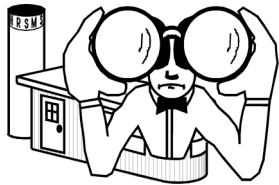


## From The Bridge



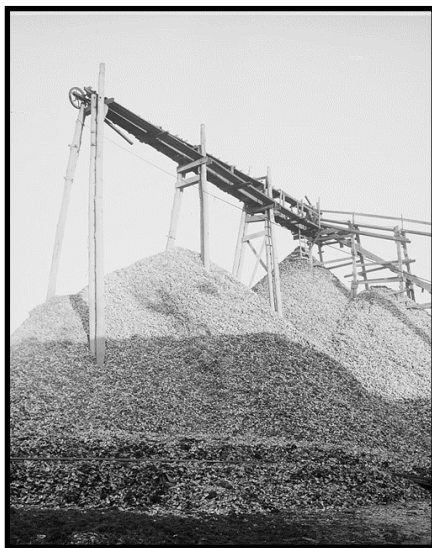
## Mystery Photo



“He was a bold man that first ate an oyster“ - 18th-century satirist Jonathan Swift

I mentioned to Mary that I was once again struggling to find a topic to write about. I was going to an oyster roast that evening and she suggested I write about oysters. It sounded great at first; several of you have modeled oyster boats and buy boats, it's a local industry, and I imagine more than a few of us enjoy eating them. But what could I tell you about oysters that you don't already know? That they can filter 1.3 gallons of water per hour? It's a pretty dry statistic and nearly everyone already knows they filter a lot of water and are extremely beneficial to the health of the bay. That oysters change sex during their lives, starting as males and ending as females? That will start some conversations at the next meeting! In the end, I could not find much of interest that was not already common knowledge. So I'll simply present a reminder of how much this fishery is still struggling.

*(Continued on page 2)*



Oyster shell pile, Hampton, VA, dated between 1900 and 1920

Mystery Photo # 424: It may come as a surprise to some that not all sailing takes place in the warm Caribbean climes, sometimes you have to be where the water is cold. As we prepare for the coming cold weather months, I guess it's fitting that we prime the Mystery Photo with a bit of an ice-bound display. Ships and shipping folk have been encountering ice in the colder climates for as long as man has sailed the seas--ask a Viking about paddling around in the Fjord in January. In the United States, ships wintering over is something we don't consider very much outside of the Great Lakes and maybe those folks stuck in Alaska or Maine. But around the world, especially in locales nearer to the poles, it happens, or happened a lot. This month's scene will test your temp stick. Time to start thinking about nautical places around the world where shipping has to cease due to icing.

In the aforementioned Great Lakes, there is a federally mandated (I hate that word) 10-week offseason that coincides with the closing of the Soo locks that connect Lakes Superior and Michigan. That's the nautical equivalent of Major League Baseball's off season. When the temperature drops and ships become icebound it's time to winterize. If you cannot take the boat out of the water you must take precaution to keep ice from crushing the hull as well as covering the topsides such that snow and ice do not build up causing damage or reducing stability.

This column ran an image years ago showing the gunboat USS Helena, I believe, wintering over in a mud dock somewhere in China. Helena was fortunate in that she could winter over in a place out of the water. This Mystery Photo shows a vessel that may or may not be out the water—we shall see.

The vessel, for lack of a better term, could be considered butt ugly. Looks aside, it certainly fits the European style of "iron warship" build during the latter quarter of the 19<sup>th</sup> century. Not a large warship, she seems to be short and wide with a

*(Continued on page 2)*

### MEETING NOTICE

**Date:** November 13, 2021

**Place:** Mariners' Museum

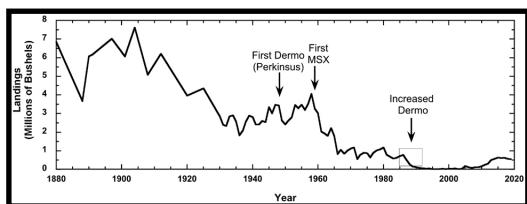
**Time:** 1000 Hours

The meeting will be broadcast on Zoom.

(Continued from page 1)



Harvests between 1880 and 1910 were massive – between 4 and 7 million bushels annually! Overharvesting led to a steady decline and by 1930 the annual haul was down to around 2.5 million bushels. The tally slowly rose to 4 million bushels in the early 60s at which point the population was decimated by a parasitic disease called MSX. There was also a sudden drop in the late 40s caused by Dermo, another parasitic disease which spiked again in the 80s, coupled with a decline in salinity. There was no rebound until the early 2000s. Though the recent rise is encouraging, harvest levels are still a small fraction of what they were at the turn of the century or even that of the 30s, 40s, and 50s



### Virginia oyster landings 1880-2019

Though it contributes to the pressure on the fishery, I am determined to try making an oyster stuffing for Thanksgiving this year, which makes this topic a timely one. If I can find good oysters at a price that doesn't shock me, I'll also try my hand at smoking them – both for the stuffing and as a snack while I watch my Detroit Lions lose another game. I will share the recipe if it turns out well.



