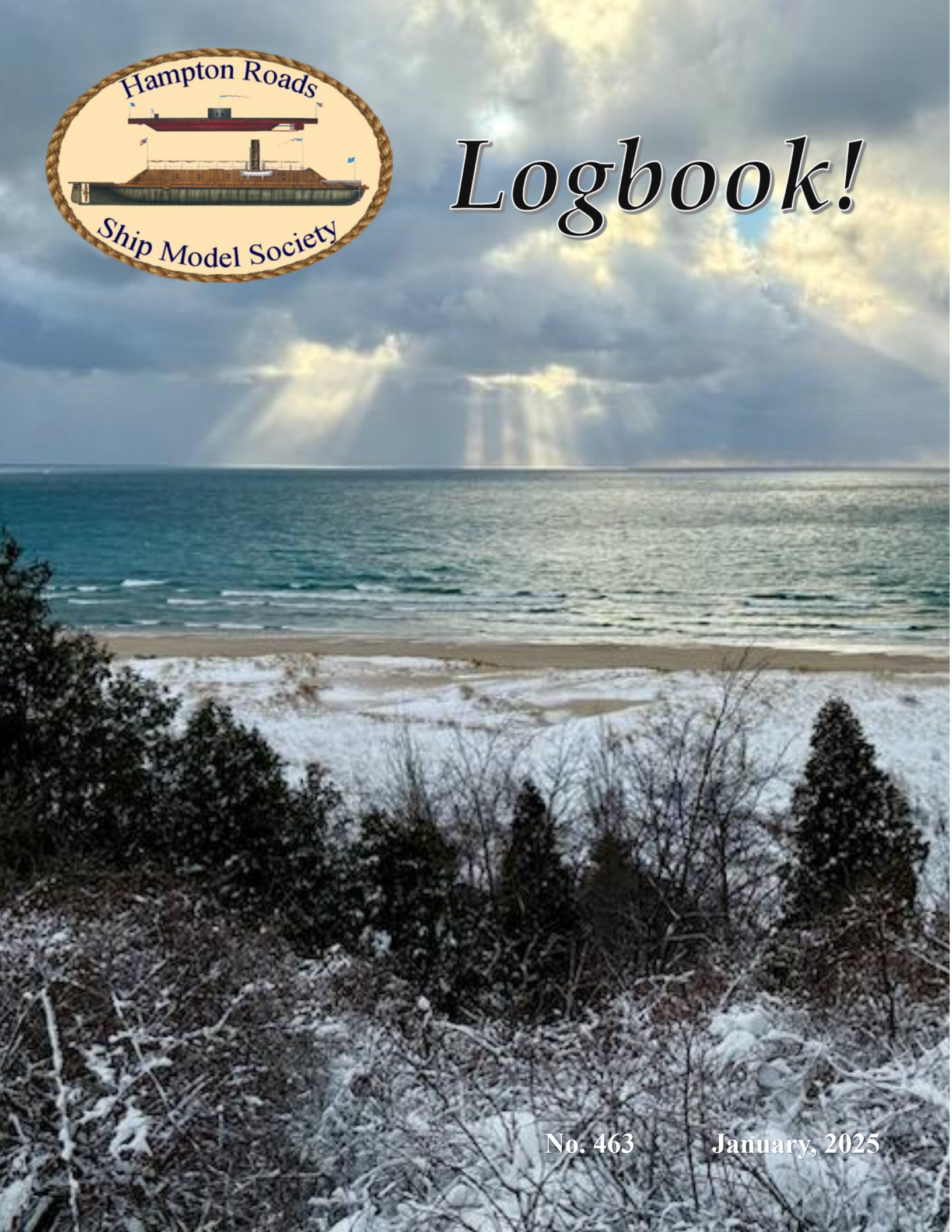




Logbook!



No. 463

January, 2025

Hampton Roads Ship Model Society

No. 463

WWW.HRSMS.ORG

January, 2025

View
From
The
Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

January 11, 2025



Captain's Log 1.11.25

Happy New Year!

The new year brings restoration and resumption of life, and in life I mean modeling. The busy holiday season in the rear mirror indicates it's time to get moving. With the upcoming elections for club officers, to the IPMS show in Feb, and planning for the Nationals in August, this will indeed be an engaging year.

Nominations for club officers will be undertaken this month, so step up to be counted or nominate your choices. Set aside the date February 22 for the Richmond Old Dominion Open. We plan to set up our table display as usual, and I urge everyone to finish up your latest project and come out for the event. This year, Richmond is only the opening act for the main event this August in Hampton. It's been

about eleven years since the last time the IPMS Nationals were held locally... Think Richmond on steroids! It's quite a show if you've never attended the IPMS Nationals. Scotty's ready... are you?

SD



Letters to the Editor



From: Shipwrights of Ohio

To: Editor

Wed, Dec 11 at 9:04 AM

John, enjoyed your December edition of the "Logbook".

Don't know if you accept responses to your Mystery Photo from non-club members, but thought I would submit what I see and know.

William Nyberg

President

Editor: "Ropewalk"

Shipwrights of Ohio

shipwright@breezelineohio.net

www.shipwrightsofohio.com

Bill,

Thank you for the nice reply to our Mystery Photo. Yes you can play! My policy is, if you receive the Logbook, you can play Mystery Photo. In fact, I welcome your response and will work it and others into a nice essay about the ship or photograph.

—Ed.

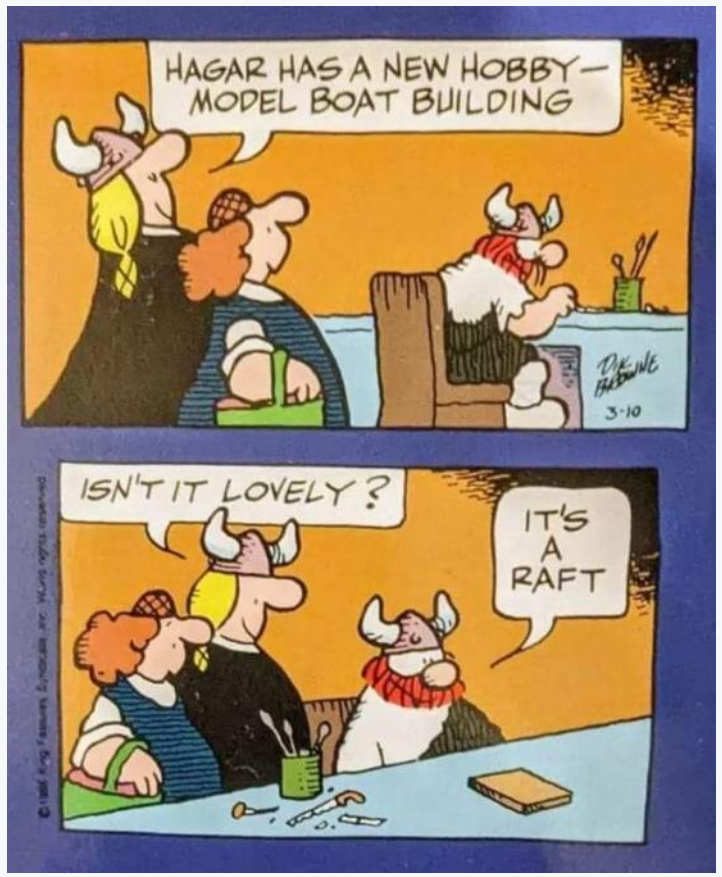
Right: Lions Bridge decorated for the Holidays.



