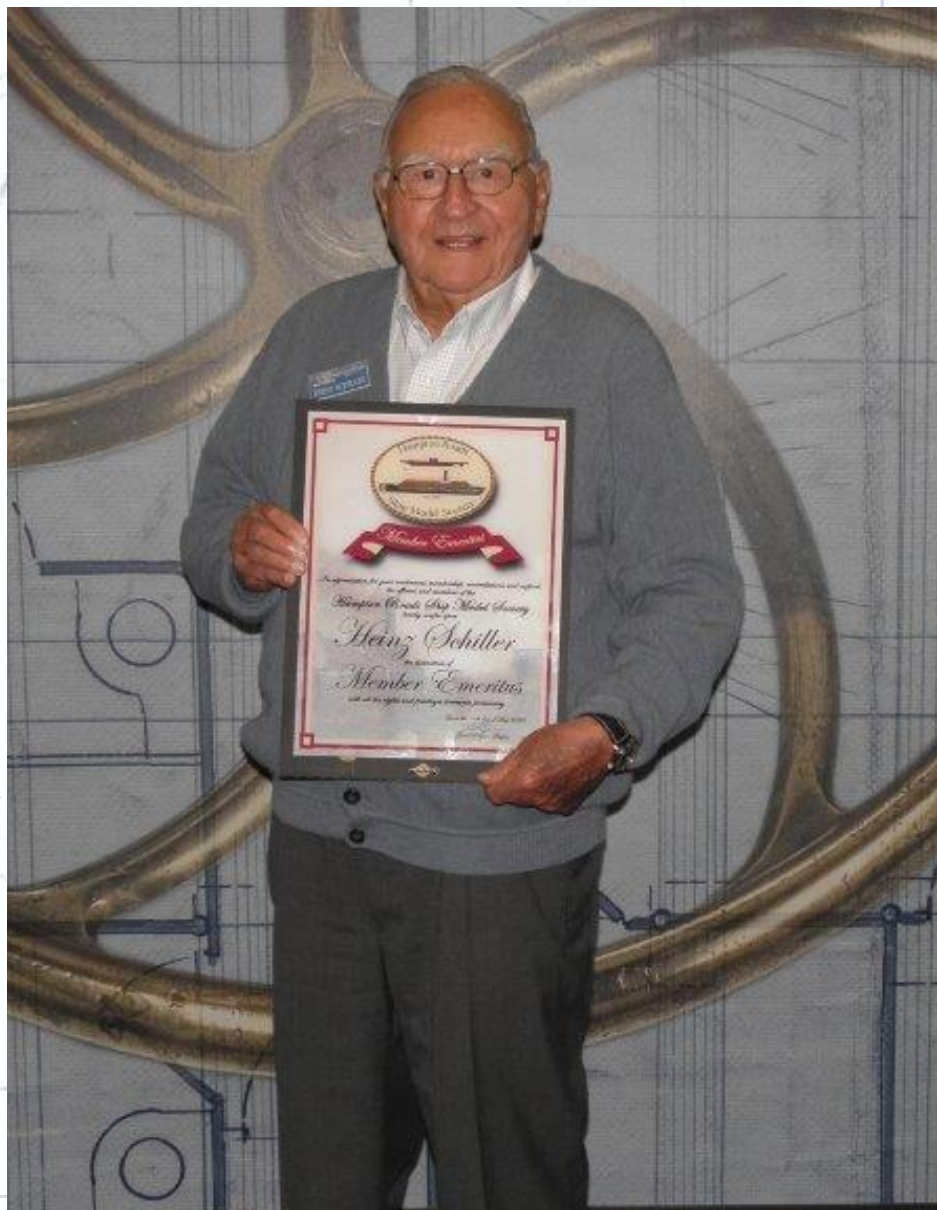
Ryland Craze gave the purser's report, showing a net decrease of about \$300 in our balance. He noted that only three members have not paid their dues, a record low number for this



of the website. It was agreed that the publications kept in the Model Booth would be added to the section.

