



From The Bridge



Mystery Photo



Danger: Rocks Ahead

My wife Mary has recently been turned on to a podcast called “Cautionary Tales, with Tim Harford” which is about the things that lead to disaster and how they may have been prevented. She was telling me about one of these, late this evening, as I struggled to come up with something to write about in the Logbook. As she described it, I was struck by the possible parallels to ship modelling. I also noticed connections to a past column by Alan Frazer and to Newport News Shipbuilding. Finally, something to write about...

The episode opened up with the statement “Learning from other people’s mistakes is a lot less painful than learning from your own.” Obvious, but how true! And it is one of the great benefits of belonging to a club such as our own. Not only can we share our successes during show-and-tell, but also our “cautionary tales.”

The subject of the episode, titled “Danger: Rocks Ahead,” is a psychological phenomenon called ‘plan continuation bias’. The classic example is an aircraft on approach with bad weather threatening, but not yet there. If the weather hits early enough, the likelihood of the pilot diverting is high. The closer the arrival of the weather coincides with actually landing, the more likely the pilot is to take risks in a situation where it may be possible to land, but is clearly not advisable. He says pilots call it “getthereitis.” The American Psychological Association states “Plan-continuation bias appears to be particularly strong toward the end of the activity and has been theorized to result from the interaction of such factors as cognitive load, task demands, and social influences.” An example of the social aspect of this behavior is that if the lead plane continues and lands, the following planes are more likely to do so. But if that pilot is convinced to divert, the following planes are more likely to divert also.

But this is a model boat club, not a model airplane club. I should move on to the primary example given in the episode, and its ties to Newport News Shipbuilding: the SS Torrey Canyon, Hull #532, launched October 1958. The captain could have learned from an estimated 200 other vessels to have met their fate on the rocks of the Scilly Isles and Seven Stones Reef, including the a naval disaster of 1707 where four Royal Navy warships and between 1,400 and 2,000 sailors were lost. If you’re not already familiar with it, I’ll leave it to you to look up the details, and we’ll stick with the Torrey Canyon. Do you already know this one? I was 6 months from being born when it

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Mystery Photo # 417: The first response begins: “Very Mysterious Ship – molto bravo, ma por fortunado buono – niente. Due Volte.” The first responder either means “Very Mysterious Ship – very good, but not very lucky – twice”, or “Very Mysterious Ship – very good, but had no luck – twice.” The second translation is the best phrase I could make from what the Google Translate function offered. The first translation happened when Google translate prodding me to substitute some things in the original quote when I failed to add “Due Volte” to complete the translation request—never a good idea. When the quote was correctly and completely entered into the translator, no prodding for substitutions was offered or recommended, an indication that the phrase was correct as supplied in the response. So second translation it is—very mysterious ship, very good, but not very - lucky twice. Let’s see what this is all about.

But first, let’s take a look at the photo.

This month, we have a large, destroyer-type vessel traveling at speed through a minor sea. The hull features a straight stem, a long forecastle, minimal sheer, port holes, and propeller guards. Above that we see a small, round-faced, two-deck high pilot house topped with an odd-shaped gun director and what may be a radio direction antenna. Behind and above this is a low, round platform of some sort followed by a very light pole mast with a yard at the top. Next we see two widely spaced stacks emitting very little smoke for the speed she’s making—a tribute, no doubt, to her engineer who has her fuel/air mixture trimmed to perfection. Some distance aft of the second stack we see another simple pole mast. This one has a platform mounted a third of the way up, a crosstree mounted two thirds of the way up, and a yard mounted at the top. The yards support the wires for the dipole radio antenna—the insulators are very visible. The flag at the stern is unidentified.

For armament, we see a single twin mount forward of the bridge, another forward of the second stack, and another on a

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MEETING NOTICE

The March meeting will take place online.

1000 Hours

April 10, 2021

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occurred, but some of you old-timers may have heard about it on the wireless □.



