

## From The Bridge



## Mystery Photo



Another month has passed and another meeting is fast approaching. Hope everyone is doing some building, just enjoying anything with ships or the sea. Recently I read the book 'UNBROKEN'. The story is about a US Army Air Force officer flying in a B-24 bomber in World War II in 1943. Nothing to do with ships or the US Navy. On one of the missions, actually a rescue mission, the plane crashes at sea in the Pacific Ocean. Out of I believe 9 men aboard the plane, 3 survive the crash. Lucky for the three, two rafts with some provisions also survive. They spend over 40 days on these rafts in extreme weather with one survivor dying from lack of food and the will to live. The rafts are made from canvas covered with a rubber coating. It's all they have between themselves and sharks. They managed to catch some fish and a few sharks for food eating them raw. It is believed that this was the longest time survivors spend in a raft and survived to tell about it. They drifted over two-thousand miles of open ocean. We could not find them, but were rescued by the Japanese Navy and handed over to spend the rest of the war in a Japanese prison camp in Japan. They both survived the war to tell their story. And I cannot tell you what happen in the book. You will need to read it. The point I'm trying to bring out is their survival at sea. What these men needed to do to survive for over 40 days. It's the same as many of our sailors and marines had to do when their ships were sunk or their planes shot down. I would really like to hear from others who have read the book or from those who plan on reading it. I believe you would be surprised and really enjoy this very interesting story.

In the next issue of the Logbook, I am starting a new column entitled 'American Naval History'. The history will be in chronology order starting from 1775 and include history of the US Navy and Marine Corps.

On another subject is the demo I gave at my home. What a nervous wreck I was the night before. I didn't sleep very well. About ten members came and we had the demo. We had as much of the demo as I could remember being so nervous. I believe I learned more from the membership than they did from me. It was a great time for all of us and I would do it again if and when my nerves settle down. Hope everyone had a good time.

Also please remember the IPMS Old Dominion Open on February 28th. IPMS members are now looking forward to us showing up with some fine ship models. Weather we compete, just show our models off or just show up, it's important that we are there.

Looking forward to seeing everyone at the next meeting and at the show.

1st Mate  
Bob Moritz

This ain't no folklore, this ain't no fairy-tale; but this is something you don't see every day! These two vessels were caught sometime during a mandatory evolution that allows a fleet to remain at sea. The practice of supplying a fleet at sea is called underway replenishment, or "un-reps" to those on the inside, and no navy does it better than the navy of the United States. One aspect of un-reps, fueling at sea, might be one of the most stressful practices conducted by sailors while underway, but mastering the skill allows a battle fleet to remain on station almost indefinitely. MP#341 introduced us to the tanker part of the equation, now you get to glimpse a bit more. But something is very unusual about this image and, in a way, somewhat reminiscent of popular folklore. It's like taking and giving or giving and taking. Either way as the story unfolds you'll see the connection and double up on few entendres.

If you make it a practice to study the navies of the world, hopefully you'll see what I'm talking about. The image captures something odd—and that's the root of the story. Figure out what's odd and you win. To make the essay more interesting, I will accept the identification of either vessel, but I believe the submitter might have been looking for at lower of the two ships. I will award maximum points and automatic advancement to the next level to anyone who correctly identifies both vessels (hint: it will require three vessel names to correctly complete this challenge).

Part of the identification is easy—the editor left incriminating evidence on the image. Spot it, and you're half way there. And

### Presenters Needed

**Program presenters are needed for 2015  
Contact Tony Clayton  
if you are willing to give a presentation.**

### MEETING NOTICE

**Date:** Saturday February 14, 2015  
**Place:** Mariners' Museum  
**Time:** 1000 Hours

(Continued from page 1)



Mystery Photo

if you know your history, it should be easy to zero in on the other half. Speaking of zeros, let me make a Big deal about the Roundels.....May I! Ok, you either get that one or you don't. Let's see who's a zero and who's a hero!

mean columnist instead of communist.)

