

# Logbook!



No. 466

April, 2025

# Hampton Roads Ship Model Society

No. 466

WWW.HRSMS.ORG

April 2025

View  
From  
The  
Bridge



## Meeting Notice

The meeting will take place  
at 10:00 hours

April 12, 2025



### Captain's Log 4.12.25

While Isaac Newton didn't "invent" momentum in the modern sense, his laws of motion provided the framework for understanding and calculating it.

Actually, I think Newton was a model builder at heart and easily appreciated the concept of keeping busy. The other nonsense came along later in his life when his wife decided he get a real job. Models weren't selling all that great. So, he had to invent gravity out of his need to make an honest living. His epiphany,  $p=m \times v$  where: P is momentum (progress) M is mass (model) V is velocity (building speed) clearly explained his modeling philosophy.

In the context of model ship building, the term momentum doesn't refer to the same concept as in physics. However, it can be used metaphorically to describe the progress model builders gain as they work on their ship models.

As a modeler works on their project, they may gain momentum as they move from one step to the next. This could involve building the hull, adding decks, rigging, sails, and other intricate details. Once a builder has completed one section of the model, they might feel more confident or efficient as they continue, building up a sense of "momentum" that helps them push through more complex stages. However, the loss of it in model building can happen when I feel stalled or disconnected from the project, often due to fa-

tigue, frustration, or a lack of inspiration. In my case, it recently manifested itself in the separation from my shop whilst on vacation... Oh, the horrors!

Model ship building is a long and detailed process, so it's easy to experience periods where progress slows down or halts entirely. I sometimes lose motivation after completing an early stage of a model ship, as the remaining tasks seem overwhelming or repetitive. This is common when the excitement begins to wear off. I do love starting new projects.

It's my favorite time in the process, hence great expectations... and momentum.

If I set small, achievable goals and break down the remaining tasks into more manageable pieces I have more luck. Instead of focusing on completing the entire ship, focus on completing one section at a time—like finishing the hull, then moving to the rigging, then the sails. Seems logical when spelled out.

If I'm focused on making every detail perfect, I get overwhelmed, especially if I hit a tricky part of

the model. I might worry about mistakes or feel discouraged by the complexity of certain sections. Above all, I need to learn to accept imperfection. Instead, I aim for overall accuracy and craftsmanship and allow myself room for mistakes. If perfectionism slows me down, I step away from the project for a while. Taking a short break gives me a fresh perspective and reduces stress.



## Letters to the Editor



**From: Cindy Tragle Ford**

**To: Editor**

Thank you again for including us in the Logbook distribution. I'm making the sliders this weekend! I hope your newsletter has been entered in a Natl competition. It is a work of literary genius. I enjoy each issue and forward each month to my brother Tom Tragle.

Best regards,  
Cindy Tragle Ford

**Cindy,**

Thanks...you just made my day.  
Ed.

And since we're highlighting the final voyage of SS United States in this issue, it's only fair to show that the Mariners' Museum has placed a model of the ship on display in Gallery 8—I believe. It is nestled among some of the fine china that is now on storage/display. Look for it there.—Ed.



## Captain's Log (cont.)

Consult THE community...HRSMS. Sometimes sharing the challenges I'm facing with others can help me find solutions, reigniting my passion for the project and life.

Simplifying and stepping back, if I hit a technical roadblock, resolves a host of problems. Don't try to force a solution on the spot. Sometimes the answer comes in the form of an apple to the head. Revisit the issue with fresh eyes. Sleep on it. I often do my best building while sound asleep, in the shower, or otherwise altered states of consciousness.

Continued on page 5



## April Cover:

This month's cover pays homage to the Great lady of the Seas, The S.S. United States and the silhouette that launched a thousand smiles. Soon she will live on as a reef for marine life and as a diving attraction for the sporting among us. This image was captured by Daniel Dolan and was made on the morning of March 3rd off Fort Morgan, Alabama. She is being towed to a facility in Mobile, Alabama to prep for becoming an artificial reef. The ship is, of course, near and dear to us as she was built here in town. I can tell you that the full size hull lines still exist beneath the tile and carpet of the old Mold Loft. And you all know about Gene Berger's exquisite model. See a photo collage and tribute later in this issue.—Ed.

