

# Logbook!



No. 461

November, 2024

1/10/2017, EBR R.R. Davis

# Hampton Roads Ship Model Society

No. 461

WWW.HRSMS.ORG

November , 2024

View  
From  
The  
Bridge



## Meeting Notice

The meeting will take place  
at 10:00 hours

November 9, 2024



### Captain's Log 9.9.24

Do you work fast, longer or smarter? How much time do you spend in the shop? I've been implicated of working quickly. When, in fact, I merely spend an inordinate amount of time on task. Not having to split my time with work, career or other such inconveniences, I focus all my free time into model ship construction. That's the secret to my apparent speediness...lots of time. Another facet of my rapidity can be attributable to the phase of the building I'm engaged in. From concept to plans to framing and finishing out the hull in only a few weeks may seem like an amazing breakthrough, but in fact as



I move forward the momentum, although consistent, will stagnate. Ironically, the smaller the part is to make, the longer it seems to take. So, I really don't work faster, just longer. It will still take me a year or two to finish the boat. Whether you identify as a turtle or a hare, consistency wins the day.

Speaking of time, Turkey Day comes in a couple of weeks. Happy Thanksgiving to all. Try not to eat yourself silly and save something for tomorrow.—SD

(I feel a dig...and he has a guy...—Ed.)

The photo below arrived just prior to publication



## Letters to the Editor



**November Cover Photo:** Sometimes you just have to name a model after someone special. This Mackerel Seiner we built in 2019 to celebrate a 90th birthday. The prototype hails from 1940. The model is in  $1/4'' = 1'$  (1:48) scale and measures about 18 inches. The scratch built model was made from plans of the William Underwood found in a modeling magazine that were copied and corrected for scale. Model made by John Cheevers.—Ed.

From: Mike Pelland  
To: Editor  
Sat, Oct 19 at 5:49 PM

Beautiful live oaks on Tybee island. See one like this and the shipbuilder in me thinks... that branch is perfect for a hanging knee on the gun deck.

Mike

Mike,  
Don't cut them down, they are protected.—Ed.

From: Greg Harrington  
To: Editor  
Tue, Oct 29 at 10:05 PM

Re: September MPS  
Ok, that's funny. After researching the photo, I am just now reading the last installment, where you call me out! I didn't have a clue I'd been set up.

That the ship was used to power Anchorage is fascinating. Speaking of ships breaking in half: [https://www.youtube.com/watch?v=3m5qxZm\\_JqM](https://www.youtube.com/watch?v=3m5qxZm_JqM)

Wait....just arrived at "wine tanker". WooHoo!!



OOooooo.....I want one.....with good wine...not that E&J Gallo crap.

I'm glad they didn't put the wine in the jets and fuel in glass bottles. There would be some disappointed party goers, with the smokers in the ER.

Greg

Greg,  
You, and Ron...—Ed..



## Earn the Cover:

Do you like the new cover page? The change was made based on feedback received from you. Each month, the Editor will choose a photo taken at the previous meeting, submitted by you (with an accompanying story or blurb), or from something found at large for the cover. If you have a good, neat nautically oriented photograph that you'd like to share, send it in for consideration. Just remember, the photo must be in the portrait format and may be subject to cropping.—Ed.

# The Jape



Tim



*No, You Can't Be A Destroyer Sailor On Liberty In Naples For Halloween!*



“Can you measure this one and see if it's a keeper, Dad?”

## Scuttlebutt



### Nautical term for November

**Mooring:** The act of bringing a boat to a complete stop in a relatively protected coastal area in such fashion that it can be sailed away again in less than one week's time by the same number of people who moored it without heavy equipment and no more than \$100 in repairs.—Tim.