January Cover:

This month's cover celebrates Winter on the Great Lakes. And that means snow! The scene reveals Lake Michigan from the Elberta Bluffs Overlook located just outside the cities of Frankfort and Elberta, Michigan. To give you an idea where this is, the city is located geographically almost directly across the lake from Green Bay and Sturgeon Bay, WI. Our seasoned traveler Tim Wood braved the December weather to go there because of a forecast of snow just so he could shovel the damned stuff. —Ed.

The Jape



Scuttlebutt



Nautical term for January

Barnacle Marine animals of the subclass *Cirripedia*, which are the only species other than *Homo sapiens* known to suffer from a rare genetic disorder that makes them want to live on sailboats.

—Tim.

Since most barnacles are named Bill and are sailors, its only fitting that they have their own drinking song. The version below is credited to Anonymous and was published in 1927 as Ballochy Bill the Sailor. I can only publish the first two stanzas as it gets racier than a Tom Saunders limerick as it continues:

"Who is knocking at my door,"
Said the fair young maiden.
"Who is knocking at my door,"
Said the fair young maiden.

"Open the door and let me in,"
Said Ballochy Bill the sailor;
"Open the door and let me in,"
Said Ballochy Bill the sailor.



Minutes



Old Business: --there was none.



New Business:

Ryland reminded the membership of the IPMS show in Richmond (the ODO) the last Saturday in February and encouraged participation. We will have 3 tables for our use, and in return are expected to donate one good model kit for their raffle.

Meeting 12-14-24

The meeting was called to order at 10:05 by the skipper. There were 24 members present, and 6 attendees by Zoom. There were two guests present, Tom Young and his father.



Gene announced that nominations for office would be open next month, and asked that everyone consider volunteering.

He also announced that Shapeways is coming back, but in a new format not yet finalized. Stay tuned.

There were no corrections to last month's minutes.



He also discussed the IPMS national show to be held in August in the Hampton Coliseum. The NRG will be present and there has been discussion of a social event at night. It was moved and approved that the HRSMS sign up for 3 display tables for this event.



Ryland Craze gave the purser's report; we are still solvent with about 5K in the bank.



Greg Harrington announced he has added pictures of a Sharpie to the website. He asked for members to contribute pictures of their models, and showed an illustration of how to minimize background clutter. He has also added to the list of vendors and museums.



John Jones asked for support for a veterans' crisis line for suicide prevention. Specifically, he needs support for making wood "birds", and asked that volunteers contact him at his email address, jjusnret@verizon.net.



Show and Tell

Greg showed before and after pictures of his new workshop. Neat. No more excuses, get to work!

John Cheevers showed progress on his lighthouse tender, discussing scale of pulley blocks and turnbuckles, and technique for photo etching. He also made a presentation of a Thor's Hammer to Gene to assist in keeping order.

Sean Maloon showed progress on his *Winchelsea* with emphasis on trenailing.



Caelen McCormick showed progress on his *Constitution* yards and longboat, and showed the hull of the *Cutty Sark*. There was discussion of the planking of a model of an open boat, with comments that this is the most difficult planking to do.

Caelan also brought in a painting of the HRSMS logo he had done. It is now on display in the Taco Stand.



Don Good brought in a model of “another” Chesapeake work boat, showing interior details of the pilot house.



Al Sutton showed a model of a WWII trawler kit he is building, which will be an RC model. He has begun installation of the running gear and solicits assistance in electronic matters.



Hank Ghittino showed progress on his model of the HMY *Royal Caroline*, a Panart kit. He discussed the hull trim and gun carriages. Beautiful work.



Show and Tell without no picture available:

Mort Stoll showed his progress on the *Diana's* quarter galleries and other details.

Bill Fox showed a simple kit for the making of a river craft.

Gene Berger showed progress on his USS *Zircon*, specifically the simulation of the hull plating with putty. He also discussed the installation of the propeller shafts and struts, with proper attention to the alignment.

Remember: You're never too old to learn something useless.

Presentation:

Because of the lateness of the hour, Ron Lewis's presentation was postponed to a later date and the meeting adjourned at 11:55.

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



This story begins in the year 1917. War was afoot in Europe. German U-boats were wreaking havoc in the Atlantic. As a result, the United States (US) had declared war on April 6. The Emergency Fleet Corporation (EFC) was established by the United States Shipping Board (ESSB) on April 16, 1917 “to acquire, maintain, and operate merchant ships to meet national defense.”

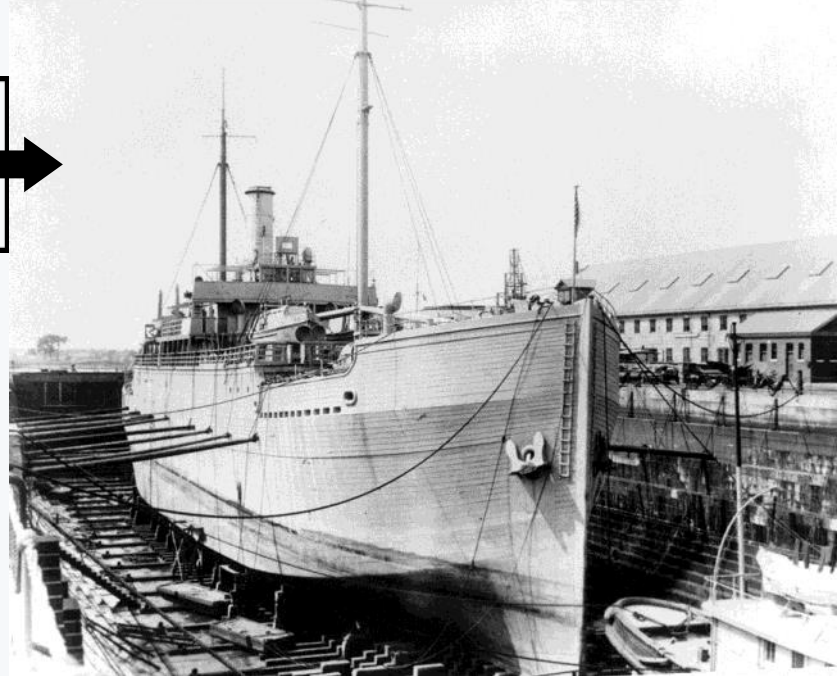
Reading this timeline one would think that the EFC was a direct result of events that brought the United States into the war. But far sighted men were ahead of the curve in getting things organized. On September 7, 1916 the USSB was established. Its task “was to increase the number of US ships supporting the [war].” This was a problem that had been debated since the start of the war in 1914.