# The Jape



For the chemical bond  
challenged ship modeler...  
—thanks Mike

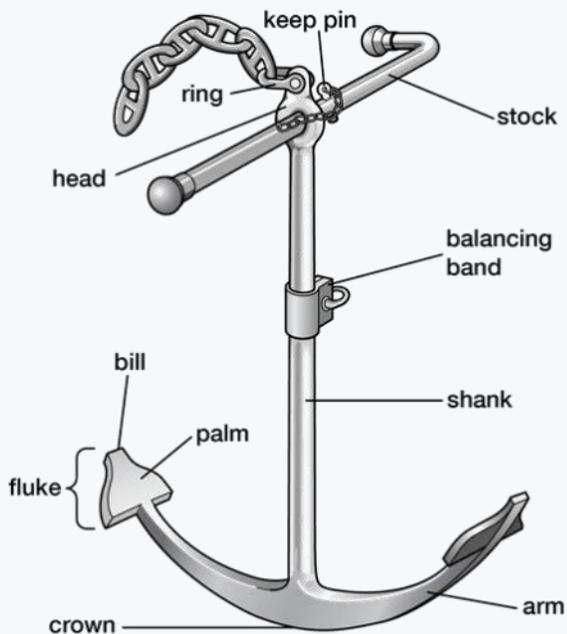
# Scuttlebutt



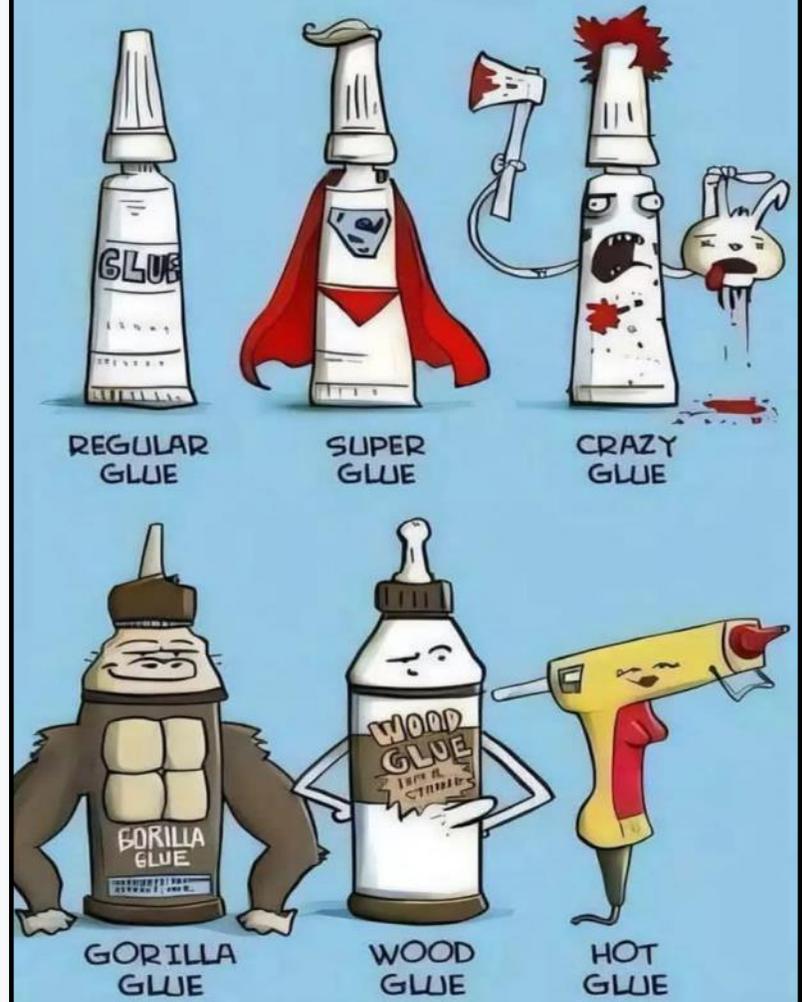
# Nautical term for April

**Fluke** The portion of an anchor that digs securely into the bottom, holding a boat in place; also, any occasion when this occurs on the first try.

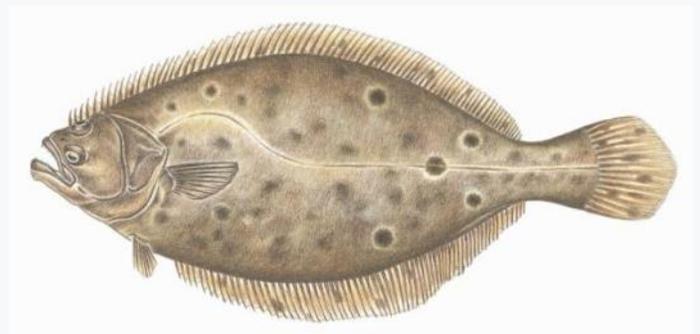
—Tim.



# DIFFERENT GLUES



Or...it's just a flat fish



# Minutes



## Meeting 3-8-25

The meeting was called to order at 10:05 by the skipper. There were 24 members present in person, and eight attendees on line. There were four guests present: Steve Simmons, Mark Ballin, Craig Moore, and Colin Hawthorn. Both Mark and Craig were attending for the third time, and both were duly welcomed as new members.



Charles Landrum reminded everyone of the IPMS national show to be held in the Hampton Coliseum from August 6<sup>th</sup> through 9<sup>th</sup>.

The balance of the regular meeting format was suspended and an auction of tools, supplies, and kits was conducted.

The meeting adjourned upon completion of the auction, about 1 PM.

## Captain's Log (Concl.)

New techniques can help forge challenges due to a lack of skill, consider learning new ones. Watching tutorials or reading about how others approach similar problems might give me the confidence to tackle the issue.

If a specific tool or material is causing issues, I use an alternative or go back to something I know works well. Stay with comfortable tools or materials. This helps me avoid the feeling of being "stuck."

Regaining momentum in model ship building requires patience and a little creativity in how I approach challenges. If I break things down, take respites when needed, and maintain a flexible mindset, I find my mojo again and continue making great progress on my boat!

A wise old modeler once said " ...an object in motion stays in motion..." He had a lot of strange ideas in his older age, should have stuck with ship models.