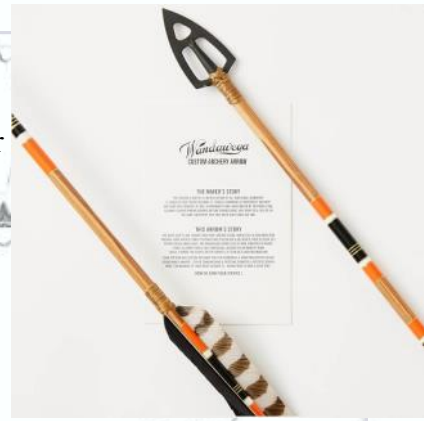


Courtesy Gary Pittman

# Minutes



John Cheevers showed a collection of Port Orford cedar arrow shafts good for masting that he found cheap at a flea market.



## Meeting 10-12-24

The meeting was called to order by the skipper at 1008 by the skipper. There were 21 members present plus 8 attendees on line.

Bob Zinnen was present for his third visit and was welcomed as a full member. Bob Coffen was present for his second visit as a guest.

The skipper announced that the SS United States was to be sunk as a reef off Florida in the Gulf of Mexico. (See blurb later in the Log.—Ed.)

There were no corrections to the minutes.

Ryland Craze reported that expenditures over the last two months, including the picnic, have reduced our treasury by about \$300.

Greg Harrington announced that he was adding to the website's glossary and list of vendors, and asked members to send in pictures of the recent projects. He emphasized that the backgrounds should be clear and uncluttered, please.

Greg said that our location at the Builder Fest was poor in that many people didn't see it. It was attended by Greg, Gene, and Caelan.

Ryland stated that the picnic was successful.

Tom Ruggiero told us that our NRG renewal has been approved.

## SHOW AND TELL

Bryan Pitts showed his model of a Mississippi river boat, complete with interior lighting.



Bob Zinnen showed a model of the Model Shipways carronade and a model of a Dahlgren gun.

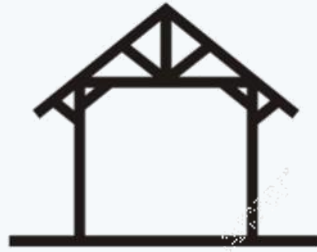


John Wyld showed a collection of 3D printed parts he has made for his USS Hornet model, and some liquid and powder adhesives.

