

Logbook



No. 457

WWW.HRSMS.ORG

July, 2024

From
The
Bridge



Meeting Notice

The meeting will take place
at 1000 hours
July 13, 2024



Captain's Log 7.13.24

Anything worth doing, is worth doing...diminutively. I suppose there's a reason they're called miniature ship models. My staple of builds have been more on the macro scale until my current build had taken me down a rabbit hole with Alice's potion firmly grasped in hand. The challenges presented in building microscopically really are no different than those of more generous scales. Actually, in many respects it's easier. It's all in



the focus of magnifiers strapped to your brow. I'm finding that bantam battleships have an attraction beyond their miniscule proportion. Large models require more visible details to boost the display that the eyes can feast on. That's a lot of extra work in fabrication. On the other hand, a smaller scale model demands more of the imagination and less effort in creating parts that cannot be seen.

Whether you build macro or micro, it depends on whether

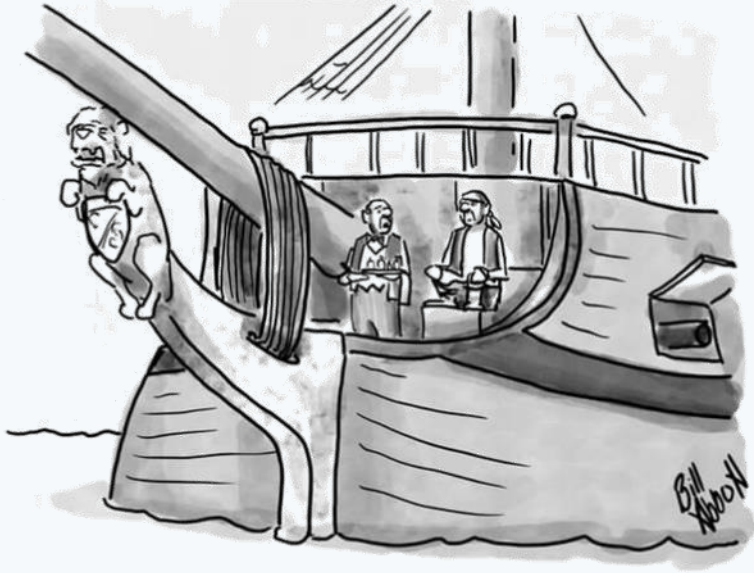
you want to use "your own eyes" or the mind to fill in the gaps not visible. On the glass table is your choice to "Drink Me" or take a bite out of the Upelkuchen cake; you will be rewarded with an adventure. Invest in smaller tweezers and bigger magnifiers...you'll be fine. Overdoing anything IS worth doing. Big or small, it's all the same. Now, where are my bifocals?—SD



The Jape



"May I interest you in cologne, sir?"



Ships' Head Attendent



"So then this little sailor dude whips out a can of spinach, this crazy music starts playin', and . . . well, just look at this place."

Scuttlebutt



Nautical term for July

Wooden boat: A hole in the water surrounded by planks into which a sailor pours money.

—Tim.



Minutes



(MM publication) . He also pointed out that Winifred Crabtree (August's wife) was not an artist, although she did participate in the painting of the models.

Everyone was reminded of the picnic on September 14th at the usual place.

Following Show and Tell and the Presentation, the meeting adjourned about noon.—Stu

Meeting minutes, 6-7-24

The meeting was called to order by the Skipper at 10:10 am and Caelen McCormick was recognized for his 2nd visit.

The Skipper announced that there was very little business to be discussed, and that the meeting might be a little shorter than usual. The business meeting then dragged on for the usual hour.

There were no corrections to the minutes.



Ryland Craze gave the treasurer's report via Zoom. Our treasury increased by about \$600 for the month.

The meeting then started over because someone forgot to start the recording.



Greg Harrington announced that he had added all of the books in the Ship Modeler's booth to the online library, and encouraged others to add their personal libraries as well. He showed pictures of Butch Watkin's models that were added to the website; it was reported that Butch appears to be recovering well from last month's auto accident, though his wife may be recovering more slowly. Our wishes for a complete and rapid recovery are with them both.

The members were reminded of the ModelCon show in Philadelphia the first weekend of August, and were encouraged to sign up early because the display space will be more limited this year. (Assuming the New Jersey gets out of drydock in time!)

Ron Lewis said that there is an interesting article on the Crabtree exhibit in the current issue of *AHOY*

Show and Tell:

Young Caelen McCormick gave a thoroughly professional presentation of several of his models. (We understand that CBS is looking for a replacement for *Young Sheldon* next fall, Caelen!)

John Cheevers showed progress on his revenue cutter, and gave a little background on their use against rum-runners during prohibition.



Mike Pelland brought in several nautical-themed historical novels and offered them to the members. He also showed a miniature model of a cruise ship.



