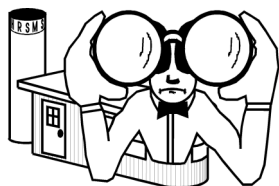


From The Bridge



Eight of our members attended the Philadelphia Ship Model Society's ModelCon onboard the battleship New Jersey this past weekend. I'm told there were over 100 models registered, and many of them were quite fine. As usual, Gene had one of (if not the) most impressive on display. Unfortunately, it was only one of 3 (or more) he intended to bring. Back troubles scratched his plans to trailer up the largest of them. Bill Altice, Bob Moritz, and myself joined him, filling nearly every cubic inch of his SUV's cargo space with our models and modest luggage. On our return we snuck in a quick tour of the Chesapeake Bay Maritime Museum. I was happy to see all the small craft there. The special surprise was a tour of the Pride of Baltimore II, which we did not know was making a port call. Henry Schekulin and Heinze Schiller travelled up together, but without models. Ryland Craze and Stewert Winn each brought up their wives, along with a model or two, for a weekend getaway (very romantic).

I've yet to tour the Wisconsin, which is much closer to home. I've been waiting to join a visitor that wishes to tour it, but we were rained out the only time that has happened so far. From what I've heard, the New Jersey has, by a large margin, much more open for touring than the Wisconsin. If you've been on board the Wisconsin and left disappointed, get yourself up to Camden and you'll be quite satisfied. There are four self-guided tours on board. I did all of them, and according to my Fitbit, I got in my target 10,000 steps and then some. You can

(Continued on page 2)

MEETING NOTICE

Meeting date has changed

AUCTION

Date: August 28, 2021

Place: Norge Hall

Time: 1000 Hours

Mystery Photo



Mystery Photo # 421: "A River runs through it." A catchy phrase, somewhat familiar, and useful to begin this month's essay. It is the title of a novella published in 1976. The story is a semi-autobiographical elegy written by author Norman Maclean that simultaneously laments the death of his brother, Paul, while celebrating the "unity between man and his environment". The opening line, "...in our family, there was no clear line between religion and fly-fishing." invokes a strong sense of purpose and lifestyle. This month's Mystery captures the lifestyle and purpose of those whose livelihood revolves around being on the water. "A River runs through it" is the perfect metaphor to describe this month's Mystery photo.

A revealing nautical scene awaits our dissection—there is a story to tell, there always is. Lots of ships and boats and functions and purpose to describe in this photograph. This black and white image reveals life in a typical river or coastal seaside town or village. It captures watermen as they go about their daily chores as their boats lie at anchor behind a stone quay. Starting on the left and going clockwise we see about seven small sailing craft. They could be fishing boats, and probably are. The fishermen are probably finished for the day having sold their catch and now they tend to their boats, notice several sails rigged for shade.

Behind them and also to the right we count about five, maybe six, European style tugboats. Their presence indicates activity in a harbor much larger than one supporting a fishing village. They rest sheltered behind the stone quay and, indeed, you can see the waters are calm. On the far side of the quay there may be another two or three tugs tied up for the day. In the distance we can see at least two tugs towing barges, one going to the left and one going to the right.

In the distance we see a large ship in silhouette and behind that the hills of the distant shoreline. But for now, I want to call your attention to the silhouette; it should be very familiar

(Continued on page 2)

Hampton Roads Ship Society Picnic
Saturday September 11, 2021
Newport News Park

(Continued from page 1)



enter the projectile and power handling rooms for a 16” turret, a 16” turret itself, a 5” turret, the fire control room, a boiler room and engine room, berthing areas, medical spaces, machine shops, the conning tower (walls 17.3” thick!), and much more.

Other than great models and fantastic tours, it was grand to meet two of our newest members in person for the first time. Joshua Fichmann (PSMS) and Tom Ruggiero (SMSNJ) are associate members we’ve talked to many times during Zoom meetings. It was great to shake hands and see their models live and up close.

