

Logbook



Chesapeake

No. 452

WWW.HRSMS.ORG

February, 2024

From The Bridge



Meeting Notice

The meeting will take place at 1000 hours
September 14, 2024



Captain's Log 9.14.24

"You've got to know when to hold 'em, know when to fold 'em, know when to walk away and know when to run."

If you've invested in a lot of sweat equity and have little to show for it, what to do next? Consider if additional investment will realistically improve the outcome. If further investment doesn't change the situation significantly, it might be time to cut your losses. Modeling is a continuous learning endeavor. If you hope to improve your skills, there is no progress without failure. My current nemesis is painting water scenes. After having invested a week of playing, prodding and profanity, I've come to the realization that I now "know when to fold 'em..."

I have a predefined criteria for when to stop investing in an idea that just isn't working out. Putting aside a particular phase of the project and redirecting your efforts in another direction may help refresh your perspective when returning to pick up where you left off.

Get viewpoints from colleagues who can offer an objective view of the situation. I find YouTube contains a plethora of fine modelers with a variety of methods and aspects. Review past breakthroughs and their results to understand your techniques and avoid repeating mistakes. It's a tough call, but being

rational and detached can help make the right choice.

Testing is indeed a cornerstone of innovation. It allows you to trial new ideas, explore possibilities, and understand the effects of different approaches. The process of trial and error encourages creative thinking and problem-solving. It pushes you to explore unconventional approaches and involves venturing into unknown territory. Experimentation helps manage and navigate uncertainty by providing a structured way to explore new ideas. Compare variations to see which performs better. Run small-scale versions of your idea to test its feasibility. Test scenarios and models to predict outcomes and identify potential issues.

In my case, the "Know when to walk away and know when to run" ruling was made, and the only option was to tack.

Think outside the box. Ultimately, testing allows you to turn abstract ideas into tangible innovations. It's through this process that you can uncover new possibilities, validate concepts, and drive progress. Get smarter responses, make more saw dust, spill more paint, but above all...keep tinkering.

This month, however, take a day off and be sure to join us at Newport News Park for a well-deserved picnic lunch. Who knows, you may even get the answer you seek.—SD



Letters to the Editor



Re: USS Silversides,

On Tuesday, August 13, 2024 at 08:21:45 PM EDT, Dave Baker wrote:

John,

Thanks very much for sending me a copy of the current Logbook. I've no idea how I missed it. You guys are doing a terrific job with the Logbook. It's very professional looking, and the content just keeps getting better and better and more and more of interest. Is it made available to ship modelers in other areas? Sorry about the carrier misidentification. I did consider the larger class but for some reason didn't think the ship looked like a MIDWAY.

The sub you saw on your Great Lakes tour is (or was at the time we saw it) maintained by local prisoners. We were told that they did a great job in keeping her clean and presentable, as it was a great way to get some time out of their cells. This must have been at least 40 years ago.

Anyway, thanks again for sending me the newsletter; it's just got to be the best of its kind!

Very best regards/Dave

Dave,

Thanks for the feedback, I really appreciate it. And thanks for that nugget about the prisoners.

John

Re: USS Swordfish,

On Monday, August 12, 2024 at 05:45:34 PM EDT, J Hancock wrote:

Hi John,

Thinking about the boat and wonder what her crush depth was? Do you have any idea?

I'm hoping it sank in deep enough water to reach that depth, quick ending for the crew.

John

Hi John,

Nobody ever asks an easy question. With that in mind, here is a typical engineer's answer.

The Navy never published what you call crush depth, just like they never publish the top speed of a vessel. You have to reach a conclusion, or an answer based on empirical data. With these old classes of ships and the passage of time, a lot of information has been released by the government. As it relates to your particular boat, Norman Friedman has about the best concentration of that information in the "submarine" volumes of his book series on US Navy ships. Even though it is not considered primary source data, it is about the best open-source data in print. How does this relate to your question concerning Swordfish?

Well submarines were designed to operate at some percentage of a test depth. Test depth was a point where all fittings and gear are designed and guaranteed to operate. Friedman notes that for this class it was 250-feet. That depth is arrived at as a calculation of the ship continuing to operate after surviving the pressure of an explosion at a given distance. He notes that for this class the percentage was 80 whereas in the later Gato class it was 100 percent. He also notes that for the Gato's the test depth for the design was increased to 300 feet.

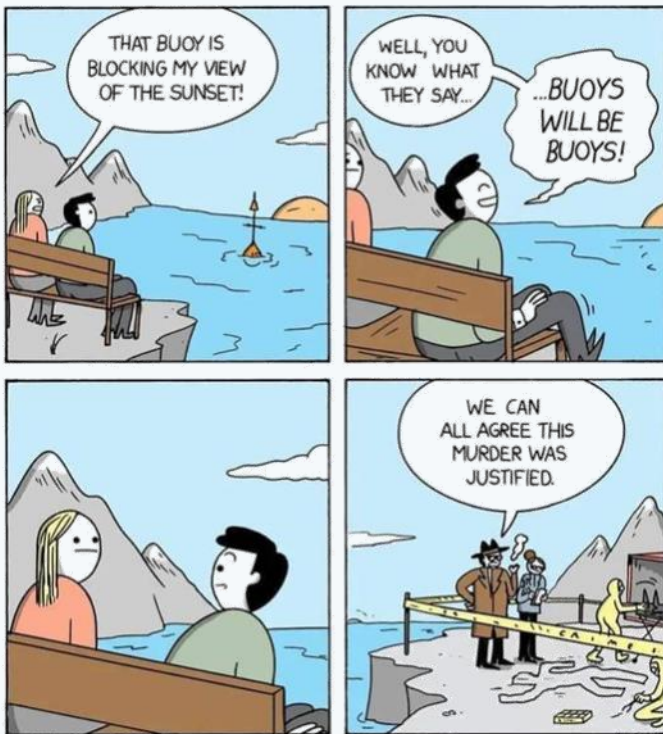
In his book, Friedman does not use the term "crush depth." This makes me think that the Navy and submarine designers did not either. He uses the term "collapse depth". There is nothing in the book that speaks to collapse depth for the Swordfish, but he does say that for the FY-40 program boats would largely duplicate the FY-39 boats (Swordfish was a FY-39 boat). I say "Largely" because the FY-40 boats would use "the same 250-foot test depth, but collapse depth was increased to 500-feet." The next class, the Gatos, used a test depth of 300-feet in their design.

