



Logbook!



Season's Greetings!

No. 462

December, 2024



Hampton Roads Ship Model Society

No. 462

WWW.HRSMS.ORG

December, 2024

View
From
The
Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

December 14, 2024

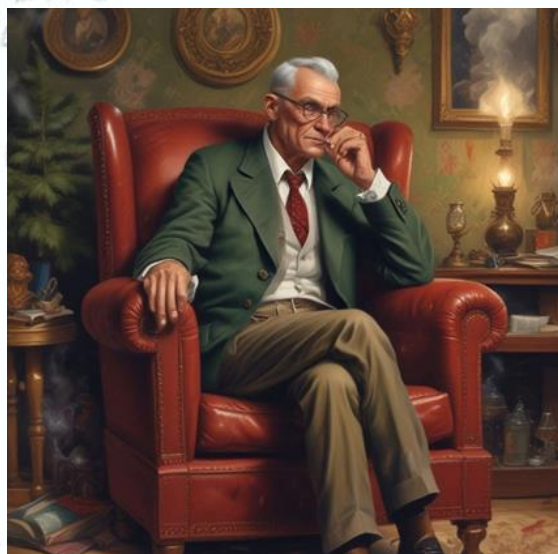


Captain's Log 12.14.24

Growing up, my family would often descend upon my grandparents' house for holiday gatherings. Now that I have ascended the patriarchy, the whirlwind of racing grandsons, crying babies, clattering dishes, pots, pans, cooking, eating, snacking... An epiphany occurred to me during the tempest of it all.

My grandfather was an old school Berliner who immigrated to this country in the early 1900's. An engineer by trade, he travelled the country out west. At one time, he even tried being a ranch hand, complete with six-shooter. Must have been quite an adventure for someone who barely spoke the language.

To his dying day, with heavy German accent intact, I always considered him rather aloof, comfortably arranged in his overstuffed armchair. One did not dare attempt to ascend his throne. He rested there, pipe in hand, observing the frenetic activities and often rub-



bing his forehead as though soothing a mild headache. I now realize that what I observed as remoteness was his coping.

Our Thanksgiving season descended upon us with "Force 12" effect. My *Fortress of Solitude* was breached by a multitude of sisters-in-law, family and grandkids of the two-year-old variety. And then, "away they all flew like the down of a thistle..."

I take comfort in the fact that we're halfway through the gauntlet of drink, food and over-the-top merriment. Now that we are in the eye of the season and a relative calm has returned, albeit brief, sanity is restored. Our home, my citadel, is restored.

Celebration, revelry, stress and survival are integral components of my holiday season.

Happy Holidays and Merry Christmas,

SD

**The meeting is at
10:00 AM Sharp!!!**



Letters to the Editor



From: Stewart Winn

To: Editor

Sun, Nov 3 at 2:17 PM

Looks like an R/C model of a great lakes whale-back. Which one, I haven't the faintest.

Stu

Thanks, Stu.

I will be sure to include this in the essay.—Ed.

From: Marilyn Barton

To: Editor

Sun, Nov 3 at 4:02 PM

Thanks, Ed.

Great job, high degree of creativity, A+

Feedback (as requested):

As always, I enjoyed the Log Book cover to cover but skipped the more technical details about ship modeling. Uh, oh. Guess I'm in trouble.

Love the changing cover each month of ships, gives it a fresh look

Had a few chuckles over the cartoons

Sad about the fate of the SS United States, will probably never get to see the underwater reef. Sigh.

Nice comments on Gene's skipper article and PP presentation. Maybe Snoop would like to attend a meeting sometime? You could ask. He went to the Paris Olympics, why not the NN Mariners Museum?

Whose handwriting is that for the Burgoo recipes?

Did Gene tell you we lived in the *Barbeque Capital of the World* from 1980-1984 in Owensboro, KY? Burgoo was immensely popular there. In fact, when the Welcome Wagon Lady visited us she gave us a coupon for a free one at the Moonlite BBQ restaurant.

<https://www.moonlite.com/c-Home.html>

Thanks,
Marilyn



Thanks, Marilyn.

Its nice to know that I finally get an A in creativity. BTW, Burgoo is only \$6.65 on their dine-in menu. Or, you can have a gallon shipped to your door for only \$84.35—Ed.



Burgoo by the
Gallon-Includes
Shipping

\$84.35

Qty :

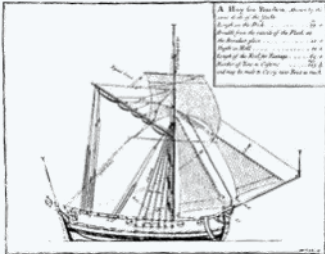
ADD TO CART



December Cover:

This month's cover celebrates the 70 Gun Third Rate 'Prince Frederick' of 1714. The model "was built by Richard Stacey at Portsmouth Dockyard in 1714." The model is currently part of the impressive Henry Huddleston Rogers collection located at the U.S. Naval Academy Museum in Annapolis, Maryland. It is built to the standard exhibition scale of 1/4" = 1' (1:48). "It is one of five known models from the early 1700s decorated in the style known as 'chinoiserie.'" This image can be found at nauticalhistory.weebly.com —Ed.

The Jape



Scuttlebutt



“He’s a politician. He’s here to advise us on military efficiency. It’s why we’ve armed him with a pool noodle.”