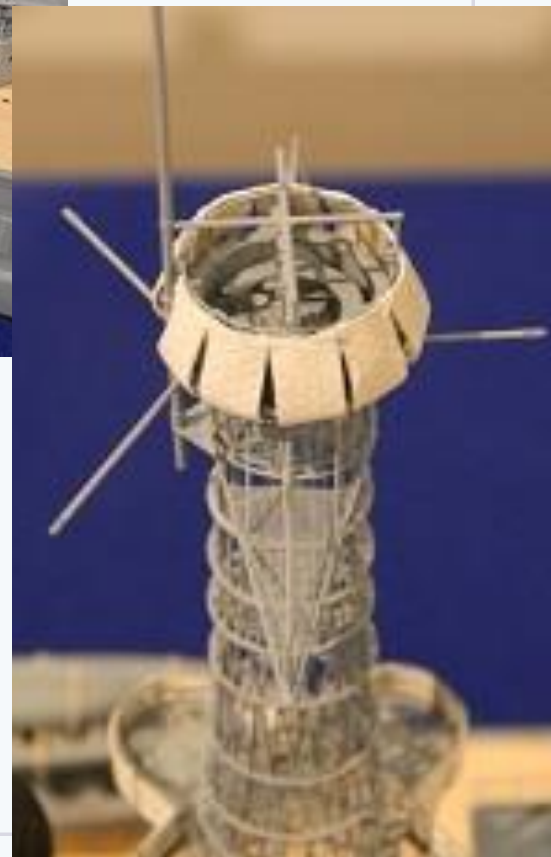
Show and Tell:

Ron Lewis showed a small cordless drill similar to a Dremel, with a built-in light for the work piece at a bargain price of only \$35.

Tim Wood showed a miniature wood plane for building some very small stuff.

Stewart Winn showed a working(?) model of a walking-beam engine that is intended to be kept in the Model Maker's booth for demonstration to young would-be mechanical engineers. It may be used as a hands-on model for visitors.

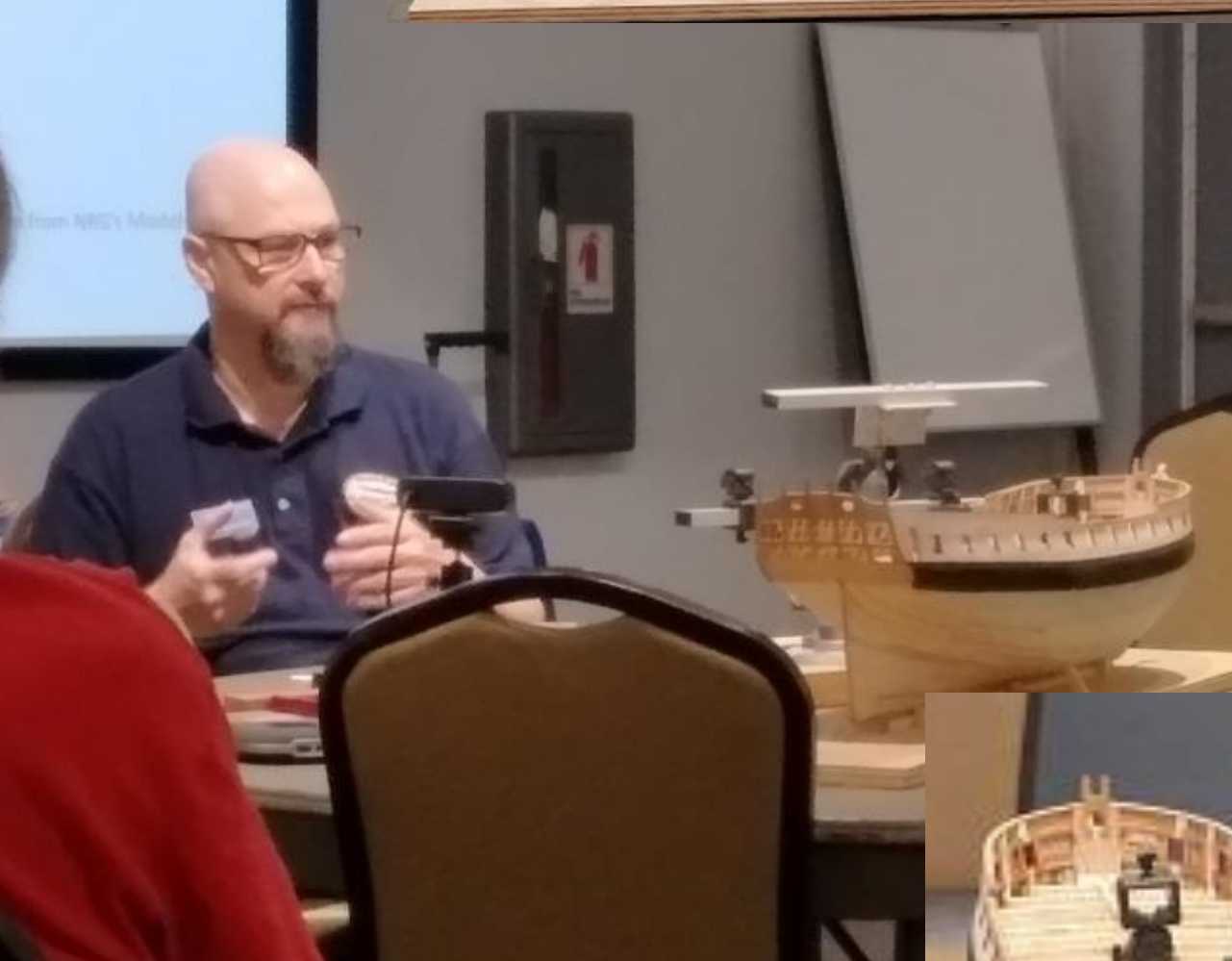
Gene Berger showed progress on his *Arizona* highlighting the details of the masts. Incredible, as usual.