SD



# The Auction

## A Recap...

For almost three hours the crew battled it out for the bargains of a lifetime—or until the next auction. Savvy bidders took home some real gems. Others missed out, so sad for them. Enough money was raised from the offerings to repay the cost of acquisition, etc. The Purser should regale us with tales of the proceeds at the next meeting.

When the hammer came down for the last time and the dust finally settled only one “large and heavy” item remained unsold. It is pictured below (left) and, as stated in the last Logbook, it will be disposed of by other means. However, one of those other means could be derailed by just a phone call. Cryptic, I know.

Part two of this auction will happen at the October meeting and feature more good tools, some good books, maybe a plan and kit or two, and whatever comes in the door between now and then. Between then and now will be your time to reload your wallet and realign your strategy so you can go into the bidding wars again and win.

In the meantime.....

Over the intermediate months, I will bring grab boxes to the meetings. The boxes will have items that are too small or too obscure to auction. The items will be on sale before and after the meeting only. There will be a \$2 dollar box, a \$1 dollar box, a \$.50 cent box, and a free box. You can pick through these boxes and buy what you want. First come, first served. You are on your honor to pay Ryland or me for whatever you buy.



**\$.50**

**\$1**

**\$2**



## 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.



## Mystery Photo Explained

This photograph was not intended to represent a particular ship. Although some of you may have the means to make the identification, that really isn't the point of this image. Its intended to show the level of detail that can be acquired by today's modeling techniques. Ship Modeling techniques have advanced greatly over what your grandfather and father could accomplish by hand by using traditional methods. The advent of the computer and directed 2 and 3D modeling programs and affordable digitally controlled machines have altered the ship modeling battlefield. You can either embrace or reject the paradigm shift or chose the bits and parts of these new techniques that suit your end goal. The possibilities are endless now.

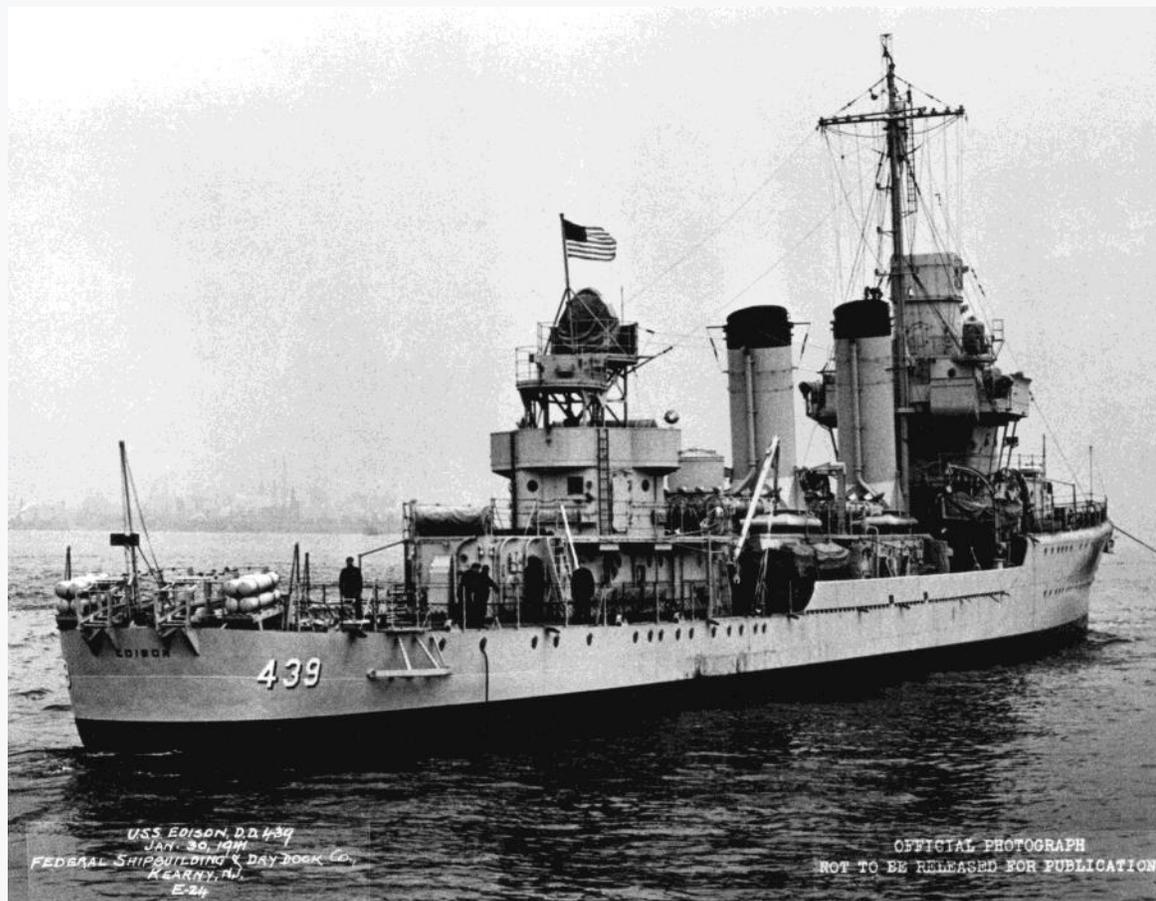
The photograph shows a U.S. Navy torpedo mount—probably a five tube mount. And, it's hard to say, but it looks like it might be trained to port. As proof, I offer that you can see the vertical steam vent on the aft side of the stack and a signal flag bin on the aft side of the bridge deck. A torpedo loading crane is also visible just behind the man working the mount's training wheel. The other fellow wearing the talker's helmet is on the ring sight.