Group trips such as NRG conferences, Cabin Fever, and the Old Dominion Open are among the most memorable of my HRSMS experiences. Hopefully COVID (and any of its near or distant cousins) will not rear their ugly heads and we can plan several more outings in the near future. There are other activities I really enjoy, such as our auctions and picnics, which happen to be our next two meetings. Don’t forget the August meeting has been moved to the 28th! I look forward to seeing you all there. I hope most of you all can attend!

- Greg



Manning the HRSMS table in the wardroom

(Continued from page 1)



to some. The presence of such a large ship reinforces the idea of a larger harbor as our location. Its appearance, and its appearance, is the best clue we have to setting a time line. Looking at the vessel closely we shouldn’t be surprised to see that she is an Essex-class aircraft carrier. The silhouette is unmistakable. The unmodified, original island structure and the presence of the superposed twin 5-inch mounts forward and aft of it should narrow our timeline from 1942 to, let’s say, the early 1950s or 1953 when conversions to the class began. Those of you with really good eyes can narrow the window even further when you realize that she is a long hulled variant of the class which adjusts the beginning end of the timeline to 1944. Of the twenty-four examples of the class, fourteen were “long-hulled” and that leaves fourteen aircraft carriers to pick from.

Finally, let’s focus on the one vessel that should be the

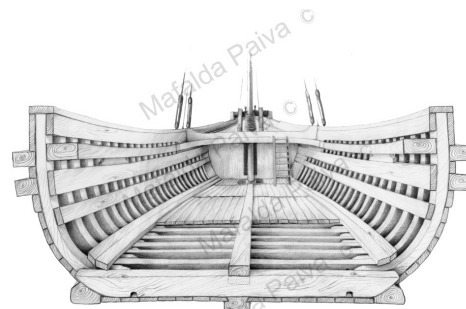
star of this Mystery: The decoratively painted, single-masted boat just lying to the wharf. She has a round stem and high sheer at the bow, has a generous hold, and some serious rub rails. You can see men handling the lines fore and aft and they appear to be holding her there as she is either loaded or unloaded. The sail is bent on with mast hoops and it seems to be flaked in a rather sloppy manner as if the boat will get underway as soon as the cargo is dispositioned. The sail also is loose footed which would suggest a gaff rig and explain why it is gathered as it is. The sun is kind to us and, even in this black and white print, you I can see a fairly intricate and decorative paint pattern masking the hull. Several letters can be discerned in the painted bow panel—could they be the vessel’s name? The livery and the letters are significant and are good clues. Something that is probably not a clue is the old-fashioned anchor hanging from a line fixed to a bow bitt. It is difficult to determine the shape of the stern, it seems to come to a point but it might be a narrow transom. A rudder post and tiller seem to be there but it’s hard to tell, there seems to be something else there.

I know from studying boats from around the world that there are “hot spots” where the local waterman take great care and pride in making their boats unique through decorative painted patterns. Strangely, we don’t see it much in North America, but places like Spain, Portugal, Greece, Indonesia, The North coast of Africa, and the Azores readily come to mind. We do have a bit of help locating this image because of the carrier in the background, the style of the tugboats, and some

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That is telling that the Mediterranean or Iberian in origin, and I’m going to start looking for the usual suspects in Spain, Portugal, and Morocco. I say this because the fellow at the bow seems to be wearing a white tunic and a kufi on his head, while the man on the stern line, as well as the man in the hold and the other fishermen, are dressed in a more European style and their hats look like a berets. The others on deck and the man on the wharf are too obscured to offer much help. But all of the clothing suggests a hotter climate.

Studying images of watercraft, fishing boats, and workboats from that geographical region quickly steers me away from North African boats with their prominent lateen sails and more to the Iberian Peninsula. Here it is important to know that the US Navy maintains a naval base and anchorage at Rota, Spain, and we need this to help place that aircraft carrier. That’s where I really concentrated my search. However, I get my best descriptive matchups with watercraft, or Barcos, that are used on the Tagus River in Portugal. These matchups are called Fragatas and Varinos. The Varino type is so close in style with their very sweeping and high stem and deck arrangement that I would call it a match—I must be close.