Presentation

Sean Maloon gave a presentation on planking his model of the *Winchelsea*.

He showed his technique for edge bending and face bending wood using



a travel iron, several jigs, a finger of water, and sanding devises. Also he showed how he uses multi-positioning vises to place the area to be planked at the most accessible position. You can see his tools and jigs in the photo at bottom left.



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, 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 month's Mystery Photo Scene looks at Battleship armor—I thought we'd take a shot at it. The image below was culled from a newsfeed on Facebook (FB) and proved to be intriguing and worthy of further investigation. What I find interesting about this photograph is that it shows armor plates in the factory, and that offers us a chance to study them in a different way.

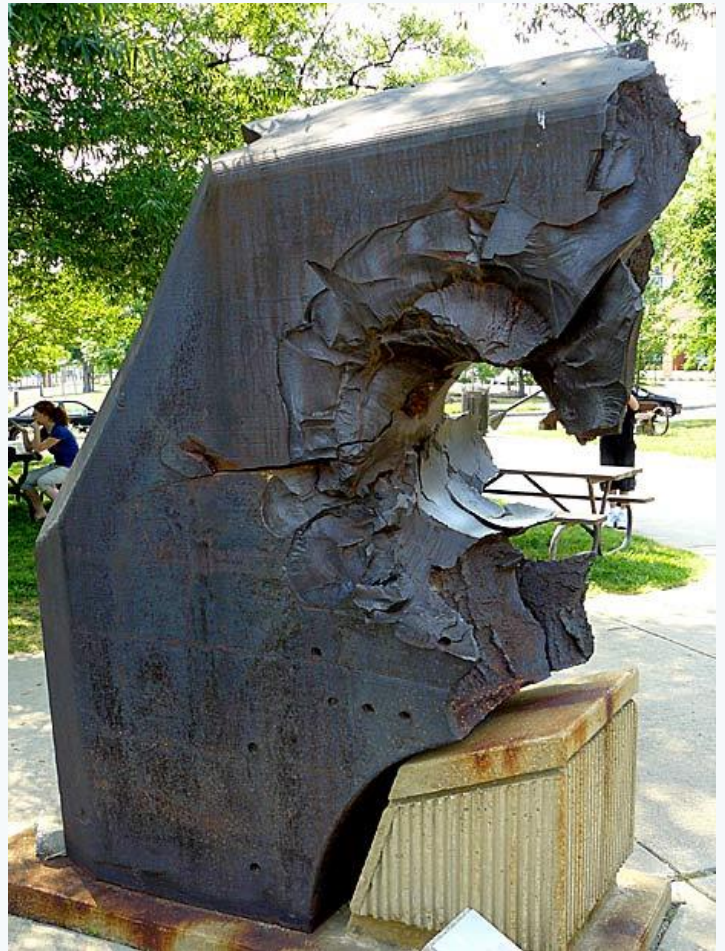
Armchair sailors are fond of throwing numbers around about armor plate thicknesses, protection zones, plate thickness being equal to the caliber of the large gun, etc., but do we know any more than that? Some of us do and can't say much more than that without getting into trouble. You have to remember that if you write a technical book on a military subject, a government body will review it for content—and they love to redact. However, there are some books out there that discuss armor plate in such simplified layman's terms that even a caveman would understand. And that suits this column's requirements to a "T".

One such book is Robert Sumrall's Iowa Class Battleships; go to page 124 and start reading. In his book we learn that \ three types of armor plating went into warships: Class A, Class B, and STS, and it can be either rolled plate, forged plate, or casted.