### Oyster Roast at the Warwick Yacht and Country Club, 2021

Oh, and that oyster roast? It was fantastic – I had them raw, roasted, fried, and in stew. There were fried clams, hush-puppies, BBQ and coleslaw as well, and of course plenty to wash it down. Plus the rain stopped right before it began and a kickin' band played throughout. I'm already looking forward to next year! I hope there's a good harvest in 2022 (and beyond). To that end, I plan to suggest a donation to either the Chesapeake Bay Foundation or the James River Association as an alternative to the traditional Christmas gifts (though a Byrnes Disk Sander would be pretty sweet...)

Greg

(Continued from page 1)



fair amount of freeboard. There seems to be only one turret and it features a single, large caliber rifle, the barrel is cocooned by a protective wooden cover. Two slightly smaller caliber guns also have wooden covers over their barrels. They can be seen amidships at the indents. There is a single military mast with two yards and two fighting platforms. The upper platform sports a wooden shed designed to “winterize” the lookout station. There are a lot of ship's boats and davits, a single, broad stack, and several ventilators. The lack of stack gasses suggests a cold power plant. Booms for an anti-torpedo net line the hull. A large wooden roof is built to cover the aft deck. For her livery we have a dark hull (probably black), a white turret and mast, and a buff stack. Finally, the lack of flags should confirm that she is in ordinary.

That being said, do we see any telltales to help identify the Navy? I can name two. At the bow we see a winged bow crest or ornament. It's probably an eagle but I cannot tell if it is one headed or two. I can think of two countries that used the eagle like this, Germany and Russia. The second telltale would be the uniform that the men wear. They also look German or Russian in origin. And since its winter gear, I would definitely look to the Baltic or Scandinavian states for this creature.

If we accept my premise that this is a winter scene somewhere in the Baltic it is a simple matter of scouring the proper references for a vessel arranged like we see in the Mystery. I did that, and so did the only person to respond this month, Dave Baker. Here is what he has to say:

“I'm pretty certain that the latest mystery ship is the Imperial Russian Navy's battleship GANGOUT (or GANGUT), which was laid down at Admiralty Shipyard at St. Petersburg in 1889, launched in 1890, and completed in 1893. The ship struck an uncharted rock in the Baltic in 1897 and sank, although her crew had no casualties. The photo was taken around 1895 after her mast was reduced in height and the main yard shortened (evidently, she originally could have been rigged somehow, but it's hard to believe she could have been much of a sailor).” Like the Rocket Mortgage company hack says, “Certain is better, but he's pretty sure!”

And his identification would be right, because I agree that the vessel is the Russian coast defense ship Gangut. I found the picture on Reddit with this caption: “Russian coastal defense battleship Gangut. Launched 1893. Shown iced in for the winter. Looks like the crew is in great spirits! After she sank, her commander said: “...a vile ship, and it is pointless to raise her.” Counting the commander's, Dave's, and my disparaging comments this makes three not-so-kind remarks about this particular ship. But it gets better...

If you are into the numbers, Dave offers these characteristics: “The ship displaced 6,500 tons normal/6,952 tons full load and was 289-ft. 9-in. overall by 62-ft. beam and 21-ft. mean draft. She was propelled by two sets of vertical compound engines that together produced up to 8,300 indicated horsepower for a maximum of 15 knots designed, although she made on 14.7 knots best while on trials. There were eight cylindrical boilers. Fuel was a maximum of 1,200 tons of coal. The crew complement was 20 officers and 400 non-officer (man, it must have been crowded on that ship!).

Armament was one 12-in. 35-caliber gun (seen with canvas draped over the barrel in the photo); four 9-in. 35 cal.; four 6-in. 35 cal.; four 57-mm; and ten small caliber guns, while she also had four 18-in. fixed, submerged torpedo tubes.”

(Continued on page 3)

## What's Happening at The Museum

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Did you miss Santa last year? I have good news! First, the Museum's Bronze Door Society will, again, adorn our unique lions on the Lions Bridge with huge wreaths to kick off the season! And we'll host a local event called "The Wreathing of the Lions" on November 29th afternoon on the bridge. AND Santa and Mrs. Claus will be in attendance! Bring your young ones and enjoy a holiday bonfire, cider and hot chocolate, a lion-roaring contest for all ages, "Pin the Tail on the Lion", caroling, etc. It's a great event for family, friends and neighbors and it's all free! We'll also welcome the season with a traditional Yule Log.