But we still haven't answered your question. And that is because engineers incorporate a factor of safety into their designs. If you look at a test depth of 250-feet and a collapse depth of 500-feet you can say that the implied factor of safety is 2. Is that the factor they used? we don't know, and we will never know. Those calculations will probably never see the light of day. So, our best assumption is that the hull would survive at least to 500-feet, and then a lot further due to the actual factor of safety used for the weakest link in the chain of components.

Not knowing exactly where this submarine sank does not help in comforting anyone as to whether the crew's end was quick or not. There is a group called the Lost 52 Project that is attempting to locate all US Navy submarines lost in World War II. Perhaps they will locate the wreck and provide some answers for you.

John

The Jape



War and Peas



“That was called ‘Reveille’ - did it remind you of your time in the Navy?”

Scuttlebutt



Nautical term for September

Marina: Commercial dock facility. Among the few places, under admiralty law, where certain forms of piracy are still permitted, most marinas have up-to-date facilities for the disposal of excess amounts of U.S. currency that may have accumulated on board ship, causing a fire hazard.—Tim.



Minutes



6th to the 9th of August next year, and that tables would be available for us to display. There was lengthy discussion of the conditions for entry and display.

Mike Pelland suggested we have a session on the care of paint brushes.

The meeting adjourned at 12:45 pm.—Stu

Meeting minutes, 8-10-24

The meeting was called to order at 10:05 by the skipper. There were two guests recognized by the skipper, Bob Zinnen for the second visit, and Bob Coffen for his first. There were approximately 20 members present in person, and 6 by Zoom.

As the first order of business, Caelan McCormick was officially inducted as our first junior member, and formally presented with his membership certificate.

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



Ryland Craze gave the purser's report that our treasury decreased slightly by about \$100, and that we have 3 emeritus members, 40 regular members, 6 associates, one honorary and one junior member.



OLD BUSINESS:

The motion made at the last meeting to eliminate dues for junior members was voted on and passed; Ryland will incorporate in the bylaws.

Members were reminded of the picnic next month and sign-up sheets were passed around.

The Philadelphia model society was congratulated for a successful ModelCon last week in the USS New Jersey.

NEW BUSINESS:

Greg Harrington reminded members of the Portsmouth Builders conference next month, and asked for volunteers to display models there.

Charles Landrum reminded members that the IPMS national conference will be held in Hampton from the

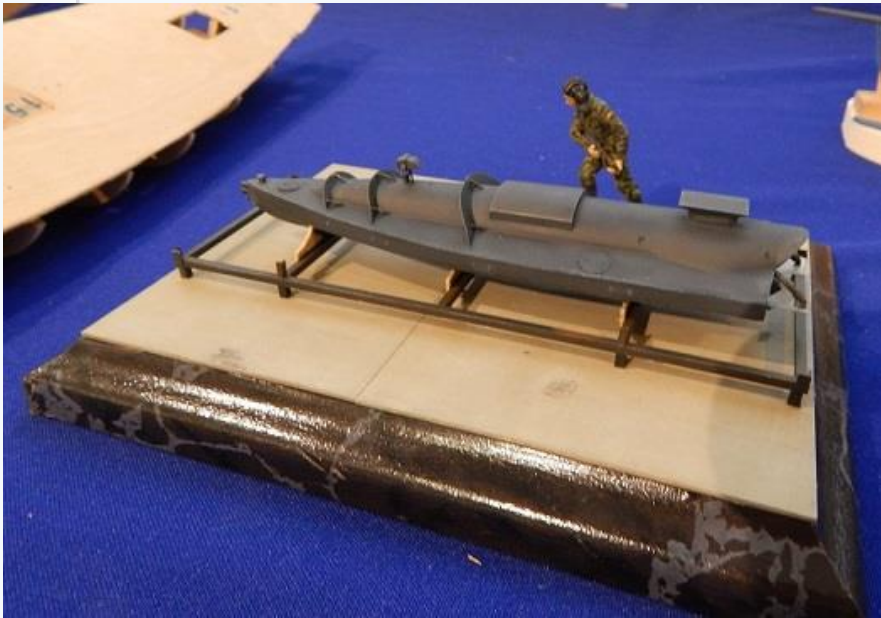
SHOW AND TELL: (Began approximately 10:30 am)

- John Cheevers showed progress on his lighthouse tender emphasizing how it could be disassembled for future maintenance.



