

Logbook



Chesapeake

No. 458

WWW.HRSMS.ORG

August, 2024

From
The
Bridge



Meeting Notice

The meeting will take place
at 1000 hours

August 10, 2024



Captain's Log 8.10.24

Ah, the age-old mystery! When you drop something on the floor, it often takes a little journey through the great abyss. This is a whimsical place where objects go to mingle with dust bunnies and enjoy a brief but exciting adventure before you retrieve them...yes, the rabbit hole?

Some say that dropped items travel to an alternate dimension where they are celebrated as heroes among lost socks and rogue paperclips. Others believe they're just hanging out in the same spot, waiting for you to rediscover them, enjoying the view of your frantic search. It's as if the universe has a mischievous sense of humor, conspiring to ensure that every dropped object finds the most inaccessible spot possible. When you drop something, it's the universe's way of challenging you to a game of hide-and-seek. The more inconvenient the spot, the more points you score in this galactic game of "How Much Can You Bend Over or Crawl Under Work Benches?"

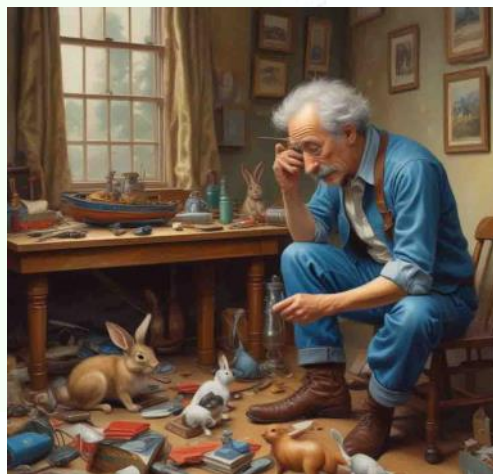
In any case, next time you drop something, just remember, it's not really lost; it's just on a mini vacation, having a good time at the floor's lounge until you come to bring it back! According to the Carpet Monster Theory, there's a little goblin who lives on every shop's floor. Could his name be Murphy? As the supreme ruler of chaos, he has a particular fondness for making sure that dropped items always



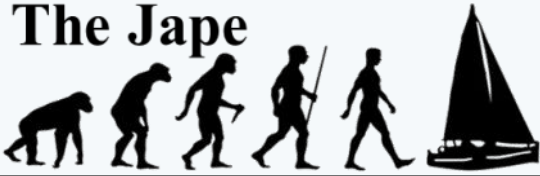
end up in the most inconvenient places. Murphy's Law of Lost Objects sole function is to find and stash away all dropped items in the most unreachable places. He and his friends are like tiny, mischievous treasure hunters, delighting in the challenge of making your retrieval mission as arduous as possible.

Another facet could be Murphy's Quantum Field Theory. According to this ideology, he maintains a quantum field that operates around dropped items. This field bends reality in such a way that items seem to disappear into alternate dimensions, only to reappear once you've given up and are about to sit down in defeat. Murphy's Law is more than just a saying, but a cosmic force behind disappearing dropped items. As founding member of a secret society where dropped items are given honorary membership, this club has strict rules: items must be hidden in the most convoluted spots to ensure their owners embark on a journey that involves moving heavy furniture, wiggling into tight spaces, and occasionally muttering under their breath. Who hasn't experienced this phenomenon?

In the end, whether it's Murphy, the Carpet Monster or the thing that lives under your bed, their laws certainly seem to apply to the anomaly of disappearing dropped items. The next time you're on a quest for a dropped item, just remember you're not just searching; you're participating in the universe's grand farce! Shrug it off, your parts await you...—SD



The Jape



The "Every Sailor a Deck Hand" campaign got off to a slow start.

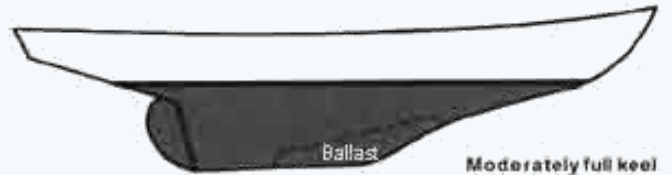
Scuttlebutt



Nautical term for August

Keel: Heavily weighted, finlike appendage on the bottom of a sailboat designed to keep it from tipping over until it is well out of sight of land.

—Tim.



Minutes



Meeting minutes, 7-13-24

The meeting was called to order at 1005 by the skipper. There were 18 members present and 8 on Zoom.

Bob Zinnen was introduced as a first-time visitor, and Caelan McCormick was recognized for his third visit and welcomed as our only (and probably first) Junior Member. Welcome, Caelan! The Skipper suggested that we waive the dues for Junior Members, and the members present unanimously approved the idea. It will be voted on again at the next meeting.

Gene Berger announced that Shapeways has filed for bankruptcy and is no longer taking orders. A long discussion followed, and it was noted that Model Monkey and other sources are still available for 3D printed parts.

There were no corrections to the prior meeting minutes.



Ryland Craze gave the Purser's report noting that the treasury had increased by \$24. He reported that we have 41 active members, 6 associate members, one honorary member, and now one junior member. One member has been dropped for non-payment of dues.



Greg Harrington reported that he has added several new clubs and model museums to the website, and asked members to contribute more if they wished. There was discussion of adding more books to our online library, and of possible locations for the books themselves.

OLD BUSINESS:

Members were reminded of the picnic on September 14th. There was discussion of the possibil-

ity of using a catering service rather than providing our own provisions. It was decided to defer further discussion of this proposal until next year.

Members were reminded of the ModelCon show on the battleship *New Jersey* in Philadelphia on Saturday, August 3rd.

Ron Lewis asked for volunteers for presentations at the November and December meetings.

NEW BUSINESS

There was a discussion about what to do with three books on British battleships donated on behalf of David Tagg. Putting them into the next auction was considered, as was adding them to our library, which brought up the question of the library's location again. The issue was tabled.

The meeting adjourned 1215.—Stu

SHOW AND TELL IN PERSON

Sean Maloon showed progress on his *Winchelsea*.