The photo offers a unique opportunity for a modeler to replicate all of the detail of the prototype. Close-up detailed images were once rare or unavailable to the average model maker, but with the advent of computers and digital libraries, they are very commonplace today. Forty or fifty years ago what you usually saw were dark, full-ship images that masked the smaller details. Even the plans available then were lacking in specific detail.

I did not expect an identification of the specific ship carrying this mount, but I thought someone would at



least try. This image came by way of a Facebook site known as 'World War Pictures.' You can follow it, and I recommend it. The image was obtained from the Life Magazine Archives, and you will not find it at NavSource.





On the preceding page there is a three quarter stern view of a sister ship to our Mystery Photo. In it you can see the general arrangement of the area in question. Above, you see a more general, overhead view of the midsection of our Mystery destroyer with it's two torpedo mounts in their secured position. It looks like the forward mount is short one torpedo. If you look closely around the after torpedo mount you can see a walkway that connects the two superstructure blocks. It is just visible in our Mystery Photo. This detail, along with the steam vent pipe (not visible) and starboard flag bag cements the location and direction of the image. The Mystery Photo shows the after torpedo mount trained to port aft. The Facebook post where I found this image carries this caption: "Sailors man a quintuple 21" torpedo tube launcher mount on USS Nicholson DD-442 during an Atlantic Convoy Escort—early 1943."

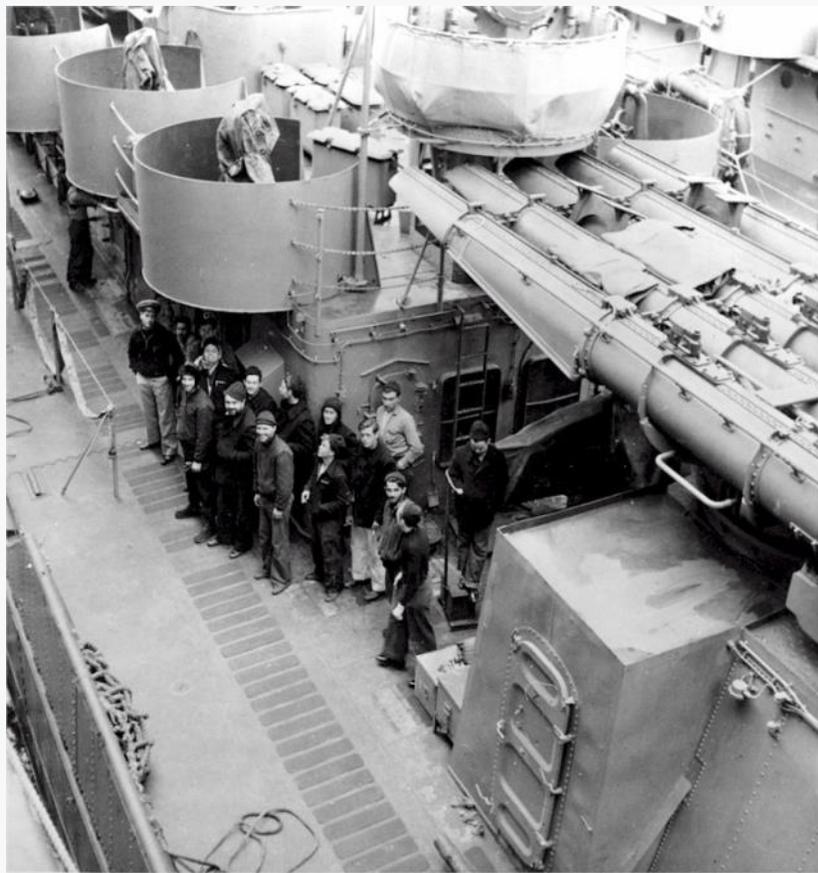
As previously stated you will not find our Mystery Photo at NavSource if you look up DD-442. But if you do an image search on Google or Bing, two sites are returned that have the image. Neither is the Facebook site where I found this image. One result, sadly, is an eBay add where some guy wants \$6.99 plus shipping for the same image you can find on-line for nothing. The other result takes you to Militaryimages.net. The site (page 181) features "colour and colourised photos of WW2 & earlier conflicts." Here you can find a color version of our Mystery Photo along with one more that must be part of the series (seen here on the right).



Why are these images important? If you study Gene Berger's models or follow what John Wyld is doing in his smaller scale you can see where the state of the art is in making models of steel ships. And to a large extent, the same can be said for those afflicted by modeling wooden ships of the prior centuries. Tools and techniques are now at our disposal that were only dreamed of not 25 or 30 years ago. The modeler today can utilize processes like photoetching, resin casting, laser cutting, 2 & 3D computer modeling, CNC controlled routers, mills, printers, and lathes. He also has the Internet with its vast reference resources available with a button push.

Used correctly these tools and resources, along with modern photography, offer the promise of better, more-detailed ship models at increasingly smaller scales. Extremely detailed miniatures can now be executed by any modeler—time and money permitting. Now you can really honor Bill Clarke where he used to say “pick a day” that your model is purported to depict.

