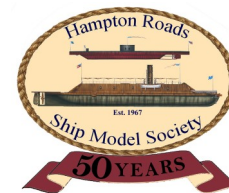


# Hampton Roads Ship Model Society Logbook!

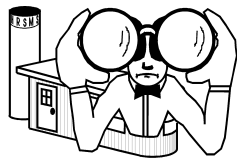


No. 383

WWW.HRSMS.ORG

May, 2018

## From The Bridge



## Mystery Photo



Captain's Log 5.12.18

This month we vote on a few Constitutional changes proposed at last month's meeting. Here is a synopsis:

Change Article II to ARTICLE III MEMBERSHIP

Section 1- change three to five, classes of membership...

Add Section 1, D. Life time Member, Same privileges as Regular Member at 50th membership anniversary. Change D. Honorary Member to E. Honorary Member.

Article III, Section 2, delete as guests of a Regular member.

Article IV- Dues, Section 3 change to Honorary and Lifetime members shall not be required to pay dues.

Article III -Amendments change to Article VIII- Amendments.

An updated Bylaws is included for your reference and approval at the upcoming meeting.

Now with the club's work is behind me, I can now resume my regularly scheduled activity in the boatyard. It has been a long a dry winter, and I'm anxious to resume building. See you at the meeting with your latest progress.

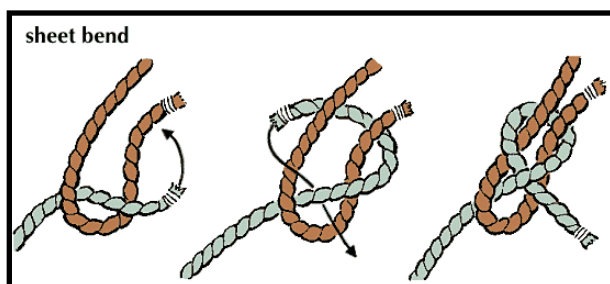
SD

## MEETING NOTICE

**Date:** Saturday May 12, 2018

**Place:** Mariners' Museum

**Time:** 1000 Hours



Mystery Photo #382: If you're not fond of subdividing the "class types" in ship identification, you might settle on calling the vessel in this month's Mystery Photo a battleship. If you're a little savvy with your identifications, you might say it was a "small" battleship. And you can get even more technical and detailed as your classification obsession grows. Apparently, size matters—or lack of, in this instance. This mystery vessel reminds me of the analogy of the small dog; famous for being big on yap and attitude, but way light with the grip in the jaw. And deterrence is all about attitude, but sometimes you have to bring a big stick to the fight. Some navies, especially those who prefer to only worry about their own borders, produced a class of vessel that was big on bite but short on legs. It has been identified simply as the "coastal defense ship" The US Navy had some, and most of the other countries navies did as well. We have one on offer this month.

Tim Wood replied and identified the vessel as a "costal defense ship" and later sent in a detailed history of the vessel. Ulrich Guenther was second and "after about 3 minutes of "research", decided the photo shows the Swedish Pocketbattleship Gustaf V." Bill Clarke was next and he produced a folded 3 X 5 index card containing the identification, four significant event dates, and dimensions. Rob Napier brought in the last reply and he focused on attributes that lead to identification... "Let's see: a battleship-looking sort of a vessel, but things are wrong. Doesn't look too small, exactly, but too low in water for blue-water sea keeping, maybe. Main battery is limited with smaller caliber No. 2 turret forward. Unlike Hermes and that French skateboard park with the tenement on top, nationality did not sing out to me in any sort of clarion voice. So perhaps an important vessel from a not-too-important navy? Didn't know exactly how to place it --- that is, wasn't sure which book to pull off the shelf. So I cheated. Went directly to Interweb with the image. Got it right away. Handy place, the Interweb."