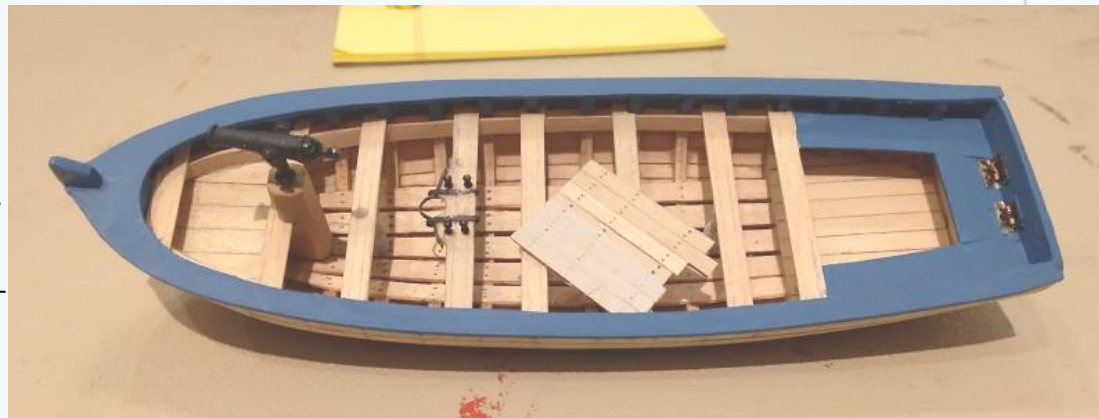


SHOW AND TELL IN PERSON
(cont.):

Caelan McCormick showed his newly-painted tug, the battleship Iowa, a large cardboard *Titanic*, and plans for a clipper ship.



Mike Pelland discussed a trip to the nautical attractions in Charleston, SC, including the carrier *Yorktown*. He showed progress on his modified model of the English longboat, and a cast-iron model of the *Hunley* -- guaranteed to submerge!



Gene Berger reviewed progress on his *Arizona*.

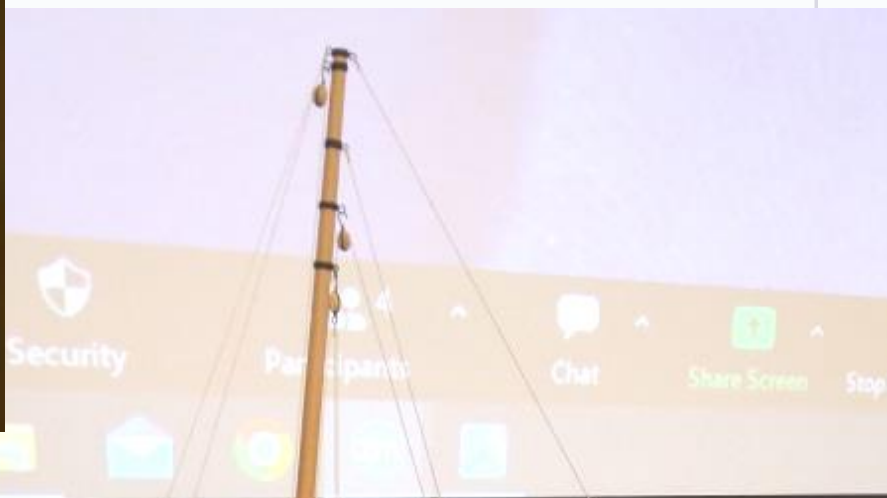
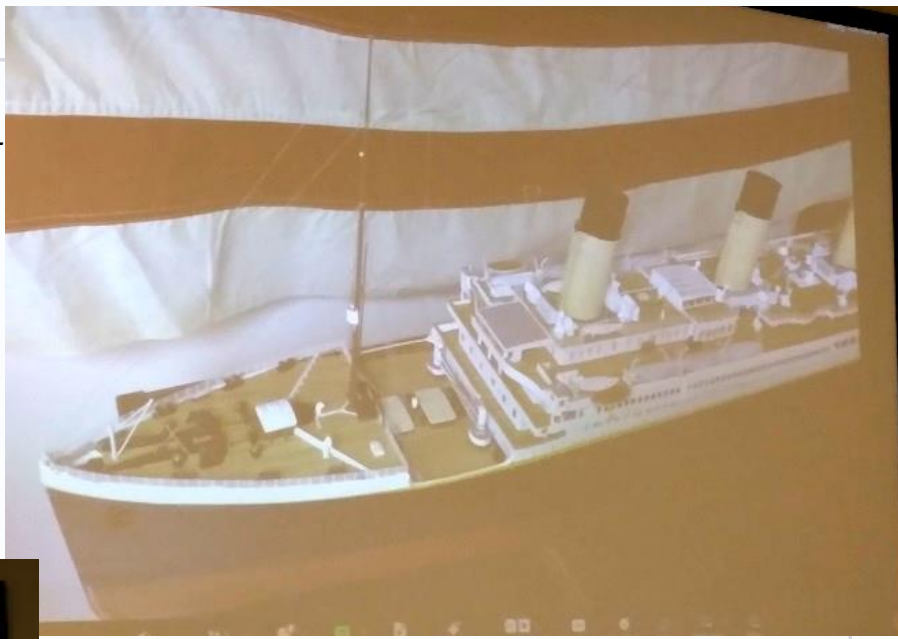


SHOW AND TELL ON ZOOM

Tom Ruggiero showed progress on his *Titanic* – definitely **not** cardboard.

Mort Stall discussed his progress on the *Diana*, adding details of the capstan and in the cabin.

John Proudley showed his *Jeremiah O'Brien*.



PRESENTATION

Dave Chelmow discussed his modeling of a Sharpie.