The down side, in my opinion, with these new methods is that they skirt around or eliminate the craftsmanship aspect of the hobby. They downplay the experience and boatbuilding knowledge you get from building by hand.



This wisdom is a hard learned, perishable skill. A mastery of things like reading and understanding the lines plan, learning about wood, laying out changing bevels, developing flat patterns of geometric shapes, developing

Photo # NH 97815 View on board USS Monssen, May 1941



shell plates and planks, spiling plank edges, using machine tools can atrophy. Even the shipbuilding/boatbuilding language is largely set aside now.

But let me get off the soap box and get back to these images. By using these clear, detailed images, a modeler has the opportunity to invite the viewer in for a closer

# PTSD

is real, and here is something we can do to help.

Member John Jones is making these small hand carved ducks for veterans who are in need as anti suicide support items. They are a tactile reminder to those in trouble that help is just a phone call away.

On the bottom is the phone number for the **suicide and crisis hotline**. Help is just three easy numbers away—**988**.

John asks that we help him make these ducks. It's real simple and just takes a few minutes and some spare wood you may have. To date John has made several hundred of these birds out of donated cherry wood. Perhaps you have some wood that you can use.

He begins with 2" x 2" x 6" blanks. He glues (use spray adhesive if you can) the templates to the wood and then uses a 2-cut technique to rough out the bird. Then he finishes it to the shapes you see below. If you cannot carve you can rough cut the birds and give them to John for carving. The plan and more info on this project are on the next pages.—Ed.

## All hands; Lend a hand...





## Your Mental Health Matters

Pick up a hand-carved bird made by John Jones, a retired US Navy Lt. Commander and parent of a former Virginia Beach EMS provider.



### Grounding

Hold this small hand-carved bird, and pay attention to its weight, shape, and feel.



### Call 988

If you're struggling, it's okay to share your feelings. Talk confidentially to a mental health professional.



### You're Not Alone

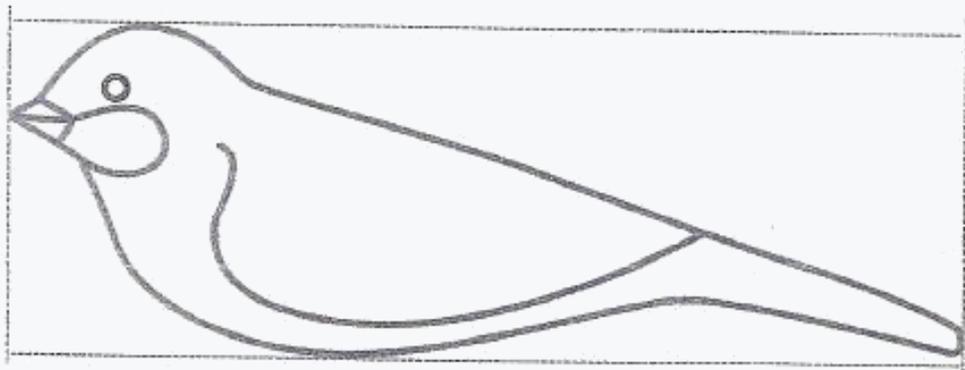
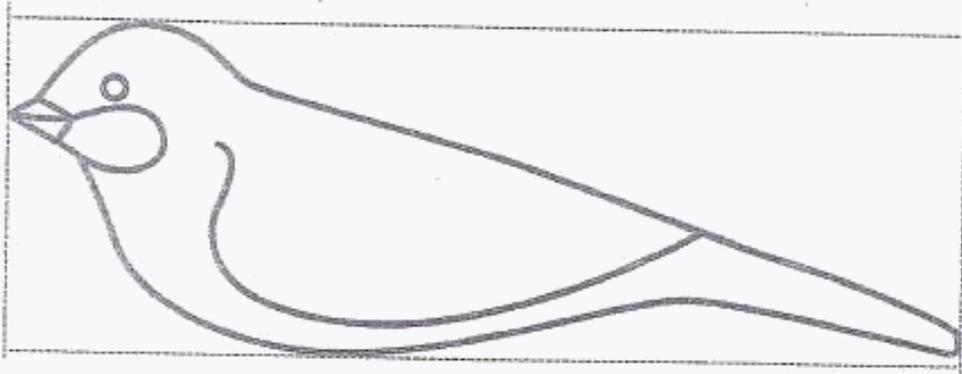
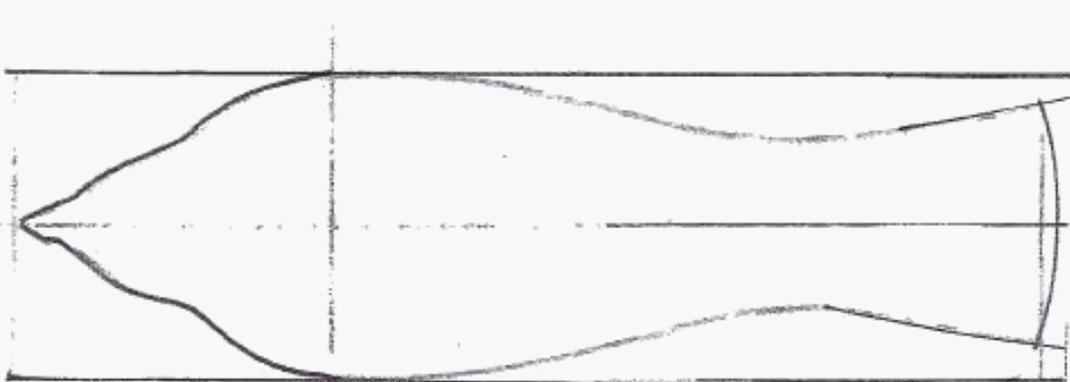
1 in 5 U.S. adults experience mental illness. EMS providers have a tough job. It's OK to ask for help.