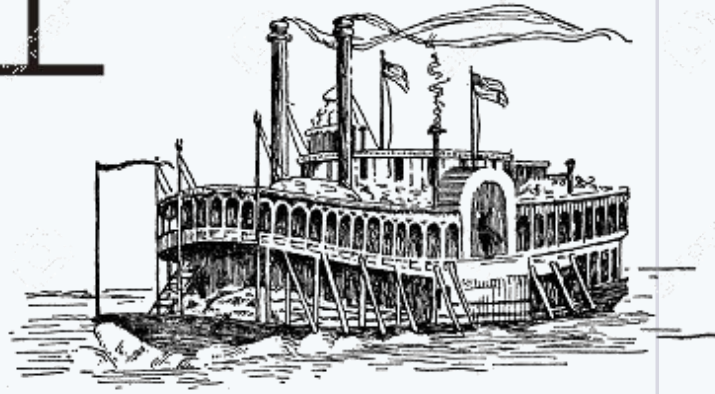


## Show and Tell (cont....on-line )

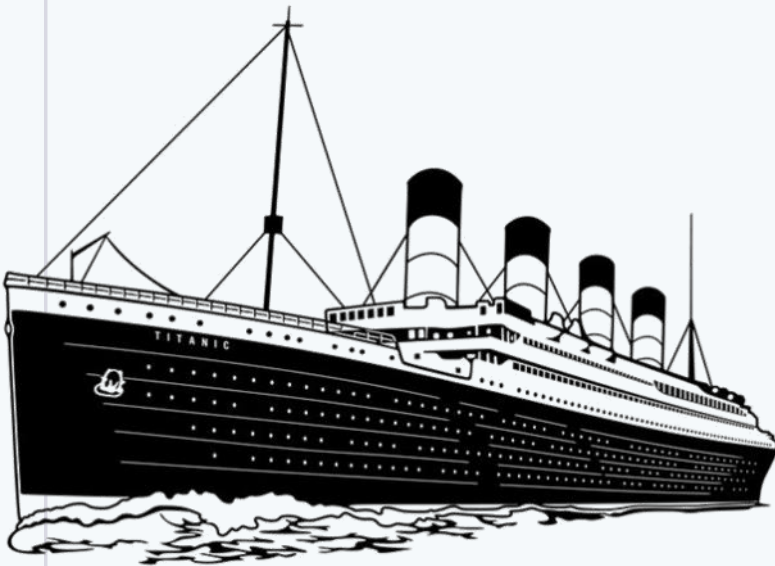
Greg said that he has completed his new workshop, and is currently rebuilding some of his old furniture for the new shop. He also has some older woodworking equipment that he is willing to sell at a discount to our members.



Caelan McCormick showed a model of the USS North Carolina, the Robert E. Lee, and a Constitution model started by others.



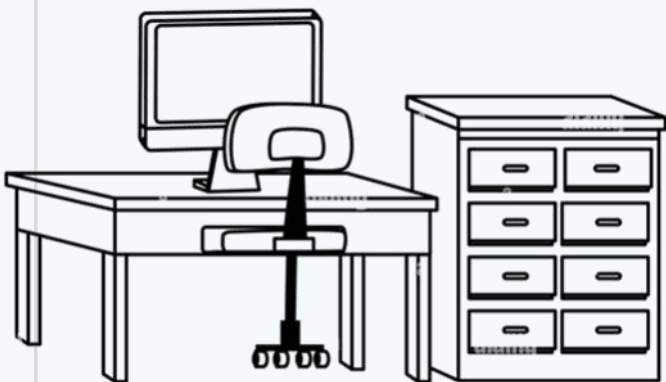
Tom Ruggiero reported that his Titanic is finished and has gone to a new home. He then discussed plans for the brigs Syren and Argus by Chapelle, and construction details. He also asked if anyone knew what bust was on the Argus, and discussed the lift method of construction a hull.



Kevin Kenny told us of his visit to the America's Cup race, and of visits to maritime museums in Barcelona and Lisbon.



Mike Pelland showed his new office/shop in Georgia and his skipjack model.



John Proudley showed his Jeremiah O'Brien.



## Show and Tell (concl.)

Gene Berger showed his completed model of the USS Arizona in its 1916 configuration, and the water surrounding it. It is now residing in the Model Shop's display case. He said that he now starting on the USS Zircon.



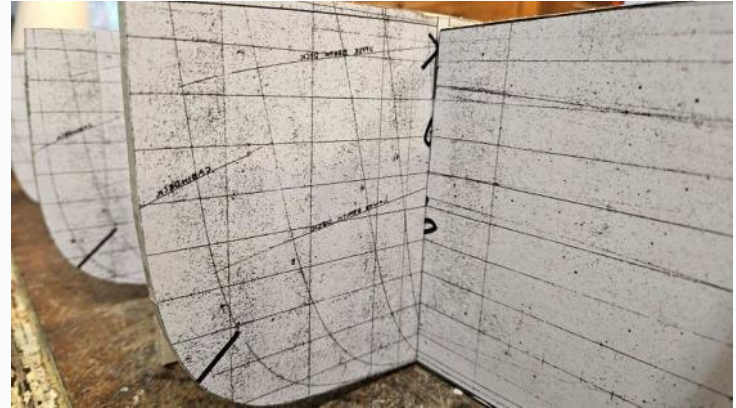
## Presentation:

Our prolific modeler—The Skipper—treated us to an Ed Sullivan-like presentation that guaranteed to entertain and inform—Fo Shizzle, My Nizzle!