Nearing the end of the long journey from Kuwait, with 120,000 short tons of crude, the captain of the 975' x 125' vessel (since enlarged in Japan) is in a hurry to reach port to make an exceptionally high tide. At the time, she is the 13th largest ship in the world and needs the extra depth. As the tides vary greatly in that region, missing the tide would mean a delay of a week and the associated cost. The normal route is to round the Scilly Isles to the south and west. There are two channels to the east, offering a more direct route: 6.5 miles between the Scillys and the Seven Stones, and 12 miles between the Stones and Cornwall. Those distances sound vast, but the Torrey Canyon requires a mile and half to turn 90°, and GPS is not yet in existence. Finding that they had been taken off course by wind and currents, the officer on duty wakes the captain, who has been asleep for only a few hours after staying up until 3:30 in the morning making preparations for arrival. He orders the bridge to stay on course, which would take them through the narrower of the two channels, but at an angle, which decreases the margin for error. The other officers, perhaps “socially influenced” by their rank, do not question the decision. Over the next two hours, the captain has ample time to make the rudimentary calculations that would show that steering the safer course to the south and west of the Scillys would only add 29 minutes, and he has 1 or 2 hours to spare for the tide. He also has time to steer for the wider channel further east. But he does neither. He continues his plan. Nearing the crucial juncture, fishing boats appear on the radar, and net floats on the surface. After slicing through one net, the captain alters course to avoid others, believing that he can still resume course and make the channel. But the current has continued to push the vessel and they are headed straight for the Stones. The captain starts to sense the danger, but he is “cognitively impaired” from lack of sleep, and in a hurry “to get there.” At this point he can still steer for the wider channel, but he does not slow down nor change course. He continues his plan, even as its viability is decreasing. By the time he spots the junior officer’s plotting errors, there are only moments to act. He orders a hard turn, but the helm does not respond, and some time passes before anyone notices the steering control lever has been disengaged. As little as 30 seconds may have been enough to avoid the rocks, but instead, SS Torrey Canyon strikes Pollard's Rock of Seven Stones Reef and becomes grounded. Several days later it begins to break up. In an effort to reduce the size of the oil spill, the British government decides to set the wreck on fire, by means of air strikes. Aircraft drop 1,000-pound bombs and cans of kerosene to fuel the blaze. The fire later goes out and further air strikes re-ignite the oil with napalm. Before Torrey Canyon finally sinks, a total of 161 bombs, 16 rockets, 1,500 long tons of napalm and 44,500 liters of kerosene are used. The RAF and the Royal Navy receive ridicule, given that as many as 25% of the bombs missed the vast stationary target. It was an enormous environmental disaster. Here in Newport News, Tradition Brewing makes (or has made) a brew labelled “Hull 488”, a nod to the SS United States. If they ever call one “Hull 532,” it needs to be a nice heavy stout.

I know I suffered from some “getthereitis” with my last project, as it fits the given description across the board. After picking away at the model for 10 years, I was determined to finish it before the Old Dominion Open, rather than let another year go by before I could display it publicly. The weather was

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raised platform aft of the main mast. Abreast of the second stack, we see a smaller mount—probably for anti-aircraft protection. There are several other “AA” sites around the vessel but their details are too obscured to point them out. Sited before and after the second stack on the main deck are what may be torpedo tube mounts.



Leon Pancaldo Tower

By now it should be clear that we are talking about a destroyer-type vessel, but one not originating from these shores. And I’m hoping that even the casual observer would eliminate the British, German, and most Third World navies from consideration. That would leave navies like France, Italy, Russia, or even Spain as the logical contenders. For this discussion, let’s forget about the Russians for now and concentrate our efforts against navies who frequented the Mediterranean Sea (Med).

The last three navies I mentioned are fortunate to have a pool like the Med in their back yard. It is strategically vital as

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Nautical Term

Headsail: A sail carried forward, such as a jib, fore staysail, of earlier a spritsail.