The Bronze Door Society also recently held their annual dinner and awarded the Museum over \$80,000.00 to achieve six projects the Conservation team needs funding for. One is a huge vitrine (showcase) for a model! Yep, it's a Chinese Foo Chow Pole Junk and it's currently under conservation. I'll soon be able to show you some photos. We all carp about the cost of a vitrine today. Well, this one will cost around \$15,000.00! That could cut heavily into your retirement!

Nautical holiday gifts are always *a propos* and we have a few ideas in the Mariners' Gift Shop! Take a quick walk through and I think you'll find something of interest. When you get to the check-out just show your membership card or your HRSMS shirt and you'll get 10% chopped off your bill! The more you buy, the more you'll save! Have a happy Thanks Giving (yes, it's two words!)

Ron Lewis

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(Continued from page 2)



So let's see if this story does indeed get better. The quoted bits that follow come from an article found on-line written Alexei Krylov and titled "The Death of the Battleship Gangut." Some of the prose appears a bit disjointed. I tried to clean up as much as I could without destroying the quoted phrases. Beware.

The impetus behind the design of this ship lies in a niggling deficiency found in the older and slightly larger coastal defense battleships of the Russian Navy, their draft. It seems that the navy liked to take gunnery practice in Vyborg Bay which is tucked into a little gut located just north of St Petersburg. Apparently, it was a favored spot: "The area has been studied to the smallest detail: low wooded shores, small islands, calm in June, the surface of the bay, neither ocean tides, nor ebb. In a word, a quiet, heavenly spot. By the fall, it is already uncomfortable here, but by this time most of the ships of the squadron, having finished the campaign, are wintering in the harbors of Kronstadt." The problem is the shoaly and rocky nature of the sea bed of the Baltic and its inlets and guts where striking the bottom and rocks was a common occur-

## AMERICAN NAVAL HISTORY THE CIVIL WAR

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1861

November 7: Capture of Port Royal Sound. The largest fleet yet assembled under the U.S. flag, 77 vessels, is put under the command of Flag Officer Samuel F. Du Pont. He is to seize an advance base for the Atlantic blockading squadrons at Port Royal Sound, South Carolina, midway between Charleston and Savannah. The fire from Du Pont's ships forces the Confederates to evacuate Forts Walker and Beauregard, whose garrisons are ferried to the mainland by Commodore Josiah Tattnall's little Confederate squadron, U.S. forces land unopposed.

November 8: Trent Affair. The screw frigate San Jacinto, stops the British mail steamer Trent in Old Bahama Channel and seizes James Mason and John Slidell, the Confederate envoys to Great Britain and France.

November 11: An aerial reconnaissance is made from shipboard when Professor Thaddeus Lowe ascends in a captive balloon from the balloon boat, G. W. Parke, in the Potomac River.

December 17: Stone Fleets. Sevens old vessels with stones and concrete are sunk by the blockading squadron at the entrance to Savannah harbor in an attempt to impede navigation. Stone Fleets are not especially effective.

December 21: Medal of Honor. Congress creates the Navy Medal of Honor to reward petty officers, seamen and marines 'as shall most distinguish themselves by their gallantry in action and other seamanlike qualities'. Commissioned officers will not become eligible until 1915. A total of 375 medals are awarded for the Civil War.

1861 End of part 5 of the Civil War.

Bob Moritz

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rence. "The last depth measurements were performed here in the 1834 year, and the campaign did not run without grounding or striking stones. They got used to this, but after a serious stranded landing of the battleship "Emperor Alexander II" in 1895, they decided to make hydrographic trawling in skerries."

When Vice-Admiral I. A. Shestakov, head of the Marine Ministry, ordered a fourth Baltic battleship, which became Gangut, displacement and cost were drivers of the design. On an arrangement that was to be similar to previous ships, it was desired to limit the "draft of no more than 20 feet

(Continued on page 4)

### Nautical Term

Flotilla: A small group of ships. The word comes directly from Spanish, and means a small fleet.

Tim Wood

(Continued from page 3)



(6,1 m) at a speed of 15 knots" and protect the ship "by not very thick armor, like a belt over the load waterline, and all the artillery."

"The task of the designers was significantly complicated by the requirement that the new small battleship for a closed maritime theater was capable, "if necessary", of making the transition to the Mediterranean Sea and even to the Far East." Economics played a part in the main caliber artillery ultimately negating an expected advantage. "To avoid the use of expensive and complex hydraulic mechanisms, the main caliber limited 229-mm guns with barrel length 35 caliber, believing them sufficient against the 240-mm guns of the German battleships of the Oldenburg type (30 caliber) and 260-mm for the Saxen type ( 22 caliber)." Shells for the 229-mm guns were expected to penetrate the armor of the majority of ships of potential enemies. "Medium-caliber artillery was supposed to be reinforced with fast-firing 75- and 120-mm guns. Orientation during the design on the ships of the probable enemy already in the ranks led to the fact that when the new battleship entered service, it turned out to be weaker than its foreign contemporaries."