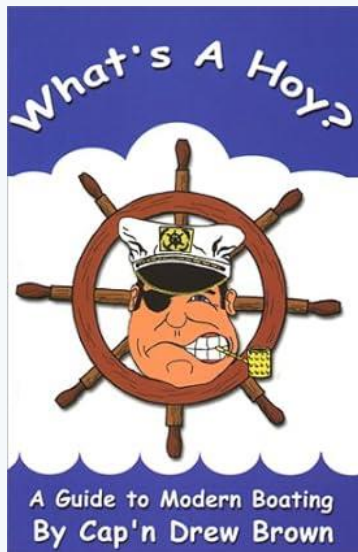
Nautical term for November

Ahoy The first in a series of four-letter words commonly exchanged by skippers as their boats approach one another.

—Tim.

From the Dutch “hoi,” used as a greeting or to get attention, the term evolved into “ahoy.” But back before skippers became so polite in their approach, as Tim suggests, a hoy was a small gaff-rigged coastal ship or a heavy barge. Some had specific uses as tenders. They could supply water from large casks, or help set and retrieve anchors. Some, I am sure, were used as bum boats (which is a subject for another time).

In the cookie world, one has to wonder if the brand “Chips Ahoy” is a purposeful bastardization of the call out “Ship’s ahoy”! Still confused? Pick up a copy of Drew Brown’s book and all will be explained...



Minutes



Meeting 11-9-24

The meeting was called to order about 10 AM by the skipper. There were 16 members present, and 5 online, though the online presence varied over the course of the meeting. There was one new visitor, Bobby Veir.

Gene announced that the plans for preparing the SS United States for its final voyage had been changed, and that the preparations would be carried out at a shipyard in Mobile, Alabama rather than in Norfolk. It will be "enreefed" in the Gulf just offshore of Pensacola.

There were no corrections to last month's minutes.

Ryland announced that our treasury had increased by about \$100 last month, and that we now have 3 members emeritus, 42 full members, 6 associate members, one junior member, and one honorary member.

Greg announced that he had posted photos of the tug Seguin on the website, and asked members to submit photos of their recent models. He emphasized the need to minimize background detail.

Old and New Business

50-year member Bill Fox was honored by the presentation of a Member Emeritus plaque, and was encouraged to take an active role

in the Society again.

It was moved, seconded, and approved that we donate our annual \$1000 donation to the Museum.

Ron Lewis reported that the Bronze Door Society (a Museum affiliate) had made its largest annual donation to the Museum, in excess of \$#####0, which is earmarked for several specific projects. Any HRSMS members who are interested in the Bronze Door are encouraged to investigate a membership.

Al Sutton contributed a group of fittings to be added to the stash now available in the Taco Stand. Members are reminded that these fittings (and there are a lot of them) are available to all members. You can trade in stuff you don't need, or donate in cash whatever you think they're worth. Come in and browse whenever the stand is manned, which is most of the time (to be sure, call in advance 757-596-2222, ext. 356).

Bobby Veir donated a collection of ship plans and drawings to the Society.



Show and Tell

Sean Maloon showed progress on his Winchelsea, highlighted the decorative friezes, quarter galleries, and trenails in the hull planking.



Steel Sharks”.

Mike Pelland showed a parts cabinet he has just built—two sided roll around model. It was noted that it’s already full.

Bill Fox showed photographs of a 28’ cruiser (a real one!) salvaged from hurricane Isabel. Contact him, it may be for sale (sail?).

Gene Berger showed progress on the hull of the USS Zircon, a re-purposed WWII patrol craft originally built as a pleasure yacht for the Fischer family of “Fischer body” fame. Gene’s father-in-law served on it briefly. Most interesting thing about the model is the convenient handle to tote it around.

The meeting adjourned to a video presentation about 11:15. (postponed)

John Cheevers showed his model of a sardine seiner (originally the “William Underwood”) which he has renamed the “Mary Ann” in memory of his mother. (photo on the cover of the Nov. Logbook.)

Don Good showed a model of a generic skipjack “Melanie” on which his 8-year-old granddaughter had assisted. Later he sent a picture of the completed project—it is a Christmas wreath!

Mort Stoll talked about the copping of the hull of his “Diane”.

Josh Fichman discussed his model of a WWI sub-chaser, which he is building as an R/C model, using 3-D printed parts for gun tubs and other features. The ship was of the type featured in the book “Hunters of



Presentation:

Due to circumstances, this month's presentation was postponed, therefore there is no presentation to report on. In it's place, Here are two more pictures of the exquisite Prince Frederick for you to enjoy.—Ed.



Veterans Day

November 11th, is the day set aside to honor all veterans who served in the military.

A bit of history:

On, June 4, 1926 Congress adopted a resolution requesting the President to issue an annual proclamation on the observance of November 11 which marked the formal ending of hostilities in the war now known as World War One. In 1938 a Congressional Act made November 11 a legal holiday known as Armistice Day. Following World War Two, a veteran named Raymond Weeks from Birmingham, Alabama, had the idea to expand Armistice Day to include all veterans. Public law 380 approved on June 1, 1954 made November 11 a day to honor veterans of all wars.

On the 9th a celebration and parade was held for veterans out at the Fort Monroe Continental Park. It was sponsored by the City of Hampton, the Fort Monroe Authority, and Fort Monroe National Monument. The event ran from 9 a.m. to 4 p.m. and featured interactive exhibits (including reenactments), live entertainment, food trucks, and other activities. There was music and a dance team. Of special note, our own member, Kevin Ritton was captured playing the bugle. Volunteers from the employees resource group at Newport News Shipbuilding filled thank you bags with good swag.

We are honored in our Society to have a number of veterans. I hope you took some time on the 11th to reflect and thank veterans for their sacrifice and service to this nation.—Ed.