Players two through four might be comrades but they definitely were not seeing red over this image. Bob Moritz, Rob Napier, and Tim Wood joined John in identifying one of the more unusual exchanges of men and material of World War Two (WWII). While Tim and Bob just jump in with their identifica-



tion, Rob and John provide their logical thought process. "Okay, I looked at the image and the first things I saw were a British aircraft carrier with American planes spotted casually on its deck and an American naval supply vessel — all Second World War vintage. At least that's how it appeared to me." Or so began Rob's reply. His thoughts paralleled John's, minus the conspiracy theory. John says, "It looked as though the roundels on the aircraft had all been written over with large white stars to throw off the identification of the ship. I mean, they are all

Four replies this month—all heroes, almost! Carrier-minded John Wyld replied first and, being the suspicious type, stirred up a Hornet's nest of communist intrigue: "Well, at first it looked to me as though the poster of the MP had resorted to widespread subterfuge via Photoshop. I had initially assumed that the communist who intended to deceive us with the MP had placed white stars over the Fleet Air Arm (FAA) roundels on the Grumman's to hide the ship's nationality. Seeing through that obvious charade (I can even see what looks like one of those stars printed OVER a portside vertical radio antenna - further confirming the amateurish effort at deception)...." (This writer has to agree that the visual effect of the star is there, but wonders if he didn't

Grumman's on deck (F-4F4s and TBFs) but the carrier is decidedly not a USN carrier. One might entertain a short notion that it might be USS WASP which looks superficially similar, but a look at the turreted guns on the sponsons fore and aft dispels that notion." Rob completes his introduction with this: "The carrier looked English primarily because I am pretty familiar with American carriers, and this wasn't one of 'em. This one had those disk-like, low-profile twin mounts on sponsons on each side of the flight deck, bow and stern, a tear-drop-shaped

(Continued on page 3)

## Nautical Term

**Freeboard** The height of a craft's side above the waterline. Its origin is Anglo-Saxon, frameboard, frames' side.

Submitted by, Tim Wood

## THE ANSWER

Mystery Photo 343  
HMS Victorious refueling from a US Navy Fleet Oiler about Aug 1943. This was during the period Victorious was on loan to the US Fleet. Note US F4F Wildcats and TBM Avengers on the flight deck.



A British WREN and an US sailor removed the US markings off of a Wildcat destined to become a British Martlet V, Naval Air Station, Quonset, Rhode Island, Sep 1943

carrier. I found the MP, and the photo taken just before the MP was taken (all attached) by the aircraft.” Well he should be a bit confused because there was a time during WWII where British carriers sported American aircraft, but with British markings—more of that lend-lease. Made possible, I’m sure, because American carrier based aircraft in general were superior to their British equivalents but, more importantly, because supply to equip a rapidly expanding carrier force was an issue as well. Since Grumman made, arguably, the best carrier based aircraft for the time, it only seemed right to lend a few to the Brits. The F-4F4 Wildcat was a logical choice to send. Even though many considered it a second rate fighter by late 1942, it was still superior to many enemy aircraft that is was projected to operate against. To get the planes, WRNS came by

*(Continued from page 2)*



Mystery Photo

funnel, and that little vector graphic on the flight deck forward (what was that for, anyway?). But the planes look American and, at least, seem to have American markings.”

Gradually the realization set in for what they saw in the Mystery Photo and John and Rob joined Bob and Tim in correctly identifying the primary ship as, in Tim’s words, “...the USS Robin (AKA; HMS Victorious).” The remaining verbiage in the replies center around an incident that occurred between late 1942 and the middle of 1943 involving what appears to be the American use of a British carrier. We can call that reverse lend-lease and quickly see why we’re hinting about folklore, Roundels, and in John’s case that bit of intrigue.

Let’s I take a few minutes to talk about the markings on the aircraft. We need to try and clear up the minor confusion that had John seeing red: “I tried a search with 'USN' and 'British aircraft carrier' and I found yet another doctored photo with comically overdubbed stars on the roundels. Clearly the same

boat and WRNS left sitting behind the controls of Wildcats and another Grumman favorite, the TBF Avenger, all sporting British roundels. Thus, finding American designed aircraft with British markings was not as rare as we might think, we just rarely think of it.

What is a WRN you ask? More popularly known by the acronym WREN, the WRNS were the women’s branch of the United Kingdom’s Royal Navy. WRNS stands for Women's Royal Naval Service (WRNS). During WWII they were tasked, among other things, with ferrying aircraft to where they were needed. In this country WACS or WAACs and WAVEs did the job. Explaining the American acronyms begins to get ridiculous so...That is all I got to say about that.