In Portugal there are many traditional types of watercraft, the styles and uses of which are unique to the rivers they serviced and their duties. I think the most familiar of all the

(Continued on page 3)

(Continued from page 2)

types is the Rabelo barco used on the Douro River to transport wine barrels (full, of course) to Vila Nova de Gaia, the hub of the Port wine industry—it is north of Lisbon along the coast. But flowing through Lisbon, the Capitol, is the Tagus River. There are many unique designs of watercraft tailored to suit this river and its industries and needs. In an on-line site that describes traditional Portuguese barcos there is mention of the Fragatas and several variations of it like the Falua and the Cangueiro, and also there is mention of a type called the Varino. The Varino is described in two variations by date, but both are called varino. There are other types but, as stated earlier, the Varinos most closely resemble the boat in our Mystery.



It is the Varino barco that we need to concentrate on. That type has the same bow as our mystery vessel. The type is unique with its high curved stem, a good amount of sheer forward, and a wide flat cargo deck aft the mast. The stem and the bulwark pieces seem to join at the top and form a design reminiscent of a flame or candle. Varinos carried the single mast and gaff rig, with its sail bent on with mast hoops, which we see in our



mystery, but some earlier models featured the lateen sail and boom. It is most interesting that the type featured two distinct sterns; the early models had a pointed stern similar to what we call a double ender and were referred to as a Varino de pau de aresta (a pau de aresta is a cant plank) with a stick called a xarolo used to steer the rudder, while the later models featured a transom with traditional rudder and tiller. Humm....

Trying to find and identify the image was tough. No matter what combination of search words I used, I struck out. I found many interesting and colorful images of Varinos and a lot of great, historical black and white images but I did not find the one we see in our Mystery. Finally I hit on a combination that led me to a site containing a .PDF article titled “Fragatas e Varinos do Tejo” (Fragatas and Varinos of the Tagus) and in it I found a cropped copy of our Mystery Photo, but there was no photo caption or credit for the image. Some accompanying text, however, describes the differences between the Fragata and the Varino. I’ll paraphrase what we want: The Varino featured a more bulging hull (their words), no keel and a flat bottom. They carried a large square candle (sail) and a crab (foresail). Some earlier models carried a lateen candle. Varinos could navigate more shallow waters. Many of the Varinos were built in Ovar while a few were built in Mutela. Ovar is way up the coast from Lisbon while Mutela is just across the Tagus from Lisbon. I was on to something.

Thinking that this was the best we could do without finding the a copy of the actual image, I decided to return to the Essex class aircraft carrier to see if I could determine which of the “14 large” she may be. The plan being to pin down a partic-

ular ship, with the configuration we see in the mystery, in the hopes of accurately dating the image. I began by looking at the DANFS logs of the 14 eligible candidates to see if any had visited Lisbon, Portugal and I came up with two: Leyte in 1950, and Lake Champlain in 1953. A third carrier, Randolph was considered having been to European and Mediterranean waters between 1946 and 1948; however, there was no specific mention of having visited Lisbon as in the other two.

Between 1947 and 1955 many of the Essex class carriers were upgraded to operate the larger, heavier, and faster aircraft that followed the famous planes of World War Two. In addition to strengthening the flight deck, the upgrade called for the removal of the paired twin 5-inch mount fore and aft of the island and reconfigured the island with a new larger stack and heavier mast—an appearance much different from the ship in our mystery. The upgrade, produced by the Ship Characteristics Board, was called SCB-27 and came in two variations, which we will not explore here. What’s important about the SCB-27 project is that it was applied to Randolph in 1951, and Lake Champlain in 1950. Leyte, however, did not receive the upgrade and served throughout her career, which ended in 1959, in her as built configuration. Her DANFS log says she made her fourth Mediterranean deployment from May 2, 1950 to August 24 1950.

You can make the case that the ship is either Randolph in the late 1940s or Leyte in 1950, but I’m willing to place my money on Leyte and say the image was made in that narrow 4 month window of 1950.

And then I had a Eureka moment!