Prior to the declaration of war, “On 23 February 1917, as German U-boat warfare in the Atlantic intensified, a wealthy yachtsman-engineer, Frederic A. Eustis visited the president of the U.S. Shipping Board, William Denman, to propose responding to the U-boats by building wooden steamships. They could be mass produced and would not interfere with steel shipbuilding. The Shipping Board approved the idea on 20 March 1917 and President Wilson's cabinet followed on 31 March 1917.”

The EFC got busy and by the end of the program they had produced or approved some 133 designs covering 675 freighters, tankers, barges, transports, and tugs. While many were built of steel, some were built using wood or concrete. The theory behind the alternative materials was the fear that steel would be in short supply. Concerning the wooden hulled ships, of 342 contracted vessels some 192 were completed. Your Mystery Photo shows one such vessel.

The photograph reveals a wooden freight steamer of slightly unusual design resting on keel blocks in a dry dock somewhere. Just ahead of the steamer, the stern of a tugboat can be seen. It must be laundry day for the tug's crew as several pieces of clothing dry on a line strung between the lifeboat davits. Close observation also reveals two workmen attending to something on the tug's starboard hull planking.

But the star of the show is the wooden freighter. I say she is unusual as her hull features a well defined



chine at the bilge. The beautiful hull planking echoes the curve of the chine as does the curve of the bulwark and scuppers of her main and upper decks. I use the term ‘unusual’ as our romantic vision of a wooden steamer from this era usually conjures an image of the “Ferris” type freighter in our mind. While the Ferris type might be the more popular design, I feel that the hull we see in our Mystery Photo might represent a more practical approach.

Two replies attempt to discover the vessel. Rob Napier replied first and says that “Mystery Photo sure looks like a wooden Ferris 3500-Tonner to me. But then there is that hard chine and *completely* wall-sided midship area like I'd expect to see in an early ferro-cement hull. Or maybe this is a wooden prototype based on 3500-tonner to see if hull shape will work for cement vessel. Or maybe there is no chine, and we're just seeing a hard shadow. Hmmm.” He also enclosed photo of a Ferris type half hull model that he made several years ago.

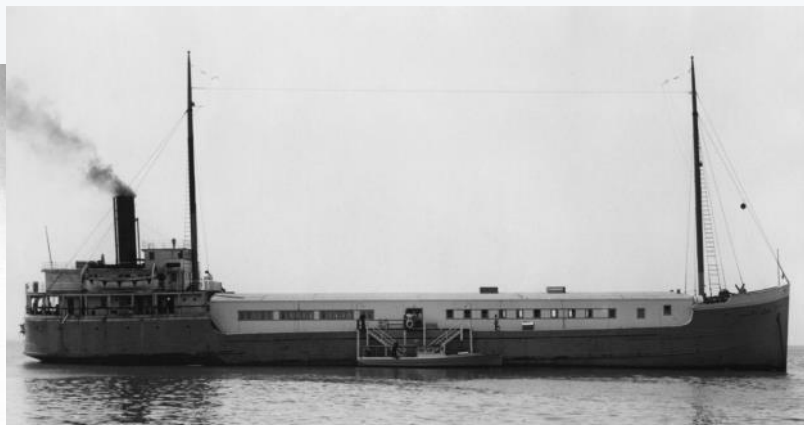


That's a lot to take in and unpack, but here goes: To begin, there is no hard chine in the Ferris type hull—as you can see from Rob's model. So we have to rule out the Ferris type as our Mystery vessel. Although Rob is correct in defining the hull chine in some ferro-cement designs, we rule out the type as we can clearly see wooden hull planking. And since the shipbuilding industry already had some experience in cement hulled con-

struction at the time, I feel safe in stating that the ship was not a prototype for that type of construction.

Our second reply comes from Bill Nyberg and he gets right into it. “What I see: The vessel is a steam powered cargo vessel shown in a dry dock. Her towing escort can be seen as the stern of a tugboat in the lower right hand of the photo. What I know: To fill a shortage of cargo hulls to transport supplies to our troops in Europe, and because of a shortage of steel or iron to build ships, we, USA, reverted back to building wooden ships. I think we built about 400 ships and that many of them were named after fresh water lakes in the USA.”

proval of the wooden shipbuilding proposal by William Denman, “Edward S. Hough, a naval architect already known to Denman, proposed a ship of his design that was about to be launched at Coos Bay, Oregon, *Johanna Smith*, as a model for a mass-produced 3500 deadweight ton wooden freighter. *Johanna Smith* (shown below converted to a gambling ship) was of relatively shallow draft for coastal use and had only a single deck, and she was given the necessary strength by a heavy centerline bulkhead running the length of the ship, thick wing bulkheads inboard of the sides, and several transverse bulkheads.”

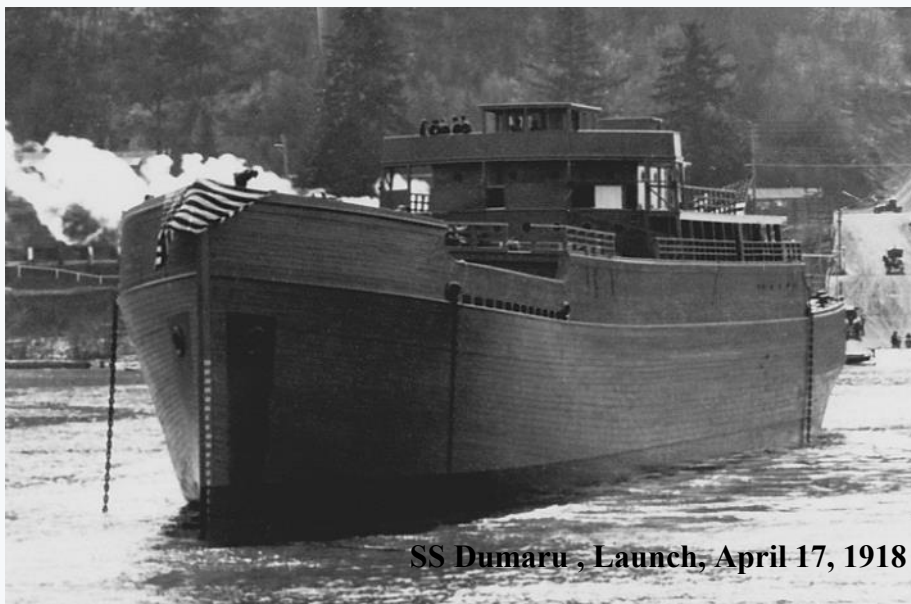


“On 11 April 1917 the vice chairman of the Shipping Board, Theodore Brent, visited Coos Bay, inspected the ship, and promised that Coos Bay would be awarded contracts for twelve vessels, eight to be built at Kruse & Banks and four at a new shipyard that became Coos Bay S.B. For the Shipping Board's ship Hough added an upper 'tween deck in the form of a long bridge island to provide space for more cargo or bunker coal, increasing her capacity to 4005 dwt. Between June and September 1917 six contracts for a total of 37 EFC Design 1003 Hough type steamers were awarded, five to shipyards in Oregon and one to a California yard. The design later fell out of favor