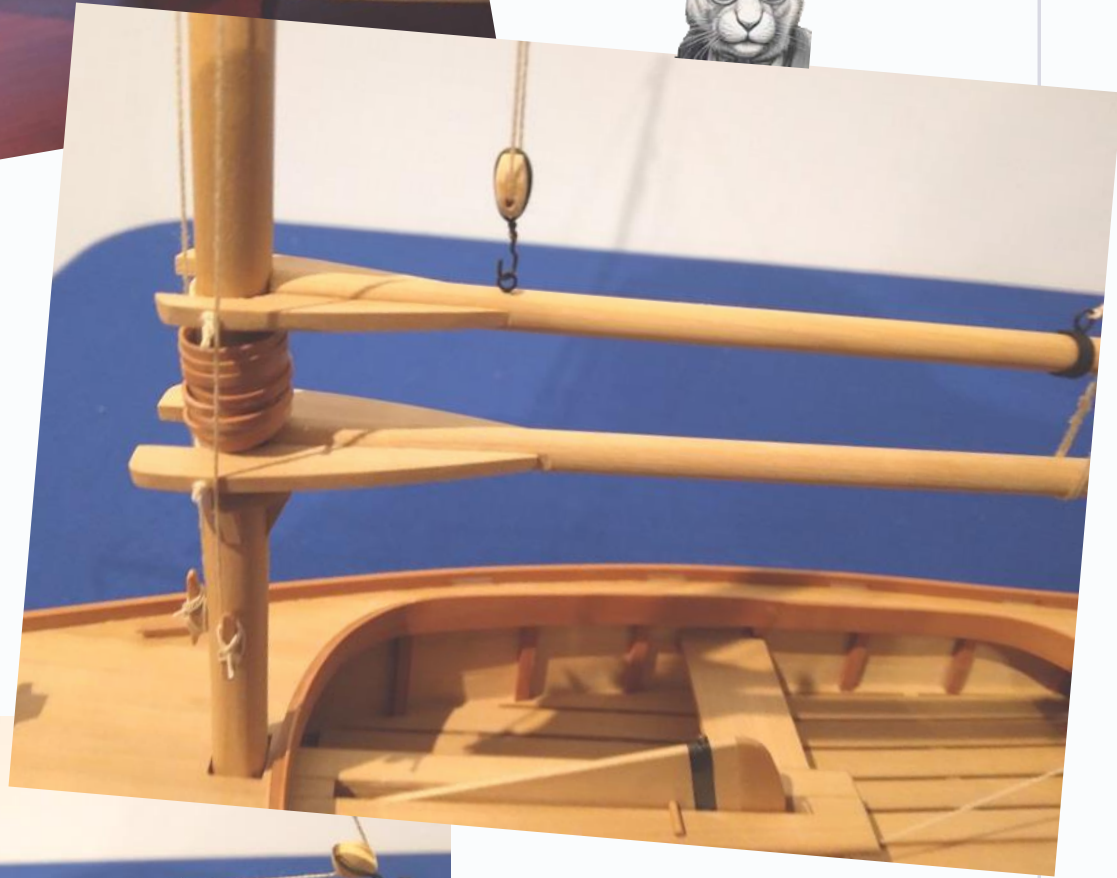
He gave a short (well timed, actually) account of his building a generic sharpie using plans and a monologue that you can get from the Nautical Research Guild. In this project, Dave talks about the use of jigs, and describes several clever ones devised to control the shape and build of the hull.

He discusses his choice of wood, in this case he used boxwood and swiss pear as he did not elect to paint the model. And he described his method for bending wood and rigging the model. The trick to the rig is to add a few lines that would not ordinarily be present if the boat was not sporting sails but that are necessary to allow the lines to appear taut.





More shots to Dave's excellent model.



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

With this month's Mystery Photo Scene we take another look at the shipbuilding side of life and ask why. I phrase it this way because the photograph at the right elicited a single response by someone who thinks the ship looks like an Essex-class carrier. I can see why he would think this as the ship lacks the very prominent modern day sponsons. He does get the location right by stating that is the New York Navy Yard, conveniently located in Brooklyn, New York. You really can't miss the Manhattan Bridge in the background. He goes on to list the four Essexes that were built there, and if he was correct you could see how it might be very difficult to decide which of the four ships this might be.

There are two big giveaways that this ship is not an Essex. The first is the very visible and prominent transom stern. If you remember, the Essexes had a canoe shaped stern to enable them to run at speed in reverse so that plane recovery could take place over the bow. This was a navy contract requirement in place at that time. When jets came on the scene, the landing speeds were too high to continue that evolution so a better stern shape was adopted. And the second thing is the three deck edge, hanger bay aircraft

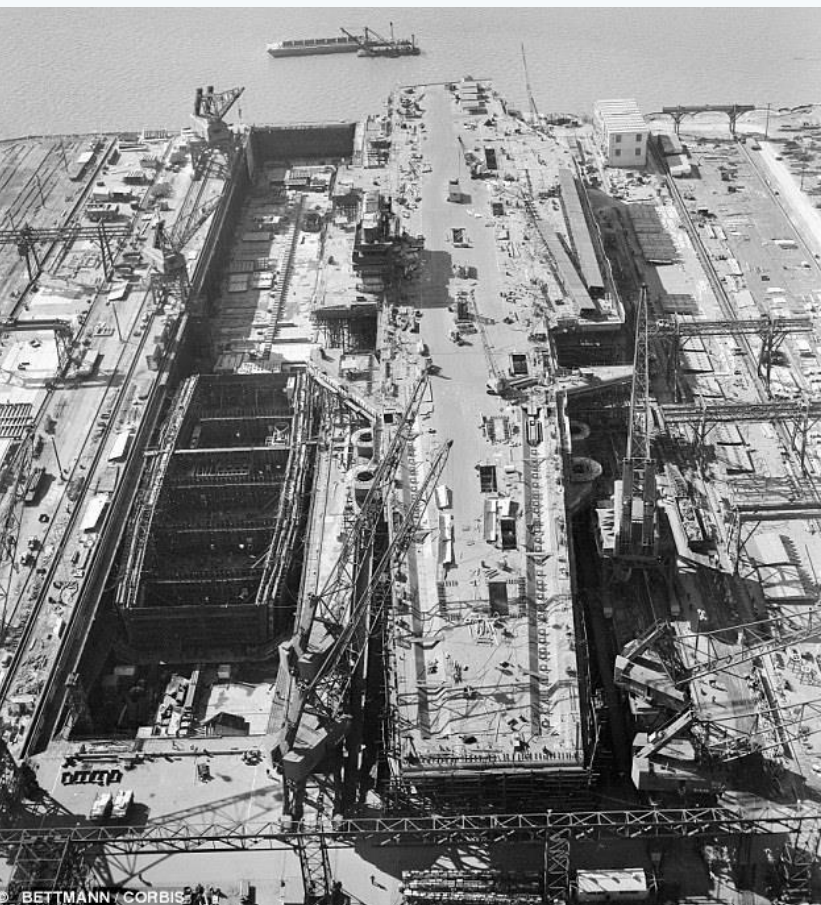


elevator openings in the hull. Their arrangement should lead you to the proper class of ship.