As designed the new fourth battleship had very different characteristics from the actual ship. "At the beginning of 1888, the Marine Technical Committee (MTC) received the projects of the senior shipbuilder E. E. Gulyaev, the chief ship engineer of the Petersburg port of N.A. Subbotin and the engineer of the French-Russian plants P.C. Dubuit. In the Subbotin project, two 305-mm guns were located in the bow and stern single-turrets and four 229-mm in one-gun side-by-side. Dubuis offered a nasal bar-betting set for two 305-mm and a casemate

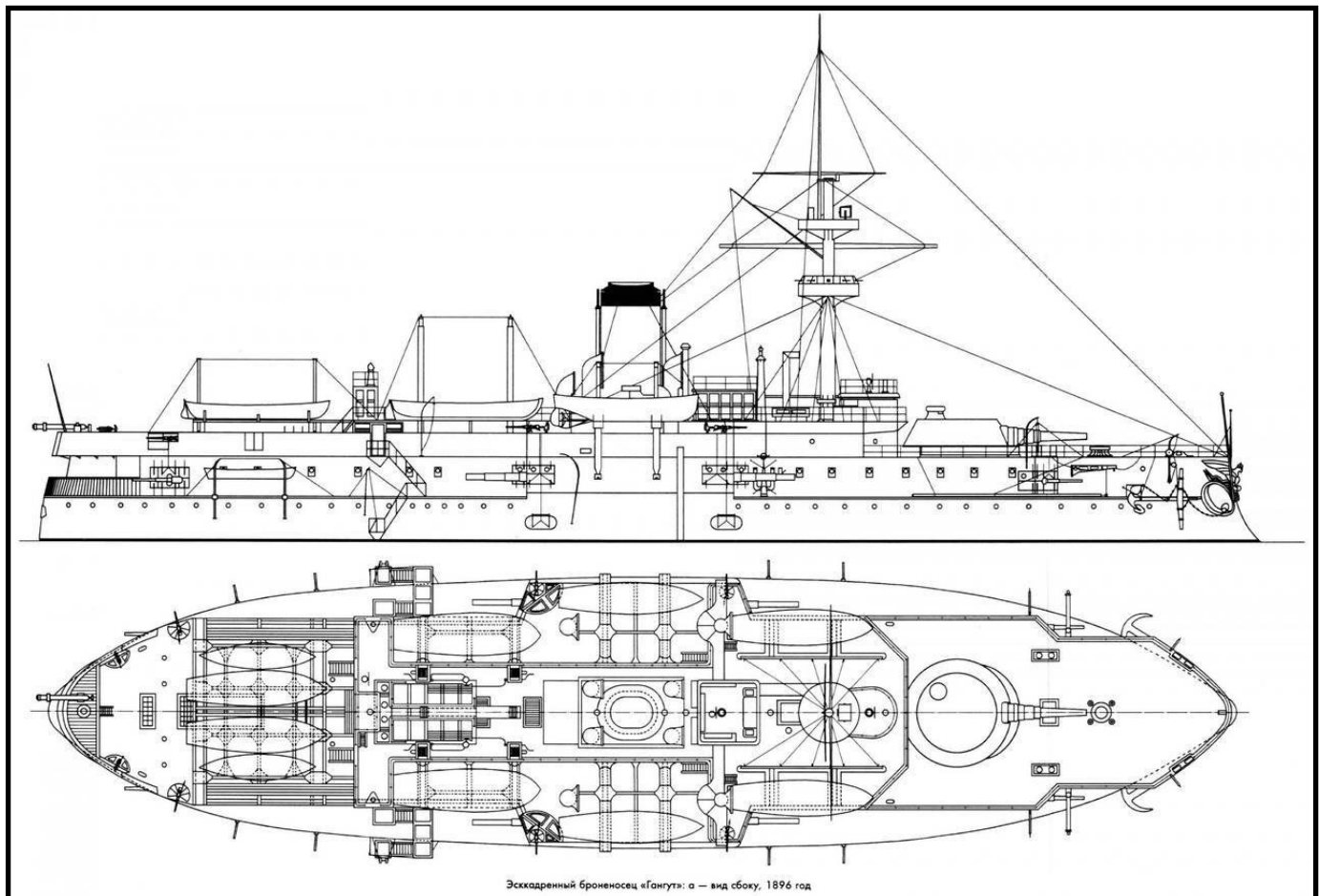
arrangement of four 229- and eight 152-mm guns. Based on the above considerations, they adopted the Gulyayev project with armament from six 229- and four 152-mm guns, preferring an increased coal supply and better booking of stronger artillery from other projects."

"6 July 1888 of the year MTK approved the specification for the body of the battleship with a displacement of 6592 t, length between the perpendiculars 84,7, width 18,9, and draft 6,4 m. . Above the main belt was located the second, thickness 406 mm. The gun-casemates were defended with 356-, and the turret-mounted 305-mm armor. The double-layered armored deck was 127 mm thick. The drawings of the ship's systems, armor fixtures, felling, bridge, in many respects corresponded to the "Emperor Nicholas I"."