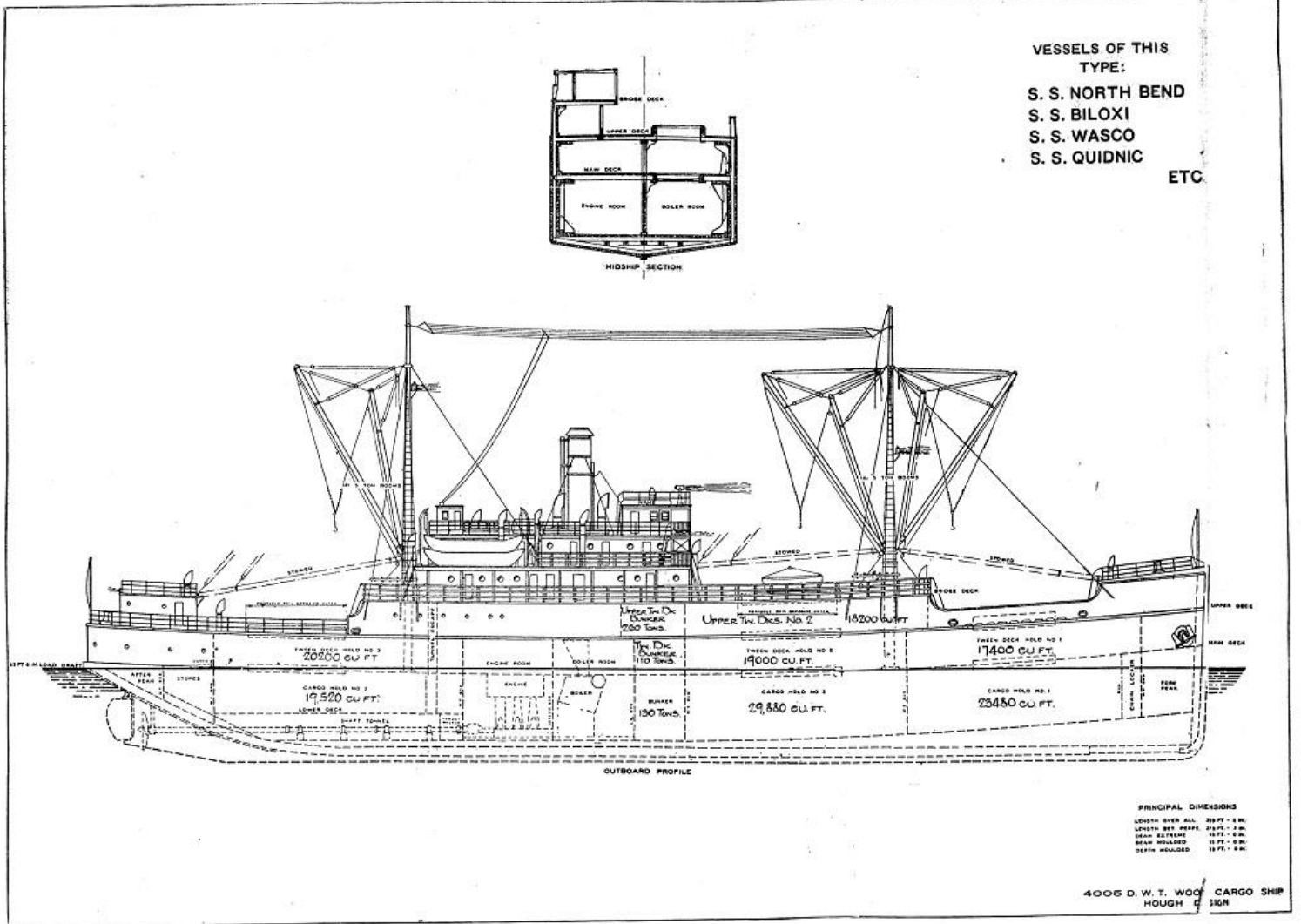
With his reply, Bill sent an image of Sturgeon Bay (IX-27). You can see the differences between this ship and our Mystery vessel. What I find noteworthy is the fact that this vessel was the only wooden freighter built for the USSB by a Great Lakes shipyard.

In total, the 133 approved designs from the EFC were numbered from 1001 to 1133. I find it interesting that the first 8 design numbers were given to wooden vessels. Probably because William Denman was a proponent of the wooden, ocean-going steamer. The Ferris type mentioned earlier and by Rob Napier carries design numbers 1001 and 1002. The design mentioned by Bill Nyberg is 1007. The most prevalent ferro-cement design is 1100. Our Mystery vessel carries design number 1003.

Let's go back to March 31, 1917. Within a few days of President Wilson's cabinet ap-



SS Dumarú , Launch, April 17, 1918



12152-20. No. 64.

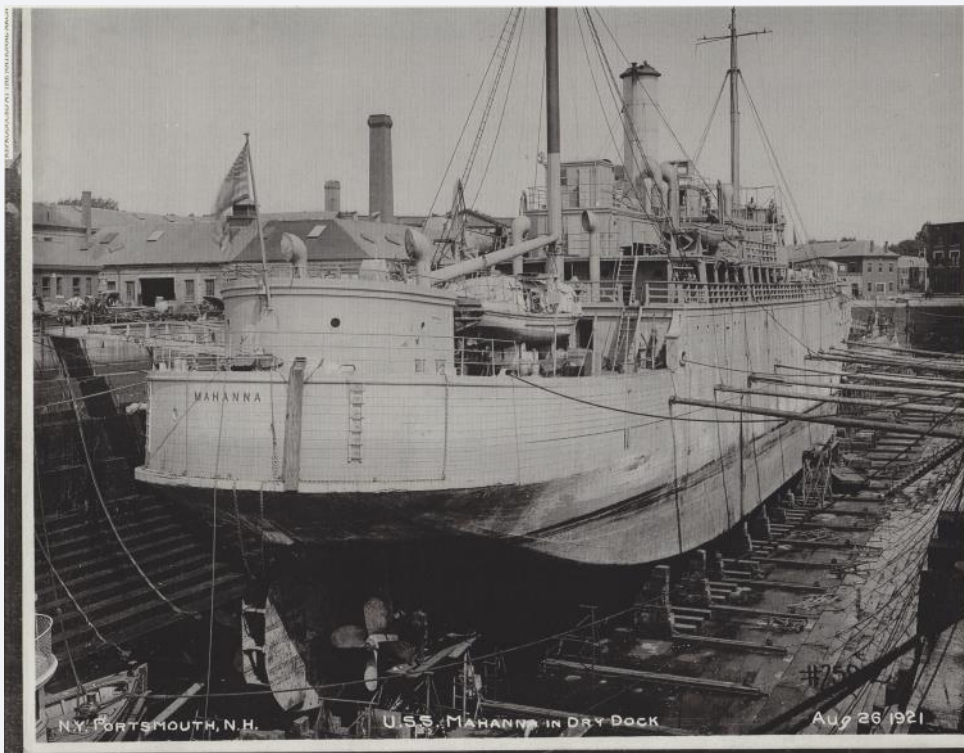
and no more were ordered.”