His presentation was part Power-Point, part live demonstration, and part entertainment...via AI. With it, he showed how you can manipulate a set of ship plans to obtain true-scale patterns (templates) of the main deck, centerline hull shape, and frames using a computer program called Adobe Photoshop. In creating these patterns he adds slots so that the parts can interlock, egg-crate fashion, to form a light weight, rigid structure for planking.

Since the Arizona is complete, he has moved on to model the ex-yacht/patrol gunboat U.S.S. Zircon (PY-16), a Cox and Stevens design, from plans obtained from the Mystic Seaport Library. And of course, it will be modeled in his preferred scale of 1:48. If you want to learn more about Zircon, you can find it at [Navsource.com](http://Navsource.com).



The presentation was entertaining, at least to the live audience. Apologies to those on line as it must have seemed like a trip back to the roaring 20s, before Hollywood invented talkies. No sizzle.—Ed.



## S.S. United States: Final decision

By now you may have heard or read about the final solution to the “what to do about the aging liner” saga.

The Skipper reported that after almost 60 years in lay-up, the proud, old liner will finally have a new role to play in maritime history. She is slated to become the world’s largest artificial reef. She will find a new home at the bottom of the Gulf of Mexico offshore from Okaloosa County, Florida.

“It gives the fish habitat, it gives an opportunity for people to come and recreational dive, but most importantly it gives us a natural resource of a habitat...that helps really sustain our ecosystem ,” says Paul Mixon, the chairman of the county commission for Okaloosa County.

In addition a museum will be built to celebrate the ship. It is planned to remove and display the ship’s mast and one of the famous and familiar stacks.—Ed.



## Mystery Photo

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

If you know the answer to the Mystery Photo below, by all means send it in . All replies will be blended into the solution.

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. 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.



Kirk Brust photo



Books for the Ship Modeler  
[www.seawatchbooks.com](http://www.seawatchbooks.com)

## Mystery Photo Scene Explained



Convenience. Convenience to compete with modern times and growing populations. Convenience that modifies perception and tradition. Convenience that alters the landscape. In a word—change. Time was when living on Virginia’s peninsulas that you had to either go way out of your way to visit the far shore or take a ferry. The area colloquially known as The Peninsula in South East Virginia once boasted three ferry landings where eager locals or tourists had to board a boat to get to Gloucester, the Eastern Shore, or the “South Side” But that land locked feel began to change when the James River Bridge was built linking the City of Newport News with Isle of Wight County and the town of Smithfield in 1928. That 4-1/2 mile over-water trek was the first of many dedicated crossings linking the greater South East Virginia area known as Tidewater of Hampton Roads.

It took almost 25 years before the second permanent crossing opened on the Peninsula. The bridge that you see in the Mystery Photo Scene is a swing bridge, or double swing span, that can open to allow large ships unfettered access to military and commercial installations upriver. The photograph commemorates the opening in 1952 of the George P. Coleman Bridge which provided a dedicated road crossing of the York River between Yorktown and Gloucester Point, Virginia.



Since then, many more permanent crossings in the form of bridges and tunnels have crisscrossed the region. It is important to note that fixed Hampton Roads crossings were slow to arrive due to the local geography and national security concerns. Because of naval facilities and the local shipyards any permanent crossing has to provide unobstructed access for large ships to navigate through. That is why we have tunnels and bridge spans that open in various ways.

Ryland Craze sent a response this month. Here is what he has to say: “It is the George P. Coleman Memorial Bridge in Yorktown. It appears to be still under construction or completed, just not opened to the public, as the ferries are still running and there are no vehicles on the bridge. The time period looks to be early 1950’s based on the vehicles in the picture. Could be the Battleship New Jersey passing under the



bridge, but it is a wild guess.”