"October 29 1888 began work on the construction of the battleship at the New Admiralty [dockyard]. On January 29 of the following year, the ship named Gangut was enlisted in the fleet's ship lists, and on May 20 its official [keel] laying took place in the presence of Emperor Alexander III and the Empress and his retinue, Admiral General and senior officers of the Navy Ministry."

"According to the testimony of the shipbuilder A. E. Leontyev, in some months, up to 200 tons of metal were installed on the stocks. In general, the work was progressing well, but the construction was slowed down by major changes to the project. The hull was extended by 0,9 m, reduced the height of the bow of the upper deck, changed the shape of the casemates and reduced the size of the gun ports. Repeated calculations required a solution instead of two 229-mm guns in the nasal

(Continued on page 5)



(Continued from page 4)



installation to place one 305-mm. Conceived by a similar silhouette with its predecessors, the "Gangut" lost its second pipe and mast during construction." This resulted in the strange looking ship we see in our Mystery.

In October of 1890, the incomplete hull of Gangut was launched with ceremony and steamed to Kronstadt where work was finished. The ship was made ready for sea trials in July of 1893, there she failed to make her contracted speed. "30 September during a six-hour run for the full speed "Gangut" at a power...developed an average speed of 13,78 knots. Since the contractual 14 [knots] could not be reached, the tests were considered unsatisfactory. Experts of the Baltic Plant to ensure the achievement of contract speed offered to increase the thrust by increasing the height of the chimney on 3-4 m. Obviously, the naval authorities could not even imagine a small and clumsy battleship with such a giant pipe and gave up on contract speed, especially since with "Gangut" there were enough other concerns."

There were more problems: "The tests of nautical qualities (stability) showed that during agitation with the power of 8 points (out of 10, I presume) the battleship buries its nose and is unstable on the course. The general conclusion of NK Glazyrin, the chief inspector of shipbuilding, was disappointing: "I find that, at the present degree of readiness of this battleship, it is not safe to send it on a long voyage." The most serious flaws were the leaktightness of the watertight bulkheads and the overload. The latter was a chronic disease of many ships of the time. "Gangut" could not take a full supply of coal and a regular three-month supply of food and supplies - the main armor belt went under water." A planned fix was not implemented due to a lack of availability in the shipyard. But in the winter of 1894 - 1895 and attempt to eliminate some of the "leaktightness" issues was tried. However, "Due to the notorious economy, this

work was performed only for two tra[ns]verse bulkheads."

So the somewhat deficient ship was now in service but was she well received? "The squadron battleship "Gangut" was in service for only a few years and among the sailors enjoyed a not very flattering reputation. They said about him: "One mast, one pipe, one gun - one misunderstanding."" Apparently not, and trouble was about to strike!