Greg Harrington gave the webmasters report. He went into detail about how to use and update the section on Titles in the References section

Old business: members were reminded that the fittings bank is up and running in the model shop, and John Cheevers was tasked to be its supervisor. Inquiries should be addressed to him, and if items are available, he will set a REASONABLE price for them. Trade-ins are accepted.



5-11-24

Show and Tell:

Heinz continued by showing two small ship models he had made, and emphasized that at that scale one has to use only the very best wood. Both models were extremely well detailed for that scale.

Galen McCormick (12-year old guest) showed three models he has made (all plastic): the Titanic, a German submarine, and the Monitor. He next plans to build a fireboat. His work is exemplary; hope he continues and comes back often. (Sean was overjoyed not to be the youngest member anymore!)

John Cheevers showed progress on his lighthouse tender, which has its first coat of paint.

John Wyld showed new tools for working metals, some small gun tubs, and 3-D printed parts.

Dave Chelmow showed longboat models.

Charles Landrum showed some small long-handled clamps he got from Hobby Lobby.

Mike Pelland showed a hard-hat and photographs he made on a tour of the battleship New Jersey in drydock, as well as pics of the Olympia and other vessels.

Hank Ghittino showed a mini-model of the Viking



ship Osberg by Billings Boats.

Stewart Winn presented the current Micro-Mark catalog to Galen McCormick, and warned him not to let his mother see it (she was sitting beside him.)

Sean Maloon showed progress on the Winchelsea.



The planking is impressive, but everyone seemed more interested in the swivel mount borrowed from John Cheevers.





Show and Tell (cont):

John Proudly (on Zoom) showed progress on his Jeremiah O'Brien.

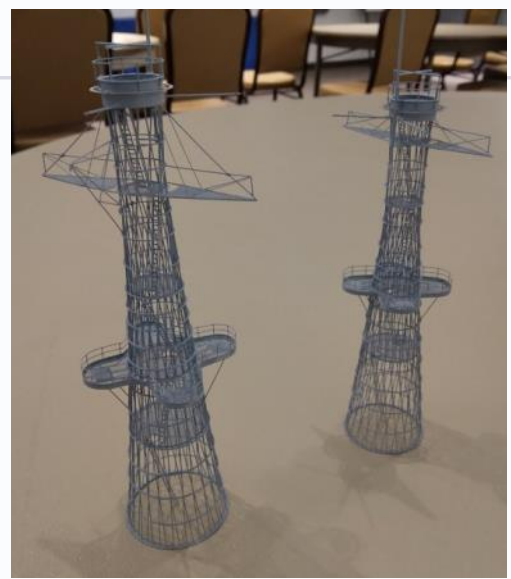
Kevin Kenny showed progress on his current model. (Zoom)

Gene Berger showed progress on his model of the Arizona, with emphasis on the cage masts. The intricacy of the detail in the masts would make a watch-maker envious.

Presentation

After a short break, the meeting continued with a presentation by Mike Pelland on the building of his model of a Chesapeake Bay Skipjack.

The meeting adjourned about 1:00 pm.—Stu



Not mentioned was the piece of counted cross stitch showing a ship in a bottle made by Warren's girlfriend Dawn. Now proudly hung in the Taco Stand



Mystery Photo Scene

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

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

Boys will be boys...

Jocularity has always been a mainstream endeavor. Humor in all its many guises is important to the human psyche. It is essential to life, to wellness, to mental health, to acceptance. And it's reported to boost attractiveness and improve leadership skills. But humor, good humor, follows the razor's edge between acceptable and unacceptable. And it has its place. Comedic timing and word choice are probably the best secrets of the great comedians, present and past.

Mark Twain said that "Humor is the great thing, the saving thing after all. The minute it crops up, all our hardnesses yield, all our irritations, and resentments flit away, and a sunny spirit takes their place." But it's time and place that sometimes can matter the most. Yes, there is a time and a place for everything. And, yes, sometimes things happen that aren't intend-



ed to be funny, but with a little work and imagination they can be hilarious.