We also heard from Greg Harrington. “I haven't played "mystery photo" in years. If I can get this one, you're probably already flooded with correct answers. Here is mine, all the same:

It looks like a Baltimore-class (I had to look at all the profiles as I don't have them memorized like so many in our club) and it sure looks like the Coleman bridge. The ferry is still running and there's not a car to be seen on the bridge, though it looks complete. Given that, I'll put the date at 1952. Of the class sporting a "2" in the hull number:

Canberra CAG-2 was reclassified as a missile cruiser in 1970, too late for this photo.

Columbus CG-12 was reclassified as a missile cruiser in 1962, also too late for this photo.

Pittsburgh CA-72

Macon CA-132

The number preceding the "2" looks more like a 3 than a 7. A Google Image search for "Macon" "Coleman Bridge" yielded a photo taken just before the mystery photo, with the full hull number clearly visible. [https://www.reddit.com/r/WarshipPorn/comments/1d0r97v/dedication\\_of\\_the\\_coleman\\_bridge\\_in\\_yorktown\\_va/](https://www.reddit.com/r/WarshipPorn/comments/1d0r97v/dedication_of_the_coleman_bridge_in_yorktown_va/). The same cars are sitting in the same positions. It claims to be on the date of the bridge's dedication, but the date is not given, and it doesn't look like a celebration.”

Except for Ryland's battleship part, they are spot on. The image is one of a series purported to capture the



opening of the bridge to traffic and the last day of State Ferry operations at that crossing. That day was 7 May, 1952. I'm not sure if the ship, a US Navy heavy cruiser, passing through the open span is coincident with the opening of the bridge or just good luck for the photographer and the viewing public.

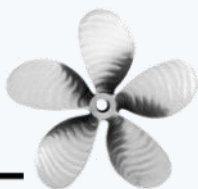
What makes the photograph so interesting, other than capturing an historic moment, is that you can see three defined modes of travel. The bridge is the most obvious as it allows busses, trucks, and cars to cross deep water without regard to a timetable and space available on the second mode—the ferry. The third mode is the ship in the river. In this case it is a US Navy heavy cruiser U.S.S. Macon (CA-132). The cruiser is transiting downstream after visiting the local naval weapons station. It is not clear whether the ship was loading or unloading ammunition. But you can see that the design of the bridge easily accommodated the large warship.

Today, we enjoy the versatility to travel as we like all across Hampton Roads, although some routes are not as utilitarian as others. That being said, can you imagine trying to cross these waters with the current volume of traffic and only having Ferry service?

Convenience. —John



# What's Happening at The Museum



November 2024

Someone on the Mariners' Museum Staff is a genius—and I told Howard as much. While he didn't think it was he and it certainly wasn't me, someone did something that is akin to hitting a grand slam in the World Series. That's my opinion and I'm sticking with it!

Last Monday as I toiled away in the Taco Stand, a group of visitors ambled by as they took in the sights. One of them stopped to ask about the model I was working on. After dispatching that inquiry, and as I always do when engaging guests, I asked him where he was from. It wasn't that he was from Buffalo that intrigued me, it was that he was with a tour group from a cruise liner that was docked in Norfolk.

Wow! I thought.

So when the tour guide stopped, by I bent his ear a bit. Seems that

someone at the Museum had the brilliant idea of making the Museum an excursion destination with their cruise line.

And this wasn't just a one hour bus stop as part of an expanded tour, it was a dedicated stop at America's National Maritime Museum. The tour booked enough time so that the museum could be thoroughly enjoyed (and that included an allowance for the HRBT construction.) I can tell you that they were impressed and enjoyed the museum.

So if you're not into zip lining, four-wheeling over sand dunes, or booze cruises to nowhere, then coming to this museum is the ticket. I hope to see more tour groups from this and other cruise lines.—Ed.