As I said earlier, I tried a lot of search combinations for boats and watercraft that operated in the Tagus River and I came up a lot of interesting photographs. The photographic evidence was so overwhelming that I am convinced the image shows a Varino landing a cargo somewhere in Lisbon harbor post World War Two. In most of these searches, the search engine offered choices of a Culé built by a modeler who should be familiar to most of us. I discounted these offerings because I assumed a Culé was a different type of Portuguese watercraft, like the Rabelo or a Fragata, even though nothing called a Culé appears in the aforementioned listing of Traditional Portuguese watercraft. That’s when it dawned on me that Culé might not be a vessel type but a vessel name...Could the impetus have come from learning that some Varinos carried the lateen rig and from the two stern configurations?

I decided to make another Google image search using the words “Tagus River Culé”. Among other results, the search page was covered with various offerings from a monograph of a Culé and Chata, and all of it could be found under the domain name “HRSMS.ORG”. As if it couldn’t get more embarrassing for us, the fourth result is our Mystery Photo.

At our monthly meetings we follow a standard meeting format that allows our Webmaster to provide status of our website, including new offerings, search options, and ways to create a model page to best electronically display your completed model or one under construction. If you have difficulty with the site or creating a model page, he offers guidance or to do it for you. That aside, one of our tasks is to visit the site regularly and enjoy these offerings—it shouldn’t take the Mystery Photo to drag you there. Anyway, if you haven’t figured it out yet, the diorama featuring Culé and Chata was made by Greg Harrington and his monograph on the web page is exceptional. Under the research tab, you will find reference to a book “Barcos do Tejo” (Boats of the Tagus) which describes boats of the Lisbon River. Under a section he calls “similar vessels” we see an entry for a Varino and it includes the image we enjoy. Better still we

(Continued on page 4)

(Continued from page 3)

have a caption worth fishing: “Barco de Água Acima or Varino de Pau de Aresta – Gaiense” Followed by “B-1843-TL, unloading salt at Cais do Sodr .”



So now we know the vessel’s name, we know the place, and we may know the time line. We also know what the vessel is doing in the image and we know the stern configuration. Do we know exactly where Cais do Sodr  is? Yes we do. Lisbon proper is on the north shore of the Tagus. Cais do sodr  translates into the wharf of sodr . On any map of Lisbon you will find it behind the train station. The place called Mutela is on the opposite bank almost in a direct line from your eye through the carrier. Judging from the shadow cast by Gaiense and knowing the geographical orientation of our view you could hazard a very reasonable guess that the image was made very near, if not just before, noon on that day.

So I think the metaphor fits. Just as Norman Maclean used fly fishing on his river to tie life and family together, the Portuguese used their river to tie trade and family together—“celebrating the “unity between man and his environment”. We are mere spectators in that drama as we observe and study a moment in that life captured forever by a nameless photographer.



Prominent Portuguese figurehead model

Our contribution to that stream is in creating lasting monographs to them.

Now it’s time I return to shallow water; in a humorous

(Continued on page 9)

THE ANSWER

Mystery photo 421:

Barco De Agua Acima or Varino DE Pau De Arista -Gaiense-B-1863-TL unloading salt at the Caisdo Sodre

What’s Happening at The Museum

August is upon us. Can fall be far behind? August; Named after the most notorious of the rulers of Rome, the first Roman Emperor, author of the Pax Romanus, an unprecedented period of peace and relative tranquility. The month that saw the birth in 1905 of August Fletcher Crabtree and, sadly, one hundred years later, the death of his widow Winnifred Clark Crabtree, his wife of over 50 years.

While that may all be of interest, any Coasties among us? The United States Coast Guard was also born in August. August 4th, 1790, and this year marks the 231st anniversary of this branch of the service. I suppose The Museum should certainly recognize the event! Oh, wait! How about a cultural branch of USCG that this year celebrates its 40th anniversary? Do you know about COGAP? It’s the Coast Guard Art Program and one of its artist has a few things to say (and show) about it! Virtually!

About the lecture:

Come spend a delightful evening online with COGAP artist Karen Loew, the chair of the COGAP Committee/ Salmagundi Club, who will present an engaging story of the many vital missions of the USCG as captured in fine art for the Coast Guard collection.