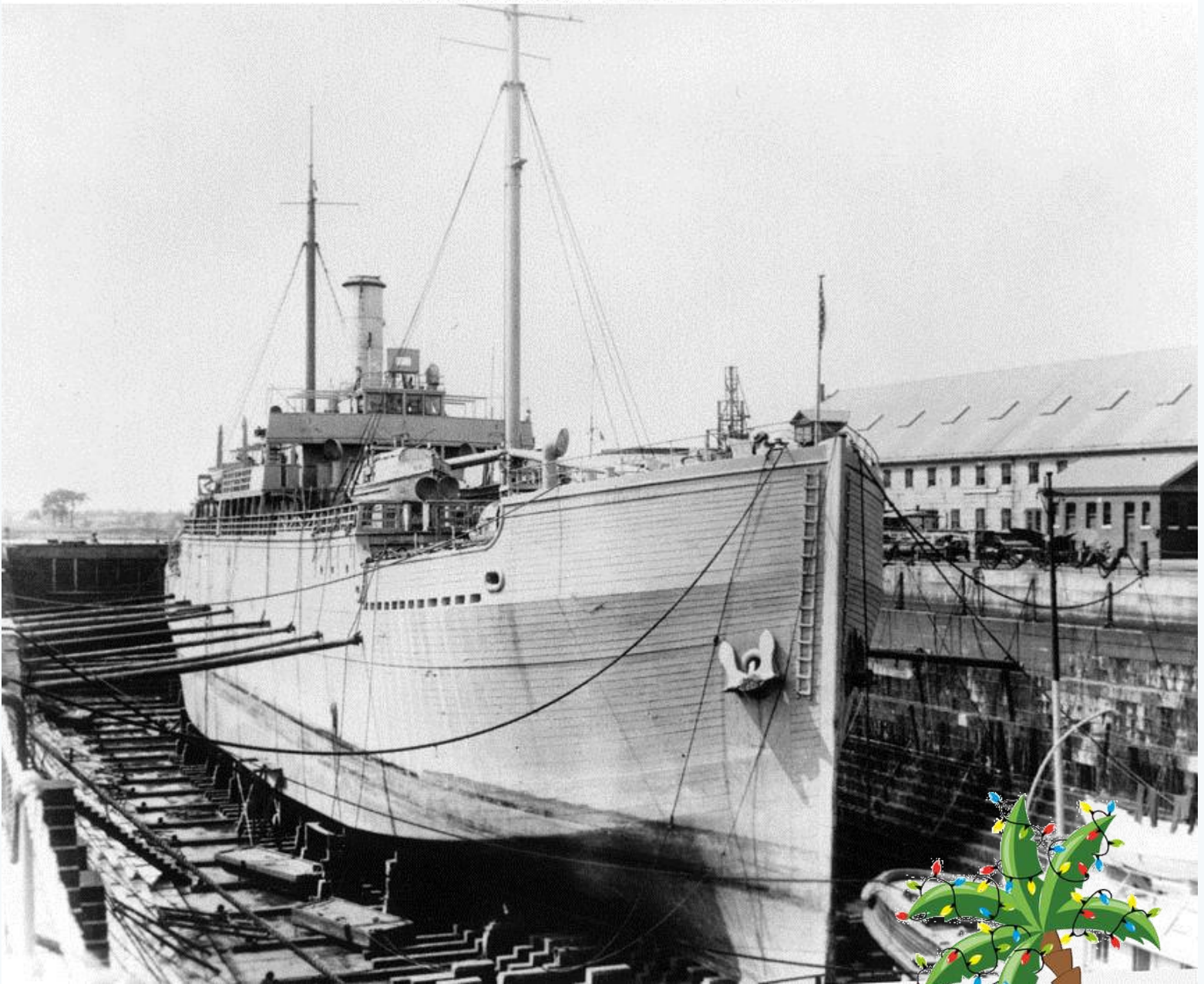


Mystery Photo

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.



Books for the Ship Modeler
www.seawatchbooks.com

Mystery Photo Explained

The story behind last month's Mystery Photo is interesting because it leads to, among other things, a ship modeler's first time scratch build. Before we get to all that, I wonder if any of you noticed the return to this column's original title. While the premise of the column remains the same, the name has reverted due to your feedback. When I changed the name, I did so to call attention away from just identifying a ship each month to an effort to study and report on the entire photograph. Now before you say that the current offering only shows a ship in the water, let me say again that there is much more than just the vessel to expound on. Study the image!