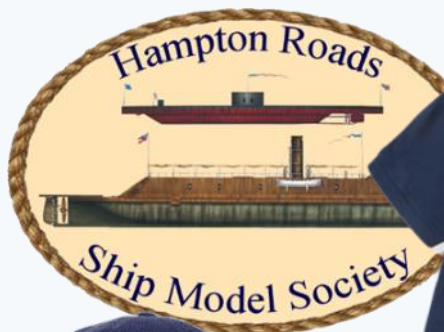
As you read this you will have missed the Mariners' Museum Fall Festival in the Park. I hope you attended, and I hope you had a great time. If you pop into the Museum's website from time to time, you will see notices for these events, and others, as well as a host of other services and digital experiences. Search: [www.marinersmuseum.org](http://www.marinersmuseum.org).



## 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...



# American Naval History

## The Civil War

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1864

June 3: A Confederate boat expedition of 130 men captures the blockader *Water Witch*.

June 19: *Kearsarge* vs. *Alabama*. The Confederate cruiser *Alabama* stands out from Cherbourg, France to engage the screw sloop *Kearsarge*. After a one-sided action of 70 minutes, the *Alabama*'s men are ordered to abandon ship is given. 40 men escape captivity when they are rescued by boats from the English *Deerhound*.

June 24: The paddle-wheel steamer *Queen City* is surprised and captured by Confederate cavalry with artillery on the White River off Clarendon, Arkansas.

August 5: Battle of Mobile Bay. Rear Admiral David G. Farragut attack the defenses of Mobile Bay, Alabama, with a squadron consisting of the monitors *Chickasaw*, *Manhattan*, *Tecumseh* and *Winnebago* and 14 wooden ships including the screw sloop *Hartford*. The Confederate squadron under Rear Admiral Franklin Buchanan composed of the ironclad *Tennessee* and the small wooden gunboats *Gaines*, *Morgan* and *Selma*. The *Tecumseh* strikes a mine, sinks within minutes taking 90 of her 114 crewmen. The *Selma* strikes her colors after a sharp action with *Metacomet*, the CSS *Gaines* is severely damaged and runs aground, the CSS *Morgan* escapes up the bay to Mobile. Admiral Buchanan singlehandedly engages the Union fleet with the *Tennessee* for an hour before he is compelled to surrender. The action effectively closes the last major port on the Confederate Gulf coast.

August 6-23: Cruise of the *Tallahassee*. Slips out of Wilmington, North Carolina, the steamer *Tallahassee* attacks shipping off the eastern seaboard. In two weeks, they take 31 prizes, runs the blockade back to Wilmington.

End of Part 4 —Bob



Time for .....



Fall calls for a warming drink complete with pumpkin spice scent and flavor, a nice decadent drink to ring in the Holiday Season. Though normally associated with Christmas, this variant of Egg-Nog is suggested as the perfect paring with our hearty fall stew, as recommended by A Taste of Kentucky.

### The Tom and Jerry

#### Ingredients

- Boiling water, to rinse
- 1 ounce dark rum
- 1 ounce cognac
- 1 tablespoon Tom & Jerry batter (recipe below)
- Whole milk, hot, to top
- Garnish: nutmeg, freshly grated
- Garnish: ground cloves
- Garnish: ground allspice

#### Steps

1. Rinse a small coffee mug (or white ceramic Tom & Jerry cup) with boiling water to warm it, then discard the water.
2. Add the rum, cognac and batter into the cup and top with hot milk.  
Garnish with a mixture of 2 parts freshly grated nutmeg to 1 part each ground clove and ground allspice.

#### HOW TO MAKE TOM & JERRY BATTER

Separate **3 egg yolks and whites** and set aside. In a nonreactive bowl, whip the egg whites with **1/4 teaspoon cream of tartar** until stiff peaks form. In a separate bowl, beat the yolks with **1 cup of sugar, 1/2 ounce Jamaican dark rum** and **1/4 teaspoon vanilla extract**. When the yolk mixture is completely combined, gently fold it into the egg white mixture. Keep refrigerated.

#### RAW EGG WARNING

Consuming raw and lightly cooked eggs poses a risk of food-borne illness.