Tim Wood

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the nations of ancient and modern civilization line its shore and make heavy use of it as sea lanes for commerce. It is a body of water long fought over, under, and through. There is one country located there that has more exposure than all the others. Can you name it? The first sentence of the first reply gives you a hint. It doesn't sound Spanish; it doesn't sound French; so it must be Italian. As you read on you will see how timely this Mystery Photograph was to our first responder. As for responders, we have four; with four—count them—four replies for this Mystery! There is John Wyld—the first responder, Dave Baker, Tim Wood, and Bob Moritz who all took time out of their busy retirement schedules to gen up the correct identification for the Mystery.

John almost had to reply first. Not only does he speak the language, but by sheer luck, he was able to expertly prepare himself for this MP challenge through his fortuitous reading list. "Well, this one was quick, but for unusual reasons. At first look, It definitely looked European, light cruiser-ish, and between the wars in design. And familiar. I have just finished reading a pair of books that came out in the last year: "Warships After Washington", and "Warships After London", both by John Jordan, Naval Institute Press. These books cover the period between the two world wars and in particular the effects of the attempts at arms control via capital ships. The books focus on the USN, RN, Japanese, Italian, and French navies and their approaches as to how to cheat on the treaties." (Cheating? Where would Formula One, NASCAR, or Baseball be if the more clever participants didn't challenge, stretch, and subvert the rules? I guess getting caught is half the fun and all of the drive!) He explains: "There was much creative thinking (read: cheating) which is interesting to read about. Different approaches were taken with different levels of success - not actually validated until the shooting started in 1939 of course. Different nations had different "givens" in their view of what a navy should look like. Both the French and Italians came up with similar concepts in the early 1930s. But the Italians - ah, the Italians - went one step further than the French (who they [saw] as their most significant potential threat at the time) or any of the other three navies for that matter. And here the aforementioned familiarity returns."



Antonio Usodimare in the dock after a collision with the steamer Pallada, September 1934

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approaching just as I was about to land after a long flight. Alan wrote an article (March 2000) where he asked how people feel while looking at their models years later. Satisfaction and eagerness to get at the next project? "Thank God that's over" and "I'll never do that again"? Does it still look as good to you now as it did then? Then and now, I am disappointed in the rigging of my model, or at least certain aspects of it. The line I had on hand was not great, but I pushed on rather than seeking something better. As for my own work, I did a poor job with the rope coils, but decided to stick a fork in it and call it "done." I think the demands of the task (rigging) and social influences (the ODO) were in play. And it doesn't take much to overload me cognitively. But, I am also not entirely sad about how I handled it, as it countered another tendency, which is to be dissatisfied with anything less than perfection, which is awfully difficult to achieve.

I continue to fight "plan continuation bias", as I am very reluctant to do rework. I want to move forward. I want to see things progressing. Usually, better judgement prevails and I rethink my approach when it becomes evident the current path is leading, perhaps not to disaster on the scale of an airplane crash or a massive oil spill, but nowhere good in the scope of a ship model. I am barely into my current project and already my plans have changed and several approaches have been attempted for the same problem. So despite my lack of experience, I am "socially influencing" you to divert when it is prudent. Avoid the impossible quest for perfection, but also avoid tunnel vision and a dogged unwillingness to change when you see the current course is just not going to pan out, particularly when you're nearly ready to launch and tempted to take the shortest route to get there. You may be happier when you look at your model years later.

Greg



I hope you never have a model that looks like this – unless it is on purpose SS Torrey Canyon

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Now, having just immersed himself in the history of the diplomatic one-upmanship of the 1920's naval limitation treaties, our first responder has the solution to the Mystery Photo: "I had seen this ship, I recalled, in the "After Washington" book. She is *tropo Italiano*. Common, yet unique. She is a DD/SS of the Regia Marina NAVGATORI class of twelve "Light Scouts". Alternatively they were called "Leaders" in the west or sometimes as Light Cruisers because of their six 120MM main rifles."

Dave, Tim, and Bob agree with John's assessment and ship identification. Dave provides the details and another place to look: "This month's Mystery Ship is the Italian Navy Navigator-class destroyer LEONE PANCALDO. The same photo appears on pg. 125 of my friend Maurizio Brescia's book *Cacciatorpediniere Classe "Navigatori"* (Literally translated as Torpedoboat Destroyer, Navigatori class). The book was Volume 13 in a large quality paperback series on the ships of the Italian Navy and was published in 1995. The photo was taken around 1936 and definitely prior to 1938 when the ships of the class had large 2-letter identification letters painted near the bow (PANCALDO's was PN). The ship was one of a class of 12 sisters."