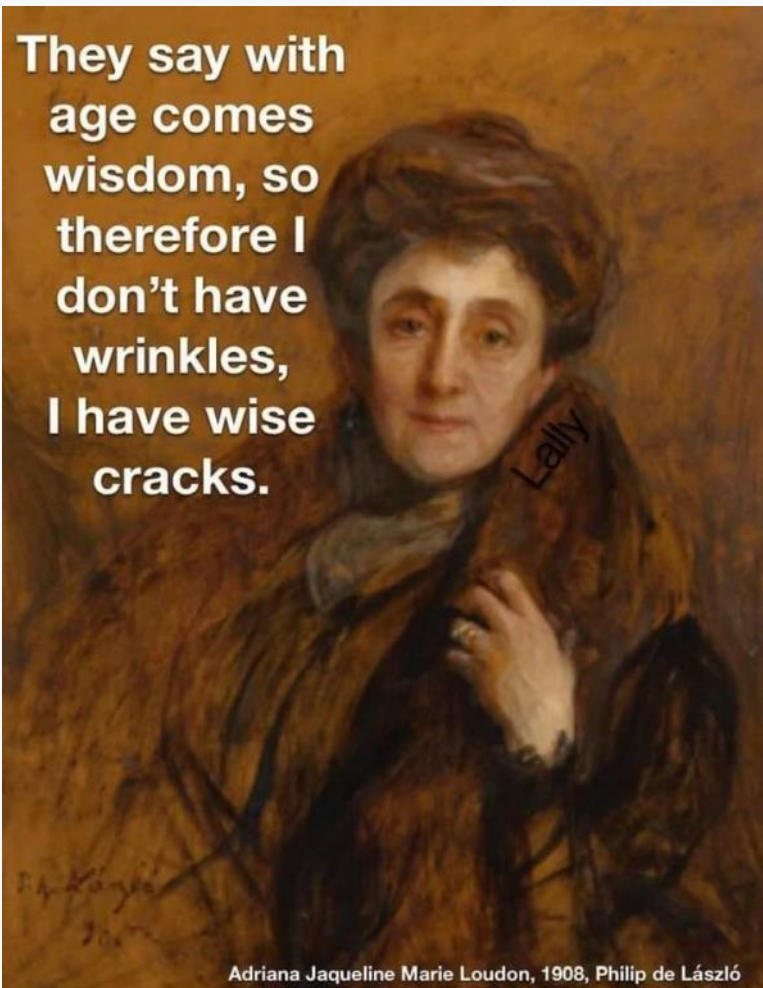
Now, how can we apply that idea to this month's Mystery Photo Scene? Let's see if we can answer that question right after we identify the vessel. I know you true blue die-hard U.S. Navy ship aficionados can easily identify the class or classes that this ship might be part of. After that it gets a bit harder to pick the right apple in the basket since there are so many to choose from—about 158. But we'll try anyway.

Those of you in the know can easily identify the class as either the Allen M. Sumner or the Gearing. But, as you now know, there are 158 to choose from. The big giveaway to narrowing the list of suspect classes is the twin 5-inch gun mount sited forward. After that the bridge arrangement and the twin stacks clearly lock in the design. But what about all the other modification that to me look like some FRAM alteration. FRAM, for Fleet Rehabilitation and Modernization, was a US Navy program that "extended the lives of World War II-era destroyers by shifting their mission from a surface attack role to that of a submarine hunter." You can read more about this at Wikipedia..

That accounts for the appearance of our Mystery vessel. But what about the big "D26" on the bow, what does that tell us? Let's make it simple and google image search for "destroyer D26." Among the returns we find a number of ships, like HMS Watchman, that does not match our Mystery, and others. But if you go down about eleven results you see a return from NavSource that is our Mystery Photograph. And that ship is identified as DD-887 Brinkley Bass.