# Mess Call



## Fall means Burgoo...

•Having just returned from the motherland, I can attest that the coming cold and chilly weather requires a hearty, flavorful, community stew to warm you to the bone. So step aside Brunswick, it's time for some Burgoo. It should be especially comforting after a hard day of ship modeling. Lest you

think that this is some hillbilly concoction, I'd like to remind you that Wikipedia defines Burgoo "as a type of food served in the British Navy."

As for the hillbilly aspect of this dish, what you see for protein is what you can readily buy from the store. The more adventurous out there can always make delicate substitutions like venison, rabbit, squirrel, or something more exotic. Bon Appetite!

## BURGOO

- TWO POUNDS PORK SHANK.
- TWO POUNDS VEAL SHANK.
- TWO POUNDS BEEF SHANK.
- TWO POUNDS BREAST OF LAMB.
- ONE CHICKEN. (3 OR 4 POUNDS).
- EIGHT QUARTS WATER.
- ONE & ONE HALF POUNDS POTATOES.
- ONE & ONE HALF POUNDS ONIONS.
- ONE POUND PACKAGE CARROTS.
- TWO GREEN PEPPERS.
- TWO CUPS CHOPPED CABBAGE.
- ONE QUART TOMATO PUREE.
- TWO CUPS WHOLE GRAIN CORN. (FRESH, CANNED, OR FROZEN)
- TWO PODS RED PEPPER.
- TWO CUPS DICED OKRA.
- TWO CUPS GREEN LIMA BEANS. (OR HALF-CUP DRIED

KIND, SOAKED OVER-NITE; OR BOILED FIVE MINUTES AND LET STAND IN COOKING WATER ONE HOUR.)

- ONE CUP DICED CELERY.
- SALT & PEPPER AS NEEDED.
- TABASCO OR CAYENNE PEPPER, A1 SAUCE, WORCHESTER SHIRE SAUCE TO SEASON.



## BURGOO PAGE #2

CHOPPED FRESH PARSLEY.

USE: FOUR GALLON WATER-BATH KETTLE.

YIELD: BURGOO FOR 25.



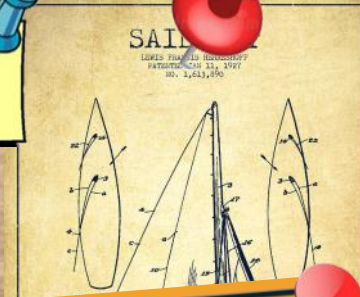
Put all meat into cold water and bring slowly to a boil. Cover & simmer on medium-low heat until it is tender enough to fall from bones. Lift meat out of stock; cool and chop, discarding bones.

Dice peeled potatoes & onions. Return meat to stock & add potatoes, onions & all other vegetables. Simmer gently until thick. Burgoo should be very thick, but still "soup". Season as it cooks but do final seasoning when almost done. Add chopped parsley just before serving.

Stir frequently with a long-handle wooden spoon or paddle during first part of cooking and almost constantly after it thickens.

This will yield Burgoo for 25.

# The Bulletin Board



## MODEL BOAT SHOW & Fall Festival

SATURDAY NOVEMBER 9, 10-4



**FUN FOR THE WHOLE FAMILY!**

- Free Indoor/outdoor event
- Regional Model Boat Builders Exhibit & Sales
- Oyster raw bar & craft beers and bloody mary's
- Kids mini-wooden boat races

[OXFORDCC.ORG](http://OXFORDCC.ORG)



# 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  $\pi$  Day  
Presentation: Hank Ghittino -The Oseberg Ship, History and Build  
9/10 Battle of Hampton Roads Weekend at the MM

## April 2024

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

## MAY 2024

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

## JUNE 2024

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

## JULY 2024

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

## AUGUST 2024

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

## NOVEMBER 2024

9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: video, "Billy Moore, Chesapeake Boat Builder"

## DECEMBER 2024

14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:



## WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
1<sup>st</sup> 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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