And they were all correct in choosing the last of the three-off Sverige-class costal defense ships of the Swedish Navy. The image captures HSwMS Gustav V in 1930 after refit and merged funnels, and it can be found, like Rob found it, on the Internet by Googling the appropriate search words. In a departure from my regular format, I'm going to turn over the rest of the column to the essay that Tim supplied about the yappy little vessel that rob describes "As massive as these ships appear to be, it continues to amaze me that they are shorter than our Second World War DDs. What sort of steampunk illusion is this?"

(Continued on page 4)

## What's Happening at the Museum

"MAYDAY...MAYDAY...MAYDAY!" OK, I heard you the first time! Where did this distress call originate? Well, first, it has nothing to do with the month of May! It is, in fact, an Anglicization of a French phrase shortened to "m'aidez", loosely, "help me". And it's repeated three times so no misunderstanding would deter its sense of emergency. So much for interesting trivia about May! The connection lies in our dramatization of wars and battles as it's often heard in battlefield scenes and from pilots and ship captains in life-threatening situations. So, after that sort of oblique linkup, the next big thing at our Museum will occur on the 19th of May and it will be the opening of "Answering America's Call: Newport News in World War I"

The exhibition, occupying what we know as the "HRSMS 50th Anniversary Gallery", will commemorate the 100th anniversary of America's involvement in "the war to end all wars" and will remain open from May through December 2018.

World War I was a transformational event and a critical time period for Hampton Roads and the entire United States, marking the emergence of the U.S. as a major global power.

The exhibit will feature artifacts, photos and documents relating to the camps located here in Newport News (Camp Hill, Camp Stuart, and Camp Alexander) as well as the critically important Animal Embarkation Depot and its counterpart in Saint-Nazaire, France. The scale of this project was beyond huge! Hampton Roads became, almost overnight, the second largest (after New York) port of embarkation in the U.S., in fact shipping over 50,000 horses and pack animals in one year! An interesting diorama of the huge animal pens was borrowed from the Watermen's Museum in Yorktown. Ask Bruce Brown about that feature!

More timely good news! The Board and Administration of the Museum were very pleased with our experiment last summer so, beginning May 25, admission will again drop to one dollar (\$1.00)! Great time to bring your friends, family and neighbors to America's National Maritime Museum.

Now, about those Ronson timbers...

The Ronson ship (not her name but the name of the developer who funded the reclamation project) is an 18th century British or American merchant ship that was found under 175 Water Street in Manhattan, New York in January of 1982. She was 21 feet below street level, her stern was supporting Front Street, and she was beautifully intact. She was placed by the contractors with the express purpose of acting as fill or support for the street being laid. A team of expert archaeologists were brought in and given the month of February to remove the ship and all that came with her. After freezing temperatures, mudslides, cave-ins, and picket lines, the hull was finally free. Only the bow and several key timbers were removed because, as noted, the rest of the ship was holding up Front Street. Literally! She was quickly taken to a conservation laboratory in Groton, Massachusetts and immersed in tanks filled with a solution of water and polyethylene glycol (PEG). She was left to soak for two years. This solution allowed the timbers of the ship to hold their shape after the conservation process was complete. After this phase of conservation, she was brought to The Mariners' Museum to begin the slow drying process. Where is she today? You may be surprised at the answer but we'll talk about that

## AMERICAN NAVAL HISTORY

### 1812 Part III

August 9: Stonington, Connecticut, is bombarded by a British squadron.

August 13: Essex verses Alert. The frigate Essex captures the British sloop Alert after an 8 minute action in the Atlantic. This is the first British warship taken in the War of 1812.

August 19: Constitution verses Guerriere. The war's first battle between frigates results in an American victory. The Constitution dis-masts and captures the Guerriere in a 40 minute action some 700 miles east of Boston. The Guerriere, which is so badly damaged that she must be sunk. The news of this victory sends a wave of jubilation throughout the country.

September 3: Commodore Issac Chauncey is ordered to take command of Lake Erie and Lake Ontario. Establishing his headquarters at Sacket's Harbor, New York, Chauncey begins a building race that will continue throughout the war.