Rob, too, was puzzled by the aircraft. Searching “early in the morning...and not want[ing] to disturb Sherry by turning on lights to rummage around in my library” Rob made a very Lieutenant Commander Wade McClusky-ish move and chose to use the Internet instead. Ok, ok, so he just turned on the PC and searched the Internet. But it was a fortuitous event that changed

*(Continued on page 4)*

(Continued from page 3)



Mystery Photo

the outcome of his search. “I picked out three distinct types of planes. There were about a dozen smaller folded-wing jobs toward the bow of *Victorious*. Their landing gear seemed to extend out from the fuselage just forward of the wings, and the notches in the forward ends of the



folded wings did not extend half-way up the wing...Aft, on the port side of the flight deck, were five similar planes. But they were larger, their landing gear seemed to extend down from the wing spar, not from the fuselage, and the notches in the folded parts of the wings seemed much bigger...However I think there is a distinct third type, represented by one example.” And then he came clean: “I am not an ace at plane identification, so I sputtered around Google for a while. I finally (but perhaps erroneously) determined that the smaller planes on the forward end of the flight deck were American Grumman F4F Wildcats. The profile, size, and landing gear configuration seemed about right. Further, the Wildcat was used by the Royal Navy; they called it the Martlet (which sounds like a small martini to me)...Using the same steps, I tentatively determined the second group of larger planes as Grumman TBF Avengers. It was time for coffee, so I didn’t pursue that single plane of the third type.” It’s just as well, Rob, the search would have left you seeing red!

Those who have not read their history well or who have the Hollywood version of WWII locked in a subcutaneous cavity that was gleaned through glazed eyes, osmosis, or hypnopedia will be surprised to learn that the Pacific theater of the war

was fought as more of a joint effort between nations than a sole American push against the Japanese. But history is for the retelling...Throughout 1942, except for Midway, the United States Navy was getting it handed to them. It was essentially fighting a war of attrition to stop Japanese Imperial expansion. And by the latter part of the year the United States found its navy serviced by a single carrier. John and Bob sum up the situation: “Owing to a shortage of USN carriers after the battle of Santa Cruz (Oct

'42) when only *SARATOGA* remained operational in the Pacific, the UK 'loaned' *HMS VICTORIOUS* to the Pac Fleet. The intent was to bridge the gap until the *ESSEXs* began to show up in Pac in mid-1943.” *Victorious* was available and close by as she had just completed an overhaul at the Norfolk Naval Shipyard.

John adds richness to the story: “CNO Ernest King had not been kindly disposed to having British carriers operate with USN units in the Pacific, among other reasons because of their limited capability to UNREP. Look carefully at the MP and you will see that although the two ships are steaming parallel in a typical UNREP formation, there are no lines across nor hoses or the like. The British normally refueled stern to bow, which took considerably longer

in view of the fewer number of hoses which were rigged than for the side by side USN method. In addition, British carriers had smaller fuel tanks and so needed refueling more often. They were designed with the European theater, and the Indian theater to a lesser extent, in mind where ranges from base were like to be far less than for the Pacific. But I digress.” I agree that we are not seeing an actual refueling, but I suspect the modifications for *Victorious* to actually do so were made at Pearl prior to her deployment. What I think we see is practice and familiarization by the British crew in steaming in the un-rep formation. Another on-line available photograph does show *Victorious* doing a side by side refueling, the difference being that the ships are much closer together.

And serve with the US Navy she did. As previously mentioned and reinforced by Bob, “In late December 1942, the carrier *HMS Victorious* was loaned to the US Navy. During this time, she was code named the *USS Robin* (her name was really not changed). All signals were coded for that name and was derived from the character 'Robin Hood'.” John Adds: “She was given the codename *ROBIN*, but never an actual name change, in an effort to trick the Japanese into believing she was yet another USN carrier - a ruse which seems to have worked.” Take

(Continued on page 8)

# Hampton Roads Ship Model Society 2015 Founders' Award Nominations and Ballot

The Founders' Award is voted on by the membership to the member who has most furthered the goal of the Hampton Roads Ship Model Society in the year awarded. This year's nominating committee (Ryland Craze, Tony Clayton and Bill Dangler), submits the members whose names appear below as nominees for the Founders' Award to be presented at the annual banquet this year.

Ryland Craze, Nominating Committee Chairman

## Gene Berger

Gene is nominated for his mentoring in ship model making. Over the years, he has been instrumental in helping several members begin new modeling projects by offering assistance and guidance. He has taught several members how to conduct research on the models they are building. He actively participates in the Show and Tell portion of the meeting by bringing in his latest modeling project and showing his progress on it. He has become an ambassador for the Society, helping to spread the Club name and message by entering his work in juried events—and winning!