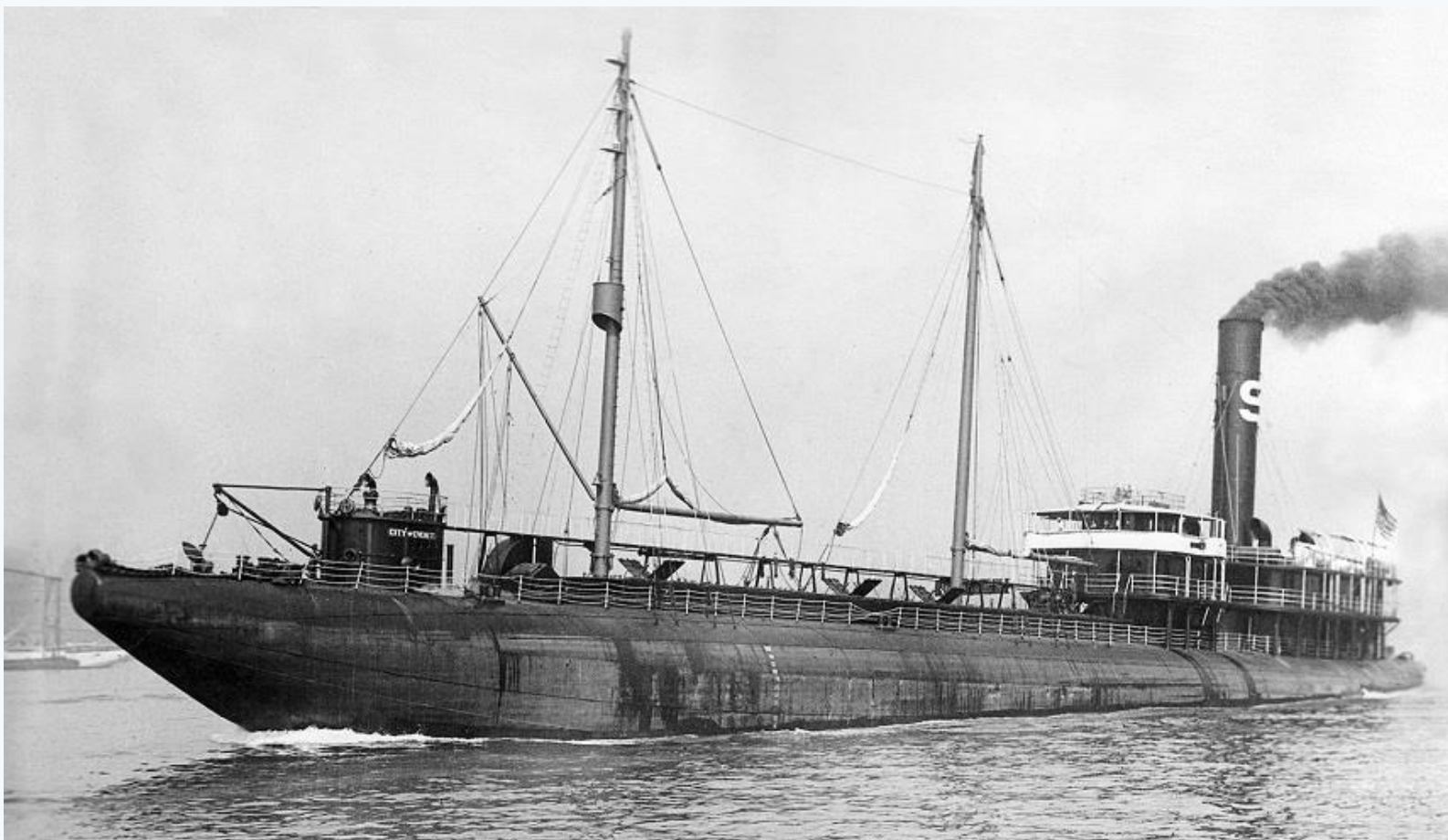
Our two replies this month pay testament to the idea that you study the entire photograph. Stewart Winn leads us off by stating that it "Looks like an R/C model of a Great Lakes whaleback. Which one, I haven't the faintest." He's right, it is a whaleback freighter and it is an R/C model. And in his short answer, he has gleaned two important bits of information.

We also heard from Greg Harrington who has again replied with a thorough analysis of the photograph. "



It is clearly a whaleback freighter. It is clearly a model. I assumed it was a Laker, but I learned a few whalebacks did exist elsewhere (1). Wikipedia tells me that only 44 were built (2), so how hard could it be? It has three superstructures, whereas most whalebacks have only two. That piece of information may have been helpful if I had not then noted the photographer's name, which was left visible in the image. On purpose or an oversight?" (I assure you it was not an oversight.—Ed.)

Stewart and Greg have fleshed out most of the salient points found in the Mystery Photo. We now know that



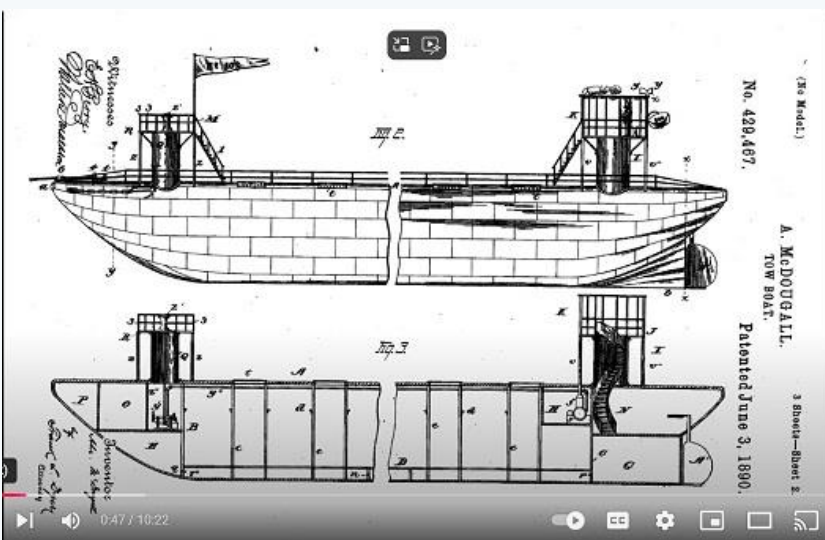
the image features a whaleback freighter, that it is an model R/C model, who is credited with the image and that he might be the builder, that the superstructure arrangement might be unique, and that the ship type is somewhat rare and geographically limited in use.

Greg then took the next step by searching on-line to identify the vessel. His searches revealed that the model is of the freighter John Ericsson. If that name isn't familiar, Greg lets on that "It's easy to make the comparison between a whaleback and a monitor, but after a half-hearted search I found no evidence to support that the Monitor's creator is the namesake of this whaleback." And, indeed, he is not.

Most of the "44" were built at the American Steel Barge Company located in Superior, Wisconsin between 1888 and 1900. John Ericsson was built and delivered in 1896. She was one of the last to be built as the type was losing favor with the shipping lines. The type began as a bold experiment by Captain Alexander McDougall and



Photo by: Lloyd D. Mitchell



model being built there by asking if it's a submarine. You could almost agree with them as the black, rounded upper deck does somewhat emulate a modern submarine as well as emulating the "whale" in shape.