So why does DD887 carry the big "D26" on its bow? She does so because at the time of the photograph she had been transferred to the Brazilian Navy and re-named CT Mariz e Barros (D 26).

They say with
age comes
wisdom, so
therefore I
don't have
wrinkles,
I have wise
cracks.



Adriana Jaqueline Marie Loudon, 1908, Philip de László

And what about all this jocularity that was mentioned at the beginning of this essay?

Let's begin by saying that the fellow who submitted the idea for this mystery was pleased that I added a "wrinkle" to the mystery by choosing an uncommon image with an identification number guaranteed to misdirect all but the best arm-chair naval historians out there. But it's the "wrinkle" that gets to the heart of the matter.

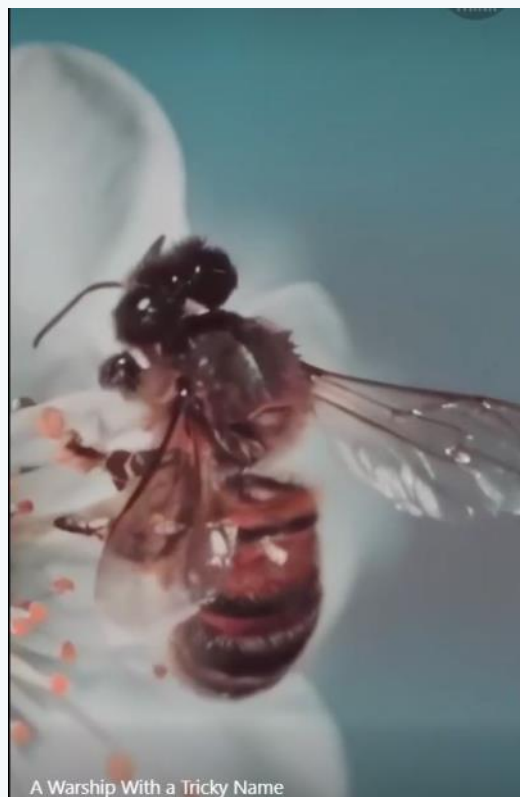
You know how you have to have an application for a vanity license plate tag go through a panel of sensors, who have no humor, in order to get one that is not offensive to the general public? And you know how the applicants can be extremely creative? Like I remember one from back in the 1980's that was clever and got past the sensors—6ULDV8. It was on a sports car and the driver was very easy on the eyes. Well the Navy inadvertently found they had a situation with the name of this ship.

As you know, and it's true today as well as back in WWII, that ships are crewed primarily by young men, usually 18 to 22. And probably as long as young men bond into teams and families they can be mischievous, and crude, and adolescent in their behavior.



And at times that behavior is expressed by humor that is very clever. Such is or was the case for the crew of the Brinkley Bass.

It seems that whenever they made port the Captain had to post security at the stern to keep the crew from modifying the name of his ship. You can image the Captain being the butt of this colleagues' jokes whenever they returned to their flotilla of destroyers only to find that some enterprising sailors had painted out the "Bs" in the name turning the Brinkley Bass into a "rinkley ass!" (And you though that Ensign Pulver putting the marbles in the Captain was funny.)



Now let's add a little more fuel to this fire.

The destroyer was named for a Chicago native who became a midshipman at the U.S. Naval Academy, who graduated in 1938 and began his naval career in cruisers and destroyers. In 1940 he began flight training at Pensacola, Florida. Completing his flight training in early 1941, he was assigned to a bombing squadron aboard the USS Lexington where he distinguished himself. After the loss of Lexington, he reported aboard the escort carrier Santee and served in operations off of Morocco.

In 1944 as commander of VF-74 he reported aboard USS Kasaan Bay to support the invasion of the southern beaches of France. He was "killed on 12 August 1944 as a result of enemy action." The destroyer named for him "was laid down on 20 December 1944 at Orange, Texas" and "commissioned 10 October 1945."