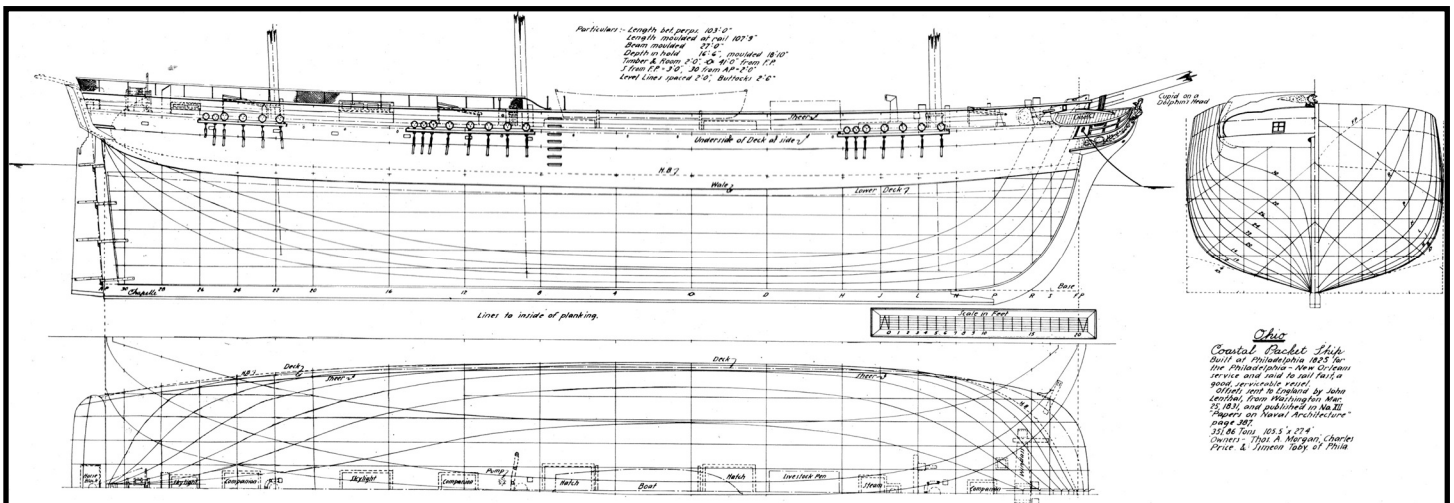
## Marty Gromovsky

Marty is nominated for providing photos taken at the monthly meetings of members and their models for the Logbook. He is a highly skilled modeler who is always willing to help a fellow member improve their skills. He participates frequently in the Show and Tell portion of the meetings and has given a presentation on modeling techniques which has recently been published on You Tube.

## 2015 Founders' Award Ballot

Vote for one **Gene Berger** \_\_\_\_\_ **Marty Gromovsky** \_\_\_\_\_

Give the completed ballot to the Skipper at the February or March meeting or mail this ballot to the Skipper not later than March 14<sup>th</sup> (Timothy Wood, 2208 First Landing Lane Virginia Beach, VA 23451), or by e-mail at tgwood1958@gmail.com. Only Members in good standing may vote.



# HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET

**Al Fresco Restaurant**  
**Saturday March 21, 2015**  
**11710 Jefferson Ave, Newport News**

Cash Bar 6:30 pm      Dinner 7:30 pm  
Price \$30.00 per person, includes tax and gratuity

## Dinner Menu

House Salad  
Warm Bread

Polio alia Marsala  
Sauteed boneless chicken breast with mushrooms in a marsala wine sauce

Vitello alia Parmigiana  
Scaloppini of breaded veal topped with tomato sauce & glazed with mozzarella & parmesan cheese

Salmon Picatta  
Salmon sauteed with fresh roma tomatoes, mushrooms & capers served in a white wine lemon sauce

Penne da Vinci  
Penne pasta, sauteed shrimp, diced chicken & onions finished in a pink cream sauce

Choice of desert

A vegetarian dinner is available

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HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET  
Al Fresco Restaurant, Saturday March 21, 2015

NAME \_\_\_\_\_

Number in your party \_\_\_\_\_

Return this form and funds to Eric Harfst  
not later than March 15, 2014.