October 8: The British brigs Detriot and Caledonia, are captured off Fort Erie. Before daybreak, two boat parties under the command of Lt. Jesse D. Elliott attack and capture the brig.

October 8: Lake Ontario. The brig Oneida and four schooners pursue the British sloop Royal George, into Kingston Harbor where she runs aground under cover of the shore batteries.

The War of 1812 Continues

Bob Moritz



Diners at the March banquet.

next month! And if you know, email me, [rlewisclu@aol.com](mailto:rlewisclu@aol.com) but don't tell anyone; you may spoil an upcoming event!!

Ron Lewis

## Modeler of the Month May 2018

### Dave Chelmow



My first ship model was an old yellow box Model Shipways solid hull Dapper Tom, which had been sitting in my father's attic. I built plastic models growing up, and tried to get back into them when I finished training and bought my first house. My workspace was in the basement with the cat litter box and dryer, and serial paint jobs ruined by lint and cat hair made me branch out. Progress was interrupted by the birth of my kids, but when I finally got to finish and rig, I realized I had found a hobby that I both really enjoyed and could do in my available time and space.

I built a Caldercraft plank on bulkhead Brig Supply next. This was a way better kit, and I built it in a year, which turned out to be light speed for me. I started accumulating tools, and figuring out what I liked, which was working with wood. When it got time to finish the hull, I couldn't bear to paint the wood, which drove future directions. I had accumulated books, including Harold Hahn's *Ships of the American Revolution*, and his "painting with wood", using different colored woods instead of paint.

This led to choosing to kit bash the Model Shipways Rattlesnake next using the Bob Hunt practicum, which included information on how to mill wood and replace most of the kit parts. I had a small tool explosion including large and small table saws and a scroll saw. I really liked working with the boxwood, pear, holly, and ebony. At the end, I realized that the only kit parts I had used were the plywood bulkheads, anchors, and cannon barrels, which led to a scratch build as the next project.

I built Hannah from Harold Hahn plans. This turned into a six year project with my move to Virginia in the middle. The move gave me a dedicated room in which to work, which eventually expanded into a three room workshop, and the accumulation of more wood and metal working tools. It also let me join HRMSS. Before that, I mostly learned from books and internet forums, and it has been great to get to learn from master modelers.

Most recently, I have been working on the Echo Cross Section from David Antscherl's plans. I've enjoyed going to the Admiralty Models and NRG workshops and meetings. This has also

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Bob Moritz

### Nautical Term

**Keel Hauling** The cruel and usually lethal "punishment" of dragging a man from one side of a vessel to the other, under the keel. The custom originated with the Dutch Navy, and the derivation, logically, is Dutch, kielbalen. It was phased out in the British and Dutch Navies in the early XVIII century.

Tim Wood

turned into a prolonged project, about 5 years so far. It has been a great project as it has been amenable to progress in short, random increments, and is in danger of completion in the next year or two.

I get great peace from my time in the workshop. It is a source of huge enjoyment and relaxation for me (and probably has prevented my needing years of therapy). I'm looking forward to having more time as some of my work commitments wind down, and my kids become more independent. I have enough wood, tools, books, and plans for several centuries of future projects, and have aspirations of doing a fully framed Echo at some point. I'm truly fortunate to have my hobby supported by my wonderful wife, Fay, who has encouraged me to build my workshop and enjoy my time in it.

(Continued from page 1)



Tim writes: “My first impression, this is an early 1900’s Japanese designed ship two boilers feeding a single funnel. Upon closer inspection, the forward range finder, gun turrets, and mast didn’t quite add up to a Japanese design in my mind. The ship was short in overall length, judging by the scale of the crew to the size of the ship. Also the hull has little to no shear; I still maintained this was an early 1900’s design. The ship in question has two main mounts, most likely dual and a good number of secondary gun mounts; I count seven, presumably needed for torpedo boat defense? Could the ship in ques-



King Gustav V

tion be for coastal defense?