According to the US Navy, Class A is "an armor with a hard, non-ductile face and a ductile back. The purpose of the hard face is to break up the attacking projectile, while the soft and tougher back is designed to prevent the plate from shattering. The hard face is produced by case carburizing or decremental hardening."

Class B is "an armor which is substantially uniform in composition and physical properties throughout the cross-section of the plate. Class B is often referred to as homogeneous armor and it relies on its strength and ductility to resist impact by spreading the force over a wider area.

STS is Class B armor that is used in ship structures.



Cast armor is cast directly into its final shape. It is usually homogeneous, but can also be face hardened. Casting is useful in fabricating small armored housings (think of the cast body and turret of the M4 Sherman.)



Now that you have a primer on armor plate types, let's see how this information can be applied to the Mystery Photo Scene.

Since the US Navy had not procured a battleship since the early 1940s, it would be safe to say that the image shows armor plate parts being fabricated around that time—maybe as far back as 1937? If you have an eye for geometry, you could probably safely bet that the shapes that you find in the image belong to a 16 inch gun turret housing intended for one of the last three classes built. Obviously we can't tell how thick the plates are, but we can guess pretty well.

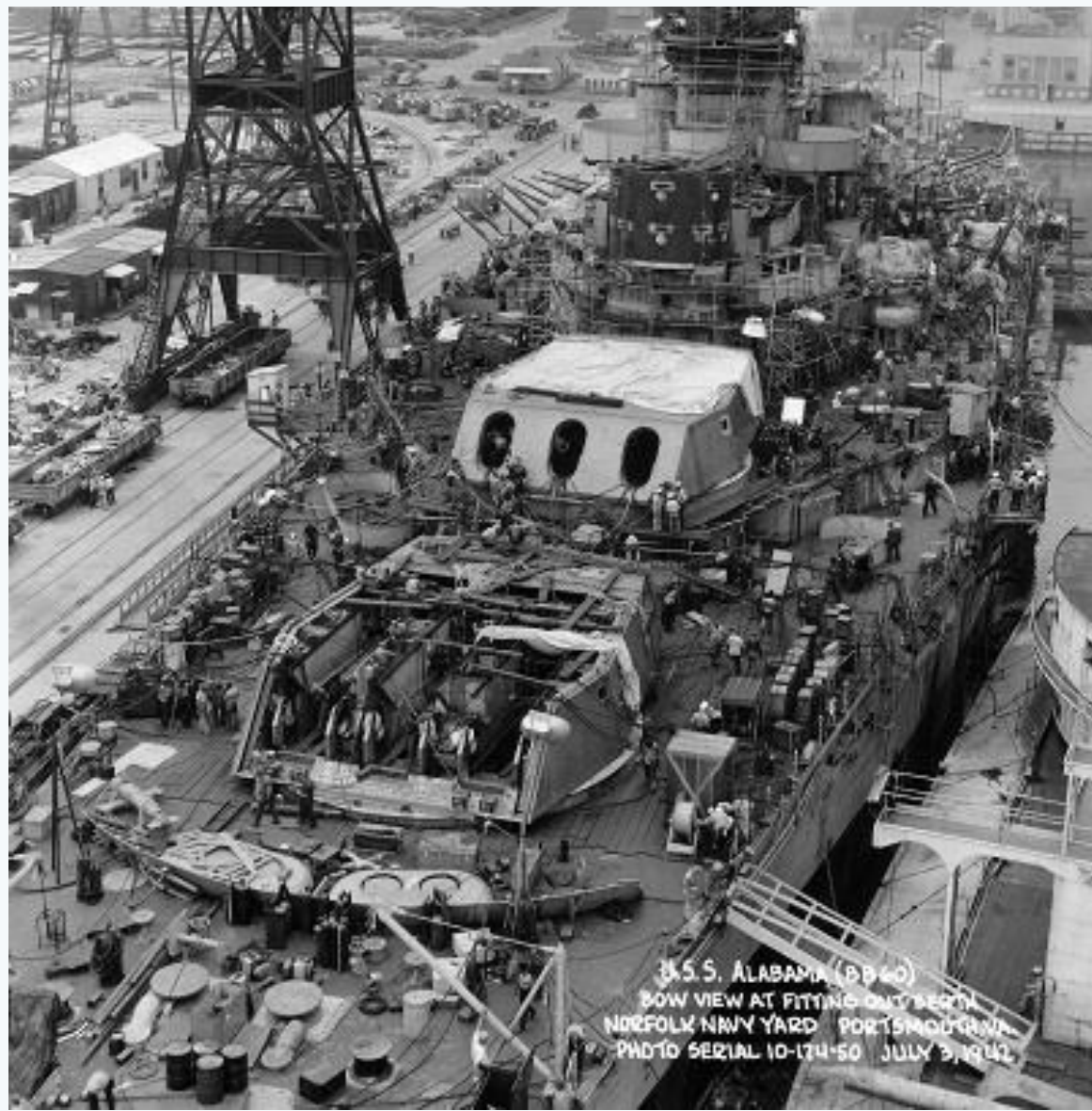
Referring back to Sumrall's book, we see the political and manufacturing climate that surrounded the production of armor plate after the implementation of the Washington Treaty of 1922. Summarizing: Following the cancellation of the then ongoing battleship and battlecruiser programs, the only armor produced was for treaty cruisers and the skill to produce very heavy armor plate somewhat atrophied. Some sixteen years would elapse before armor plate in quantity and very heavy thickness was ordered again.