The Mystery is solved and unsolved at this point. Notice how the first responder includes an "SS" co-identification in his reply when he identifies the class? Here is why: "...there was an additional capability demonstrated by the one ship of the class which is the Mystery Photo: LEONE PANCALDO (which means "hot pan or plate" in Italian). The SS designation refers to her U-Boat-like capability to submerge and then surface again, which she did one and one half times in her career. It should be noted she set a record for longest time underwater with the dive as she was not ready to resume surface ops again for two and a half years after the initial dive." Submarine destroyer. It's a nice theory and goes to show the level cheating that had to occur to build the type within treaty limits....Yes, this is being written around the first of April. We'll get to more of this later.

Dave and Tim provide the ship's specifications, but I am quoting Dave.

"The LEONE PANCALDO was laid down at C.d.T. Riva Trigoso on 7 July 1927, launched on 5 February 1929, and commissioned on 30 November 1929. She was sunk by an aerial torpedo while in Augusta harbor on 10 July 1940 but was raised and repaired, re-entering service during December 1941; she was sunk again by Allied aircraft near Cape Bon, Tunisia, on 20 April 1943.

The ships of the class were originally of 1,900 tons standard and 2,580 tons full load. They were 350-ft. overall (346 -ft. 3-in. between perpendiculars) by 33-ft. 9-in beam and 11-ft. 2-in. draft at full load. The PANCALDO had four Odero boilers powering two sets of Parsons geared turbines and could develop

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THE ANSWER

The Answer to Mystery Photo 417
Leone Pancaldo January 1, 1938

AMERICAN NAVAL HISTORY

1848

February 2: Treaty of Guadalupe Hidalgo.
April 8 - May 10: Dead Sea Expedition.

1849

August 16: U.S. Astronomical Expedition to the Southern Hemisphere. Lt. James M. Gilliss is to conduct astronomical observations that will aid navigators in determining the exact position of ships at sea.

1850

May 26: First Grinnell Expedition. Two brigs especially outfitted for the Arctic, the *Advance* and the *Rescue*, sail from New York to search for the British Arctic expedition of Captain Sir John Franklin which is never found. They return to New York in the summer of 1851.

1851

May 21: Herndon Expedition. This expedition is to determine the navigability of the Amazon River.

1853

May 30.: Second Grinnell Expedition.

June 11 - October 19, 1855: North Pacific Surveying and Exploring Expedition. The coasts and islands of the Pacific are charted from the Aleutians to Japan and Hawaii by an expedition headed by Commanders Cadwallader Ringgold and John Rodgers, the son of the Commodore John Rodgers of the War of 1812. July 8: Perry Expedition. A squadron consisting of the side-wheeler *Mississippi* and *Susquehanna* and the sloops *Plymouth* and *Saratoga* under the command of Commodore Matthew C. Perry enters Edo (Tokyo) Bay to establish relations with Japan.

1854

January 19: Cyane Expedition. Lt. Isaac G. Strain leads a detachment of 12 officers and 13 seamen from the sloop *Cyane* on an expedition across the Isthmus of Panama from Caledonia on the Atlantic coast to Darien on the Pacific.

March 8-31: Treaty of Kanagawa. Commodore Perry concludes a treaty of peace and amity with Japan.

July 11: Treaty of Naha. Commodore Perry concludes a treaty of peace and amity with the regency of the Loo Choo (Ryukyu) Islands.

1854 Ends with no further actions.

Bob Moritz

around 50,000 shaft horsepower to her two propellers. Maximum oil fuel was 630 tons. On trials, the ship made 38.44 knots on 59,036 shaft horsepower at a displacement of 1,955 metric tons. Complement was 173 in peacetime and 224 in war. These ships had significant stability problems as built and were greatly modified over their careers, including increasing the hull beam by an additional one meter and modifying the bow to increase their overall length by 6-ft. 6-in. early 1940s. By mid-WW II, the ships' maximum displacements had risen to 2,888 tons, and maximum speeds had dropped to 27-28 knots.