In the early 1900’s, the United States, Great Brittan, Germany all sported blue water navies. Most of the countries in South America had ships designed and built by the United States or the British. This leaves Italy, France, Russia, and the Scandinavian countries, Norway, Sweden and Finland. The design doesn’t fit the Ugly Betty French design or the Italian ships. Could this be a German ship?

During the early 1900’s Germany was directly competing with Great Brittan, their goal was to be the dominant naval power in the world. The size and armament of the ship didn’t add up to a German capital ship. Next I took a look at the coastal defense ships of Sweden and there it was in the first set of photos. HSwMS Gustav V a Sverige-ckass coastal defense ship of the Swedish Navy.

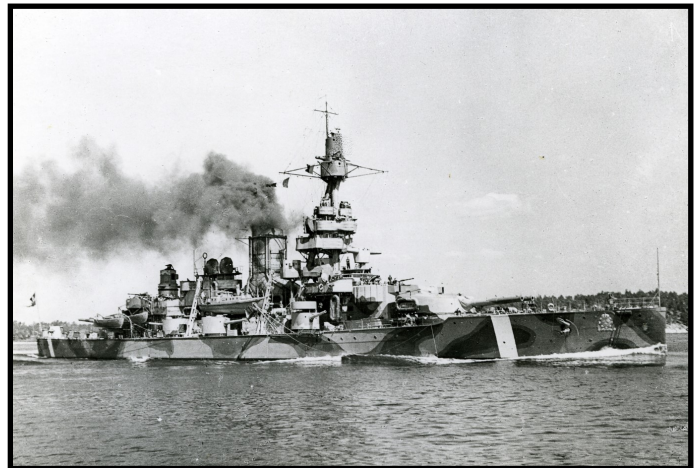
Taken from Wikipedia:

The vessel was the third and last ship in the Sverige class along with HSwMS Sverige and HSwMS Drottning Victoria. Gustav V was launched on September 15, 1917 at Kockums in Malmö and delivered to the Navy on January 9, 1922. The design consisted of four 28 cm cannons and a secondary armament of eight 15.2 cm cannons. During the interwar period, the ship underwent several modernizations and was one of the most powerful vessels in the fleet during the Second World War. The ship was put in reserve in 1948, was decommissioned in 1957 and was later sold for scrapping in Karlskrona. However, the ship remained at Berga Academy of War as of 1968. Two of the ship's 15.2 cm guns are preserved in the battery at Häggmansberget in the defensive Kalix Line, around Kalix.

HSwMs Drottning Victoria - I seem to recall this as a previous mystery photo.

Design

Gustav V was 121.6 m (398 ft 11 in) long, 18.63 m (61 ft 1 in) wide and had a depth of 6.25 m (20 ft 6 in). The hull was made of nitrated steel with overlapping plates with an armored belt at the waterline and on the citadel. The bow was designed with a forward sloping Atlantic bow which gave her the ability to act as an icebreaker. Unlike her sister ship HSwMS Sverige, Gustav V was not designed as a flagship but instead



HMS Gustav V, 1944

received two bunks for 22 cadets and engineers.

Machinery

The machinery consisted of twelve coal-fired boilers that delivered steam to two steam turbines. The boilers were placed in two groups of six, which necessitated two funnels. The boilers delivered steam to two independent turbine assemblies with a high-pressure turbocharger and a low-pressure turbine. The turbine movement was transmitted to each propeller shaft via a 17.23: 1 gear ratio which allowed turbines to operate at a

(Continued on page 5)

## Nautical Term

**McNamara’s Lace** A navy slang term, sometimes heard in merchant ships, for the almost-disappeared “fancy work,” such as macramé curtains, cushions and ornaments. It is said to have been named for an old boatswain, but another possibility is that it is a corruption of macramé.