### How to Use the Hand-Carved Bird

- Focus on the object: Pay attention to its physical properties, such as its texture, weight, or color.
- Connect to the present: Remind yourself that you are safe and grounded in the current moment
- Repeat as needed: Take the bird with you and keep it in your pocket or bag. If your thoughts become overwhelming, return to the grounding object and focus on its sensory qualities.
- Share: If you find that you don't need the bird anymore, please share it with someone who does.

# The bird



## Over the Bar:

You may not know this guy. His name is Colin Ratcliff and he, among many other things, was a ship model maker. He passed away on March 10, 2025. The man was a Marine (retiring in 1971) and a historian and model maker where he worked for the Curator of Navy Ship Models at the Naval Sea Systems Command in Carderock, Maryland. You can see him here with this final project for the U.S. Navy, USS Wampanoag completed just before he retired in 2023.

Colin, you will be missed by the ship modeling community.



## Club gear:

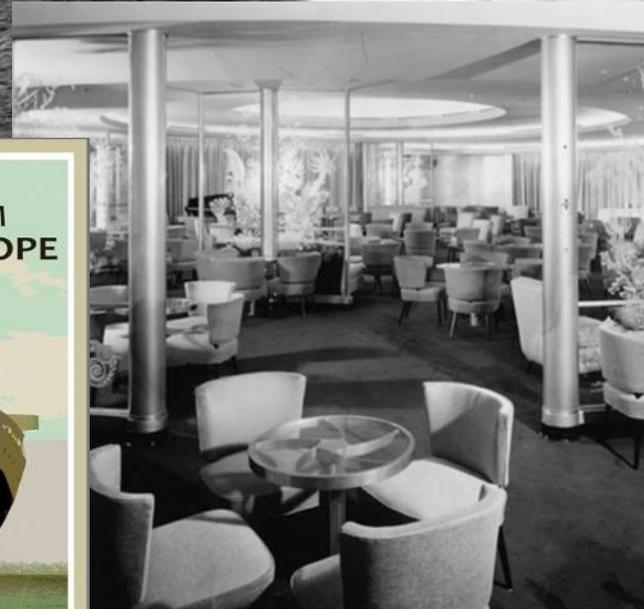
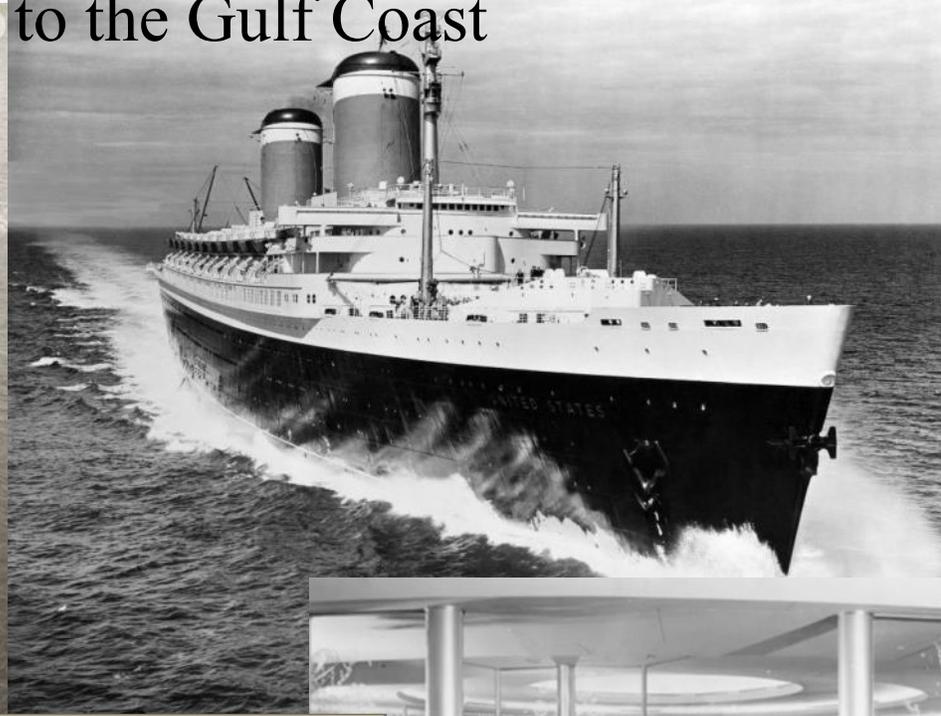
If you need a shirt, hat, or name badge, be sure to see either Ryland Craze or Tim Wood. They have all the details on what's available; pricing and so forth. And I will say that most of the gear comes with our embroidered logo

Or you can search the website for info. Simply type "hat" in the search window...