The design had other drawbacks as well. When initially built they had flush mounted hatches. The hatch covers tended to warp and get bent with use causing them to not seal properly and thus leak. Also the hatches were smaller than hatches in conventional freighters resulting in slower loading and unloading times and frequent damage to the hatch or loading equipment which increased operating costs. And the curved upper deck design restricted reserve buoyancy making many of these ships unstable as conversions and refits added weight—like those converted to be self-unloaders.

was limited in size due to locks and rivers. The first six lacked engines and were considered whaleback barges. Towing a string of barges, either by tug or by a powered steamer, was a popular way of increasing your shipping load without increasing operating cost. The string of barges was called a "consort" which is very similar to a railroad's "consist."

The term whaleback became common for this type due to its appearance with a rounded upper deck and no conventionally defined deck edge. When loaded, they rode so low in the water that waves would just wash over the deck. This feature became a detriment when it was found that these steamers were difficult to see in bad weather causing a lot of them to be rammed by other freighters. Today many visitors to the Taco Stand will comment on the whaleback



Historical Collections of the Great Lakes
Bowling Green State University

Nevertheless they are a unique type of vessel and the subject of many modeling efforts, especially with folks who grew up around or are associated with the Great Lakes.

Take, for instance, our Mystery Photo subject. Greg has already identified the vessel and cleverly located the builder who I identified in the photo credit. The ship is the whaleback freighter John Ericsson and the builder is Kirk Brust. I don't know if you remember but one of his models, set in a very rough sea, appeared in a prior Logbook. It was featured in our segment about making water because he might be the best to realistically model water. His modeling work ethic must be a lot like Gene's as he is quoted in a Boatnerd's article saying "A 5-foot model can take seven or eight months of spare time to complete, but there are a lot of hours in those months."

The Mystery model is radio controlled and is steaming in calm water. A good Naval Architect can tell us about its performance by studying the wave pattern. But it's the rough seas where Brust



excels at posing many of his models. Above and left is a shot of a whaleback freighter (ironically one of the few converted to be a self-unloader) not reacting well as it plows through the violent, very realistic sea.

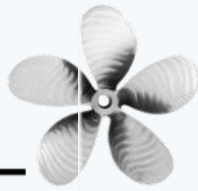
Which brings us to our own, locally sourced, modeler of a whaleback freighter. It seems that.....

..... Michigan transplant Tim Wood, a damn Yankee if there ever was one, chose the Charles W. Wetmore as his first scratch-build ship model project. A difficult hull to build, to be sure, and the smaller scale makes it more so. Though not yet finished, the model has offered all the challenges that you would expect to find, yet our model maker has answered the bell every time. Watching his evolution from kit modeler to scratch builder gives this writer a warm fuzzy in knowing that the craftsmanship aspect of this hobby (The wisdom of the hands) is alive and well. When finished, however, a coveted spot to display the work awaits this model.

The world is full of unique ships. Its up to us to find, study, and model them. The whaleback is one of those unique choices, and it has a compelling story to offer the college of nautical knowledge.—John