SHOW AND TELL (cont.):

- Charles Landrum showed his model of an Ukrainian maritime drone. And he had this product endorsement from Temu:



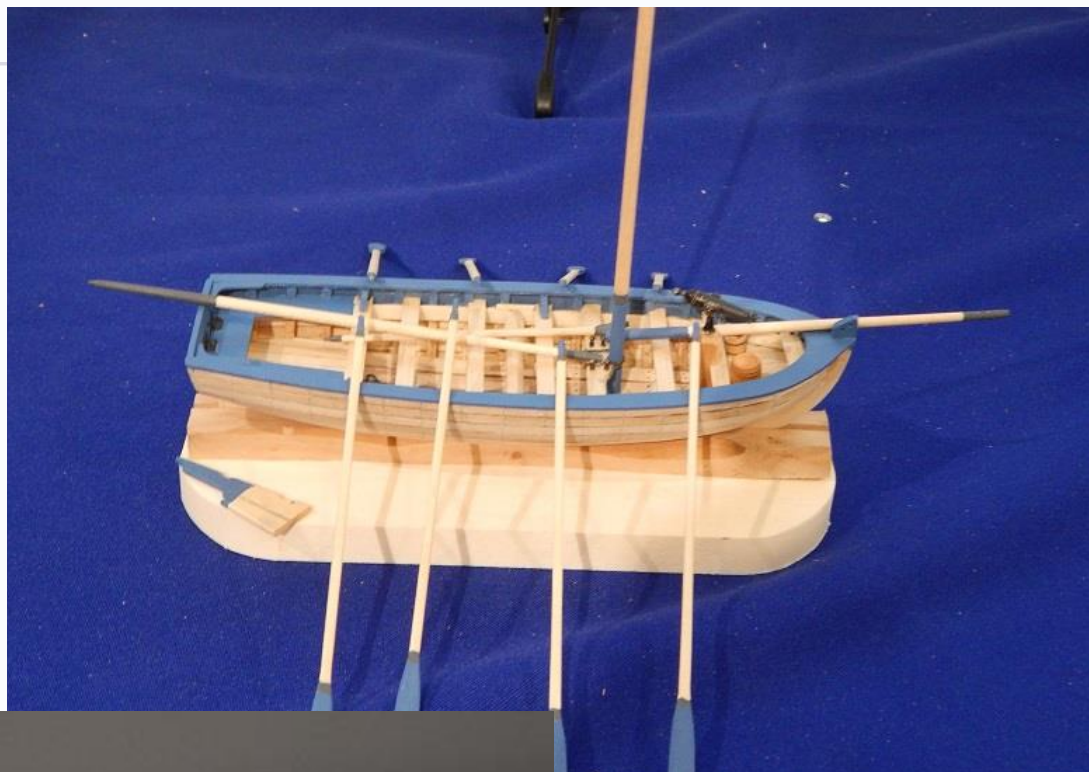
- Don Good showed a scratch-built model of a deadrise workboat that had been owned by his family.



- Caelan McCormick showed the beginnings of his Swift boat and the USS *Oriskany*.

SHOW AND TELL (cont.):

- Mike Pelland showed his model of an English longboat, and a model of the *Constitution* he has restarted after a period of years.



- Hank Ghittino showed his progress on the *Princess Caroline*.

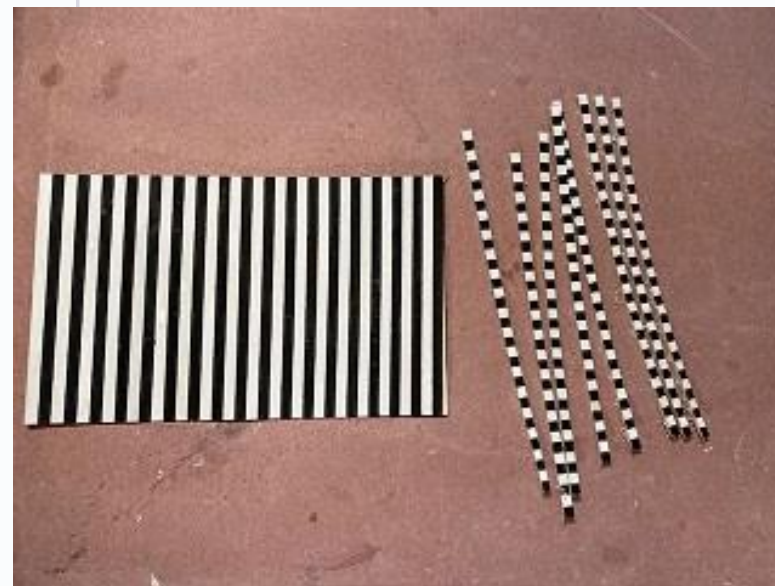


SHOW AND TELL (cont.):

- John Cheevers shared a picture of the progress on Sean Maloon's *Winchelsea*, since Sean was unable to come to the meeting.
- Greg Harrington showed progress on his dedicated, well lit model shop and 3-door man cave. Two words: mini bar!



- Mort Stoll showed progress on his *Diana*, and demonstrated an ingenious method for producing a checkerboard pattern for decks.



SHOW AND TELL (cont.):

- Joe Lorenzo showed progress on his model of the *Cheerful*.

- Tom Ruggiero discussed the making of a base and display for his *Titanic* model from the comfort of Joshua Fichman's shop. No images available



- And last but not far from least, Gene Berger showed progress and creative photos of his model of the *Arizona*.



PRESENTATION: After a brief recess, the presentation began at 12 noon.