Tim Wood

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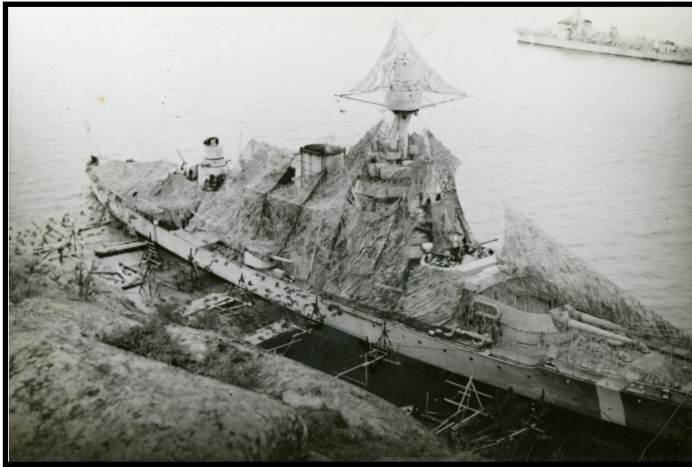


rotational speed of about 3,459 RPM and propellers at 200 RPM.[2] This method gave the machinery better efficiency than HSwMS Sverige, which did not have a reduction gear. This resulted in an increased power output by 20 percent. In addition, coal consumption decreased, which increased the ships range. Gustav V's machinery developed 22,000 horsepower, which gave the vessel a speed of 23.2 knots.

The main artillery on Gustav V consisted of four 28 cm M/12 cannons that were placed in two double turrets, one on the bow and one on the stern. The projectiles weighed 306 kg (675 lb) with a range of 19,600 m (21,400 yd). The secondary artillery consisted of eight 15.2 cm cannons. These were placed in six single turrets, three on each side of the superstructure, and a twin turret staggered above the front 28 cm cannon. The light artillery consisted of four 75 mm cannons and furthermore there were two 57 mm cannons, two 6.5 mm machine guns and two 45.7 cm underwater torpedo tubes in the bow.

#### Construction and Delivery

Gustav V was laid down in spring 1915 at Kockums in



Gustaf V with camouflage

Malmö. With HSwMS Sverige already being launched the shipyard had access to the original drawings, which meant that the construction work started well. However, as the First World War progressed, it became increasingly difficult to obtain materials, especially those that had to be acquired outside the country. In particular armored plates ordered from the United States were delayed, which caused delays in construction.

On January 31, 1918, the ship was launched in the presence of Crown Prince Gustav VI Adolf. Before launching, there was anxiety that as the ship slipped into the water it would hit the opposite side of the harbor basin, as the distance to this was considered short and the ship's weight was so great. To prevent a collision with the basin edge heavy chains were attached to the ship which would help arrest its momentum and at the edge of the basin were laid wooden logs that would help dampen a possible collision. The launching proved successful when the chains effectively braked the ship before reaching the quay-side.

During fitting out work after the launch, the problems with material procurement became even more pronounced. In addition, there was a strong labor shortage in 1917–1920 which forced the yards to request breaking the contract. Due to the belief in disarmament and peace after the First World War, there



Sweden coastal defence ship Gustav V in 1938.

were also proposals to remove the armor and build HSwMS Gustav V and HSwMS Drottning Victoria as passenger ships. Nothing came of this however and in the winter of 1921/1922 Gustav V was ready to conduct sea trials. During these trials it appeared that the new propeller machinery, with the reduction gear that some had doubted, worked satisfactorily.

The total cost of Gustav V was 14,220,000 Swedish Krona. The sum is equal to today's monetary value (annual average 2016) of approximately 356,825,250 SEK or 44,022,000 USD. In addition to this appropriation, a sum of SEK 1,293,295 was received, which was awarded by an arbitration panel after it the shipyard requested extra money due to increased costs from procurement difficulties

#### Inter war

After the First World War, Sweden's relationship with the new nations, Finland and the Baltic States, had become increasingly busier, and in order to show the Swedish Government's goodwill during the early 1920s several official exercises were conducted in these countries. On July 5, 1924, Gustav V joined together with HSwMS Drottning Victoria and four minelayers on a transit to Tallinn, and then together with the entire Swedish Coastal Fleet, a total of 36 ships, to Helsinki. In the summer of 1926, Gustav V and HSwMS Sverige visited Copenhagen in connection with exercises in the southern Baltic.