The carrier in the photograph, and it is an aircraft carrier, is one of three built in that yard after the end of World War II (WWII). Checking references it would be real easy to list them by name—we might do that later. What I want you to dwell on is the condition of the ship and its predicament in the photograph. With a little thought you should be able to determine why it looks as it does.

What we are seeing in the image is the starboard side of an aircraft carrier under construction. Although we can't conclusively prove it, I suspect that this image was made on the day they towed the ship out of its building dock. That may not be the same day as her christening, but traditionally it would be. In ship construction, the vessel usually takes to the water on her christening, and it's a big deal. What you see here is unusual for a launch day photograph as much of the starboard structure, the sponsons, the flight deck, and her island are missing. Why is that? I suspect this is a launch of convenience to continue construction elsewhere, and it predates her christening.

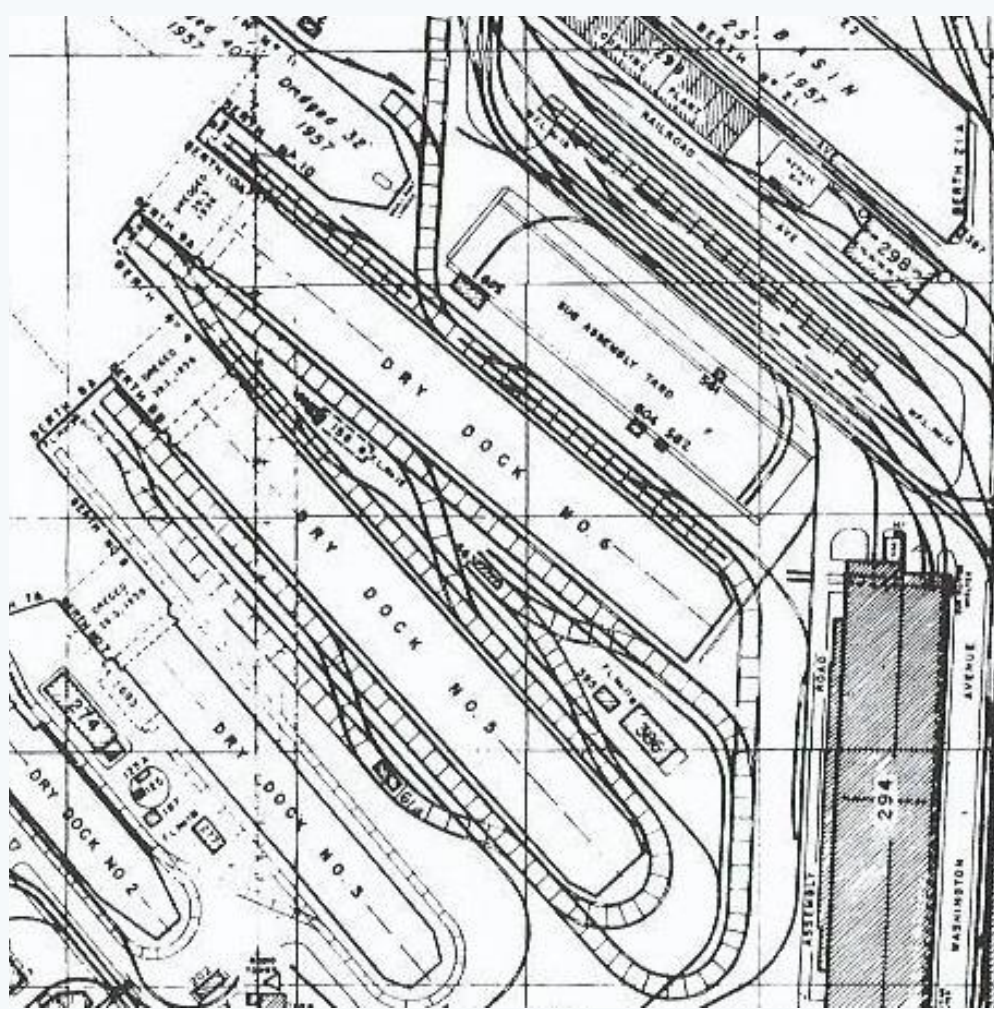
I have been in the aircraft carrier construction business for almost half a century. In that time, my company, Newport News Shipbuilding (NNS), has built or is currently constructing 13 of these behemoths. I'm a structure guy and I can tell you that building large steel structures is more about space and lifting capacity than just about anything else. You have to be able to pick it up and move it, to build it. NNS has been lucky in this regard as they have the facilities to do just that. But construction schedules can get in the way. They can overlap such that you may have to start construction in one place and continue construction elsewhere. The photo to the left shows just that as Forrestal is in one dock and the start of Ranger is in the adjacent dock. Ranger will be moved after For-



restal is launched.

Let's think back for a second. Traditionally ships were built on inclined slipways so that they could slide themselves into the water at the proper time, with just a nudge of encouragement. It is also tradition to christen them on launch day by giving speeches and breaking a bottle of some liquid across the bow. So most ships slid stern first into the drink. Others slid sideways into the drink if the waterway was narrow. or the property was not conducive to having a traditional shipway or dry dock. Sometime around the late 1930s or so, some of the very large ships were built in graving docks, and at the proper time the dock was flooded and the ship was pulled out of the dock by tugboats, after the usual speeches and bottle breaking, of course. A benefit of having a combination graving/dry dock is that it frees up precious plant footprint for other things.

The tremendous building of naval facilities that supported WWII allowed for construction of many large graving docks. New York Navy Yard opened two of these in 1943. Dry docks 5 & 6 were constructed of reinforced concrete on the north east



side of Wallabout Bay and partially on fill that reduced the size of Wallabout Channel. On the north east side of Dry Dock 6 was a new plate field serviced by a large gantry crane. Naval History photo NH 98608, dated 4 October 1960, shows this arrangement of the facilities. It also shows the traveling whirler cranes that serviced these dry docks. And it also shows the carrier Constellation being final assembled in the #5 dock.