Armament was three twin 120-mm/50-cal. dual purpose guns, two single 40-mm 39-cal. AA, and two twin 13.2-mm machine-gun mounts at the time of the photo, and she had two sets of triple 21-in. torpedo tubes. The center tube in both sets was removed during the early 1930s due to stability problems but was replaced on most of them during the hull changes mentioned above. The original design called for a fixed catapult on the forecastle for a reconnaissance aircraft, but the ships of the class were completed without that equipment. All of the class save one (NOCOLOSO DA RECCO) were equipped rails to lay between 86 and 104 mines.

Back to the mystery surrounding the use of "SS" and the word "twice" as they relate to Leone Pancaldo. For the sake of the continuity of the essay, it is best if "the rest of the story" is told by our valiant first responder.

"The story? She was attacked by a, shall we say, reluctant group of nine RN Swordfish aircraft off the Eastern coast of Italy in July 1940. The first group of six Swordfish decided the defences (sic) were too strong (there was a second destroyer in company) and they returned to their base. The second three approached, either knowingly or not, with their running lights on - a signal to the Italians they were friendly as no enemy fool would have lights on during an attack on a dark night off the enemy's coast. The first torpedo missed and hit a cliff, awakening the Italians from their lull, and commencing a fine display of AA fire. Unfortunately torpedo two hit the PANCALDO amidships causing her to sink in about twelve minutes, but in a mere 90 feet of water. The Italians decided she could be salvaged, and so they did. In two and a half years, PANCALDO was refloated, updated, and sent smartly back to sea this time to operate out of Augusta Bay, Sicily. Often in life, as I can attest from my career, people bandy about the term "Lessons Learned" after something goes wrong. Most often I found "Lessons Learned" were really "Lessons Not Learned". And so it was with PANCALDO. After joining a larger group of Regia Marina units off Sicily, on 29 April 1943, PANCALDO sailed from the port of Pozzuoli (a region of Napoli more well known as Sophia Loren's birthplace) and thereafter was attacked repeatedly by Allied aircraft. Despite a courageous fight by her crew, she soon began her second dive. In the first dive she was hit by a single (small) air-dropped torpedo which aided the ability to salvage

her. Considerably more damage was done the second time precluding a second surfacing. It is well known in the submarine community that the overwhelming measure of effectiveness for a submarine conducting ops at sea is that the number of dives must exactly equal the number of surfacings. In PANCALDO's case, then, batting .750 was a fail. She did achieve notoriety as the only destroyer to sink twice." And there you have it.

A gratuitous aside: Leone Pancaldo who lived in the late 15th century (1480 - 1538) was a Genoese explorer. He was born in Savona and he participated in Magellan's circumnavigation of the globe. Thus is his claim to fame. In remembrance of him, a signal/guard tower standing at the entrance to Savona harbor, built in the 14th century has been named (probably renamed) for him in his honor. These signal towers line the coast of Italy. They figure prominently in several chapters of the Dudley Pope series about Nicholas Ramage. You should put this tower and others in your travel plans as a must see.

It was nice trying to blend 4 replies into a coherent, cohesive essay. Sometimes the effort is like trying to herd cats. But not this month; these cats were willing to march in lock-step. They all mention the correct ship's name, country of origin, and the fact that she was sunk twice. We had the treat of offering and translating a bit of foreign language, and we took a bit of a magical mystery tour courtesy of the first responder. And I confess to making my job easier this time by using extensive, long quoted passages. If you have the opportunity to read up on the subject of all the intrigue surrounding the Naval Limitation Treaties from the 1920's and early 1930's, do so. It is fascinating.

John Cheevers

Dues

2021 dues are now payable.