Eric Harfst  
119 Reserve Way Apt 213  
Williamsburg, Va. 23185

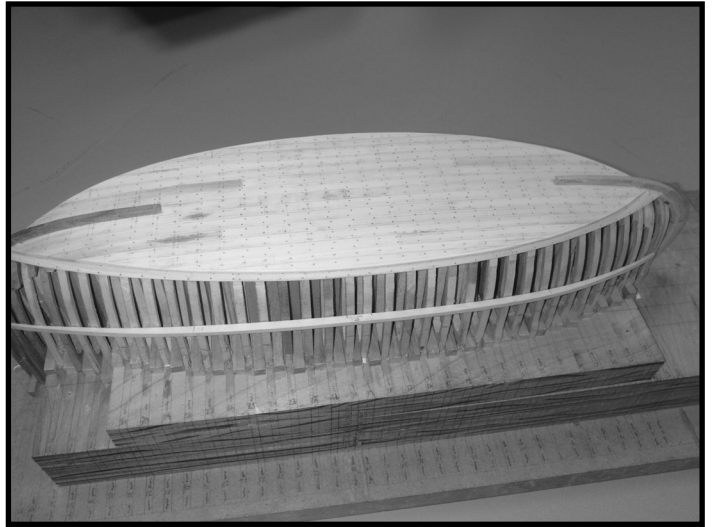
X      \$30.00

Total      \$ \_\_\_\_\_

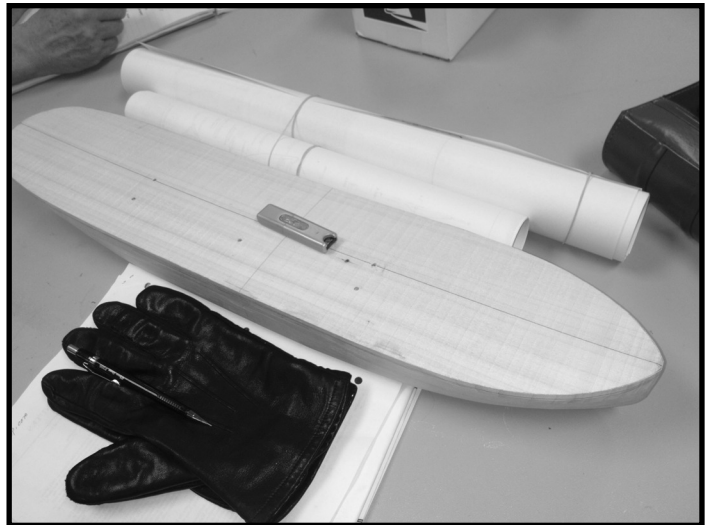
January 24, 2015 Demonstration at Bob Moritz's



Bob Moritz is preparing to perform a procedure



Greg Harrington's Portuguese river barge

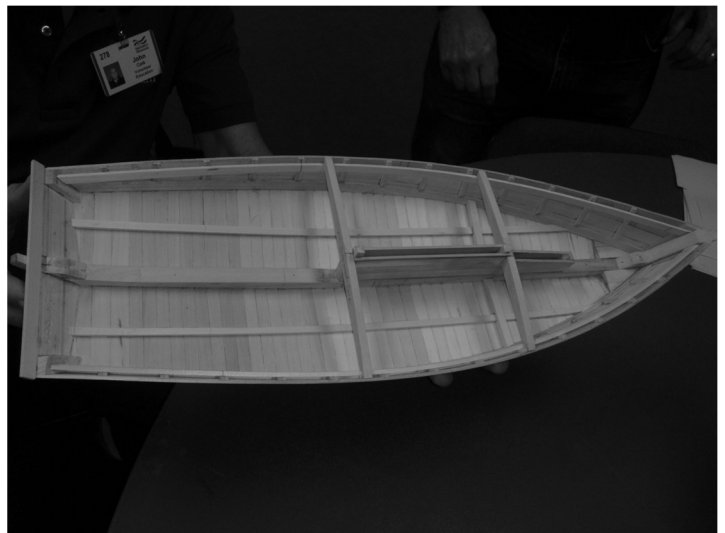


John Cheevers' carved hull



Some of the usual suspects  
in Bob Moritz's workshop

Kevin Ray's Skipjack



(Continued from page 4)



Mystery Photo

their word for it. As Rob discovered “when [he] learned that while *Victorious* was on loan to the US Navy in 1943 she was codenamed, but not renamed, *USS Robin*. I searched DANFS and Navsource for records of any *USS Robin*, but found only two little minesweepers.”