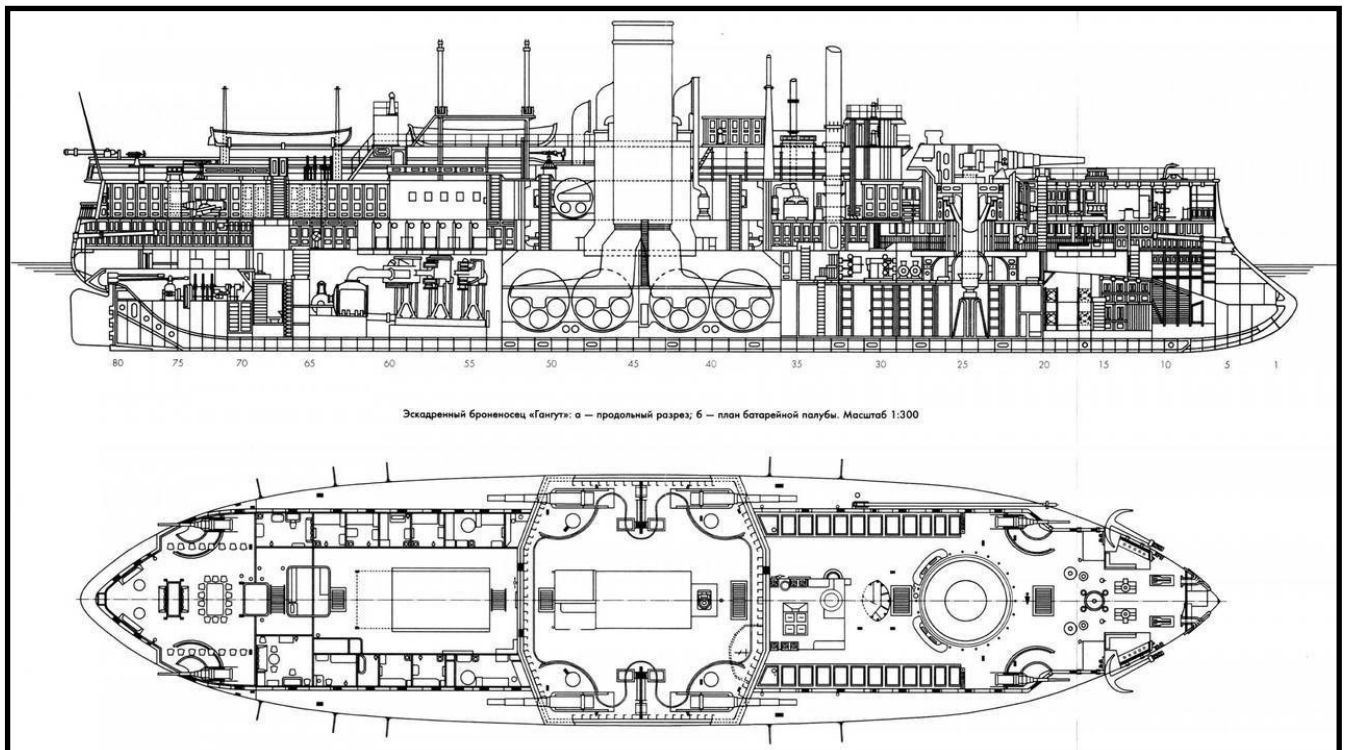
"In September, 1896 of the year in the Bjerke-Zund strait, "Gangut" got a hole in the bottom from hitting the underwater rock. Arriving from Peter the Great to the emergency battleship S. O. Makarov took over the leadership of the work to save the ship. With the help of other ships, we managed to put a plaster under the hole. The flow of water into the hull decreased, and the Gangut came to Kronstadt under its own power. In the dock at the bottom of the bottom, they found a furrow to a depth of 20 cm along the length from 17 to 32 of the frame. The cladding sheets were pressed inward between the frames with through cracks in the keel and two adjacent poyas. Between 32 and 36 frames, the vertical keel was crushed, the flora was deformed and the second bottom was deformed, which, according to Makarov, was caused by excessive rigidity of the bottom set."

What is that saying: "One bitten, twice shy?" Apparently, the saying has no equivalent in Russian culture, definitely not in the naval culture.

The now repaired ship returned to training duty. "20 of May 1897..."Gangut" as part of the Practical Squadron left Kronstadt for the Transund raid. The next day, the battleship went to the island of Rondo to perform training artillery shooting. Nothing disturbed the calm of the admiral, the squadron headquarters and the commander. Putting the shield on the anchor, went to drift, had lunch."

"In 13 h 15 mines struck a combat alarm. The battleship maneuvered at the shield, firing from both sides of the guns of all calibers, including 305-mm. At the end of the shooting at 15 h 40 minutes, when the weather began to deteriorate and the wind spread a wave of up to 3 points, the shield was lifted

(Continued on page 6)



(Continued from page 5)

aboard. Under the pairs were four boilers in the bow stokers. Gangut launched 2,5 [knots] and lay on the course for Transund. A few minutes later the ship felt a slight jolt, barely noticeable on the upper deck. In the residential deck, the feeling was the same as when reversing from the front to the rear. Only the firemen, who were on duty, clearly heard the rattle under the bottom."



"On the bridge, the helmsman reported that the battleship had suddenly deviated from the course on 2 ° to the left and had not obeyed the helm for a minute." For next few minutes the crew fought progressive flooding and failure of watertight seals and boundaries. Everything that could be battened down was but to no avail. Flooding progressed, finally reached the furnaces snuffing out the fires. This caused a loss of power and the ship was "plunged into darkness." The increased list was slightly corrected by mechanical counter-flooding somewhat stabilizing the ship. A tented patch was floated beneath the hull to block the hole. This slowed the flooding somewhat and "water was pumped out by hand pumps and even buckets. To reassure [the crew] the commander ordered the second watch to have supper; the team was given a wine portion."

"The position of the battleship continued to deteriorate, it was not possible to stop the spread of water throughout



the ship. The construction overload, which ate up part of the buoyancy reserve, played its insidious role. After the living deck was below the waterline, water gushed out of scuppers, [latrines], and washstands."