“We immortalize in our paintings and drawings those who courageously serve our country in the United States Coast Guard.” – Karen Loew

This year marks the 40th Anniversary of the Coast Guard Art Program. COGAP member artists come from all over the United States and volunteer their time, talent, and paintings in honor of our Coast Guard. These images bring to life the multi-missions performed by the Coast Guard and vividly demonstrate the Service’s contributions to the country.

Frank Gaffney is this year’s winner of COGAP’s George Gray Award for Artistic Excellence – the program’s best in show award. Frank and Karen have contributed a combined total of 43 paintings to COGAP. Karen will share the stories of COGAP artists, how they select their subjects, and what is next on their easels. This virtual lecture/presentation is free. Mark your calendars for August 26, 7 to 8 P.M. and go to Mariners’ website to register for this event. Now, get your wallet out, make your list and I’ll see you in Norge!

Ron Lewis

Nautical Term

Apostles: An old nickname for knights, large single bits on the deck of an older square-rigger. It is a good guess that the term – typical of sailors’ invention – came from the fact that there usually were twelve of them.

Tim Wood

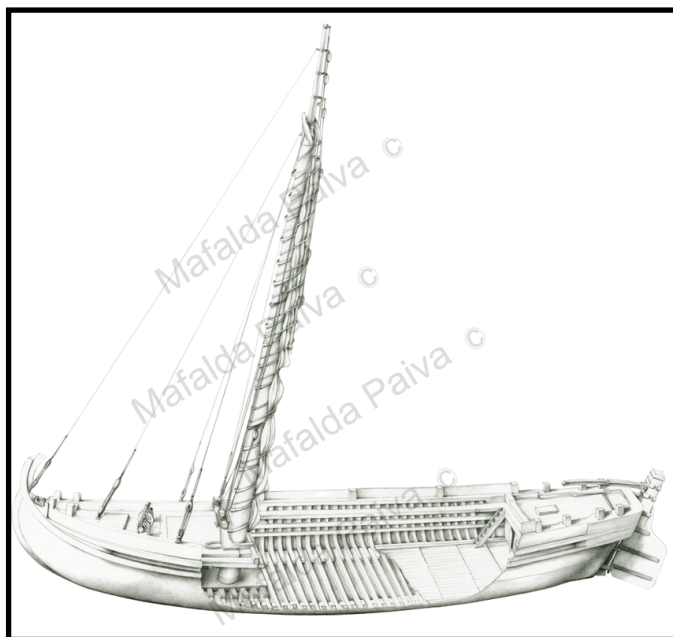
Views of Portuguese river boats



Cargo vessels on the Tagus estuary at Ribeira Nova, Cais do Sodré 1919



Passenger traffic



Cais do Sodre 1950

Photos from ModelCon



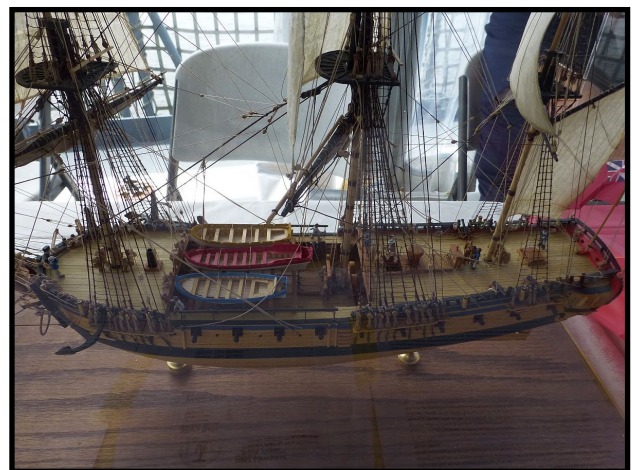
Bill Altice's America

Stewart Winn's U.S. Navy ketch Intrepid



Gene Berger's USS Campbell

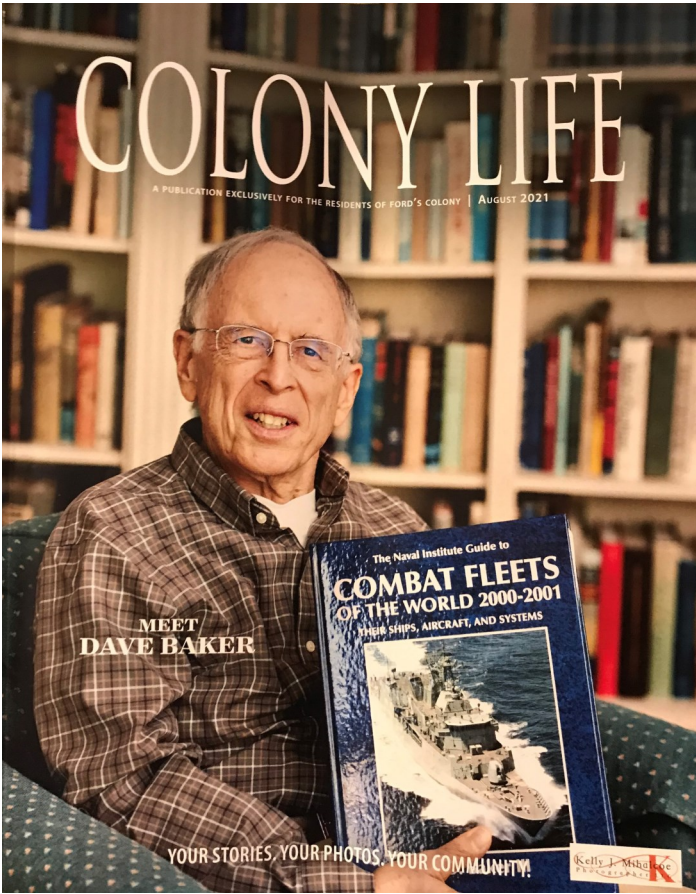
Greg Harrington's Culé and Chata



Tom Ruggiero's HMS Liverpool of 1776.

Ryland Craze's Medway Longboat





40,000 people living here instead of 70,000 and counting," Dave says. Having lived for so long in the bustle and traffic of the DC area, the slower pace found in the Williamsburg of 20 years ago was immensely attractive to the couple.