In terms of tonnage, in 1939, while the United States had the capacity to produce 75,000,000 tons of steel annually, but the ability to produce armor had shrunk to a mere 19,000 tons per year.

Again, from Sumrall: "The magnitude of the many problems involved in the production of heavy armor is not generally understood. Designed, manufactured and delivered to a specific vessel, the production of heavy armor plate, from design to finish machining, could take as long as nine months for Class A (face hardened) armor. A plate of Class B (homogeneous) armor of equivalent size, which required less heat treatment, could be produced in about seven months."

"These heavy armor plates were formed by either forging or rolling." Plates 4 inch thick and less were usually rolled while those over 4 inch in thickness were forged. That was largely driven by American steel-producing equipment and engrained work methods and experience.

Our image was found at a FB site called [NavalHistoria](#). The uncropped picture shows a series of heavy armor plates being worked at a steel mill. They have already been laid-out and cut to shape and now the workmen are adding the beveled edges and design openings. The three large openings seen in the featured plate are for the large-caliber rifles and we see how they are formed. The careful observer can see how these openings match those shown in the photo below. The FB caption that accompanied our image reads: "Armor plate construction for a battleship turret at Bethlehem Steel, PA. 1941." At a second FB site the photo was attributed to LIFE magazine. Could those plates be destined for turret 1 on Alabama?



Following the leads, I searched the LIFE Magazine Archive in Google and found the article this photograph appears in; it's in the August 25, 1941 issue. It begins on page 19—page 22 is shown at right. The caption from the magazine article reads: "Face plate for battleship turret, on floor of Bethlehem plant, more than 16 inches of the world's toughest armor plate, can take full impact of 16-in shell at battle range. This is front side of plate, which in turret will stand on edge at right. Three big gun ports are cut at slant at top to permit full elevation of 16-in rifle battery for maximum effective range."

The magazine image (opposite) is cropped so that you do not see the left beveled edge nor the plate thickness that we see in the FB picture—the sensors got to that. If you compare the two images you could make a case that the LIFE caption is wrong or maybe intentionally misleading. Of course we can be fairly certain that the workers have not finished laying off the plates. And, certainly, they are not finished fabricating the gun openings. As you can see, first the rough opening is drilled out to shape and then ground to finished surface requirements. The photo below shows the drilling work in progress on an older turret, and finished openings are shown in the bottom image.



NUMBER	SYMBOL
	AU
165 WW 350 28	
PHOTOGRAPHER	
REC'D 1918	TAKER
DESCRIPTION:	
ORDNANCE.	
Three-gun armor plate turret for U.S.N. 230-ton gross. The apertures for the guns are drilled out; the corrugations show the intersecting of the drill holes. These are subsequently ground smooth. Bethlehem Steel Co.	



I'm willing to bet that many of you thought that these openings were burned through using an oxy/acetylene torch, but that is not the case. Some of it has to do with how you have to treat acetylene, and I'll leave it at that. So the drillers and the grinders have the delightful task of creating the openings.

Now, is there a chance we can identify which battleship, or class, that these plates go to? Perhaps. I think we can eliminate Washington and North Carolina as they were in service before the alleged date of this image. And I happen to think that the four Iowa's came too late for this image. That would leave the four South Dakota class battleships as likely con-



armor plates. The last image shows Alabama rushed into commission just one month later in August, 1942 still without some of that turret's armor plating.

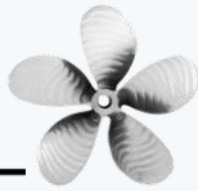
Whish ship are you putting your money on? We may never know which ship these plates were made for but now we understand better how they were fabricated. You can assured they eventually were ready and installed to do their job.—John



tenders to receive that the plate set. They were all launched between the June 1941 and February 1942.

The undated upper photo shows South Dakota in a covered outfitting graving dock. Her after turret is being assembled, while the middle photo shows Alabama outfitting at the pier with her aft turret missing some of its

What's Happening at The Museum



July 2024

July is sneaky! In our neck of the woods it sort of creeps up from behind and whacks us with 90-plus degree days when we're just getting used to spring! But there's no greater month for the red white and blue. And regardless of your position on displays of patriotism, it does offer an opportunity to decorate the outside of your home, boat, children and pets in bright colors and play with pyrotechnics to your heart's desire!