Remit to:

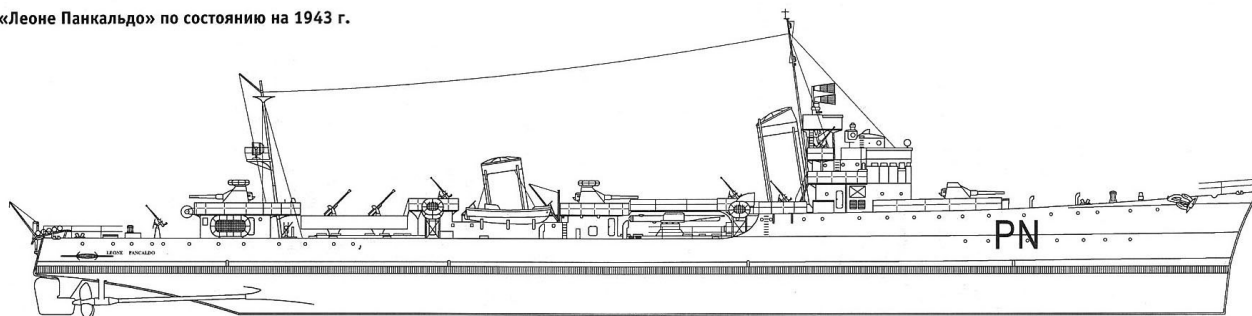
HRMS

c/o Ryland Craze

5708 Oak Knoll Lane

Midlothian, VA 23112-2405

«Леоне Панкальдо» по состоянию на 1943 г.



Thee Clarkee

Last September, this society lost its longest serving member. Bill Clarke was not a founding member of this group, he missed that honor by only a single year. But that adds up to 52 years of caring about ships, ship models, ship plans, ship photographs, just about anything nautical. He had the sad misfortune of departing our world during a pandemic that robbed us of the chance to send him off in a proper Viking way. Bill was a good and decent friend to me and just about anyone he met. I enjoyed growing up with him and shared many years of his company in a lot of diverse activities. He is surely missed.

Dave Baker had the opportunity and honor to write a remembrance to Bill that appeared in the latest publication of Warship International. Along with a solid write-up the really captures the guy we all know, one of his photographs graces the cover. The issue arrived at Casa Del Clarke just last week and his son Dwight sent photos of the remembrance and cover. I share them with you; and thank you Dave.

John

The Taiwanese frigate Yi Yang, formerly the U.S. frigate Valdez (FF-1096) seen at 0845 on 15 July 1999 on the York River, VA, passing the Yorktown Naval Weapons Station en route to sea. Photograph by William H. Clarke.

WARSHIP INTERNATIONAL

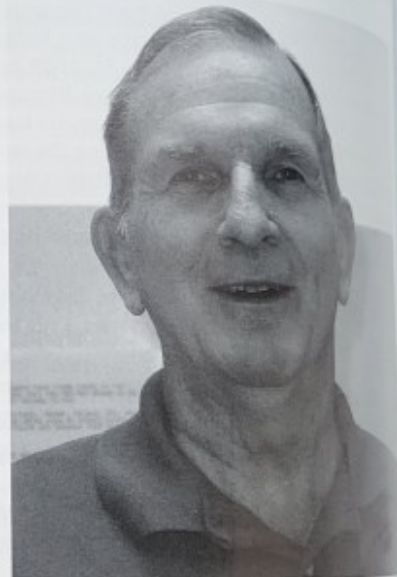


Volume Number 58 ~ Issue Number 1, March 2021

William H. Clarke (1939–2020)

Longtime INRO member William H. Clarke, known to his many fellow ship enthusiasts as "Thee Clarkee," passed away on September 24, 2020 at the age of 80. Bill was the longest living member of the Hampton Roads Ship Model Society, having joined only a year after its founding in 1968, and he had for many years been a volunteer at the Mariners' Museum in Newport News, Va., on Sunday afternoons at the museum's ship modeling demonstration booth, although it was a standing joke in the HRSMS that Bill had never actually built a ship model. Warship modelers nonetheless may remember the 2006 book *Warships and Warship Modeling*, which Bill co-authored with Britain's David Wooley. Many of the photos of actual ships in the book had been taken by Bill or came from his extensive collection of prints that he had obtained at the National Archives facility in College Park, Maryland. Bill also had a long relationship with Atlantic Fleet Sales, whose aerial photography of U.S. Navy ships was without peer in the USA.