Stewart Winn gave a presentation on scratch-building by reviewing three of his models: the tugboat Seguin, The fishing trawler GR 2-99, and the ketch Intrepid. The last two are on display in the Taco Stand model case and I encourage you to view them, if you haven't.

His philosophy is simple, "If you can't build it with a knife, sandpaper and glue, and a few hand tools, or if you have to use a lot of power tools, it ain't real modeling." And his methodology follows a path of varying difficulty, from following rescaled model plans, to modifying a kit, to having no plans or kit to work from. The results, as you see in the photographs, are spectacular!

A BEGINNERS' GUIDE TO SCRATCH BUILDING

How to cobble Something together from Nothing



important to remember that this is a hobby and it is better to repeat a process than to accept a part you are not happy with. He then showed us the second attempt at the forward end of the deck house which passed muster.

And along the way of this build he pointed out various fitting that were sourced from scrap and various items found around the house. The stack for instance was fashioned from a length of PVC pipe that just happened to be the correct diameter. The faux canvas cover on the lifeboat is blue tape.

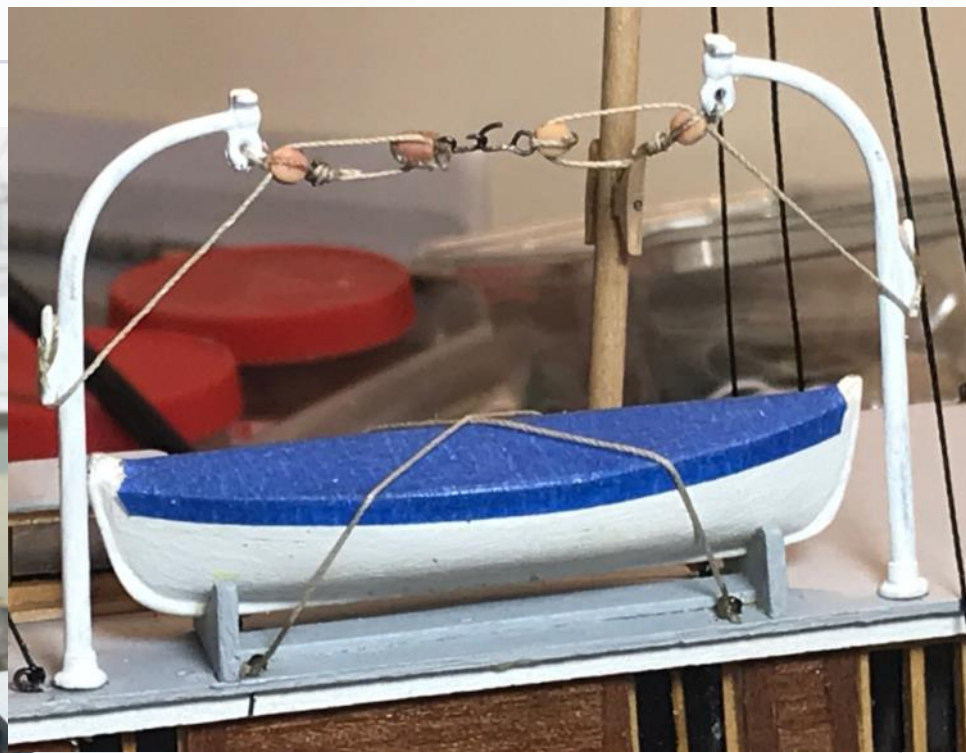
The model is currently unfinished but not far from it and I am sure it will have a grand spot in the display case in the very near future.

The tugboat Seguin was reviewed first. Stewart described how he copied the plans from a kit at half scale so he could build a model in a comfortable size. The hull was built in plank on bulkhead fashion, rough sanded, filled and painted. You see it rough planked above. Then the decking, rub strakes and various features were added to complete the hull.

This was quickly followed by the deck house and pilot house. He showed the first iteration of the forward end of the deck house and passed on a valuable lesson in model making. And that is to not be afraid to screw up and to do something over again. It is im-



PRESENTATION (cont.):