That last sentence is interesting in what it doesn't say. It is not known if the design failed for structural or capacity reasons, but we do know that at least one of the type was taken into the U.S. Navy. We also know, however, that the design “encountered opposition from Theodore E. Ferris, the chief naval architect for the USSB” and designer of the type 1001. Could it be jealousy or ego that stalled construction of the type. We do know that “eventually [Hough and Ferris] agreed to changes to [the] design, but ultimately only 35 vessels were completed by the EFC to Hough’s

plan number 1003 while 218 were completed to Ferris’s own design number 1001. All of the Hough type freighters were completed in 1818 or 1819 too late for the war.

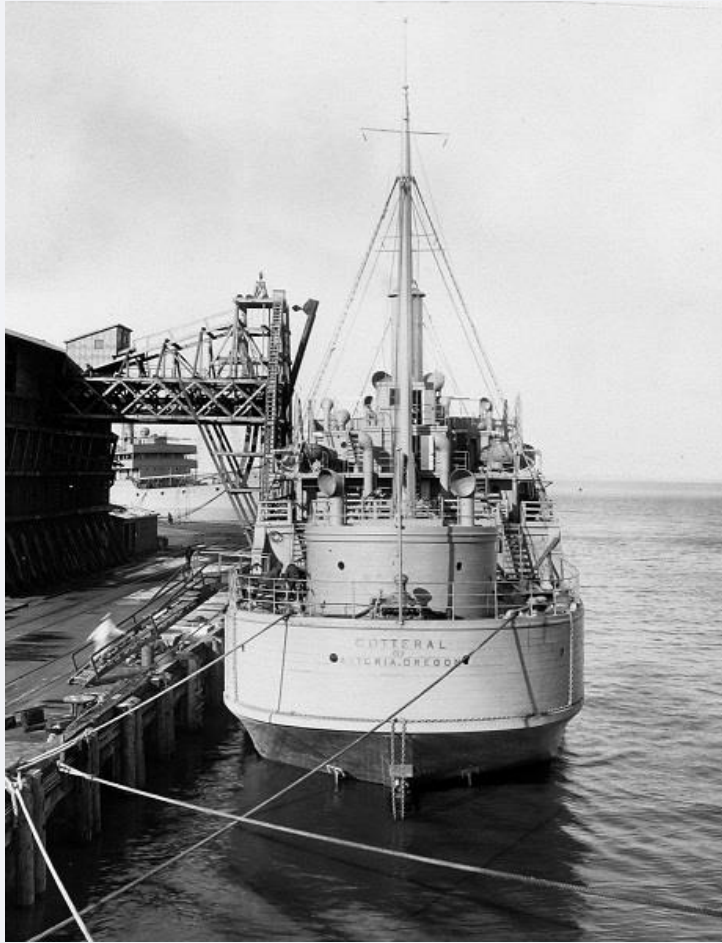
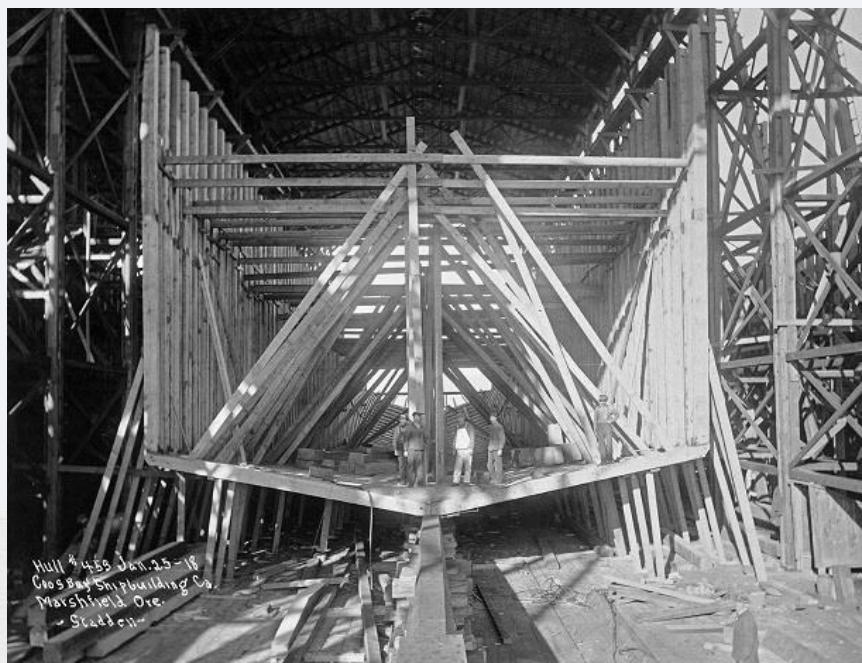
Our Mystery Photo shows a Hough type freighter named U.S.S. Mahanna in a Ports-

mouth Naval Shipyard, NH dry dock on August 16, 1921. This image and an accompanying image (below) showing details of the stern prominently feature the hard chine in the hull. The profile view (above)



shows a freighter that is slightly different than the more familiar Ferris type 3-island steamer we are accustomed to seeing. The vessel measured 288 feet x 45 feet x 28 feet and was on par dimensionally and in cargo capacity with the Ferris type. The hard chine in the hull should have made for a more efficient cargo space.