Now, for those who may have missed it, the Museum and the Bronze Door Society presented our annual "Sips and Trips" evening last month, offering over one hundred wines, a great and delicious assortment of finger-food and desserts from top-notch caterers and the shared knowledge of our talented staff of conservators and curators. If you were there and gained no new facts and histories, you were not paying attention! This was an extraordinary event in terms of the international scope and depth of the Museum's huge collection of artifacts and literature and a sort of preview of the Museum's current initiative to bring much more of our collection into the daylight as we simultaneously conserve and preserve those items. If you missed it then I

would suggest you get your ticket early next year! It sells out early.

But I digress.

What's Happening in July? John Quarstein, our local historian and Emeritus Director of the Monitor Center will present an in-person and virtual talk focusing on why Port Hudson was of strategic and critical importance to the Confederacy in 1863. John's talk "The Siege of Port Hudson" will be given on Friday the 12th at noon. Go to the Museum's website to register. There's no charge. By the way, have you walked The Noland Trail lately? It's well-maintained by a dedicated group comprising our exclusive and professional Park Department personnel and it's both a five-mile challenge and a five-mile nature study as well! Take your camera along for the flora and fauna and the beautiful views of Mariners' Lake!

That should keep you busy through the month. The schedule of other events and events and programs for the youngsters are all available on line or at admissions or at (757) 596 2222. And please take advantage of our numerous contacts through social media and, for the old school adherents, www.marinersmuseum.org. —Ron



Time for



July brings another gin inspired cocktail.

The Navy-Strength Negroni Sour

You can make sours with whiskey, you can make sours with pisco, and you can make sours with pretty much any spirit. So why not use an undiluted Negroni as the base spirit for your sour? A reviewer writes: "You can use other high-proof (called "Navy-strength") gins in this, but it works best with Plymouth Navy Strength." **

The classic juniper profile yields a cocktail that's bright and tart, but richly herbal, too—the gin and lemon combo can stand up to Campari's bold, bittersweet flavor. Frothed up with egg white, this drink is a smooth, elegant take on familiar flavors.

Navy-Strength Negroni Sour Recipe

Ingredients

- 2 ounces (60ml) Batched Navy-Strength Negroni
- 1 ounce (30ml) fresh juice from 1 lemon
- 1 large egg white
- 1/2 ounce (15ml) rich simple syrup (see notes)
- 1 drop orange flower water (optional)

Orange twist

Directions

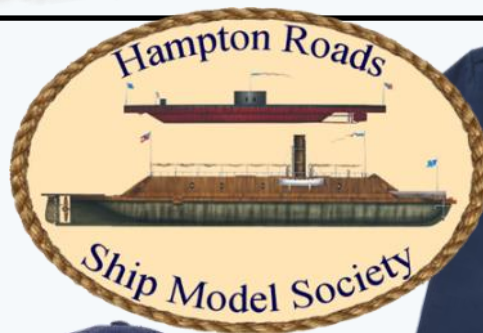
Add measured batched Negroni, lemon, egg white, simple syrup, and orange flower water (if using) to a cocktail shaker and fill with ice. Shake hard to emulsify and foam egg, about 40 times. Double-strain into a Martini glass or coupe. Twist orange zest over top to express oils and discard. Serve immediately.



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



Bourbon Glazed Salmon

PREP: 10 minutes

COOK: 11 minutes

TOTAL: 21 minutes

CALORIES 461 kcal

Equipment 12-inch cast iron skillet

Ingredients

4 salmon fillets (about 6 ounces each)

Kosher salt and ground black pepper, to taste

2 large cloves garlic, grated or minced (about 2 teaspoons total)

½ cup brown sugar

¼ cup plus 2 tablespoons bourbon

¼ cup low-sodium soy sauce

2 green onions, chopped

2 tablespoons butter

2 tablespoons vegetable oil

Instructions

Pat salmon dry with paper towels. Season with salt and pepper to taste. Set aside. Adjust the oven rack to the middle position. Preheat the broiler. In a small bowl, whisk together the garlic, brown sugar, bourbon, soy sauce, and green onions. Add the butter and oil to a large, oven-safe skillet (at least 12 inches) over medium-high heat. Once the butter melts, whisk in the bourbon mixture. Bring to a boil over medium-high heat and cook, whisking constantly, for about 1-2 minutes. Add the salmon, skin side down (if using salmon with skin); cook for 3 minutes. Baste the salmon with the sauce by spooning the sauce over the salmon periodically as it cooks.



Bourbon Glazed Salmon (cont.)