The DANFS record highlights the ship's naval career, but does not men-



tion the name altering mischief associated with the unauthorized, midnight(?) paint parties, but you can be sure the Navy knows about it as the ship's log has to reflect a few Captain's Masts to deal with the indiscretions.

Now here's one from me:

The Navy better be damned glad they only named the ship "Brinkley Bass" as this poor soul's Christian name is Harry.

Nough said....

Juvenile Modeler's Corner



display case for one month. After that month they need to retrieve their model. The idea that they can have their work on display 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.

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.

**OK Guys! I want
some feedback
and ideas on this**

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

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 Blue-jacket 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...

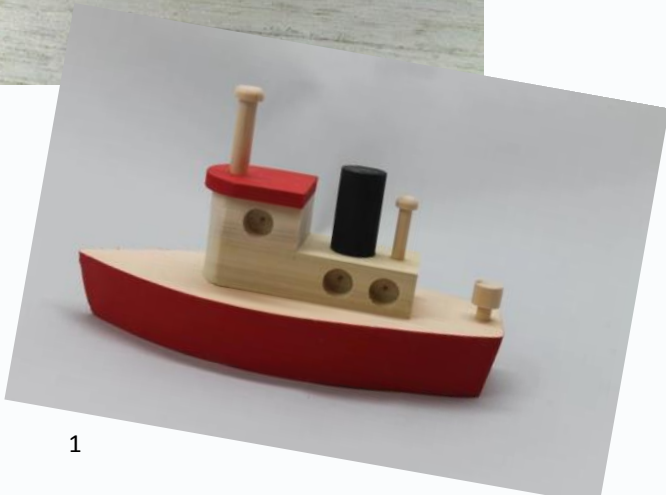
Plebe: Monitor. Skills-fitting and gluing parts, simple painting

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.



American Naval History

The Civil War

1864

April 1: The transport Maple Leaf is destroyed by a Confederate mine on the St. Johns River, Florida.



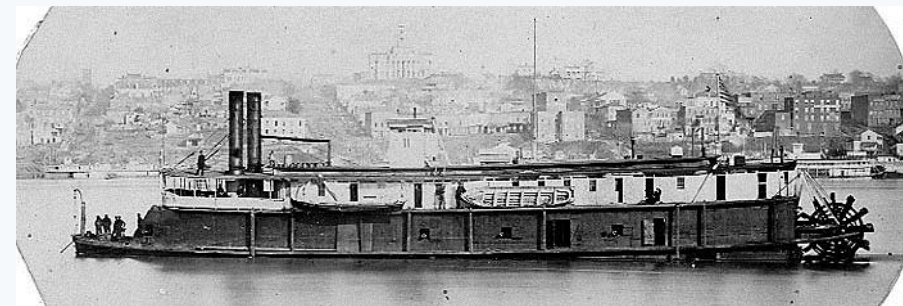
April 9: The steam frigate Minnesota is damaged by a spar torpedo in a night action by the Confederate David craft Squib.

April 10: Withdrawal from the Red River.

April 12: Action at Blair's Landing.

April 15: The ironclad Eastport is crippled by a mine in the Red River near Grand Ecore, Louisiana. Her crew keeps her going for some days, but on April 26 Admiral Porter orders her destroyed.

April 16: The transport General Hunter is destroyed by a mine near Mandarin Point in the St. John's River, Florida.



April 17: A Confederate attack on Plymouth, N. C. is repulsed with their help of fire support from the gunboats Miami and Southfield. The steamer Bombshell is sunk.