What's Happening at The Museum

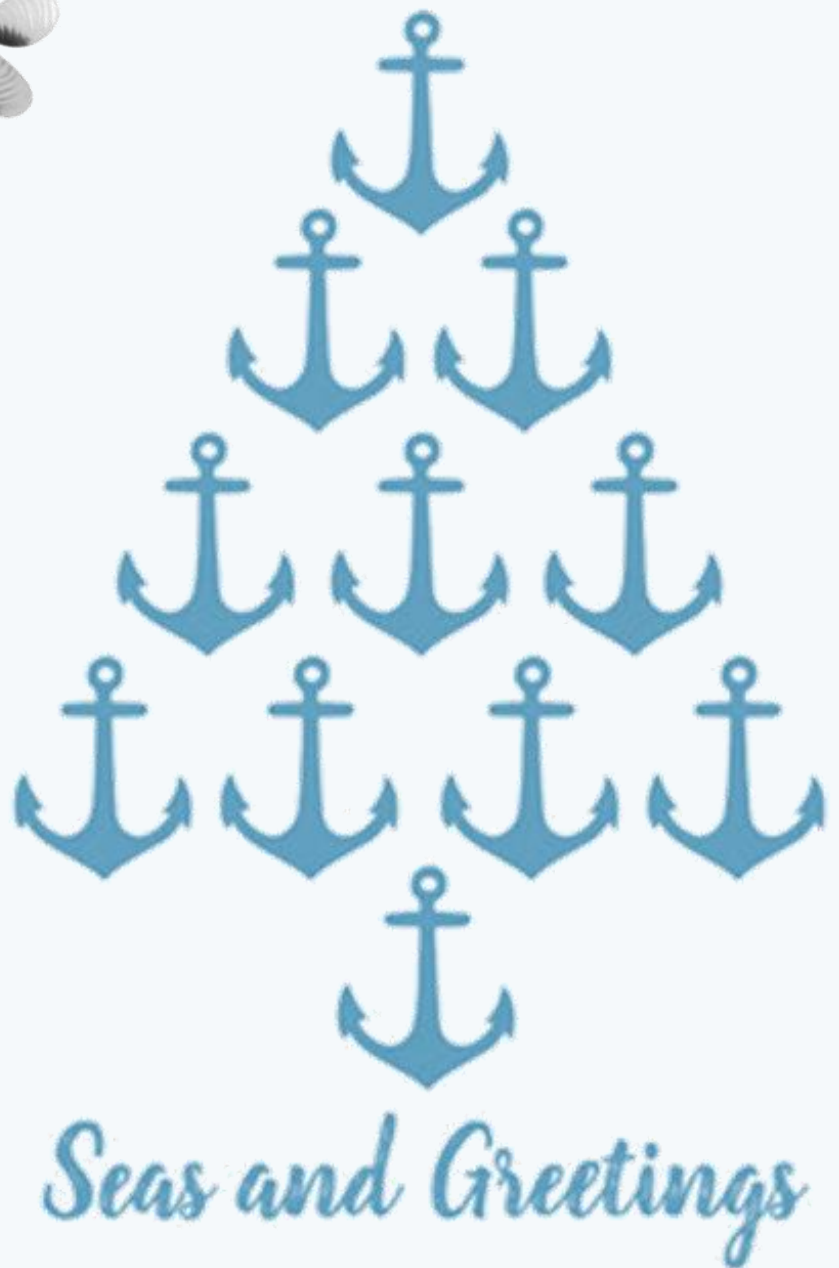


December 2024

There is no column this month, instead we have a call to arms...

O.K. mates! It's time to show off your skills, techniques, talents, accomplishments, etc. I have a program for March and I'd like to get the other 10 months (September you're off the hook and in the Park) filled as soon as possible. Send me your ideas and availability so we can look forward to a year of learning, perfecting our talent and, generally showing off! Come one, come all. If you need PowerPoint assistance, that can be handled. You've got some time, so get busy!!

Very Best,
Ron



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

1864

September 19: Confederates on the Great Lakes. On Lake Erie, 28 men of the CSN, seize and burn the steamers Philo Parsons and Island Queen.

September 29: The steamer Roanoke is captured off the coast of Cuba by a party of Confederate sympathizers.

October 7: Capture of the Florida. The screw sloop Wachusett attacks and captures the CSS Florida in the neutral harbor of Bahia, Brazil. This action precipitates an international incident. Commander Collins is court-martialed and sentenced to be dismissed from the navy but Secretary Wells quashes the verdict. The Florida is ordered to be returned to the Brazilian government, but mysteriously sinks at her mooring at Hampton Roads, Virginia.

October 19: The Shenandoah. In the Medeiros the

English steamer Sea King is secretly purchased and is commissioned as the Confederate cruiser Shenandoah. She will take 38 prizes and virtually destroy the New England whaling fleet.

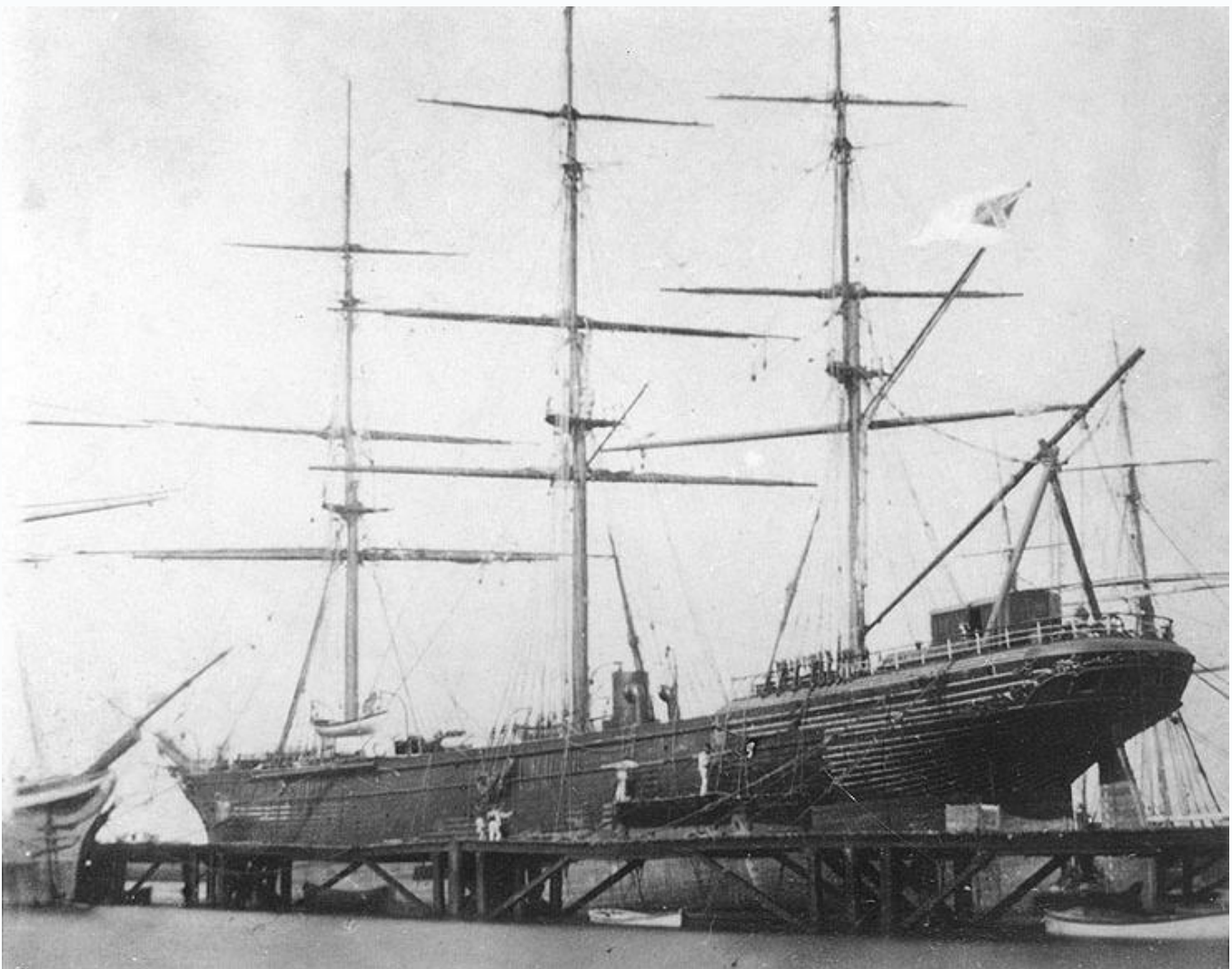
October 27: Destruction of the Albemarle. The Albemarle is destroyed by a spar torpedo from a steam launch in the Roanoke River, near Plymouth, North Carolina.