Transfer the skillet to the middle rack under the broiler. Broil salmon for 5-6 minutes, basting with the bourbon glaze about halfway through, until the salmon is caramelized on top and the fish flakes easily with a fork.

Notes

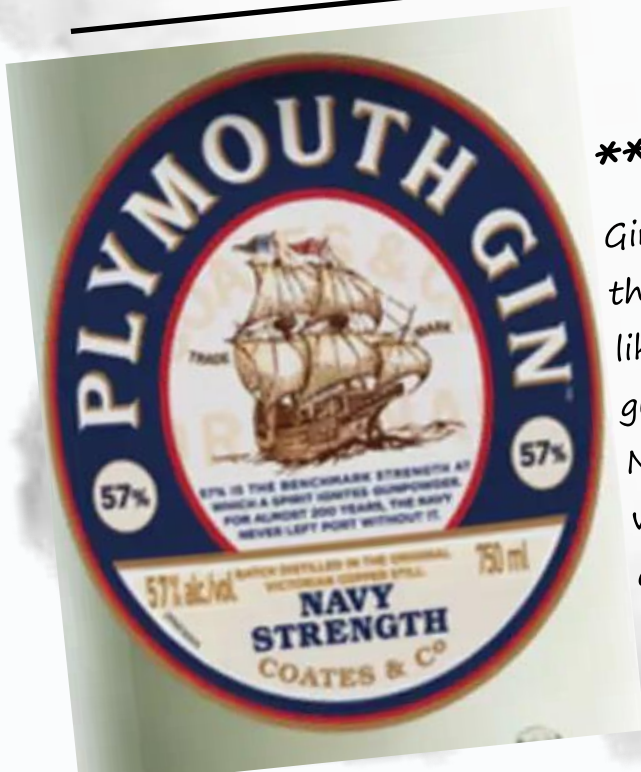
If you're starting with frozen salmon, let the salmon thaw in the refrigerator overnight before using in this recipe.

Pat the fish dry with paper towels before seasoning.

Use a cast iron skillet that's at least 12-inches in diameter. This allows for plenty of space in between salmon fillets, which helps the fish cook evenly and crisp on the edges (rather than steam).

If you don't have an oven-proof skillet, transfer the salmon and the glaze to a baking dish or other oven-safe pan before placing it under the broiler.

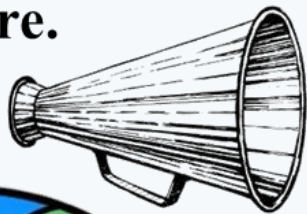
Broil the fish on the middle rack in the oven. If the salmon is on the top rack (closest to the broiler flame), the glaze will burn before the fish cooks through. The total cooking time will vary depending on the size, temperature, and thickness of your fish when it goes under the broiler. As a result, keep a close eye on the salmon and remove it as soon as the outside is crisp and the inside flakes easily with a fork. If using a meat thermometer, you're looking for an internal temperature of 145°F in the thickest part of the fish.



**NAVY STRENGTH | 57% VOL

Gin had to be Navy Strength as it was stored next to the gunpowder below deck. A lower alcohol percentage like the today's original with 41,2% would damage the gunpowder if it was to leak on the gunpowder. The Navy Strength with 57% is a flammable liquid and would therefore not damage the gunpowder. These days, no self-respecting bartender would omit it from their arsenal either.

D'ye hear, there.



Ship Modelmaker Booth at the Mariner's Museum, it is affectionately called the Taco Stand by many. It is a point of pride for the HRSMS. And those who are able and willing to volunteer a few hours in support of guest enrichment at the Museum not only get to work on their own ship models in a nice, well equipped shop, but they get the added benefit of gaining provenance for their—albeit unofficially—in a world renowned museum. Model projects there cover the whole nautical spectrum from rice to beans, with a little salsa verde, and maybe a mole, thrown in for color. Our role there is to demonstrate ship model making, making it an interactive experience for Museum guests. And there's nothing like visitor questions and input to keep a modeler on their game. It's a win/win for all involved.

This month, this column will update you on some proceedings in the Taco Stand. They are presented in the form of a photo collage—with captions! Here are some of the current and stalled projects lining the shelves. The captions might be dubious and may be a little tongue in cheek but that's how the burrito bounces.—Ed

You know that I always say that ship models are where you find them. And if you search around the world, you'll find that an excellent place to find them is the Taco Stand. While it is formally known as the