With the advent of the "CVB" rated aircraft carrier, all carriers were built in graving docks. At NNS, before the Teddy Roosevelt was built in the enormous dry dock #12, the large aircraft carriers were built in Dry Dock #11 (except for USS Coral Sea which was built in the #10 dock—that schedule thing again). There are photographs of carriers like USS Enterprise being christened there. If you study the



NH 98608

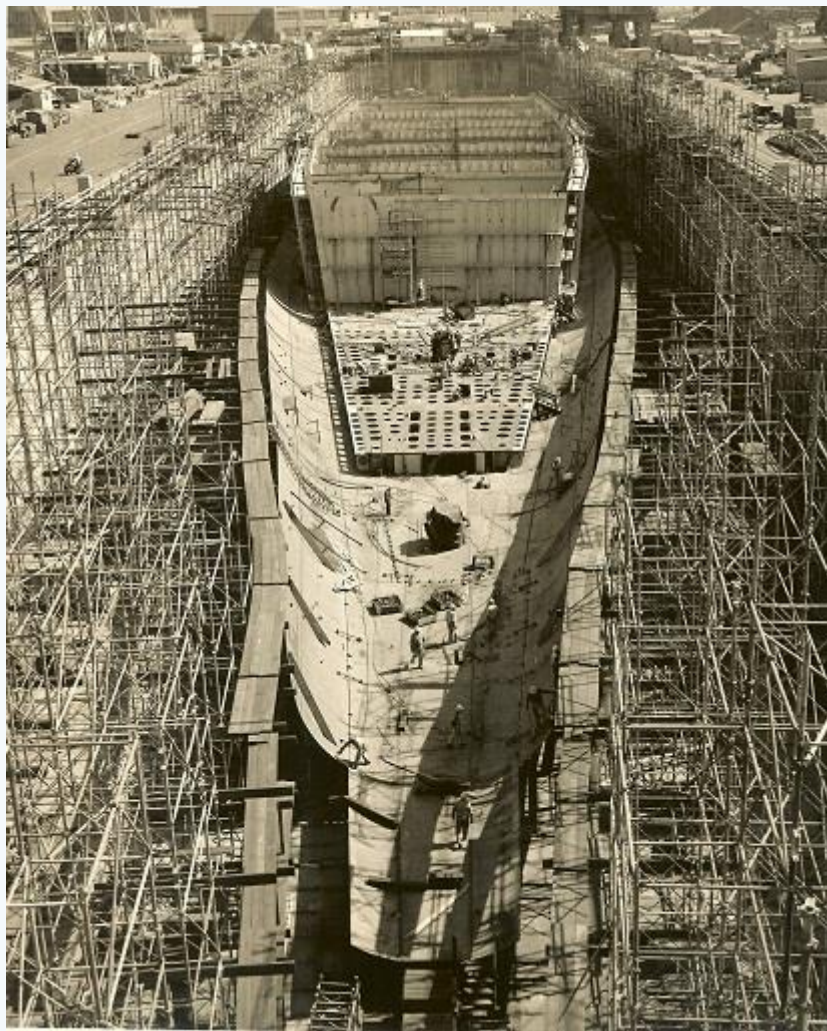
NNS facility, you will see that in order to install sponsons and structure that overhung the dry dock walls you had to plan accordingly and install structure from the stern to the bow moving the cranes out of the way as you worked forward. This limited the size and weight of the lifts as you installed structure. But at launching time the ship was structurally complete.

Now let's look at building theory at the New York Navy Yard. Again looking at NH 98608 and the plat map of the yard, dated 1 January 1961 (partially reprinted on the previous page), we see they took a different path. While space was available around #5 dry dock to modify the crane rail tracks to allow the crane to pivot around the carrier as sponson structure was added, their plant engineers must have felt that it was not possible to do the same around dry dock #6, especially on the north side without impinging on the plate field and gantry crane. And, if you think about it, the overlapping construction schedules of our Mystery ship and the carriers before and after precluded the use of dry dock #5 as the sole building site. This undoubtedly influenced the erection plan and schedule for our Mystery carrier that that was built in the #6 dock.

So it was planned to build and launch our Mystery carrier, in dry dock #6 bow out toward the water preventing installation of the starboard sponson, flight deck, and island structures. This is the condition we see in our Mystery photo. With the space limitations of the facility, I suspect that it was decided to build the ship bow toward the dry dock gate and to allow the port flight deck with its catapult troughs to be installed before launching since they are a critical alignment item. The ship would have been specially weighted with ballast and dead weight prior to launch when the dock was flooded to check hull integrity. The next carrier build followed the same build plan, the photographic evidence supports this.

The three carriers that were built at New York Navy Yard after WWII were Saratoga, Independence, and Constellation. Photographic evidence from NavSource and other places show that Saratoga was built in dry dock #5 and launched (christened) with completed structure while Saratoga and Constellation were built in the manner described above. Again, looking at photograph NH 98608, you can see the starboard sponson and flight deck structures being erected for Constellation in dry dock #5 while in the photo to the right you see her in dry dock #6.

There is a similar photograph of Independence in the same prelaunch condition (next page).



Confusion explained:

All the references say that Independence was launched 6 June 1958 and our Mystery photo is dated the same (you can find it at NavSource and a few other places). However, if Constellation's keel was laid in dry dock #6 on 14 September 1957, then the date on our Mystery photo cannot be correct. She must have been launched earlier, without ceremony, sometime before Constellation's keel date and then placed in Dock #5 to finish erection. All of the keel and launch/christening dates show both carriers bow out in dry dock #6 and bow in, in dry dock #5. So the only answer is that our Mystery launch photo is dated incorrectly and that the recorder identified the photo with the christening as so many people consider launch and christening as the same event.

Another explanation, and one I don't subscribe to but I'll throw it out there anyway, could be that Constellation was shifted twice. There is a photo in NavSource showing what is purported to be Constellation's construction in what looks like a bow in configuration, in what looks like dry dock #5. The caption which doesn't mention a dry dock number says "The future USS Constellation (CVA-64) in the early stages of her construction." If you can believe this, then she was started before Independence's launch date but in dry dock #5, then shifted to #6 when that dock became available, then finished back in #5 as NH 98608 shows. Whew!

Looking at the dry dock #6 photos of both ships, and our Mystery photo, we see a tall, stair tower structure or scaffold with a platform atop. Was this a rudimentary navigation bridge to guide the ship at launch, or maybe a place for the Dock Master to monitor moving the ship and signal the tugs as they shift the ship from 6 to 5 dock? I would say the latter as you can see two people atop the tower in our Mystery photo of Independence after she was pulled from her building dock.

Solving for this Mystery began as a simple venture. It should have been as easy as finding the image and checking facts. But the fact checking led to mystery after mystery. In the end I re-wrote many portions of this essay as each new mystery was solved or postu-



as the sleek takes shape

lated. I think I have it right now and told the story correctly—but you can fact check me.