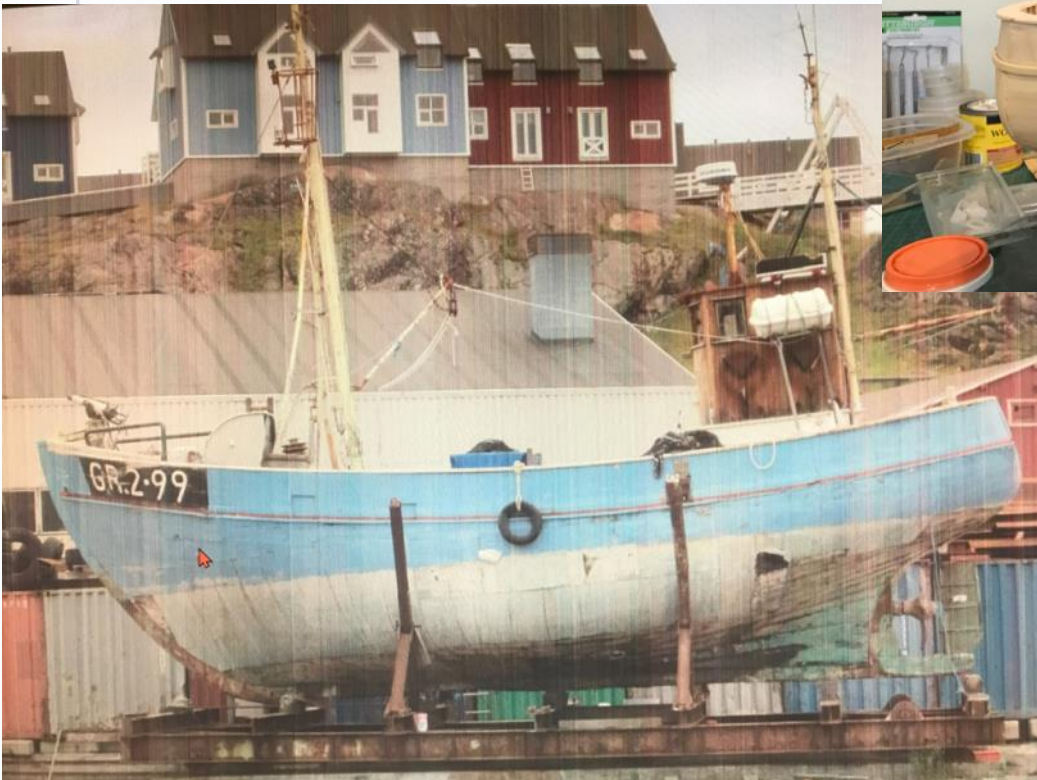
Stewart then turned our attention to his modified kit of the fishing boat GR 2-99. He started the model to be the trawler Mary Ann right out of the box, but soon found he wanted to modify it to resemble a boat he found on a trip. This is his version of the boat that he found hard on the way in Qaqortoq, Greenland about 10 years or so ago. If you go to Google maps and locate Qaqortoq, you can see still images of GR 2-99

there. The overhead earth view, however, shows that his ship has sailed—but it's still cool beans.

The hull of the fishing trawler is built-up and planked in much the same way as Seguin. In typical ship model fashion, he built the pilot house once, then he built it

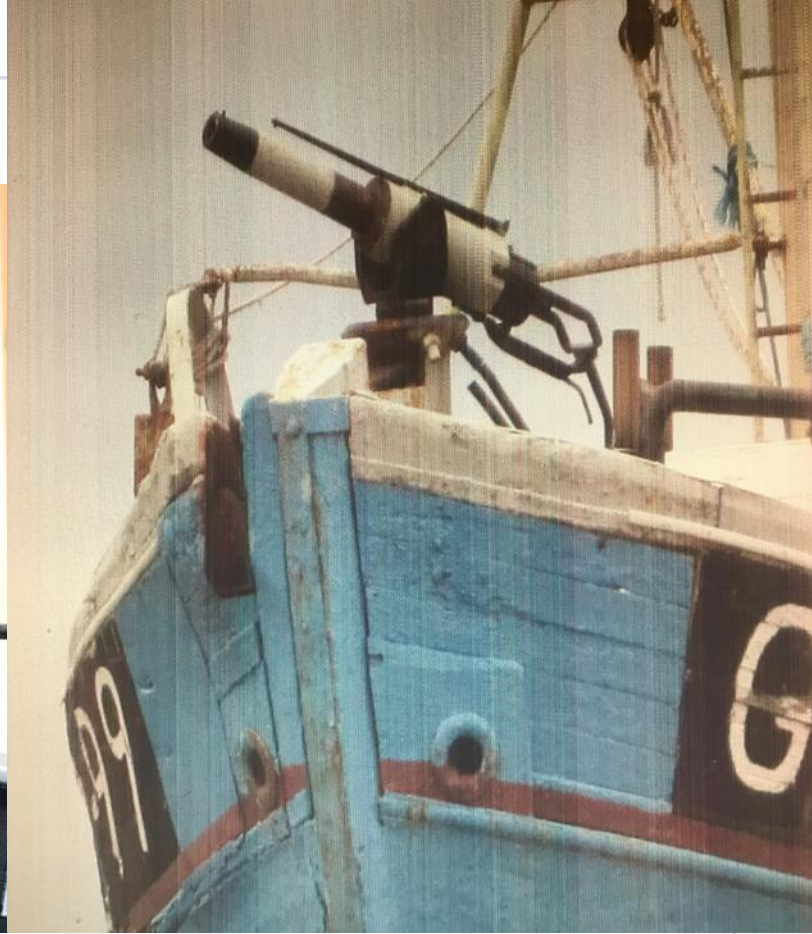


twice and found the second one to be the right one. He then proceeded to build the specific to GR 2-99 parts when the kit supplied stuff did not measure up. He said building and adding the harpoon gun was an interesting experience as he could not find enough prototype data to follow. It was largely fashioned to suit the photographs he



PRESENTATION (cont.):

took while on his trip.