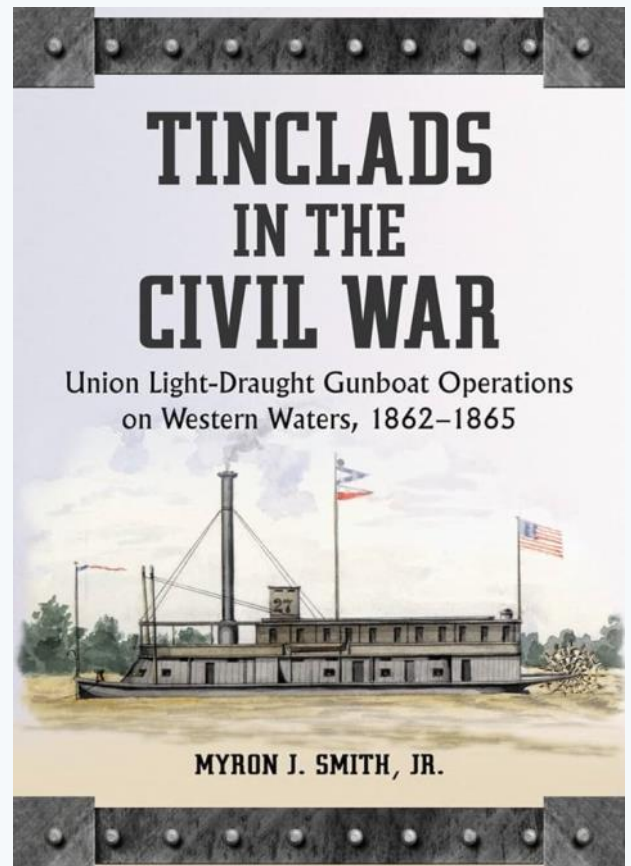
April 19: The new Confederate ironclad ram Albemarle attacks the wooden gunboats Miami and Southfield off Plymouth, N. C. The Albemarle rams and sinks the Southfield and drives away the Miami, the tinclad Whiteclad and the steamer Ceres.

April 20: Supported by the Albemarle, Confederate land forces recapture Plymouth, N. C.

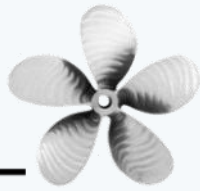
April 21: The tinclad gunboat Petrel is disabled and captured by Confederate land forces near Yazoo City on the Yazoo River, Mississippi.

April 26-27: On the Red River, Admiral Porter's vessels reach Alexandria, La., after engagements with Confederate land forces, during which the small steamer Champion No. 3 is disabled, Champion No. 5 is destroyed and several other ships are damaged.

End of Part 2 —Bob



What's Happening at The Museum



June 2024

It seems that evenly dividing the calendar with four seasons is last generation's myth. Here we are with summer just a couple of weeks away, and we've already had days above 90 degrees! And another no-snow winter! Well, we should at least have some spring and early summer opportunities to enjoy the awakening of all the flora on the Noland trail. We now have a team and a division of responsibility focused on the trail's health and beauty. So, perhaps you saw the Daily Press article that informed us that the Lion's Bridge will be closed until sometime in August for some required work on bulkheading etc. If you're a trail walker, don't despair! Where the Trail crosses the Bridge, the way will be open. Cars will have to

detour but walkers won't even have to slow down!

And if you are among the elite who receive the Museum's publication, *Ahoy!*, then you will have seen the latest spring/summer edition. It contains some great articles on all of the goings-on that the staff are engaged in, from handling the Park's natural assets to education issues, custom production of galleries and displays, the huge impact our video programs have had internationally, and more! And, on pages 3 and 4, an in-depth look at August and Winnifred Crabtree and the miniature vessels that have become "the Gem of the Mariners' Museum".

Now, if you've made your way to the back cover you'll find an announcement of the Bronze Door Society's annual "Sips and Trips" event on June 22! It sold out last year so time's a'wastin'. Get your tickets now!

And That's a Wrap!—Ron



Time for



June is the time of year when I transition from a lot of bourbon based drinks in favor of more gin based cocktails—usually your basic Gin and Tonic. There are many good gins out there and you should give them a try. I know that Tom always preferred Bombay Saffire, and Mary opts for Hendrick's. I like one called Kentucky Wild. If you want, you can visit Vanguard Distillery in Hampton and pick up Caiseal.