In 1927–1930 Gustav V underwent her first major modernization. The forward mast was converted into a tripod mast in which a lookout post and a rangefinder were placed. The mast height was reduced, the ventilation system improved, and the old torpedo rooms were converted to artillery control centers. In addition, a new deckhouse was built on the superstructure in the stern for accommodations and fittings and an expanded bridge for the Chief of the Navy were built. In addition, an anti-aircraft control center was built and the two forward funnels were combined.

Due to the death of Queen Victoria in the spring of 1930, Gustav V went with HSwMS Drottning Victoria and the destroyers HSwMS Ehrensköld and HSwMS Nordenskjöld to the then German city of Swinemünde, arriving on April 9. After the Queen's remains was carried onto HSwMS Drottning Victoria the ships returned to Stockholm, where the Queen's remains were landed by the royal barge Vasaorden (sv).

On 4 April 1933, Gustav V ran aground off Malmö. She was refloated on 6 April 1933.

In the years 1936–1938 a modernization was carried out when six of the coal boilers were replaced with two oil fired boilers, with some of the coal storage converted to oil tanks. In addition, the ammunition stores for the main and secondary ar-

(Continued on page 6)

(Continued from page 5)



tillery were built-up, and the 15.2 cm double turret above the bow 28 cm turret was replaced with four 40 mm Bofors. In addition the 90 cm searchlights were replaced with 110 cm searchlights.

On March 9, 1939, a large air defense exercise was carried out in Karlskrona. During a flight landing in the dark, an aircraft collided with the Gustav V's combat mast, killing two people from the



Bofors M/12 turret from the HMS Gustav V.  
This turret is still on Häggmansberget near Kamlunge.

#### Second World War

At the outbreak of World War II, Gustav V was the flagship of the Coastal Fleet. On the night of July 17, 1940 during an exercise west of Gotland one of the boilers exploded. Eight people in the boiler room were killed instantly, and two people who were on the deck near one of the air intakes were badly injured. These two were taken by a minelayer to Visby Hospital, where they later died.[14] Gustav V then went to the mainland, and at Hårsfjärden the commanding admiral and his staff moved to the HSvMS Sverige, which then served as flagship during the remainder of the war. After the explosion Gustav V was taken to Stockholm's naval yards for repair. After one month the ship was able to return to service.

After the Second World War, Gustav V participated in a ceremony in Stockholm when King Gustav V thanked the Navy for their vigilante guard during the war years. The ship then returned to Karlskrona, where the ship was modernized with the installation of a new radar facility. When HSvMS Sverige was taken out of active service with the Coastal Fleet in 1947, Gustav V took over the role of the Swedish flagship once again.

#### Disposal

Gustav V was released from the fleet on April 1, 1957. She was supposed to be released to Karlskrona, however she lay at Berga Naval Base, south of Stockholm through the year 1967. While there she was used as a mooring point for destroyers and smaller ships. Two of the ship's 15.2 cm cannons were moved after the erection of the Kalix Line in Norrbotten, where they were used as fortified cannon at Häggmansberget.

In 1970 she was sold for scrapping in Gothenburg.”