"By 18 h 30 min, "Gangut" plunged two meters and the situation became critical. At this time, the battleship roll reached 10 °." By "19 h 25 min, the battleship roll increased even more. It was already impossible to get into the left side cabins. There was a danger of overturning the armadillo (turning turtle?) when towing, which would have killed hundreds of people. In 20 h 20 min, when it became clear that the ship could not be saved, Vice-Admiral S. P. Tyrtov ordered the crew to start transporting things. Between the "Africa" and "Gangut" staged a cable car, from all the approached ships and ships launched boats. Wind and excitement intensified, making it difficult rescue. Nevertheless, the transportation was organized. First, the cashier's office and documents were delivered to Africa, then patients, secret cards, chronometers in strict accordance with the sequence prescribed by the Maritime Reg-

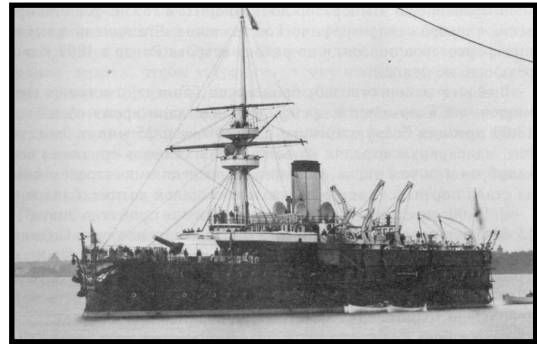
## THE ANSWER

Mystery photo 424:  
Undated photo of the Gangut

ulations. Within ten minutes, the teams stopped transporting things, as the ship's diving accelerated, and in 20 and 30 [minutes] began to evacuate people."

"The commander went around the battleships, which had not yet been filled with water, and, making sure that no one was left on board, he was the last to board the boat. Nine minutes later, when she moved to a safe distance, the Gangut swiftly fell onto the port side and disappeared under water in a few moments. This happened in 21 h 40 min. When the waves dispersed from the giant funnel at the place of the death of the battleship, many surfaced objects and a large oil slick remained on the surface."

This much abbreviated Mystery Photo account is not without controversy. The on-line story continues: "In A.



Krylov's article "The death of the battleship Gangut" some facts do not correspond to the records of the watch and flagship journals, the investigation materials. The dramatic situation of the struggle for survivability of the honored academician is depicted in caricature: instead of fighting for the survivability of the ship, the admiral ordered the priest to bring the boats with church utensils, then the logbook, signal books, ship records, money chest, berths and suitcases to Mandu and officers."

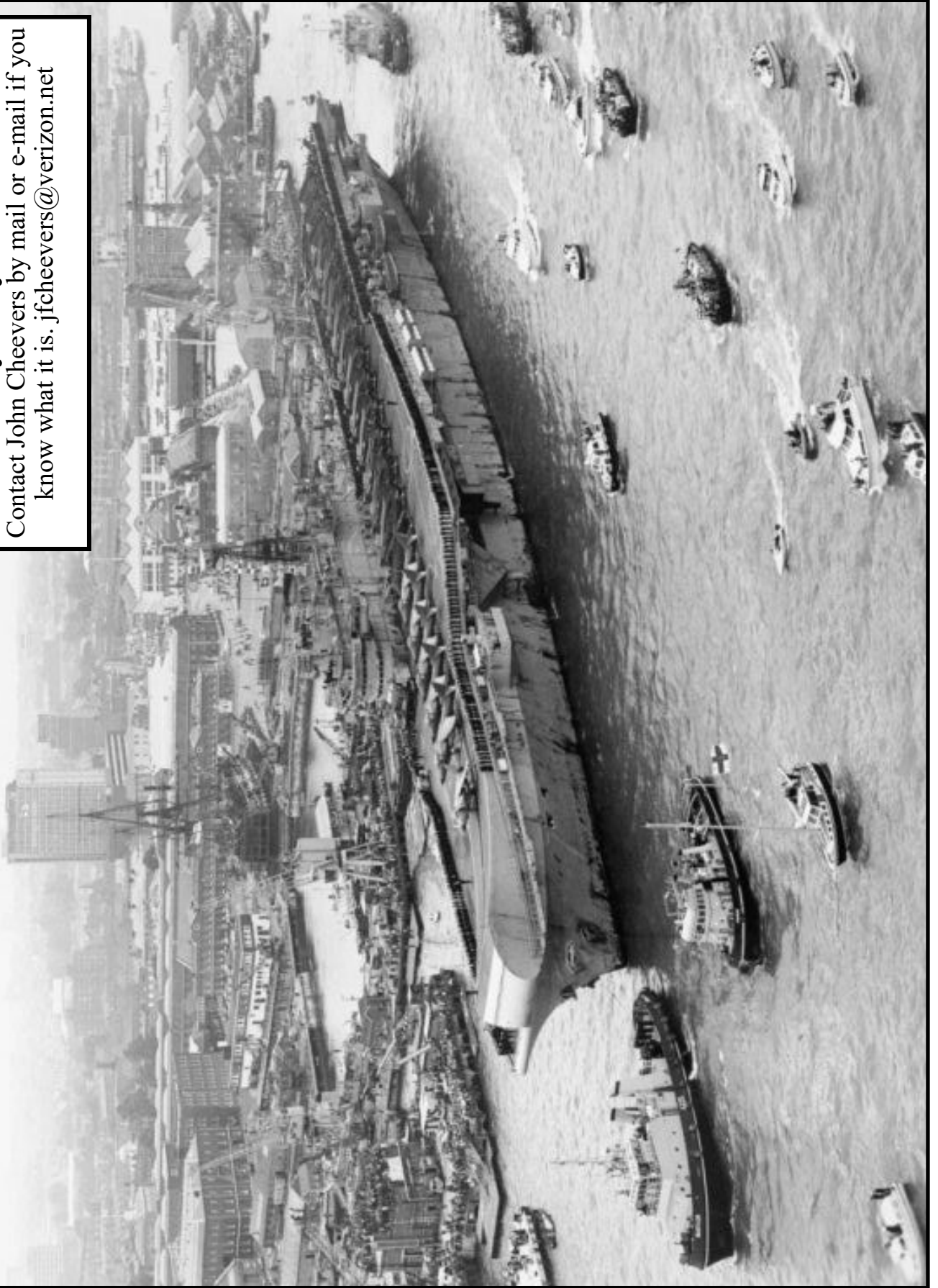
For the investigation of the cause of the death of the battleship Gangut, a special commission was established under the chairmanship of Rear Admiral R. R. Dicker. "During June 1897, the divers examined in detail the hull of the sunken battleship. A special hydrographic party performed the measurements, during which they discovered an unmarked rock on the map. In its upper part there were two sharp peaks, separated from the surface of the water on 6,6 and 7,1 m."