October 28 – November 19: Cruise of the Chickamauga. The Confederate cruiser Chickamauga runs the blockade out of Wilmington, North Carolina. She returns 3 weeks later to Wilmington under a cover of a dense fog, having taken 7 prizes.

October 29 – November 7: Cruise of the Olustee. The CSS Olustee slips out of and back into Wilmington, North Carolina, on a brief cruise in which she takes 7 prizes.

October 30: The gunboat Undine and the transports Cheeseman and Venus are captured by Confederate land forces on the Tennessee River, near Johnsonville, Tennessee

End of Part 5 —Bob



Time for



Don't confuse December's drink selection with any mood I may be in. I decided to have a little fun this month and offer a drink with a nice bright color and one that may reflect your needs after a serious day of shopping. If it suits your mood, then by all means enjoy...

The Grinch Cocktail

Ingredients needed for the Grinch

Midori liqueur

Limoncello liqueur

Lemon-lime soda (I used Sprite)

Strawberry and marshmallow for garnish

Red sanding sugar for the rim

If the Grinch doesn't fit the bill—maybe Black Friday shopping was really bad—then a shot or three of option two might be a better offering.



Option two



- 1 OZ MELON LIQUEUR
- 1/2 OZ 151 PROOF RUM
- 1 OZ COCONUT RUM
- 1/2 OZ SOUR APPLE SCHNAPPS
- 2 OZ PINEAPPLE JUICE
- 2 OZ 7-UP
- 1 MARASCHINO CHERRY

Mess Call



Wait a second...

If you're having a Grinch, or if you have the other selective pain, then you must have this accoutrement lest you go away hangry.

A nice Grinch Themed Appetizer

Grinch Guacamole

Ingredients

- 4 avocados
- 15-20 cherry tomatoes diced depending on size
- 3 tablespoons of guacamole spice mix. We used Epicure Guacamole Dip Mix
- 2 green stuffed olives
- 2 black kalamata olives
- Juice of half a lemon

Instructions

1. Cut all avocados in half and remove the pits. Then take a spoon and slide it gently between the skin of the avocado to separate it from the flesh.
2. Mash the avocados with a fork or blend them in a food processor. Add your guacamole spices along with the juice of half a lemon to your avocado mash and combine well.
3. Put your guacamole in the center of your plate and mold it into a Grinch's face shape.
4. Cut your olives in thin strips lengthwise and make the Grinch's mouth using them.
5. Place the two green olives at the top for the eyes (make sure the red center shows).
6. Put two slices of black olives for the Grinch's eyebrows and a triangle diced tomato for his nose.
7. Put the diced cherry tomatoes in the shape of Santa's hat and add tortilla chips for the "pom pom" of the hat and the rim.
8. Finish your Grinch platter by adding crackers or veggies around it.

Notes

It's important to use a guacamole spice as to not change the color of the guacamole mix. If you add tomatoes and onions to your guac mix or even salsa as I've seen in some recipes, your Grinch will change colors.