Along the way, I plugged into two new resources; both I highly recommend. One is the [All Hands Magazine](http://www.allhands.navy.mil) archives at www.allhands.navy.mil. The second is [US Navy Cruise Books](http://www.navysite.de) at www.navysite.de. Some excellent photos at each site, and I couldn't find them elsewhere. I encourage you to peruse these sites at your leisure.

Me? I'm going to go make a Bloody Mary, maybe several.—John

**Reminder: Please visit the
Marinersmuseum.org site.
It's improved with lots of
great new info!**

Time for



For August were going a little spicy! The Hotel Doherty Bloody Mary (as near as I can remember).

Ingredients

- Cajun seasoning
- 2 ounces vodka
- 4 ounces tomato juice (or spicy v8 juice)
- 2 teaspoons prepared horseradish
- 2 dashes Tabasco sauce
- 2 dashes Worcestershire sauce
- 1 pinch salt and black pepper to taste
- 1 pinch smoked paprika
- Garnish: 2 green olives
- Garnish 1 dill pickle spear
- Garnish: lemon or lime wedge
- Garnish: parsley sprig and/or celery stalk (optional)

Steps

1. Pour some Cajun seasoning onto a small plate.
2. Rub the juicy side of the lemon or lime wedge along the lip of a pint glass.
3. Roll the rim of the glass in Cajun seasoning until fully coated, then fill the glass with ice and set aside.
4. Squeeze the lemon and lime wedges into a shaker and drop them in.
5. Add the vodka, tomato juice, horseradish, Tabasco, Worcestershire sauce, black pepper, smoked paprika, plus a pinch of salt along with ice and shake gently.
6. Strain into the prepared glass.
Garnish with pickle spear, 2 speared green olives, a lime wedge, and a celery stalk and/or parsley sprig (optional).



Mess Call



White Fish Tacos

If you ever find yourself in Michigan's Upper Peninsula please take advantage of the opportunity to eat white fish. One of the ways you can enjoy this tasty fish is in a taco. In the very small town of Paradise there is a bar/restaurant simply named The Inn. If you get there, order the fish.....tacos! Here is a typical recipe:

Serves 4; Total time: 40 minutes

INGREDIENTS

- 8 corn or flour tortillas
- 1 lb. firm-fleshed white fish fillet, skin removed
- 1/4 cup vegetable oil
- 1 1/2 teaspoons garlic powder
- 2 cups shredded cabbage
- 1/4 cup chopped cilantro
- 2 limes, quartered
- Salt and pepper, to season

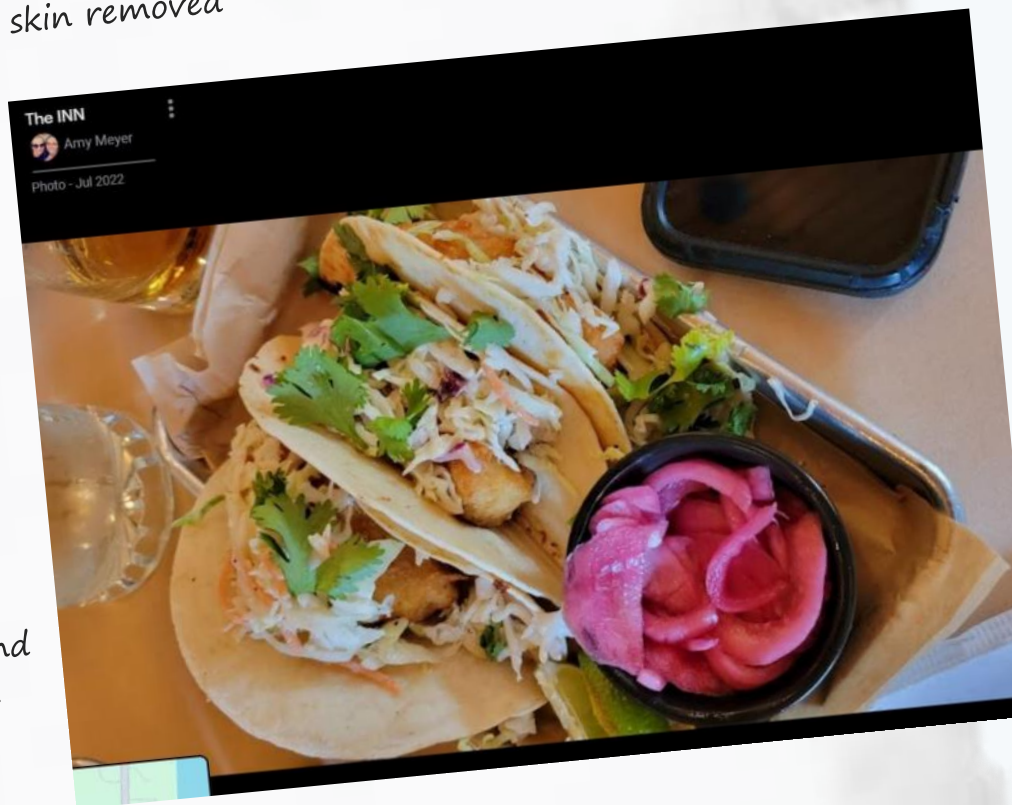
Pickled Red Onions

- 1 small red onion, halved and sliced thin
- 2 fresh jalapeños, stemmed and sliced into thin rings (seed for less heat)

- 1 cup white wine vinegar
- 2 tablespoons lime juice
- 1 tablespoon sugar
- 1 teaspoon salt

Avocado Crema

- 1 ripe avocado
- 1 cup sour cream or Greek yogurt
- Juice of one lime
- 1/2 tsp. salt, plus more, to taste



White Fish Tacos (cont.)

DIRECTIONS

1. Prepare pickled onions. Combine onion and jalapeños in medium bowl. Bring vinegar, lime juice, sugar, and salt to boil in small saucepan. Pour vinegar mixture over onion/jalapeños and let sit for at least 30 minutes. Refrigerate for up to 2 days.
2. Prepare avocado crema. Halve and pit avocado. Scoop flesh into a food processor. Add the sour cream or yogurt, lime juice, and salt. Blend until smooth. Transfer crema to a small bowl, cover and refrigerate for up to 2 days.
3. Preheat grill to medium-high heat. Rub room-temperature fish filets generously with oil then season with salt, pepper, and garlic powder. Clean grill grates and brush with oil (to prevent sticking). Place fish on grill. Cook about 3 minutes per side, or until cooked through. Place tortillas on grill, away from direct heat, to warm. Transfer fish and tortillas to a plate. Roughly slice fish into pieces, then divide between warmed tortillas. Top with pickled onion mixture, cabbage, cilantro, and drizzle with avocado crema. Serve with lime wedges.