"After the end of the investigation from 26 to 28 in March 1898. The court agreed with the conclusion of the investigative commission that the damage to the battleship caused his death due to the confluence of a number of unfavorable circumstances, each of which individually did not pose a particular danger. The court noted the following design flaws: 1) overload; 2) failure to maintain watertight bulkheads above the residential deck; 3) placing the main pipe in the double bottom space, as a result of which damage to the bottom caused damage to both the pipe itself and the second bottom; 4) insufficient diameter of the pipes of the drainage system; 5) leaks of bulkheads, doors, hatches, grommets. At the trial, no one denied the conclusion of the investigative commission that no data had been found that "would raise doubts about the overall strength and reliability of the construction of the body of the battleship." The tragedy of Gangut caused brought increased attention to the issues of flooding. Gangut's loss forced Russian naval authorities to finally recognize and correct the causes of flooding due to issues regarding ship bulkheads.

If you are interested, an intrepid model maker fashioned a diorama of Gangut "wintering over". He was inspired by the photograph used in this month's Mystery Photo. The rendition looks complete and shows the ship tied to a quay and

## 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

# MINUTES



## NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Aboard a Nuclear Submarine, Gene Brger

## DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: A Compelling Impression, John Cheevers

## JANUARY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: Making Lines from Offset John Cheevers,

## FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: The Great Tea Clippers and their Legacy"  
Ron Lewis

## MARCH

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

## APRIL

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

## MAY

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

## JUNE

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

## JULY

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

## AUGUST

- 13 **HRSMS** Monthly Meeting:

## SEPTEMBER

- 10 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day  
Presentation: TBA

## OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: TBA  
13 US Navy birthday

Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
October 6, 2021

Guests:

Al Sutton  
Kevin Riprap  
Ralph Hinke  
John Jones, 3<sup>rd</sup> Meeting  
Joseph Fickland 2nd meeting

The Clerk was not in attendance to the October meeting. The October minutes were gleaned from the YouTube posting of the meeting. Corrections or additions will take place at the November meeting.

The meeting was called to order by the Skipper, Greg Harrington. Joseph Fickland was admitted to the HRSMS. There were no minutes for the September picnic. Ryland Craze gave the Purser's report.

Old Business: None.

New Business: The Skipper noted that there was a fund raising effort to re-deck the Battleship New Jersey. A motion was made and passed to donate \$100.00 to the re-decking fund. Gene Berger said that the Northeast Ship Model Conference was a nice affair and wanted to know if there was any interest in the HRSMS conducting an event either alone or in conjunction with the Washington Ship Model Society. Gene said that he would take the lead on that item. The Skipper said that he was also interested in a show at one of the local libraries. This led to much discussion that will be continued at a later date. Ryland Craze noted that Richmond IPMS show will take place on the last Saturday in February in 2022. Ron Lewis noted that Chuck Passaro is back in the cordage business at Syren Ship Model Company.

Show & Tell: Sean Maloon showed the progress on his brig Syren. Stewart Winn showed the progress on his longboat. Greg Harrington used a prop to show about spiling planks. Mort Stoll talked about additions to his Caldercraft *Victory*. John Proudly showed the progress on his Euromodel, 1765 HMS Ajax. Joseph Fickland showed his 1:700 scale *HMS Rodney*, 1:16 *Bounty* launch and the progress on his gunboat *Philadelphia*.

The meeting was adjourned to a presentation on the Northeast Ship Model Conference by, Ryland Craze.

**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

(Continued from page 6)



features several buildings not seen in the photograph. Search on-line for photos of this diorama.

John Cheevers