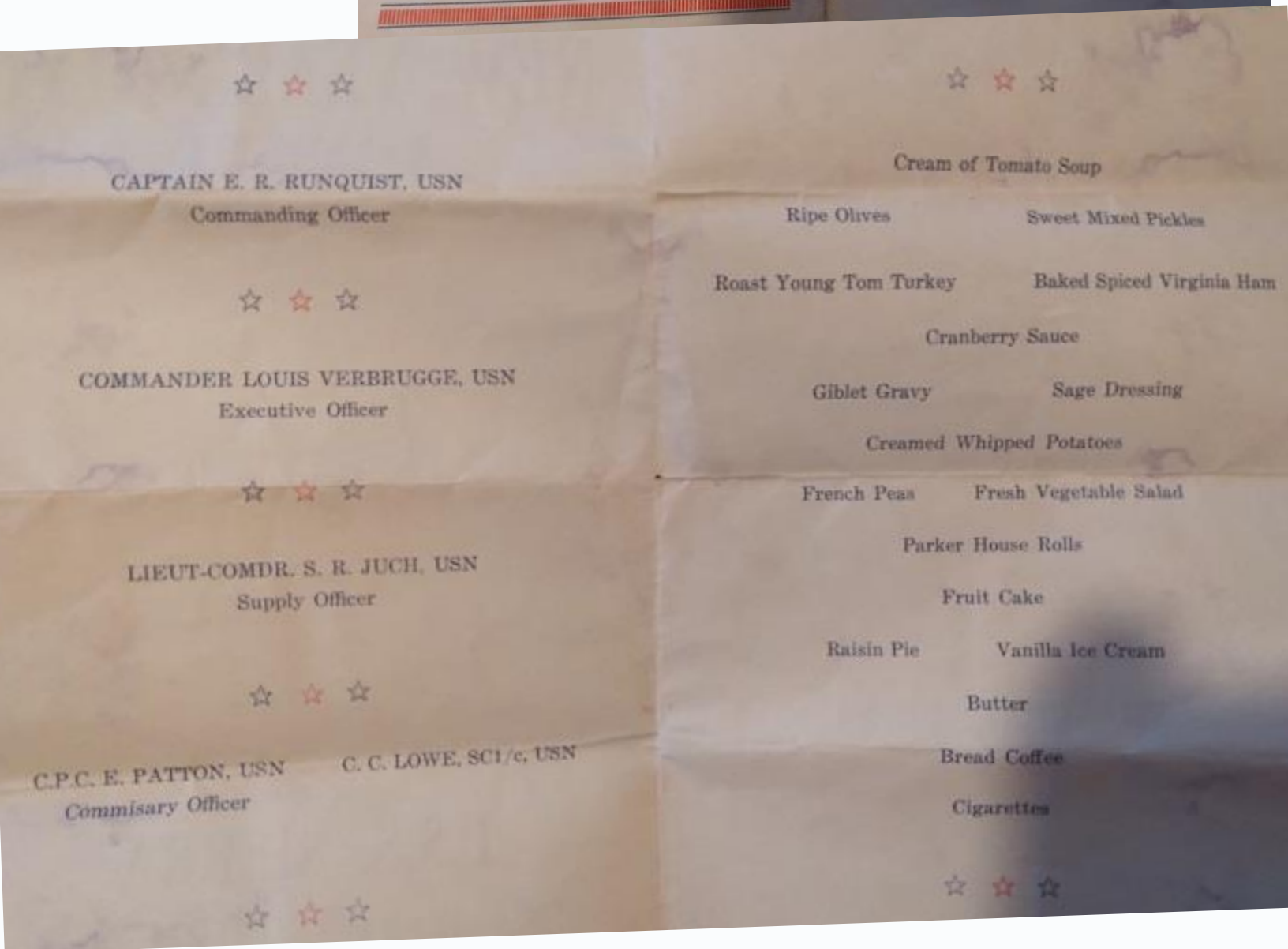
If you can't find a package of guacamole spice mix, try making your own with a mix of sea salt, ground pepper, garlic powder, dried red bell pepper, chili flakes, onion powder, ground cumin and paprika.

Flashback for the gourmets among us...

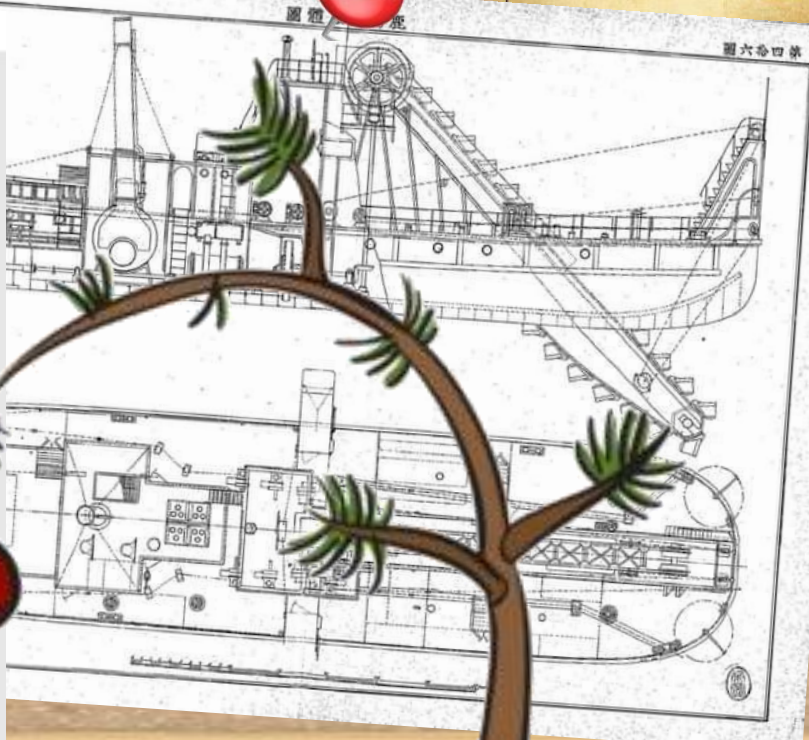
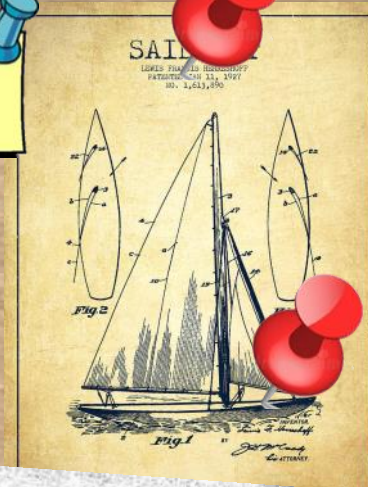
Here is the menu for the New Years Day Dinner aboard the U.S.S. Sierra (AD-18) for 1946. For those days you could say it was a pretty good spread.

Dad was aboard that ship then and while he did talk about being in China he never mentioned this meal. This was found among his things several months ago.

Notice what appears last on the menu. Times were different back in the day.—Ed



The Bulletin Board



Christmas list:

- Kits
- Tools
- Books
- Booze
- Photoshop
- 3D printer
- Socks
- Underwear

A decorative border with red and white diagonal stripes, holly leaves, berries, and a small green Christmas tree at the bottom right.

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 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: "Let's take it from the bottom; Building the iconic Chesapeake Bay workboat, a lesson in skill and tradition."

JANUARY 2025 11 HRSMS Meeting



WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407
1st Mate: Greg Harrington (757) 218-5368
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 565-9537
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 591-8955
Columists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
Photographer: Ron Lewis (757) 874-8219



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