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...



Tim and John's Excellent Adventure

Or...how I spent my summer vacation...

If you had to go on unsupervised travel, what better way to do it than to take a 10-day trip to see what there is, nautically, to see around the Great Lakes. We begin, appropriately, at the beginning by getting to Michigan where most of this takes place. Once we crossed the state line we were greeted by the sign you see to the right. I was starting to wonder if I would hear banjo music...

The trip was a well planned, 10 day ship check where we intended to visit as many museum ships and nautical attractions as possible. The route would have us crisscross Michigan—both the upper and lower peninsulas—and take us as far west as Duluth, Minnesota, a state that I always want to spell with a “D”. Anyway, about 800 pictures later we completed our task and headed back to our home waters.

Here are some of the highlights from along the way:

On the second day, after a short delay for getting stuck in a triple round-a-bout, we arrived in Bay City, MI to see the destroyer USS Edson. Some of you may have seen her when she was part of the Intrepid Museum Center. Now she is a fixture along the Saginaw River just downstream from the old Defoe Shipbuilding Company yard. We gave her a good once over. At one point Mr. Wood assumed command and ordered a course change by saying something like “Ready, come about, hard a lee...argh” Later he test

fired one of the M2 machine guns that were aimed at the town, making Michigan Mince-meat.

We wound up that evening in Clare, MI having a few of Doherty Hotel’s famous Bloody Marys, and some fish tacos.

Later we came up on a few of the locals who were apparently heading out for some night fishing. (Add one more boat to the ship check.)



Day three found us making a mad dash to Ludington, on the shore of Lake Michigan, to meet up with Bill K. to get a personal tour of the SS Badger. Yes I can use “SS” as she is still steam powered, and has coal fired boilers to boot!) He took us all over the ship, including the engine room, boiler room, and coal feeding station. We turned down the offer of a lump of coal as a souvenir...maybe for Christmas.



From there we looked up Tim’s old friends, and now my new friends, Rick and Wanda Hancock. They live somewhere in the boonies north of Ludington and west of Frankfort. Towns like Benzonia and Honor come to mind. Great folks! Tim delivered a model of the submarine USS Swordfish (a picture of it appears at the end of the fish taco recipe). Swordfish is one of 52 submarines lost in World War II. Wanda’s uncle Roy Bleasdel is still on patrol on that boat. Like the more famous Sullivans or even the fictional Ryans, Wanda’s family lost three brothers to the war. Roy Bleasdel aboard the Swordfish, Kenneth Bleasdel on D Day, and Floyd Bleasdel was lost near Manila, in the Philippines. They are all still “over there.”

After saying our good byes we found ourselves touring beautiful downtown Lake George (you can’t easily find it on a map) where Tim grew up. There Tim found that the current owners of the old homestead had changed it enough to where the adage “you can’t go home again.” was most apropos. After viewing the old homestead it was back to Clare for dinner and a little 100 proof electrolyte therapy.

The next day we faced rain and a bit of cooler weather as we drove north to Mackinaw City. There we found the icebreaker Mackinaw. She is now retired and open as a museum ship. A guide on the ship just happened to mention that while Mackinaw never got stuck in the ice during her career, her replacement has.



Once ashore again it was time to cross that famous bridge and head north into the Upper Peninsula. There we

found Paradise, the true definition of a wide spot in the road—one gas station, one general store, two bar/restaurants, and a motel. A place that rolls itself up around 8:00PM. However, The Inn did have some mighty fine white fish tacos and an interesting IPA.

In the morning we headed north to White Fish Point and visited the Great Lakes Shipwreck Museum. There we found all things dedicated to ships lost on the lakes as well as memorabilia from the Edmond Fitzgerald. I also got my first look at Lake Superior.



In the early afternoon we made our way over to Sault Ste. Marie to do a bit of scouting and tour the lake freighter Valley Camp. Valley Camp was built in 1917, in the old style with the bridge forward and engine aft. In between was a row of ore hatches. The ship has that classic sheer and cambered look that has disappeared from modern ship construction—so she’s a good looking ship. The self guided tour led us throughout and I was busy taking all sorts of the detail photographs. They did have on hand two lifeboats from the Edmond Fitzgerald as well as a naval architect exhibit from the University of Michigan—Go Blue!



Back in Paradise we headed over to see the Lower Tahquamenon Falls where we took lots of interesting pictures. Tannin in the water makes it look like root beer as it goes over the falls.

Bright and early the next morning we headed west toward Superior, WI and Duluth, MN. Driving through the Upper Peninsula gives you the sense that you are in the Alaskan wilderness. You can see how the trees are stunted, having to compete with nature and the weather to survive. But we did see some wildlife along the way. There was a bear sighting, lots of deer, a wild turkey, black squirrels, a chipmunk or two, and maybe a few other things. What you really don't see are people, traffic, litter, and debris. A person could get real comfortable there....as long as you don't think about the winter. We were there at the end of June and needed to wear jackets, long pants, and two shirts on occasion. Did I mention the lack of humidity?

Our way west included a stop at Marquette to see an abandoned ore dock. Ever wondered how they filled those Great Lake freighters? Look up ore dock and let gravity do the work, but don't confuse them with U-boat pens. Going further west I had my first pasty in Ironwood, MI, it's at the state line and once you step over the line you are in Hurley, WI. After lunch we traveled to Superior and camped out at a motel that was spitting distance from the last remaining whale-back freighter the SS Meteor. It was a long driving day, and after we had dinner we took the liberty of honoring a dead soldier, private New Riff Rye. Proper honors were conveyed.



Bright and early the next morning and having our priorities straight, we conducted an underway replenishment by stopping at the Super One Liquor store—I highly recommend it. Then it was off to tour the Meteor. This tour was guided. It was guided by an old retired deckhand, Army Vet, and Harley rider named Marty. Something about people named Marty, you just like them. I liked him right off when he started calling Tim a squid. He gave a good tour and even blew the ship's horn for effect.