The ship, named Mahanna, was built by the McEachern & Co. Shipyard, Astoria, OR. And completed in 1819. Her first cargo was lumber



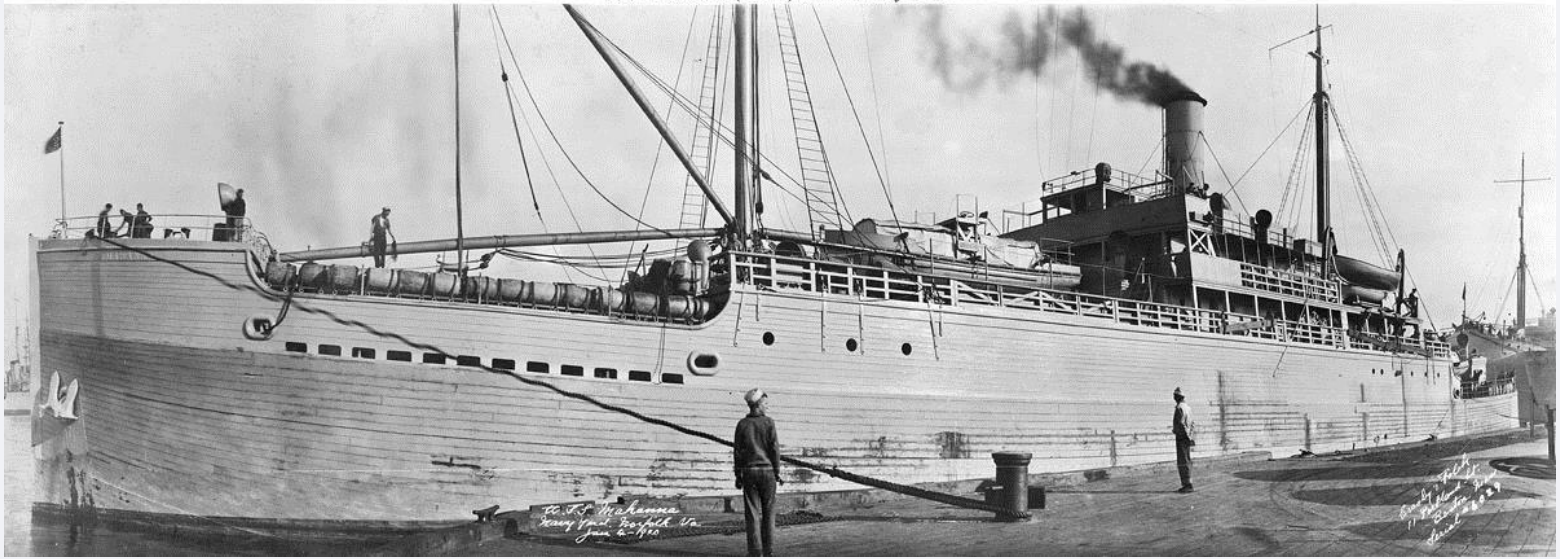
costs became prohibitive. By 1922 the USSB was selling off its fleet of obsolete wooden steamers.

which she delivered to the port of Baltimore, MD. Then the USSB assigned her to a New York firm to manage where she carried coal to European ports. Coal was in short supply due to the war.

She was returned to the USSB late in 1920 and made available to the US Navy for survey work. She was transferred to the Navy at Norfolk, VA. on September 20, 1920 and classified as an auxiliary (AG-8). When no further survey work was authorized, the Navy elected to decommission the ship at Portsmouth, NH. on September 15, 1921. Our Mystery Photo captures Mahanna in dry dock just prior to this.

After her naval service the ship was operated by the Tabor Academy, of Marion, MA. until operating



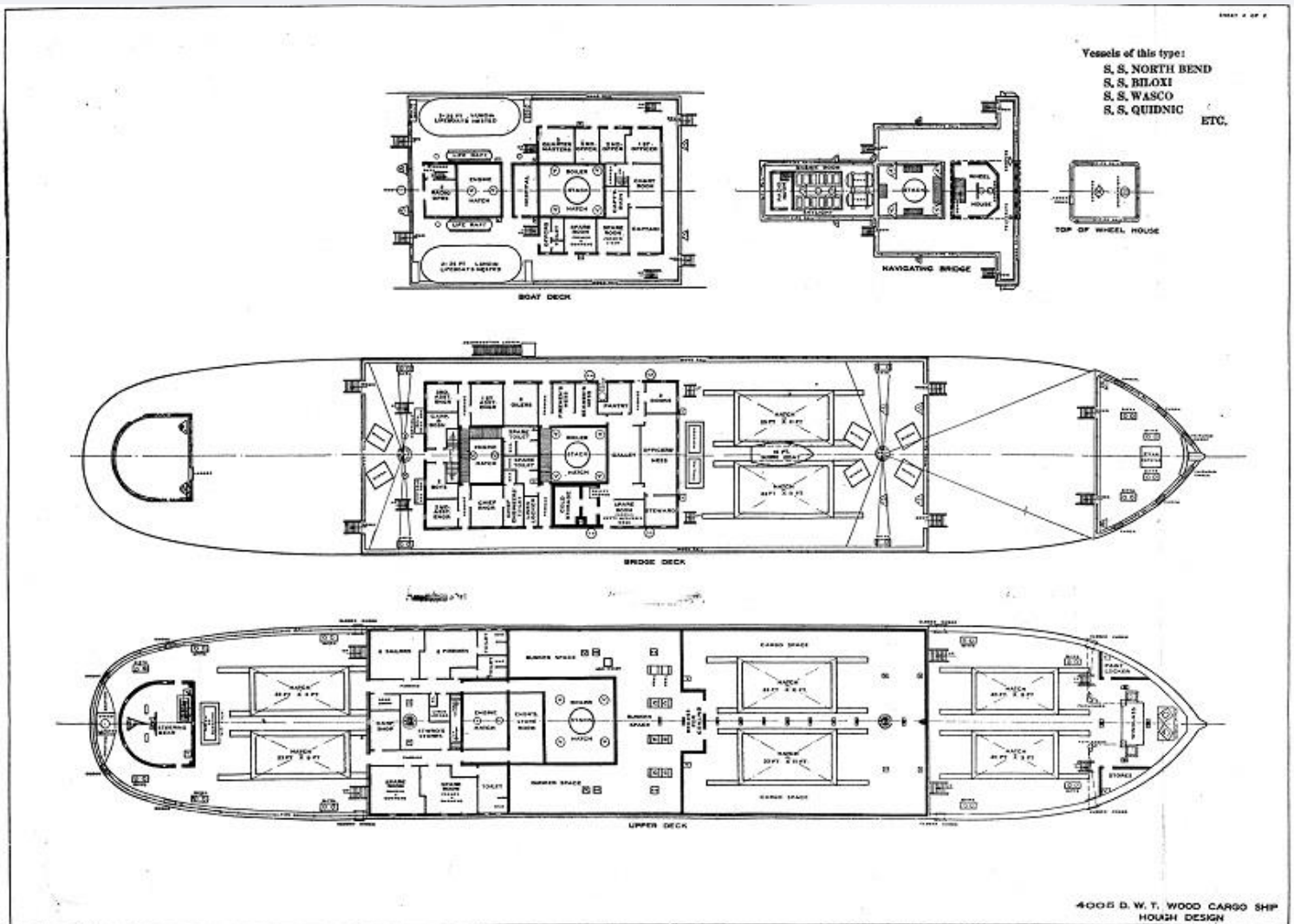


Most ships were scrapped or burned for useable material. Mahanna ended up beached in a Baltimore Harbor backwater until a character named A. A. Leyare acquired her in 1926. In short order, the ship was alongside a pier in South Baltimore sporting a sign proclaiming her to be a “Joy Boat”—whatever that is—where the bridge deck was configured as “a dance hall complete with a player piano and bar for selling soft drinks.” By 1931 the vessel had become so derelict that she carried “about 12 feet of foul water” her hold. She subsequently disappeared from the

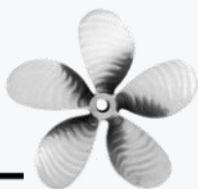
record. Her ultimate fate is unknown or not worthy of recording.