Like all of us, Dave has found the last year a bit of a challenge. What was once a full calendar of volunteer activities has shrunk down to a more focused, less social way of life. His twice-daily walks with Callie have been a bright spot in his day, an opportunity to maintain ties with other walkers and dog owners. "Oh, Callie is the queen of the house," Dave says ruefully, "and of our walks, too." The way he tells it, he loves her, but she's quite picky and opinionated, to boot. "The first week I got her from the Virginia Beach SPCA I ordered a magnificent dog bed from Orvis. Any dog would kill to sleep in that bed...any dog but Callie. Sleeping on the hard floor is her thing." Callie feels it is her duty to guard Dave as he sleeps, so she stays overnight in the hall outside his bedroom door. As soon as she hears stirrings in the morning, she is off duty. "She's my protective system, my self-appointed bodyguard." Dave says with a fond smile. She's also an energetic furry companion who keeps a single guy living alone plugged into his community. So if you run across Callie walking her master, be sure to stop and say hello. Callie enjoys the attention, and if you're into ships, airplanes, astronomy, music, or writing, Dave has a wealth of great stories to share!

Do you have a special neighbor we should feature? If so, please email katharine.sparks@n2pub.com.

so, they are insufficient to contain the many reference books and military history tomes, including those bearing his own name.

Dave refers to himself as more of a "compiler" than a writer, but his pen name, A.D. Baker, III, is associated with well over a hundred books so far. "I did a total of 13 editions of a naval reference book on the navies of the world that was reissued every two years. The last one I did, *Combat Fleets of the World*, is 1,450 pages long and weighs nine pounds." This feat, among other things, was accomplished while working at the Pentagon.