John Cheevers



Gene Berger  
with his Founders' Award at the March Banquet



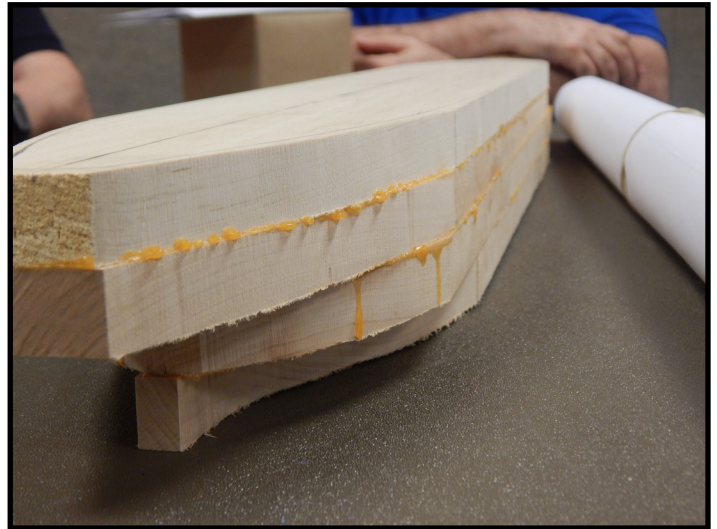
Donated steam powered RC model

## THE ANSWER

The answer to mystery photo 381:  
HMS Gustav V after 1930



Yves Pochard's Willie Bennett



The glued-up hull for Tim Wood's Whaleback



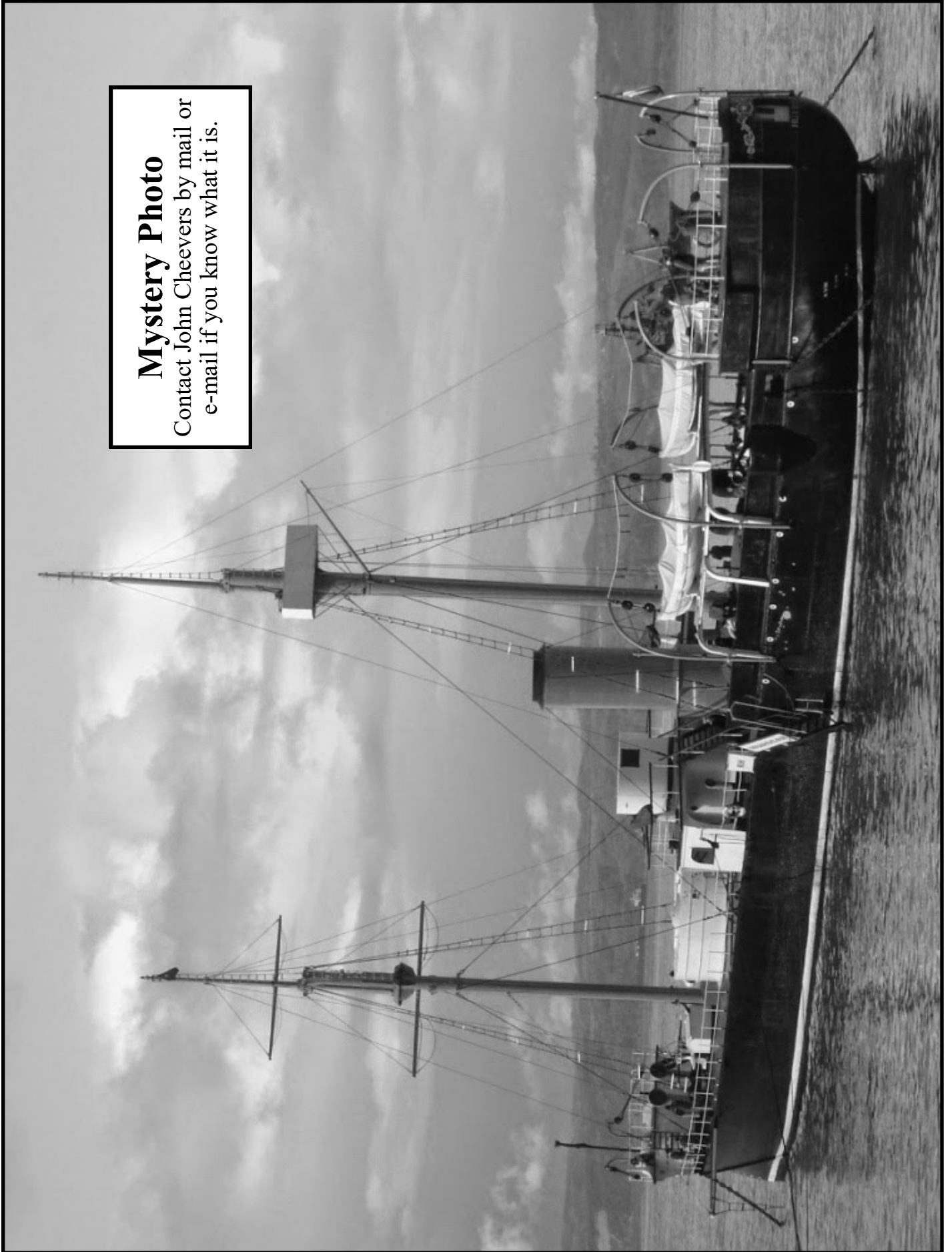
Props for Pat Roll's presentation on navigation.