As for the aircraft, John writes and the others agree: “The aircraft flown from her deck were largely USN aircraft flown by USN crews. FAA crews and aircraft operated from SARA during these ops. So the photo of the starred-roundel aircraft on the deck of the MP is genuine as it turns out. Of note, since the nationality of the ship is largely irrelevant when under attack, the British continued to fly their colors from VICTORIOUS throughout the USS ROBIN adventure.” Bob offers a bit more on her quasi service in the US Navy: “She was ready for service by May and sailed with the *USS Saratoga* for the Pacific. She was assigned to Task Force 14. She supported the invasion of Munda, New Georgia and of Bougainville. When the *HMS Victorious* returned to Pearl Harbor on August 12 1943, her replacement was waiting for her. It was the first war-built fleet carrier, the *USS Essex*. *HMS Victorious* returned to the Home Fleet at Scapa Flow towards the end of 1943.” Google *HMS Victorious* for her complete service record, her characteristics are listed at the end of the essay.

One/Two down, one to go!

Three of the four players, that would be everyone but Tim, continued their comments to include remarks about the other ship—the tanker also found in the MP. John dives in first with his guess based on operational data: “The answer to the MP is: “USS ROBIN (a.k.a. HMS VICTORIOUS) c. Spring 1943 underway in the Pacific near the Solomon Islands. The oiler is USS CIMARRON, AO-22, who had departed the forward area by July hence bounding the timeframe of the MP. The aircraft on VICTORIOUS’ deck are from VF-3 and VT-3, while two of VICTORIOUS F-4FB and TBF squadrons operated from SARA - a seldom duplicated event in the Pacific.” Bob, not known as Hawkeye, had this to say: “The oiler is a US Navy ship of the *Cimarron* class but which one as there are 10 in this class. If you look at the photo, you will see something white on the hull. This is the number ‘22’. The oiler is the *USS Cimarron* AO-22.” (Actually it reads ‘O22’, but who’s counting!) Rob rounds up the identification with a bit of a Bogart moment: “The supply vessel looked strangely familiar. Seriously, the first instant I looked at the Mystery Photo, I thought “*Cimarron*.” But it couldn’t be. Could it? Although I can’t now align dates with surety, I seem to distinctly recall seeing *USS Cimarron* when I was stationed aboard *USS Ticonderoga* in the late 1960s. We were operating out of San Diego on combat cruises to the Tonkin Gulf. My photo record can’t verify that we had unregs with *Cimarron*, but she looked so very familiar in the Mystery Photo. Of all the oilers in all the oceans of all the world, could this one sail into view again? Hmmm. I Googled “*USS Cimarron* *USS Robin*.” Sure enough, the Mystery Photo showed up and both ships were identified.”

That makes three who get to advance to the next level.

In summation I found this image on line, one of a series of images as John states, and it came with this caption: “*HMS Victorious* refueling from a US Navy Fleet Oiler about Aug 1943. This was during the period *Victorious* was on loan to the US Fleet. Note US F4F Wildcats and TBM Avengers on the flight deck.” The image is different and thought provoking. It captures the ultimate spirit of cooperation between like-minded

(Continued on page 10)

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners’ Museum  
January 10, 2015

Guest: Mark Ballin, 1<sup>st</sup> meeting

The meeting was called to order by the skipper a 1003 hours. There were no corrections to the minutes as published. Tom Saunders said that he omitted Brad Robinson’s name in the minutes as the person bringing his Constitution model to the December meeting. Greg Harrington gave the Webmaster’s report. Greg said that all active members will get emails when there is activity on the forums.

Old Business: Tom Saunders reported on arrangements for the March banquet. He said that he had not yet received a response from the Riverwalk and that he visited the Al Fresca restaurant. After relating the details of the discussion with the Al Fresca manager, the members decided to have the banquet at that venue. Tom next broached the subject of subsidizing the cost of the meal as we had in previous years. A vote was taken to hold the price to \$40.00 per plate for those in attendance, with the society covering the remainder of the cost. This item was approved by the members. (NOTE: This issue will need to be revisited at the February meeting.) Ryland Craze gave a report on the on the founders award committee and said that the ballot would be included in the March Logbook. Bob Moritz said that he had copies of directions to his house for the demonstration on the 24<sup>th</sup>. Ryland Craze talked about the Lifeboats for Warriors Project. Ryland said that he would be ordering kits on the following weekend. The finished models will be auctioned on April 18th in Fayetteville NC, with the proceeds going to the Wounded Warrior Project. Guest, Mark Ballin was recognized by the Skipper. Eric Harfst gave the Purser’s report detailing receipts, expenditures and account balance. Eric reminded everyone that dues are due in March and said that he preferred to have a check instead of cash, but he would take cash. It was announced that John Cheevers had agreed to be the auctioneer at March meeting.