A resident of Poquoson, Virginia, since 1950, Bill worked for 30 years as a wind tunnel electrical engineer at NASA's Langley facility, retiring in 1995, after which he returned as a contract security duty officer until 2012. In addition to his warship photo collection, he also collected 1250-scale cast metal ship models, of which he had a large fleet, and was a skilled restorer of classic automobiles and also served on



two local government boards for many years. He is survived by a sister, two sons, and five grandchildren.

Remembrance by Mr. A. D. Baker III.

Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is. jfcheevers@verizon.net



NOTABLE EVENTS

MINUTES



- 10 **HRSMS** Monthly Meeting: Zoom
Presentation: “Modeling the whaling brig Daisy”, by Gene Andes
- APRIL**
- 8 **HRSMS** Monthly Meeting:
- MAY**
- 12 **HRSMS** Monthly Meeting:
- JUNE**
- 10 **HRSMS** Monthly Meeting: Mariners’ Museum
Presentation: TBA
- JULY**
- 14 **HRSMS** Monthly Meeting:
Presentation, TBA
- AUGUST**
- 12 **HRSMS** Monthly Meeting, Presentation: TBA
- 19 Talk Like a Pirate Day
- SEPTEMBER**
- 9 **HRSMS** Monthly Meeting:
Presentation, TBA
- OCTOBER**
- 13 **HRSMS** Monthly Meeting: Zoom
Presentation, TBA
- NOVEMBER**
- 8 **HRSMS** Monthly Meeting:
Presentation: TBA
- DECEMBER**
- 8 **HRSMS** Monthly Meeting: Online Zoom
Nomination of officers
- JANUARY**
- 12 **HRSMS** Monthly Meeting: Mariners’ Museum
Election of officers
- FEBRUARY**
- 12 **HRSMS** Monthly Meeting:
- MARCH**

Hampton Roads Ship Model Society
Monthly Meeting
Zoom Video Meeting
March 13, 2021
Guests: None

The meeting was called to order by Skipper Greg Harrington at 1005 hours. There was no correction to the minutes as published. Ryland Craze gave the Purser’s report detailing membership numbers and dues collection. Greg Harrington talked a little about the web site, saying that he was behind on updating the site.

Old Business: John Cheevers gave an update on the 2021 Founders’ Award. John said that in view of the last year’s non activity the committee decided not to present a Founders’ Award this year.

New Business: None

Show & Tell: Greg Harrington showed notes on his eel drifter that are on a page on our web site.

The Museum’s Beth Heaton talked to the group about the museum’s opening at the end of May and the manning of the model builders’ booth.

The meeting digressed to an item of old business. Stewart Winn was notified that he was the winner of the 2020 Founders’ Award. The delay in making the notification was due to the cancellation of the 2020 banquet and the lack of face-to-face meetings for the last year.

Hank Ghittino showed a micro-lathe that he modified to turn longer spars. Greg Harrington showed two antique miniature planes. Bill Brown showed the progress on his 26 ft. Chris Craft. John Proudley showed his completed Lego Ship in a Bottle. Stewart Winn showed the progress on his scratch built Mediterranean Merchantman. Gene Berger showed the progress on his destroyer escort. Ron Lewis talked his restoration work on several models. John Cheevers showed the work on his revenue cutter noting that the first deck plank goes on the centerline from stem to stern and then cut out for the deck houses. Ryland Craze showed the progress on his longboat.

Note: There is much useful discussion that takes place during the Show & Tell portion of the meeting. If you don’t join the virtual meeting you are missing a wealth of information.

The meeting was adjourned.

**WATCH, QUARTER
AND
STATION BILL**



- Skipper: Greg Harrington (757) 218-5368
Mate: Gene Berger (757) 850-4407
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
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Editors: John Cheevers (757) 591-8955
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Photographer: Marty Gromovsky