Stern deck of Heinz Schiller's USS Brooklyn



## **Mystery Photo**

Contact John Cheevers by mail or e-mail if you know what it is.





## NOTABLE EVENTS

### MAY

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

### JUNE

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Tim Wood, Photography

### JULY

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

### AUGUST

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Gene Berger, TBA

### SEPTEMBER

- 8 **HRSMS** Monthly Meeting  
Picnic, Newport News Park
- 19 Talk Like a Pirate Day

### OCTOBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Gene Berger, TBA

### NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Marty Gromovsky, TBA

### DECEMBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Dave Baker, TBA

### JANUARY

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

### FEBRUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, TBD  
Election of officers

### MARCH

- 9 **HRSMS** Monthly Meeting:

### APRIL

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

## WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
Mate: John Cheevers  
Purser: Ryland Craze (804) 739-8804  
Clerk: Tom Saunders (757) 850-0580  
Historian: Tim Wood (757) 481-6018  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580

Webmaster: Greg Harrington (757) 930-4615  
Photographer: Marty Gromovsky

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
April 14, 2018

Guest: Bryan Pitts, 1st Meeting

The meeting was called to order by Skipper, Gene Berger at 1005 hours. Guest Bryan Pitts was welcomed to his first meeting. Gene announced that if members were not able to download pictures of their models from the museum's web site as they were being removed from the 50th anniversary exhibit that they should contact him as he had the complete photo set. There were no correction to the minutes as published. Ryland Craze gave the Purser's report. Greg Harrington said that the retrieval of HRSMS material that was in Bill Dangler's possession is pending Bill's sister visiting a storage unit.

Old Business: None

New Business: A donation to the Mariner's Museum was proposed. After discussion, a motion was made and passed to donate \$1000.00 to the museum with \$500.00 designated to the library and \$500.00 to the general fund. As a token of our appreciation, a motion was made and passed to donate \$100.00 to Norge Hall. The Skipper announced to those who brought models to put in the display case by the Taco Model Builder's Stand that the model swap out would take place after the meeting. The next item of business was to discuss an amendment to the bylaws to create "Lifetime" category of membership for those who achieved 50 years of continuous membership. Lifetime members would not be required to pay dues. It was also noted that we should remove language saying that prospective members should guests of regular members. Ron Lewis stated that at the museum's volunteer appreciation banquet that Dave Baker won an award for his 347 hours of service and that John Cork won the Harold S, Sniffen award for his 800+ hours of volunteer service. Greg Harrington gave a short presentation on the migration to the use of Wordpress for our web site development.

Show & Tell: John Cheevers talked about using Colorplace 20011 Red Oxide Primer for bottom paint and showed the progress on his sardine carrier, parts for a Unimat ball turner and showed the plans for his propeller jig. Tim Wood showed plans for a whaleback freighter and a glued-up blank ready for carving. Heinz Schiller showed his 1:350 Brooklyn and said that he would never plank a deck again. Yves Pochard showed his Willie Bennett and a book on skipjacks. Charles Landrum showed a 1:144 Holland class submarine by MikroMir, shown as a 1905 British sub. Greg Harrington showed a steam powered RC model that was built during the 60s in England by William Phillips. This model was donated for our next auction.

The meeting was adjourned to a presentation by Pat Roll on "Celestial Navigation".