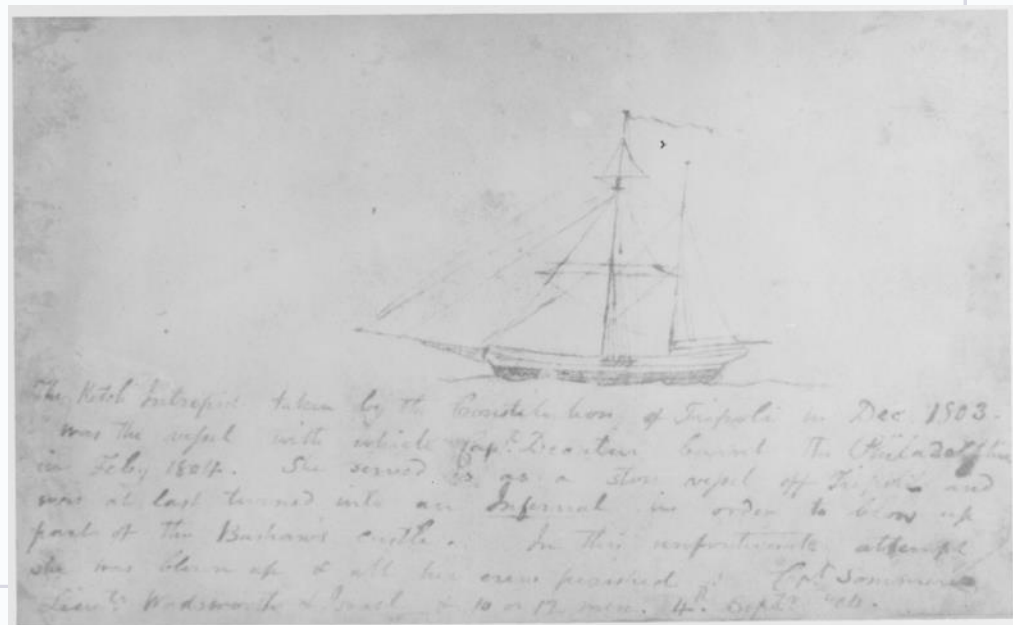
Final outfitting, masting and several crows nests followed and the model was essentially complete. What followed was the scratch built marine railway cradle that she sits on. It, too, was modeled from photographs from the trip.

The final phase of Stewarts presentation explains his interest, research, and scratch building of the ketch Intrepid. His interest in this ship stems from the time when he was an engineering officer aboard the USS Intrepid (CV-11). His research revealed a lot of written literature about her exploits and her history before she became Intrepid, but he found little in the way of plans, photograph, or paintings. The best resource turned out to be the sketch you see to the right. This and descriptions and painting of like vessels from the time allowed Stewart to forge ahead and build his version of a replica.

He began by building a vessel loosely modeled after HMS Convulsion, a bomb ketch. As you know bomb ketches usually have their forward mast stepped aft, about where a main mast would sit, to provide space and clear

arcs of fire forward for a mortar and its heavy base and bracing. He mocked up his idea in cardboard to see if the proportions suited his eye. They did and hull construction began in his usual plank on bulkhead style.

Again this was followed by a deck, mortar base, and furniture. That was soon followed by masting and rigging. The sails were all modeled full size and then realistically furled on the sprits and yards. As a final touch he added a few figures for realism. The four legged one got my attention.



PRESENTATION (cont.):

Steward delivered a very informative presentation on the beginners guide to scratch building for ship models—for any model, really!

So, don't be afraid to try it. He concluded with this sage advice: Get a couple of kits under your belt first, don't be intimidated—"if I can do it, so can you.", and "Just do it!"

So get off your keister and scratch away!—Ed.



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 port life in the age of steam. In fact, if you studied the photograph at all you would see that all of the motive power on display is provided by steam. There are two steam bulk freighters, several steam powered rail cranes, and a steam powered train atop the ore dock in the background and one near the coal bank on the right. Can you image that this was around 1900, only 125 years ago?

This photograph, and others like it, reveal a treasure trove of period artifacts. And that's the reason we have this photograph as our scene this month. Not all that long ago, basically your grandparents time, we were in the prolonged infancy of the industrial period. Electricity was a new fangled thing at that time, and folks were still reliant on wood, coal, and coal oil to make heat to boil water to make steam to mechanically power the tooling we had. The term "steam shovel" didn't just happen by chance. There were no diesel engines powering hydraulic pumps and electric motors to provide the mechanical aids we enjoy today. Back then it was a steam driven engine driving mechanical, cable operated winches that helped the struggling laborer. If steam power was not available, then it was the strong back of the laborer, his gang, and strong backs that got the work done.

This time was all captured by talented photographers using large format cameras and glass plate negatives. Fortunately for us, the Library of Congress has a vast collection of these negatives in their Detroit Publishing Co. collection, amongst others, and you can see prints of some of them on line. If you are familiar with this resource, then you also are probably familiar with another on-line resource called SHORPY. It is billed as The American Historical Photo Archive. "The blog is named after Shorpy Higginbotham, a child-laborer who worked as a greaser in an Alabama coal mine. His portrait is Shorpy.com's logo. Higginbotham was killed in a mining accident in 1928." I recommend you visit SHORPY to view these moments in time. They are all scanned at a very high resolution so you can really zoom in and see period features captured in time.

Let's review a few images to see what we can see: Here are two images from different ports showing



ships that are engaged in the same activity—unloading bananas. The difference that you see is in the manner of the unloading, a rich and important detail if you plan on a diorama of the activity. Not only does the bottom image show a mechanical advantage to the operation, you also have the added activity of the ship coaling while being unloaded.