New Business: Ron Lewis talked about getting information from the museum for inclusion in the Logbook. Ron also talked about two RC Chris Craft models that were donated to the Mariners’ Museum by model maker Richard Williams and highlighted in the museum’s publication, Ahoy. The Skipper called for nominations for officers for 2015. John Cheevers nominated the current slate of officers for another term. A motion was made and passed to close the nominations. The election process will be concluded at the February meeting. Marty Gromovsky asked if he could send pictures taken at the meetings to the webmaster for inclusion on the web site. Greg said it would not be a problem. Tony Clayton submitted a photograph for the Mystery Photo. Ron Lewis made mention that he was going to get some more card models of the Monitor for the Taco Stand.

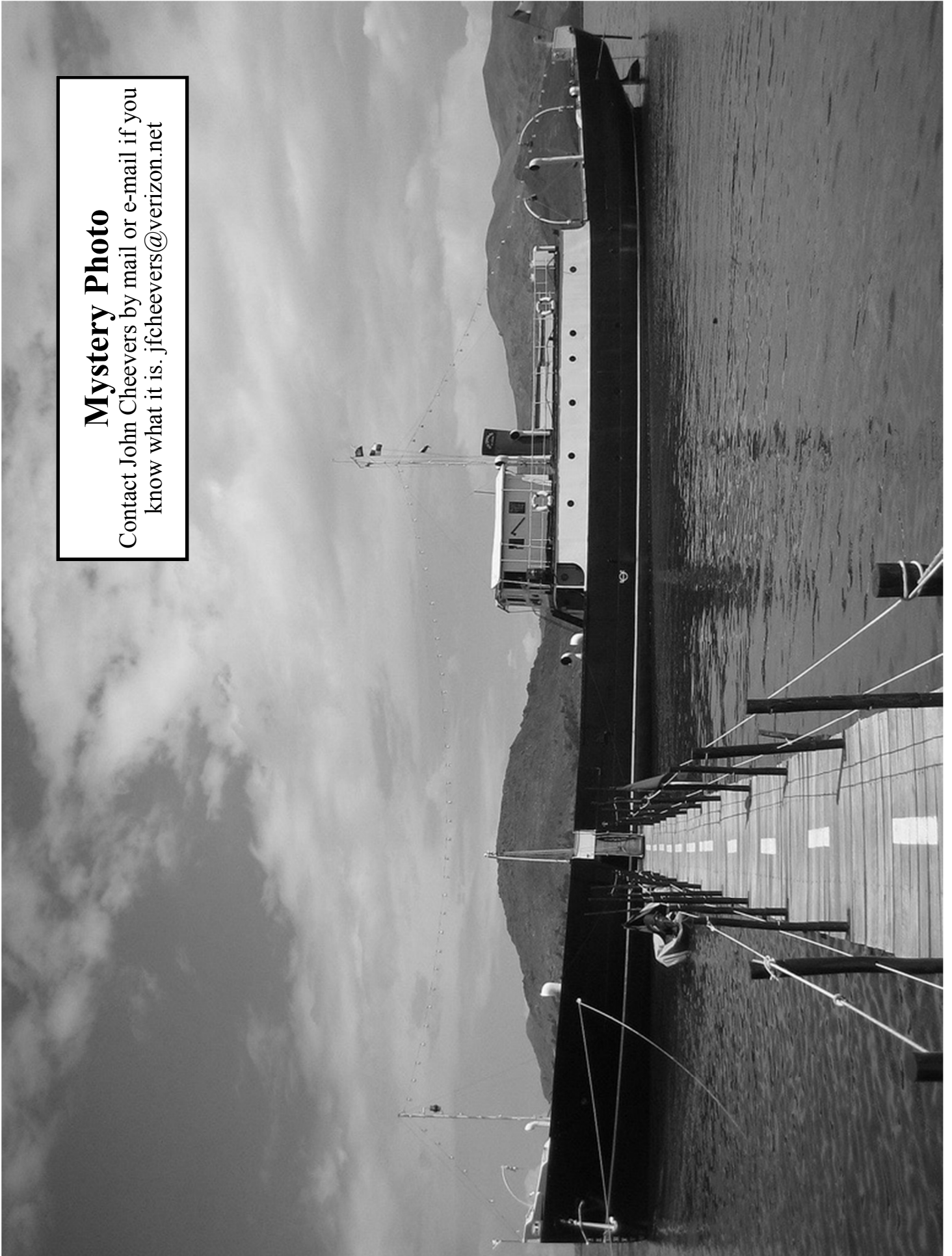
Show & Tell: John Wyld showed a plastic Merit Kit of the