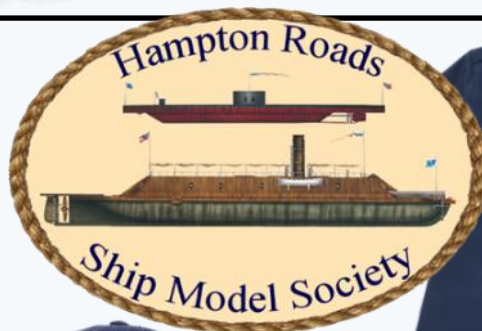
Gin & Tonic: it's a pretty basic recipe, 1 part Gin and 4 parts Tonic over ice and add a slice of lime.



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



Now, to go with that gin and tonic; since it's hot, we'll keep it light.

List of MUNCHIES with G&T

Here are some of the munchies that pair well with gin and tonic.

Smoked Salmon

A delicious combination with your classic Gin & Tonic



The fat in smoked salmon or gravlax provides a rich taste when combined with G&T



Berries

Gin and fruity berries work like a melody. Blueberries, blackberries, strawberries and a few cranberries for good measure are a real hit with your classic Gin & Tonic.



Pate

Paté is seasoned with juniper berries. Juniper-based gin works beautifully with it.



Chocolate

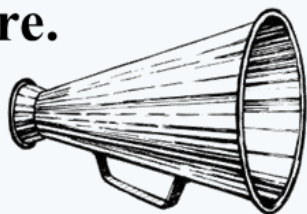
If you have a sweet tooth, but you are also craving a G&T - don't worry. Chocolates will always be a tasty accompaniment.

Cheese

You can never go wrong with some cheese. Gin and Tonics pair beautifully with cheese. Manchego or Stilton served with crackers is one of the best partners for gin.



D'ye hear, there.



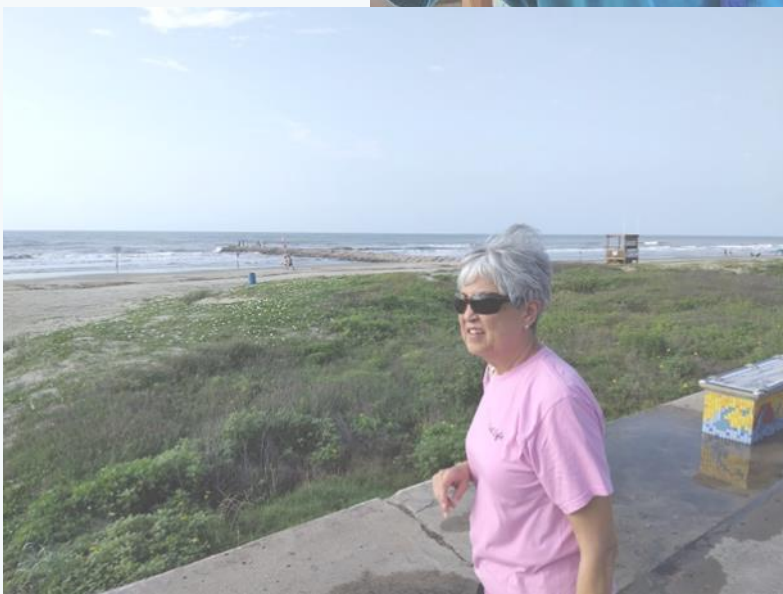
Cuban Juan reporting in:

You know that I always say that ship models are where you find them. Well, I need to expand that opportunity to say ships and nautical things are where you find them.

Ellen and I just returned from our latest cruise to adventure. This time we flew to Galveston, met up with a couple we met on a previous cruise, and we all sailed aboard the Carnival Jubilee to points south that we have visited before. The port of Galveston was the new part of the adventure.

It never ceases to amaze me how you can find nautical and seafaring artifacts in the strangest places.

Well maybe not the strangest of places, but after having lived in Tidewater, Virginia all these years, I have to say that the part of Texas we saw has more to offer than oil and cows. For instance the cab ride from the Huston airport to the port city featured a "Buc ee's." Not



really newsworthy but it interrupted a ride punctuated by mile after mile of Texas hardpan.