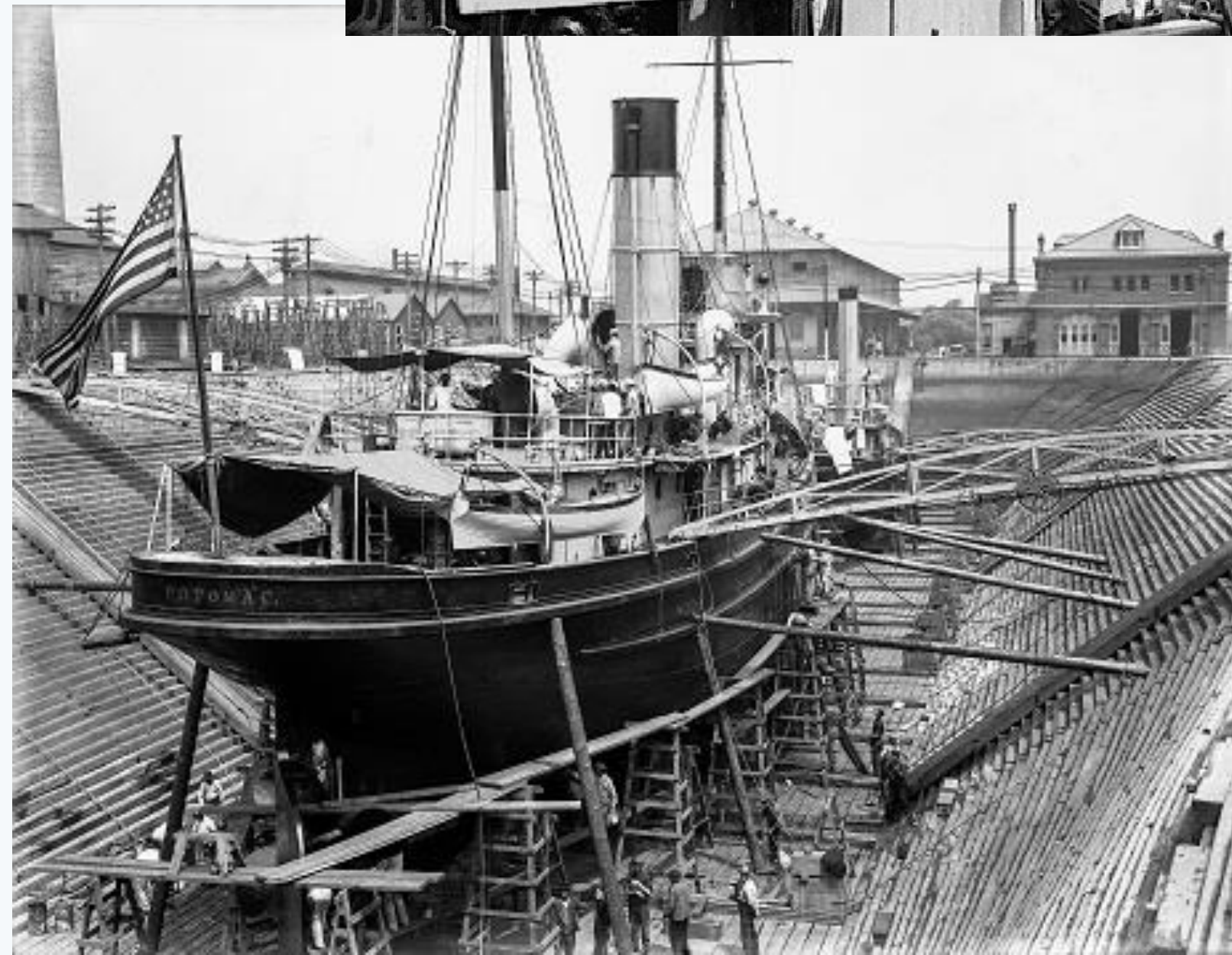


Lets look at another: Here is an image of the navy tug USS Potomac, AT-50 in dry dock No. 1 at League Island. The image is dated 1907. If you were building a period ship of that time, you can glean much detailed information on fittings, rigging, and general appearance. It's that touch of texture, like Gene applies in mega doses, that can elevate your model to that compelling level.

It is fortunate and unfortunate for us as ship modelers to model ships in the age of photography—you can't hide when it comes to detail. Bill Clarke used to always say, "pick a day", if you're going to model is this time frame;

chances are someone will uncover a photograph to prove you wrong.

So here is a resource that is worth exploring, who knows what you will find.—Ed.



Time for



For September we have the Negroni Cocktail

“Depending on which origin story you believe, the Negroni Cocktail is either just over or just under 100 years old. Either way, it is a popular classic drink with a definitive recipe and numerous enjoyable variations. Lower in alcohol content than a typical short drink, it is excellent as an aperitif or to wash down your beach-vacation lunch. The one caveat is that you have to like Campari, which is surely not for everyone. But if you’ve never tasted Campari before, this is definitely the drink to try: most bars can make a decent Negroni, and so can you!”

Ingredients:

- 1 oz dry gin
- 1 oz sweet (Italian) vermouth
- 1 oz Campari
- Orange peel for garnish

Recipe:

Add the gin, vermouth, and Campari to a stirring glass or shaker half-full of ice, and stir until mixed and fairly cold. Fill a chilled Old Fashioned glass with fresh ice cubes or ice balls, strain the alcohol in, and add the orange peel as a garnish.



Mess Call



Caprese Flatbread

Perfect for a quick vegetarian dinner or an easy party appetizer, this Caprese flatbread takes just minutes to throw together and includes a crispy, flatbread crust, homemade spinach pesto, lots of fresh mozzarella cheese, ripe grape tomatoes and a tangy balsamic glaze along with fresh basil!