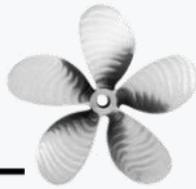


# A nod to the S. S. United States

## Retiring to the Gulf Coast



# What's Happening at The Museum



April 2025

Most of our HRSMS members visit The Museum once a month and usually enter through the main concourse, leave the same way, and seldom if ever see the Museum's galleries. The founding of the Museum and its very ambitious design were developed in 1930 by Archer M. Huntington, the son of Collis P. Huntington who built the Newport News Shipyard. That design was not fulfilled but shipyard workers started immediately building the structure that is now America's National Maritime Museum. Over the nearly century since the Museum opened to the public, around 1933, changes were made, additions were added to the Museum's galleries, and themes and exhibits have followed suit. History has continued its timeless march and the galleries and exhibits in the Museum have kept pace. But a transition is occurring today that will change the appearance and the programs of the Museum and, at its core, allow the public to see a great deal more of the "other" 95% of our collection of thousands upon thousands of the artifacts that relate to man's experience with the seas. The museum opens at 9:00 am and closes at 5. Come early or stay a while after the meeting and take

a look at the very-much changed gallery exhibits.

Where we had "The Age of Exploration" and the Horatio Nelson galleries you'll now find a cast of characters made primarily of wood that identified a sailor's ship in a time when many sailors could not read and many ships were identical twins and triplets and etc. These figureheads are being acclimated to a new environment and will soon be on clear display during their preservation process. Also notice on the wall a collection of our trailboards and sternboards, some of which you may recognize!

If you leave the museum via the bronze doors (which were recently restored) you will have passed through the gallery that once was a display of fifty years of models recognizing the 50<sup>th</sup> anniversary of HRSMS. It now contains a very impressive collection of porcelain ware. The Toby Mug/Jug collection is rare and notable by itself, but it's only one small part of this exhibit.

Well, with all this new stuff to explore you'll probably get hungry just studying the transition and assessing a view of the future. More good news! The café, after a looong hiatus, will return this spring! It will be a genuine coffee house

with varied offerings of victuals. Why not plan a visit with family on a spring morning this year and watch the progress as our Museum becomes a "Center for Conservation".

We'll keep you up-to-date but go on line from time to time and enjoy all the National Maritime Museum has to offer!

Ron



Visit café "Column 15" at the Mariners' Museum. Conveniently located before admissions

Time for .....



It's April and there's supposed to be a fool on the first, but that's a matter for another discussion at another time. At this time I'd like to discuss the Bourbon Slush. This may not be the first time the bourbon slush was highlighted under Boat Drinks, but I just had one at a particular restaurant in Kentucky that I am fond of, so we'll roll it out again as the adult beverage suggestion. No fooling.



I ordered this particular cocktail as a PLC (Tim- you can explain this acronym to the crew) at the Greyhound Tavern in Fort Mitchell, Kentucky. We go there whenever we are in town. They have the best Fried Chicken dinner anywhere, and it's served family style (also a discussion for another time). So we ordered bourbon slushes before our late lunch and enjoyed them. Here are the ingredients in their slush. You can read them off of their menu but the actual measures are not given. So I leave it to you to experiment with the amounts and techniques needed to achieve the perfect slush for your liking.

## The Greyhound Bourbon Slush

### INGREDIENTS:

- Bourbon
- Orange juice
- Lime juice
- Sweetened Tea
- Sprite
- Cherry juice



# Mess Call



The Lenten fast is upon us...So here I was sitting in the Greyhound Tavern enjoying a nice refreshing bourbon slush when it became clear that a bit of food was in order. After looking over the menu I decided on a nice Fried Cod Sandwich. What made it different and enjoyable was the rye bread and their own tartar sauce. But just like the bourbon slush, their recipe is not available, but their menu says this: Legendary Cod Sandwich features crispy, golden-fried cod on hearty rye bread, layered with fresh lettuce, ripe tomato, and crisp pickle for the perfect bite. A timeless favorite, made with care.

Here is an able substitute:

## Ingredient List

- Cod
- Flour
- Old Bay Seasoning
- Paprika
- Turmeric
- Salt
- Black pepper
- White pepper
- Baking powder
- Egg
- Sparkling water
- Frying oil
- Buns
- Cheddar cheese
- Tartar Sauce

Recipe continues on next page....



## **Recipe Steps: How to Make a Fried Cod Fish Sandwich**

1. **Heat the oil.** Pour the frying oil into a large heavy bottom pan and heat over medium-high until it reaches 375°F then lower the stove to maintain that temperature.

2. **Make the tartar sauce.** Combine mayonnaise, Dijon, lemon juice, pickles, capers, and fresh parsley in a small bowl. Season with salt and pepper, then set aside until serving. (Or use you own...I like Frisch's brand.—Ed.)

3. **Portion and season the fish fillet.** Using your buns as a guide, cut the cod fillets into squares of a similar size. Our portions usually range from 4-6 oz. Season liberally with salt and pepper and place on a wire rack over a baking sheet.

4. **Make the dredges.** Make the dry dredge in a wide, shallow bowl with flour and Old Bay seasoning.

For the wet dredge, combine flour, Old Bay, paprika, turmeric, white pepper, baking powder, salt, and pepper. Mix in the egg then whisk in the sparkling water. The consistency should be that of a salad dressing.