(Continued on page 10)



## Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is. [jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

### FEBRUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
28 IPMS Old Dominion Open, Richmond, Va.

### MARCH

- 14 **HRSMS** Monthly Meeting: Auction, Norge Hall

### APRIL

- 4 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood, TBA  
10-12 Cabin Fever Expo, York, Pa.

### MAY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "Conservation vs Restoration", Ron Lewis

### JUNE

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers, TBA

### JULY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Tim Wood, TBA

### AUGUST

- 11 **HRSMS** Monthly Meeting: Mariners' Museum

### SEPTEMBER

- 12 **HRSMS** Monthly Meeting,  
19 Talk Like a Pirate Day

### OCTOBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:  
22-24 NRG Conference Mystic Ct.

### NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

### DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation,

### JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers,

(Continued from page 8)



Mystery Photo

combatants. In that spirit, John provides the perfect closing thought, "It has been said that the USN had two navies in WWII. The first was the fleet that fought the Japanese to a standstill culminating in the carrier battles of 1942 (Coral Sea, Midway, Santa Cruz) which cost the Japanese and the Americans dearly in carriers sunk. Then the USN deployed its second fleet in mid-1943 centered on the ESSEXs and INDEPENDENCEs that bust into the Pacific in rapidly growing numbers largely unanswered by the Japanese fleet new construction units whose numbers paled in comparison. The MP, therefore, can be seen as that short period in time when the USN was essentially in between fleets and VICTORIOUS and SARA were 'it'."

### HMS Victorious

Country	United Kingdom		
Ship Class	Illustrious-class Aircraft Carrier		
Builder	Vickers-Armstrong shipyard, Newcastle-Upon-Tyne, Britain		
Laid Down	4 May 1937		
Launched	14 Sep 1939		
Commissioned	14 May 1941		
Decommissioned	13 Mar 1968		
Displacement	29500 tons standard		
Length	673 feet		
Beam	95 feet		
Draft	28 feet		
Machinery	3 Parsons geared turbines, 6 Admiralty 3-drum boilers, 3 shafts		
Power Output	111000 SHP		
Speed	31 knots		
Range	11,000nm at 14 knots		
Crew	2200		
Armament	8x2x4.5in,	6x8x2pdr,	21x40mm AA,
	45x20mm AA		
Aircraft	35-60		
Final Decommission	13 Mar 1968		

(Continued from page 8)

## WATCH, QUARTER AND STATION BILL



Skipper: Tim Wood (757) 481-6018  
Mate: Bob Moritz (804) 779-3365  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Bill Dangler (757) 245-4142  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615



Yorktown. Gene Berger showed some new photo-etch for his United States. Gene says that he uses the Micro Mark photo-etch kit. Gene also showed a punch kit for making small nuts, the "Nutter". Kevin Ray showed the progress on his skipjack and the book, The Spritsail Skiff, by Steve Rogers. Ryalnd Craze showed 1:48 plans of the 1806 revenue cutter Cheerful, by Chuck Pissaro. Marty Gromovsky showed a set of 1:48 plans for a 498 class minesweeper. Greg Harrington the progress on his Portuguese sailing barge. Tony Clayton showed his Model Shipways 1:24 19<sup>th</sup> Century Carronade and talked about its construction. Bill Dangler showed a set (1/8, 1/4 & 3/8) of small chisels. John Cheevers showed the progress on his carved hull of the Beech and a set of plans of a 20<sup>th</sup> century, 100 ft. revenue cutter. Bob Moritz showed an in-the-box resin kit from Iron Shipwrights of a WWII battleship.

The meeting was adjourned to the video "Machines at Sea", by Tony Clayton.