Ingredients

- 2 flatbreads (from my easy flatbread recipe or store-bought flatbread)
- cornmeal for dusting pans
- 2 tablespoons olive oil
- 1/2 cup spinach pesto (or your favorite store-bought pesto)
- 8 oz. fresh mozzarella
- 1 cup halved grape tomatoes
- 1/4 cup balsamic glaze/reduction
- large handful fresh basil, julienne cut
- grated Parmesan for garnish, optional
- Kosher salt

Instructions

1. Throw together my quick and easy flatbread recipe. Follow instructions for partially baking crusts in this recipe or use store bought flatbread crusts.
2. Heat oven to 500 degrees.
3. Dust baking sheet with cornmeal and place crusts on it.
4. Divide olive oil evenly between the flatbreads, brushing it all the way out to the edges, covering the entire flatbread. This helps the edges get nice and crisp.
5. Divide pesto evenly between the crusts, spreading it in an even layer.
6. Top pesto layer with torn pieces of fresh mozzarella.
7. Top with halved grape tomatoes.
8. Bake for 10-15 minutes or until the cheese is melted and the edges of the crust start to get dark golden brown.
9. Broil for 1-2 minutes or until the cheese starts to get dark golden brown.
10. Drizzle with balsamic reduction, garnish with fresh basil, and grated Parmesan if desired, and sprinkle with a couple pinches of kosher salt. Enjoy!



Flatbread Pizza Dough

This flatbread pizza dough takes less than 5 minutes to make and comes together right in the food processor with only flour, salt, water, and olive oil!

Ingredients

- 3 cups all-purpose flour
- 1 teaspoon table salt
- 1 cup warm water
- 3 tablespoons olive oil
- cornmeal for dusting
- desired toppings

Instructions

1. Preheat oven to 475 degrees.
2. Add flour and salt to a food processor and pulse until well mixed.
3. Add water and oil.
4. Pulse until a dough ball forms (about 1 minute or so). Scrape down sides as needed.
5. Transfer dough ball to a lightly floured surface and knead dough for 1 minute or until the surface of the dough is smooth.
6. Divide dough into 2 equal balls.
7. Use a rolling pin to roll each dough ball out into a long oval to your desired thickness. Thinner is better in this case.
8. Dust 2 baking sheets with cornmeal and place a flatbread crust on each.
9. Poke the surface of the flatbread all over with a fork.
10. Bake flatbreads for 5-8 minutes or until the edges of the flatbread are turning golden brown and the flatbread is nearly cooked through.
11. Brush with olive oil and top with desired toppings and bake for another 5-10 minutes or so.

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...



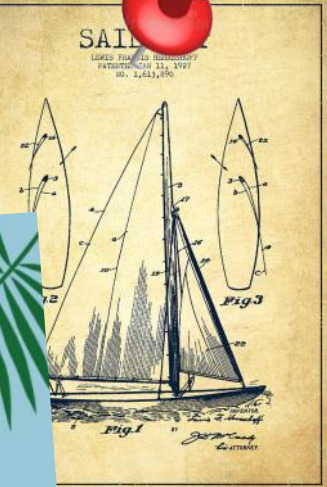
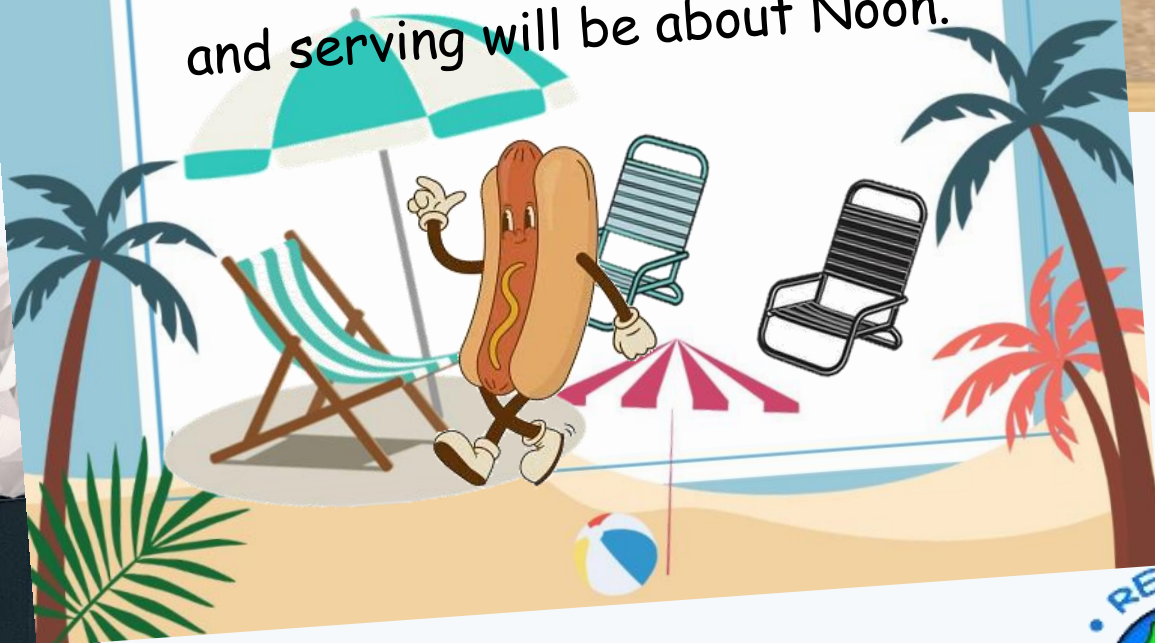
The Bulletin Board

Picnic Time



This meeting is the picnic! It's at
Newport News City Park, 13560
Jefferson Avenue.

We are in our usual shelter #10.
Grilling will start at 11:00 or so,
and serving will be about Noon.



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

14 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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Photographer: Ron Lewis (757) 874-8219



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