Then it was off to see the ships at Duluth only to get caught up in a big time traffic jam in town. It seems the Aerial lift bridge over the Duluth Ship Canal was open to let an arriving freighter into port. With traffic at a standstill, seeing the local museum ships like the freighter William A Irvin and the retired Coast Guard

Buoy tender Sundew would have to wait. We flipped the days itinerary and decided to visit Split Rock Lighthouse instead. Time permitting, we would pick up these ships on our way back from the lighthouse.

So north we went along the lake shore to see a lighthouse that has the most amazing setting. That evening we stayed in a little town called Two Harbors. It kinda is a small town except for the three ore docks. A craft brewery there was scouted and flight tested. The town also had a 2-8-8-4 there that belonged to the Duluth Massabe & Iron Range Rail Road.

The next day we had to head east to Munising, MI to meet a tour boat on time. It was there while waiting to board the tour boat to see Pictured Rocks that we had a small world encounter. It seems that the guy in line in front of us looked familiar to me. I asked him if the letters UH on his cap stood for the University of Houston. He said "yes". So I asked him if he had taken a cruise out of Galveston, TX about four weeks earlier. He said "yes, on the Carnival Jubilee." Then he recognized me. Ellen and I had met them on the Jubilee and they were part of our group of pirates on that cruise. Small world, indeed! But to meet them in Munising? ← That's Scott and Linda.



The Pictured Rocks tour was 2-1/2 hours long and one heck of a photo opportunity. If you ever get to the UP, make sure you take this tour. Our day was cold, but it was clear and perfect for taking pictures. Dinner that night was at a place called The Dogpatch, of Li'l Abner fame; more white fish and local beer.



The following day we drove back to Sault Ste. Marie for our two night stay to study and enjoy the Soo locks for Engineers Day. We arrived just in time to catch the Soo Locks Boat Tour for our second boat ride. This trip took us up the St. Mary River past the town

and through one of the locks. On the upper side of the lock we ventured a bit into Canada as we toured past the Algoma Steel plant and slag piles. On our return trip through the lock we had to wait while the American Integrity completed her transit through the adjacent lock. She is a modern 1000footer that looks like a self propelled barge. The plain utilitarian appearance of the modern ships stands in stark contrast to the more ship-like looks of the older freighters. Other than being slightly overwhelmed by their size, the modern ships don't offer much in the way of aesthetics to the dedicated ship spotter.

After the tour we found our room in a motel ideally situated just across from the Soo Locks Visitor Center. There we met up with Rick and Wanda again for drinks as we prepared for Engineers Day, the next day. (Did I mention that Wanda is an avid ship spotter?)



If you haven't gone to "The Soo" to experience Engineers Day, make plans to do it. It's a one day event where you are allowed to cross the lock gate and tour the grounds and facilities that control the locks. For years there were four locks in this complex. MacArthur Lock which is 800ft by 80ft, Poe Lock which is 1200ft by 110ft, and the decommissioned Davis and Sabin Locks which are 1350ft by 80ft. Davis and Sabin are being demolished and the space used to build a new lock identical in size to the Poe Lock. That way two of the 1000ft monsters can consecutively transit



the facility thereby shortening wait times at the lock. After, we stayed up late to drink to watch the debate.

Bright and early the next morning we bid adieu to the Soo and headed south for a rendezvous in Muskegon. There we stopped for a minute to photograph LST 393, one of only a few survivors of this iconic class of



landing ship. Then we zipped across town to see the USS Silversides Submarine Museum. And what a treat it was to also see one of the very few survivors of the Coast Guard Buck-and-a-Quarter class cutters, the McLane, located there. Somehow I missed that in the itinerary.

After completing the tour of this facility, the plan was to dead head it south and spend the night in the same town we stayed on our first day north. We didn't get that far.

After so many days of travel and touring, the anticlimactic trip home seemed to drain our adrenalin levels. We only made it as far as Kenton, OH. I know the town should be famous for something, but we never discovered what. What they did have in that town was a first rate pizza joint. We enjoyed the renaissance of pizza there at Michael Angelo's Pizza—I recommend it, and I think Tim finally found something in the great Buckeye State to be pleased with! Too tired to travel on, we crashed in a place that had a cat as a concierge.

Our final day was a marathon, blitz drive home, but it also was full of interest. The run across Ohio was much like the runs we had across Michigan, state built freeways—four lane divided limited access roads that were much like Interstate highways only with better views. We stayed on them until we happened upon Interstate 64 near Teays Valley, WV.

The drive included a stop in Lewisburg for lunch and to look for a Civil War Confederate Graveyard. Ninety-five dead Confederate soldiers are buried there in a mass grave that is shaped like a cross. Very moving, and an interesting story. A stop to see Humpback Bridge in Virginia revealed a gen of a hidden swimming hole. The kids using it were having the time of their lives.

From Teays Valley east we chased bad weather finally catching it near the I-64/I-295 interchange south east of Richmond. There we wisely got off the Interstate, opting to take route 60 toward Williamsburg. It's a good thing we did as the bottom dropped out of the cloud and we drove very slowly through the deluge until well past Providence Forge.

We survived this very difficult and intense ship check. Tim drove while I nagrivated. Along the way and under Tim's tutelage, I managed (learned, actually) to take better pictures. We made new friends and got reacquainted with some old ones. We ate much white fish. The bourbon trail of empties contains many stories that will remain untold where they occurred. Now it's time to plan the next great adventure. —John

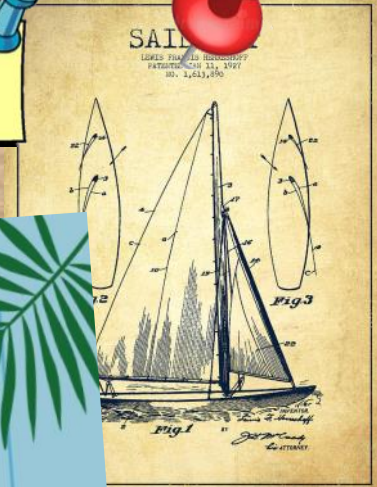


The Bulletin Board

Picnic Time

September is Picnic Time in the Park!!!

Ryland will have sign up sheets for attending and side dishes.



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
28 National Bow Tie Day

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
Clerk: Stewart Winn (757) 565-9537
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