I intentionally did not touch on a lot of the politics that brought about these wooden steamers. I wrote just enough to offer some flair to the gestation of this particular ship. It is fortuitous that a photographer captured this ship in dry dock visually recording many of her unique features.

Thank you to those who responded.—John



What's Happening at The Museum



January 2025

Wow! Christmas came and went in record time this past year! And 2024 is already in the rear-view mirror. Hope your holidays were happy and healthy and I hope many of you were able to take advantage of the Employee Discount in the Museum Gift Shop. Now, I hope you've noticed the Museum's transition to a Center for Conservation is becoming more evident every day. I've often thought the current ship models galleries allow a much better view of those huge models that seemed less overwhelming in the vast gallery now devoted to The America's Cup. That change is evidence that, when the transition is completed, we'll have a clearer view of models, artifacts, papers, artwork that we've seldom if ever seen! And that thought, of course, pulled my attention back to our love for models and modeling itself. Have you done any research on the history of ship modeling? According to current knowledge, the "Mataró Model" is considered the oldest known ship model in Western Europe, housed in the Maritime Museum Rotterdam, Netherlands; it's a 15th-century representation of a Mediterranean trading ship, making it one of the oldest ship models in the



world. But Wait!! That model is only about 600 years old. Haven't we seen models (if we can call them so) from pyramids 4000 years old? OK! History is addictive and it leads us in many different directions! Dr. August Crabtree had no computer, no 3D printer, but

look what he did! If we choose a model from our gallery and do a little research, we'll learn how models are built. By whom they were built, for what purpose they were built. Choose a model that's over 100 years old and imagine building it back in 1925 with the tools and research sources available at that time. In fact, one fellow considered one of the most significant promoters of ship modeling, Samuel Pepys, regarded his collection of models

as one of his greatest treasures. His collection more or less heralded the standard of dockyard modeling or Admiralty modeling, begun in the 17th century. Several of the models on display in The Museum are builders' models, in other words, the models were built before the ship! OK. That pretty much introduces a study challenge. I have a Speakers' Bureau presentation on modeling that you'll hear this year. Of course, there will be time for questions and answers so pull down some books, get on your computer and find a perspective into the various aspects of ship modeling and let's share some information!—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...



Time for



So, you are probably hung over from all the Holiday partying. But you have to generate the energy for a toast to bring the New Year in right. This should do it!

Sparkling Pomegranate Cocktail

Directions

For each drink, combine 4 ounces dry vermouth, 3 tablespoons pomegranate liqueur, 1 tablespoon pomegranate seeds and 2 dashes of orange bitters in a shaker with ice. Shake well, then pour into a glass and top with seltzer. Garnish with more pomegranate seeds.



These ingredients are for the dish described on the next page



Mess Call



It's the New Year....time to savor all those New Year dishes designed to bring luck and prosperity. In the North you could nibble on a piece of Pickled Herring. But in the South, that means Black-Eyed Peas. Or is it Collard Greens, or maybe Cornbread? Who knows. All I do know is you better partake of something to help increase your chances of having a good year and finishing that ship model!

Prep (see ingredients on prior page)

Soak – Rinse dry black-eyed pea beans and pick through and discard any foreign object. Add beans to a large pot, covering them with 3–4 inches of cold water. Let sit for 2–3 hours or overnight.

Cook the Meat – In a large, heavy sauté pan, fry the chopped bacon until brown and crispy (4–5 minutes). Add sausage and sauté for another 2–3 minutes. Remove the bacon and sausage mixture and set aside.

Sauté – Add the onions, celery, garlic, jalapenos, thyme, and bay leaf, and sauté for 5 minutes or so until the onions become translucent and the seasonings release their fragrance.

Cook

Add Liquid – Then pour in the chicken broth or water.

Season – Drain the soaked beans, rinse, and place the beans in the pot—season with Creole seasoning and salt to taste. Mix and bring to a boil.

Simmer – Reduce heat to a simmer and cook, uncovered, for about 20 minutes.

Assemble— Toss in the collard greens, bacon, and sausage into the pot, and continue cooking for another 10 minutes or more, stirring occasionally, or until beans are tender and slightly thickened to your desire.

Final Touch – Add more stock or water if the mixture becomes dry and thick. The texture of the beans should be thick and somewhat creamy but not watery. Remove the bay leaves.