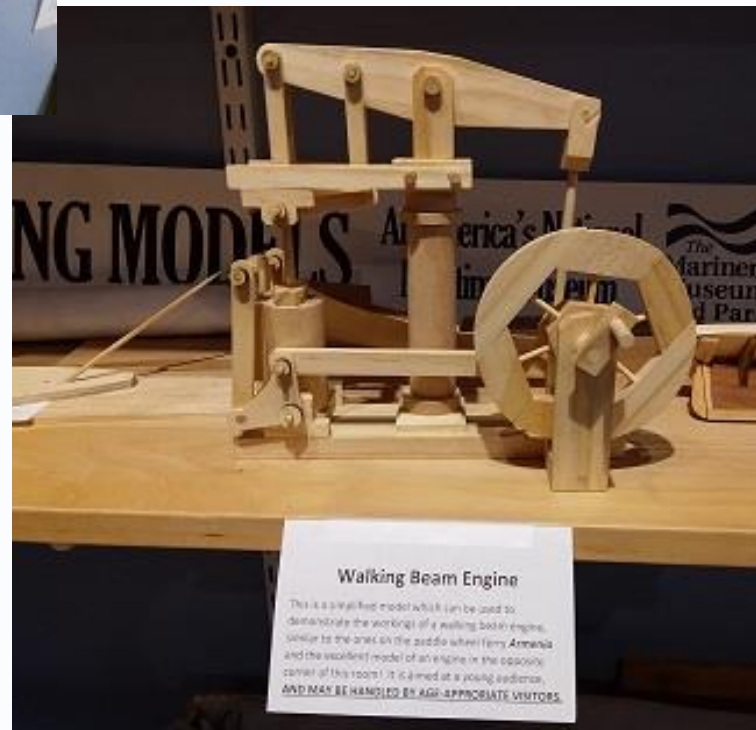


We begin, appropriately, at the beginning.



Very new to the Taco Stand is the project of a walking beam engine that is intended to get us into the guts of a vessel. The placard allows age appropriate visitors to handle the model—turn the crank and see how the mechanism works. It promises hours of fun.

The first project, above, is an intricate paper model of a monitor. A very nice build although the masts appear a bit wonky. It's understood that the paper masts are not stiff enough to remain properly vertical or to support the rigging. The search for a solution is ongoing...



Below, we see the bleached carcass of a Chesapeake Bay skipjack. Although properly being built upside down, construction of the forlorn vessel is stalled on the building way. Additional progress is eagerly awaited. At one time the vessel's intended name was known, but that information has faded into a distant memory.



On an intermediate shelf we find the as yet unnamed Revenue Cutter. Since this spring it has received it's hull paint (red and gray) and mounting pedestals. There is also some work happening inside the pilot house. Other than that, this model is limping along slowly, reflecting her actual speed in service.



The clipper ship model below seems, at first glance, to be hard on the rocks or maybe trapped in an ice flow. The crew has stripped her of useful gear and she appears abandoned. An attached sheet of paper that you cannot see seems to be a log of sorts; its unclear what the dates mean. At this point, its not known whether Lloyds of London is involved.



Above, you can find the cobbled together remnants of the Rocket steam locomotive. It is also relatively new to the Taco Stand. Like the walking beam, it too, has a crank and gearbox to initiate animation. However, a lot of the model seems to be missing. We will watch for signs of progress, like the Starliner, it may never get off the rail.



And to the left we see a beautifully executed Muscongus Bay lobster smack in for repairs. The repairs need to start soon as each time I look at the model the work list gets longer. Fingers, fingers, fingers!



Shaping up nicely is the Great Lakes whaleback freighter, appropriately named Charles W. Wetmore. Scratch built from the finest material, she is in the final stages of outfitting—you know, where you make something, break something. What more could you ask for from a ship that will always be wet more?



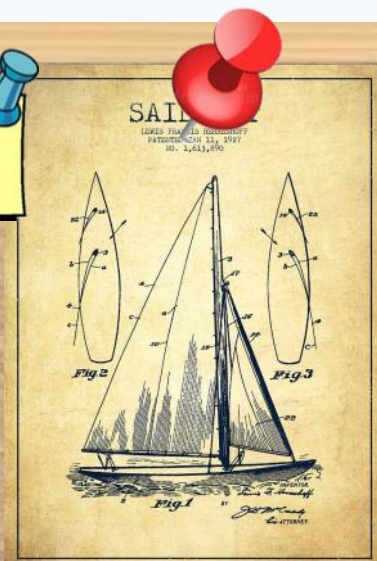
Finally, from all the good subjects languishing on the shelves waiting their turn in dry dock, we see the Lighthouse tender Beech also in the final stages of outfitting. But it just seems that the punch list is getting longer, rather than shorter.

There are more projects languishing on the shelves waiting their turn to provide an update—some might be older than their current caretaker. Since this log is full we'll save them for another time.

Remember this: Those Taco's aren't going to eat themselves, so "git-er-done!"—Ed



The Bulletin Board



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

**Don't
Miss it!**

Onboard the Battleship New Jersey

ModelCon6

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 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
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 591-8955
Columists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
Photographer: Ron Lewis (757) 874-8219



Visit us at our webpage:

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