Next to our hotel, where we spent the night, we found a Rainforest River Adventure ride, part of the Rainforest Cafe. There we found some unique seafaring art like Flash the Marlin. This was on the Gulf side and I have to say the water

was ugly. The locals say that on any given day the water could be blue, brown, or green. It was not inviting on our day.

The next morning we bused over to the terminal and awaited our turn to board the ship. Once aboard we had a few hours to kill. So with a G&T in hand I took in the sights ashore. And, as luck would have it, while looking off the port side I spotted the old Battleship Texas finishing her refit. Also on that far shore was Seawolf Park and the Galveston Naval Museum. There you could tour the Destroyer Escort USS Stewart DE238, and the Submarine USS Cavalla SS244. We didn't tour as we didn't have time but here is a long range shot.

About 4PM we set sail on a two day passage to parts south, passing the time by sampling foreign bever-





Our excursion ashore featured a long walk to the beach just to dip our feet into the water to say we did, a stingray sighting, and a bit of shopping (haggling, sometimes) for just the right Tee-shirt or souvenir. Honduras, like Texas this time of the year, features a bit of heat and very high humidity.



ages along the way.

We awoke on the third morning at Mahogany Bay, Honduras only to find the skeletal wreck of the tanker M. Alexand and a barge in the bay just off our port quarter. They have been there for some time and look worse each time we see them.



The humidity was so great that my feet swelled up something awful.



The next stop was Costa Maya, Mexico where it was also hot and humid. Here I decided to trade my hot ball cap for something lightweight and airy—and Cuban Juan was born (keeping up with Gene). All I needed was a good Cuban cigar to pair with my bourbon and I was set to make deals no one could refuse. And a few more souvenirs found their way into the travel bag.

It was here where we decided to have a pina colada. Only they were served in a coconut tree that without the leaves looked very suspicious. It was wet and cooling and tasted great!



Returning to the ship we decided to turn the tables on the photographers and took their picture instead.



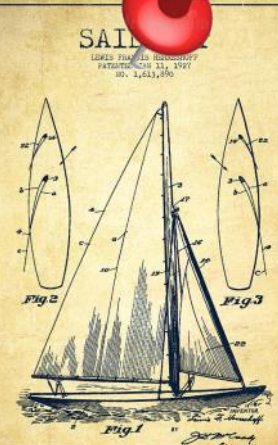
Our last stop was Cozumel Island, Mexico where we shared the tiny port facility with two other cruise ships (the only stop where we shared the port). It was jam packed like a mosh pit. We got our Tee shirt and got back aboard.

After a day's sail home we had one more night in Galveston where Darren was eaten by a shark. The shark art was interesting as it was made from plastic items recovered from the sea—come on PEOPLE! We also found a ship model of the local tall ship Elissa on display in our hotel lobby.

Finally it's only fair to say that someone did not get a Tee shirt, he got something a but closer to his heritage that did not stay on for the full 8 seconds. And I show you the rag-tag group of six—Ellen, Debbie, Brenda, Darren, Bobby, and me (behind the camera). Debbie and Bobby are from the Houston area and we met them on the ship. What a crew and cruise!—Ed



The Bulletin Board



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

Don't Miss it!

Model Ship

August 3, 2024 - 1



All ship modelers are invited to bring their finished - or in-progress - to the event. **There is no fee for participation.**

Colleagues from our sister clubs and the New Jersey seaboards are warmly invited.

All participants are permitted to display their model on the battleship. Because display space is limited, you need you to register by July 15.

www.philadelphiaShipModelSociety.org

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

Let's all meet again for another successful event!

THE MARINERS' Sips & TRIPS

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

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 Skip-jack

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



Skipper: Gene Berger (757) 850-4407
1st Mate: Greg Harrington (757) 218-5368
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 565-9537
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Columists: Ron Lewis
Bob Moritz
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