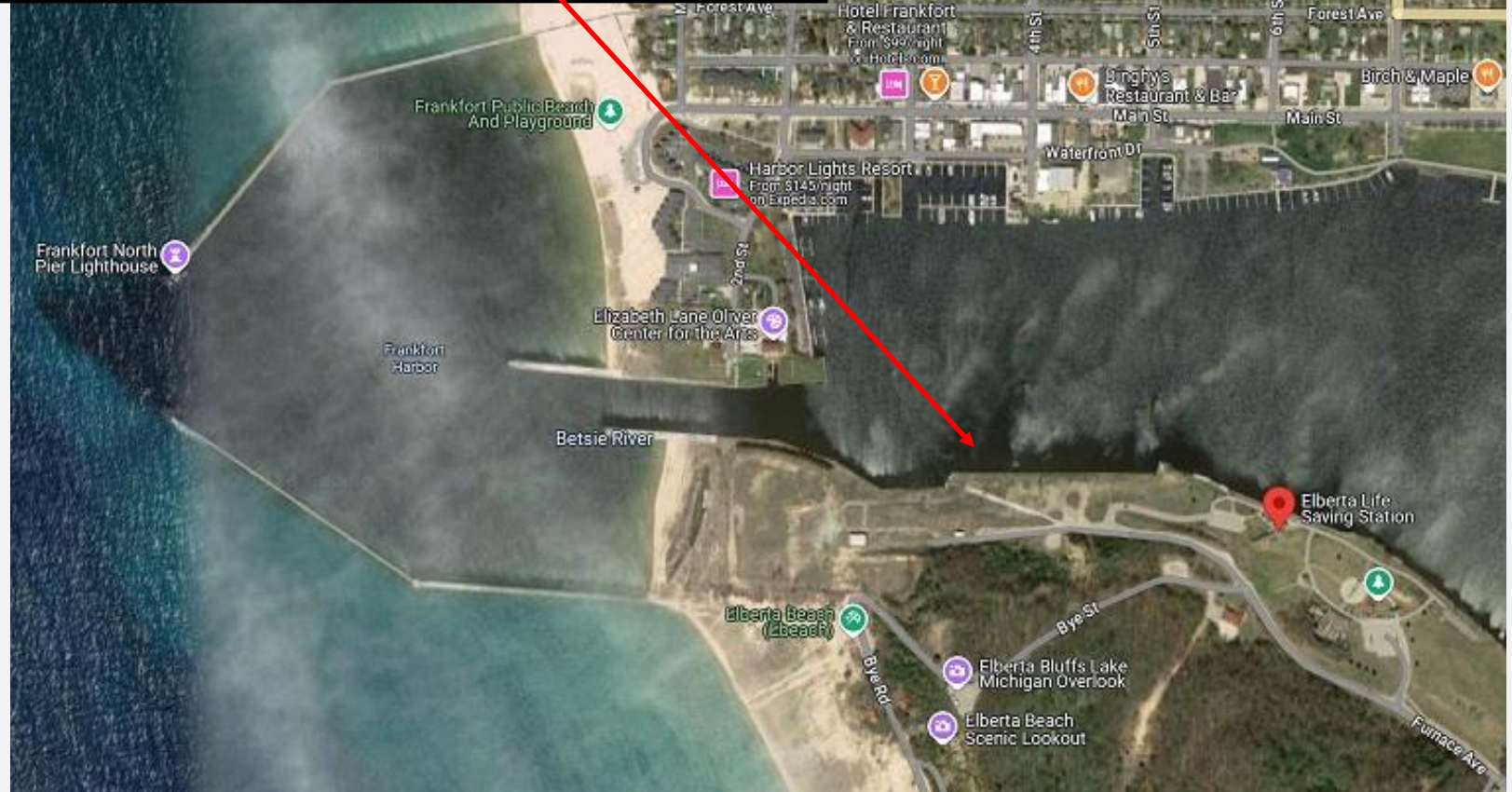
Serve – Taste and adjust for seasonings with pepper, Creole seasoning, and salt if needed. Serve over cooked rice and garnish with green onion.



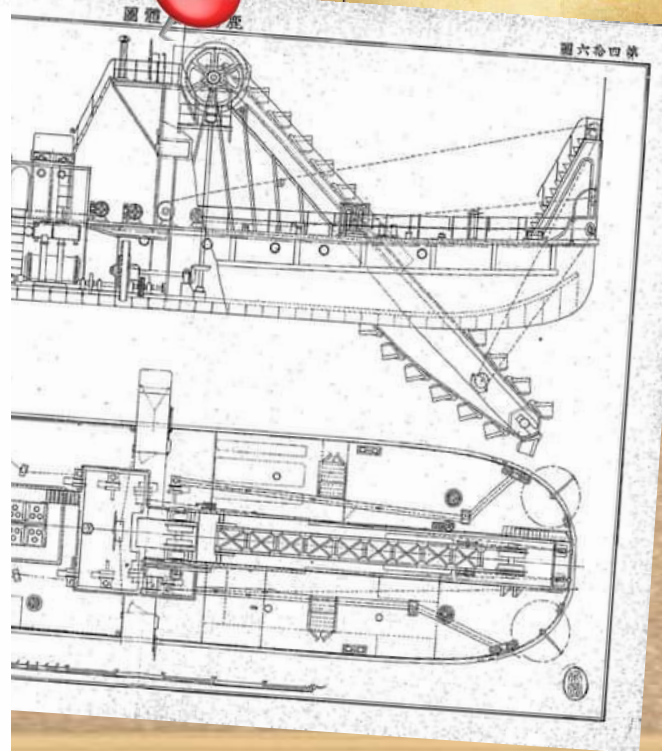
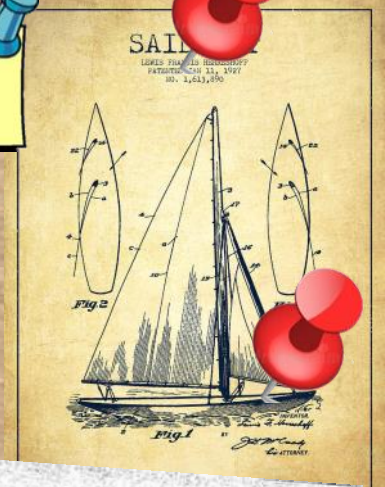
Another winter scene from Frankfort, Michigan.

A stormy sea pounds the breakwater housing the Frankfort North Pier Lighthouse. The North and South breakwaters shelter the entrance to the harbor known as Betsie Lake. Being located on the right side shore of the lake means that the town is on the receiving end of any prevailing weather that grips the Great Lakes. And that means they get a lot of lake effect snow. And we know how that phenomenon wreaks havoc in cities like Buffalo, NY.

The city was once an important hub for railroad car ferry service across lake Michigan. The hub serviced cities like Manistique, Menominee, and Manitowoc, WI. The sharp eyed among you can probably pick out the former rail yard, roundhouse, and ferry dock in the image below. It is all gone now—Ed



The Bulletin Board



Merchandise is beginning to stack up, so get your stuff together for sale and get your money ready (especially your Christmas money) and start thinking Auction—more details to follow...



The Deckplate

JANUARY 2025

11 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: "Let's take it from the bottom; Building the iconic Chesapeake Bay workboat, a lesson in skill and tradition."

FEBRUARY 2025

8 HRSMS Monthly Meeting: Mariners' Museum
Election of officers
Presentation:

MARCH 2025

8 HRSMS Monthly Meeting: Mariners' Museum
14 π Day
9/10 Battle of Hampton Roads Weekend at the MM
Presentation:

April 2025

12 HRSMS Monthly Meeting: Mariners' Museum
22 Earth Day / 26 Arbor Day
26 Model Boat Show, Deltaville
Presentation:

MAY 2025

10 HRSMS Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation:

JUNE 2025

14 HRSMS Monthly Meeting: Mariners' Museum
22 Sips and Trips at the Museum
Presentation:



JULY 2025

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

AUGUST 2025

9 HRSMS Monthly meeting:
Presentation:
28 National Bow Tie Day

SEPTEMBER 2025

13 HRSMS Monthly Meeting: Picnic Newport News City Park
19 Talk like a Pirate Day
Presentation: Picnic

OCTOBER 2025

11 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

NOVEMBER 2025

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

DECEMBER 2025

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407
1st Mate: Greg Harrington (757) 218-5368
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 850-4407
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 876-7466
Columnists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
Photographer: John Cheevers (757) 876-7466



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