"I was at one time the special assistant to the secretary of the Navy, John Lehman, during the Reagan years. As part of my duties, I was keeping an eye on the Navy Museum System," Dave says, a perfect fit for the man who was (and still is) slightly obsessed with naval military history. He continued that interest after retiring by volunteering at the Mariner's Museum in Newport News. "Before Covid shut us down to the public, I manned a booth there every Saturday for years. The purpose was to interest young people in learning to do something constructive with their own hands. We had volunteers who would make small wooden kits of the *Monitor* and other ships, and then we'd give them away," he recalls. One dedicated couple alone made over 600 kits that were distributed.

After a satisfying career in naval intelligence and other high-level assignments, Dave retired in 1996. "We had bought land here in Ford's Colony in 1989 but had never built on it. My daughter used to say we should visit it every year just to make sure it hadn't washed into the James River." The Bakers finally finished building their new house and moved in October of 1999. "I really like it in Williamsburg, but I have to say I preferred it when we only had

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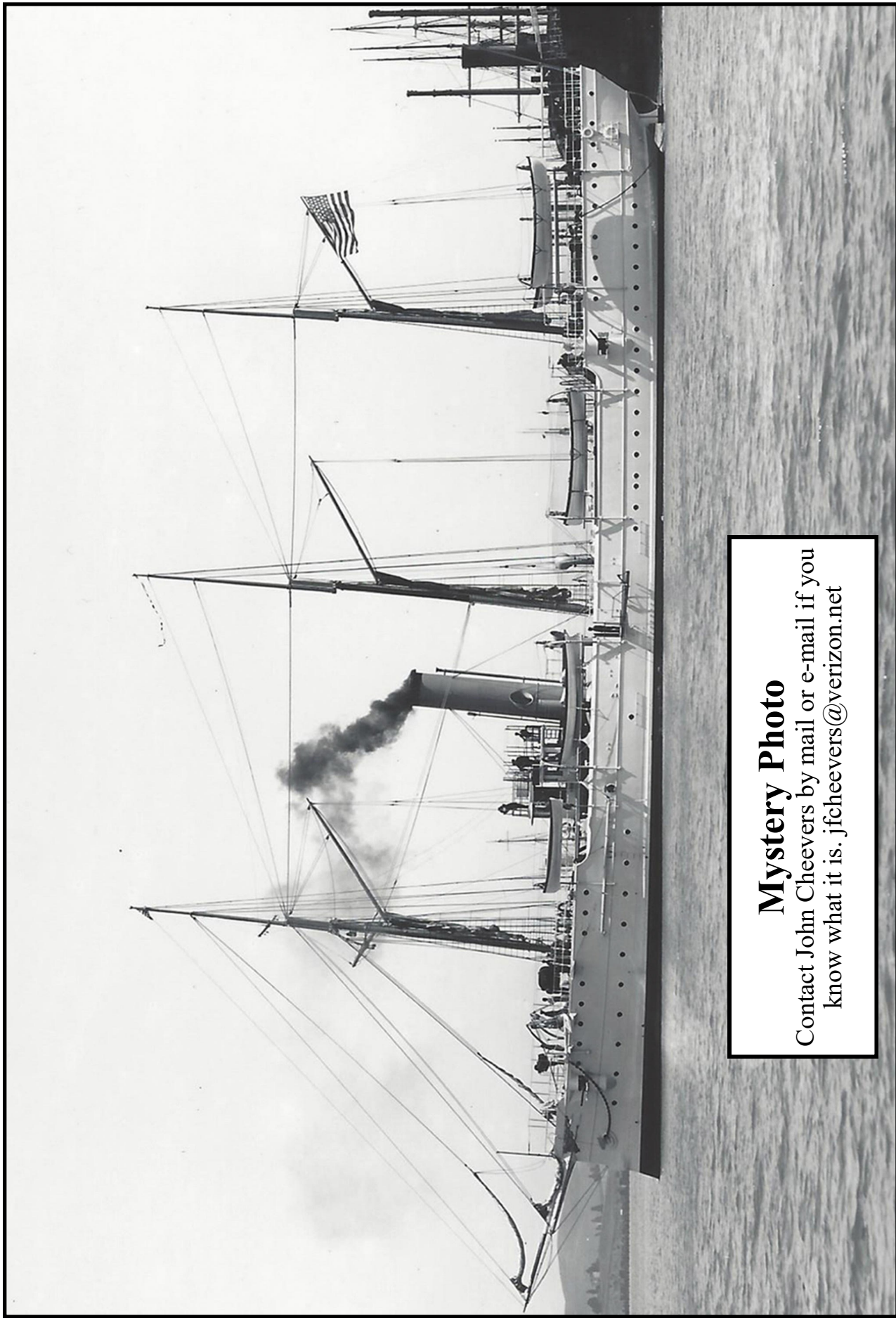
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VOTED COASTAL VIRGINIA MAGAZINE'S "BEST OF REGION" CHOICE 2018 AND 2020*