5. **Dry dredge the fish.** Place a portion of the fish fillets in the flour, flipping and pressing in the edges to coat it entirely in the flour. Return to the wire rack and repeat with the remaining fish.

6. **Wet dredge the fish.** Once the oil is heated, working one at a time, dunk a portion of the flour-coated fish into the dredge batter, ensuring it is completely submerged. Remove it and let all the excess drip off.

7. **Fry the cod.** Carefully lower the fish into the oil, and fry for 2-3 minutes, then turn it over with tongs and fry another 2 minutes, or until golden brown and cooked through. Transfer to a wire rack to cool and allow any excess oil to drip off. Cook in batches.

8. **Steam the bun.** Steam the buns for 10 seconds in a steamer basket or strainer placed over a small pot of simmering water.

9. **Assemble.** To assemble, slather the bottom bun with tartar sauce. Top with fried cod, a half slice of cheddar cheese, and more tartar sauce and the top bun. Squeeze it, and enjoy!

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## **Mystery Photo (cont.)**

look at all the minutia he put into the model and reward the viewer for the effort. By adding subtle things like pads, clips, lapped joints, pipes and pipe joints, valves, hoses, wires, dials and gauges, knobs, bolts and rivets, weld beads(?), etc. you give the viewer that reward! And these images allow you to do that correctly.

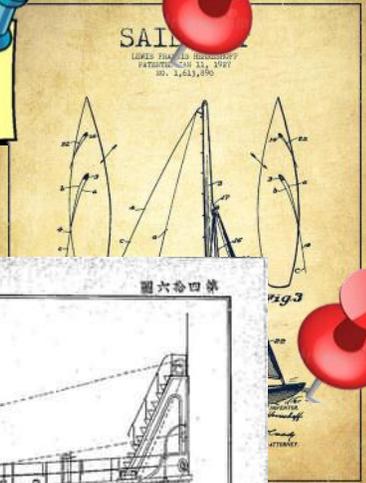
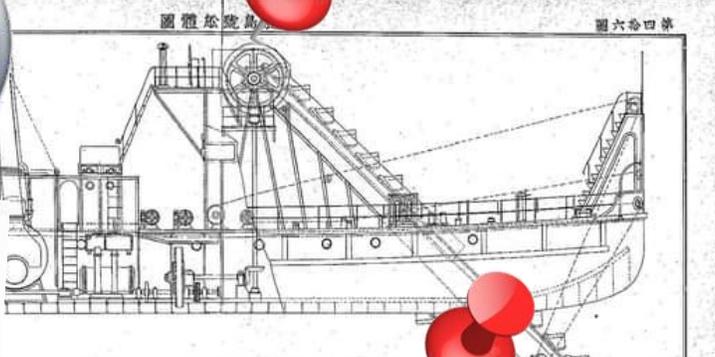
So if you are modeling in the photographic era, spend the time to scour the Internet, reference libraries, and books for these detail revealing images.

Another gratuitous, detailed image... →

Bon Modeling!—Ed.



# The Bulletin Board



GOING...  
GOING...

That auction was a success, thank you all for coming and bidding. The next auction will be at the October meeting, so start saving your allowance—again!!!



WIN THIS PAINTING!



### Mathews-built deckboat Peggy of New Point is turning 100!

The Mathews Maritime Foundation is raffling off this beautiful painting of the Peggy by John Barber.

Tickets can be purchased at [www.mathewsmaritime.com](http://www.mathewsmaritime.com). All proceeds benefit the Peggy of New Point Endowment Fund. Drawing will be held 9/20/25. Winner need not be present to win.



The prize, "The Peggy Off New Point Comfort" by John M. Barber, is an original oil painting on linen canvas, measuring 10 x 18".

It is fitted with a museum quality, custom-made frame, overall measurements of 18 x 26". The frame bears a hand-lettered nameplate and painting light. Value \$8,000

TICKETS: \$25 EACH OR 5 FOR \$100

PURCHASE TICKETS AT [WWW.MATHEWSMARITIME.COM](http://WWW.MATHEWSMARITIME.COM)



# The Deckplate

## JANUARY 2025

11 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation:

## FEBRUARY 2025

8 HRSMS Monthly Meeting: Mariners' Museum  
7 National Fettuccine Alfredo Day  
Election of officers  
Presentation:

## MARCH 2025

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

## April 2025

12 HRSMS Monthly Meeting: Mariners' Museum  
22 Earth Day / 26 Arbor Day  
26 Model Boat Show, Deltaville  
Presentation: Bill Fox—"A Century on the Jamestown Ferry."

## MAY 2025

10 HRSMS Monthly Meeting: Mariners' Museum  
21 Talk like Yoda Day  
Presentation: Dave Chelmow...TBA

## JUNE 2025

14 HRSMS Monthly Meeting: Mariners' Museum  
22 Sips and Trips at the Museum  
Presentation: Kevin Ritton—"Making your Own Rope; and That extra Level of Detail."

## JULY 2025

12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Hank Ghittino—"A Sailmaker's Process."

## AUGUST 2025

9 HRSMS Monthly meeting:  
Presentation: Dave Chelmow...TBA  
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: Auction...part two!

## NOVEMBER 2025

8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Charles Landrum...TBA

## DECEMBER 2025

13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Greg Harrington...TBA



## 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) 508-9881  
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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