August 2021 • Colony Life 15

Thanks to Stewart Winn for submitting this article.

Zoom in to read the text.



Mystery Photo

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

NOTABLE EVENTS

MINUTES



AUGUST

- 28 **HRSMS** Monthly Meeting: Norge Hall
Auction

SEPTEMBER

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

OCTOBER

- 9 **HRSMS** Monthly Meeting:
Presentation, TBA

NOVEMBER

- 13 **HRSMS** Monthly Meeting: Zoom
Presentation, TBA

DECEMBER

- 8 **HRSMS** Monthly Meeting:
Presentation: TBA

JANUARY

- 8 **HRSMS** Monthly Meeting: Online Zoom
Nomination of officers

FEBRUARY

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

MARCH

- 12 **HRSMS** Monthly Meeting:

APRIL

- 9 **HRSMS** Monthly Meeting: Zoom

MAY

- 14 **HRSMS** Monthly Meeting:

JUNE

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

JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: TBA

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
Historian: Tim Wood (757) 481-6018
Editors: John Cheevers (757) 591-8955
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 218-5368
Photographer: Marty Gromovsky

Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
July 10, 2021

Guests:
Daryl Paterson, 1st meeting
Joseph Fickland, 2nd meeting
John Jones, 1st meeting
Mitch Woods, 2nd meeting

The meeting was called to order by Skipper, Greg Harrington at 102 hours. There was no addition or correction to the minutes as published. Ryland Craze gave the purser's report. Ryland noted that there are 51 total members of the HRSMS. Webmaster Greg Harrington reported that George Livingston's models had been added to the website.

Beth Heaton talked to the group about the model builders stand and invited museum volunteers to Howard Hoeg's monthly meeting.

Old Business: The Skipper asked about a coordinator for the meeting presentations. Ron Lewis stepped up to the plate and said that he would provide that service. Tony Clayton was thanked for coordinating presentations in the past. The next item was the auction. Tony Clayton said that Norge hall was available on August 28th for our auction. After a show of hands, it was decided to move the August meeting to the 28th at Norge Hall. Ryland Craze reminded everyone about the ModelCon to be held on August 7th in Philadelphia and noted that several members were planning to attend. The last item of old was the club picnic to be held at Newport News Park on September 8th.

New Business: Greg talked about an email he received from a person wanting to have a model of the frigate Delaware finished on commission. Greg noted that several kits had been donated to the society and that Bob Moritz had picked them up.

Show & Tell: Dave Chelmow showed the progress on his sharpie schooner from the NRG plans and practicum. Butch Watkins showed his finished Chesapeake Bay buy boat, F. D. Crockett from a set o lines by Ray Rogers. Mitch Woods showed his 1:700 British E Class destroyer and asked for tips on weathering. Tony Clayton showed a wooden model of the locomotive, Stephenson's Rocket. Pat Derby showed the progress on his Rattlesnake. Gene Berger showed and talked about the weathering on his destroyer escort

The meeting was adjourned to the presentation "Restoration of the Frigate Constitution.", by Ron Lewis.

(Continued from page 4)



endnote, I have to tell you that Google, in its infinite(?) wisdom concerning my final search criteria, asked "Did you mean: Tagus River clue"? I guess the clue was there all along. So indeed, a river does run through it.

John Cheevers