



Logbook!



Chesapeake

No. 445

WWW.HRSMS.ORG

July, 2023

From The Bridge



Meeting Notice

The meeting will take place
at 1000 hours

July 8, 2023



Captains Log 7.8.23

My name is Supreme Dude....and I have a ship model dependency!

I'm jonesin' for ship modeling and would like some guidance on how to manage it. I regularly attend a support group "Ship Modelers Anonymous," HRSMS for the rest of you. A fellowship of modeling enthusiasts who find it hard to resist the allure of building tiny boats. I share experiences, trade tips on how to confront the urge to start a new project, and perhaps even organize group therapy sessions in a nautical-themed setting. Gee...what a concept!

I tried to set boundaries for my ship modeling activities and designate docking restrictions to certain days or hours of the week as "modeling-free zones" to focus on other aspects of life. Sought the Oracle, to no avail.

Keeping a photographic diary of my ship modeling adventures helps. The Captain's Log also qualifies as a chronicle of my ups and downs, triumphs and challenges. It serves as a way to reflect on my craving while also providing a creative outlet for my thoughts and experiences. But at the end of the day, I still conjure a veil of dust and vapors of progress.

Once in a while, I model detox, put my ship models

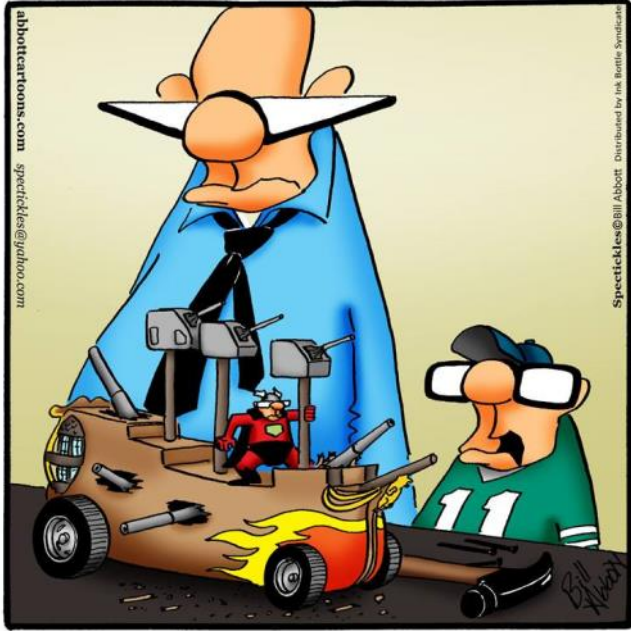
aside and engage in different activities that take me out of my comfort zone. Who knows, I might even discover a new passion or hobby that someday will broaden my horizons beyond the boatyard. Ha!

Finding humor in this situation provides a lighthearted perspective. When my modeling becomes a significant problem, I'm off to see the Wizard...! —SD

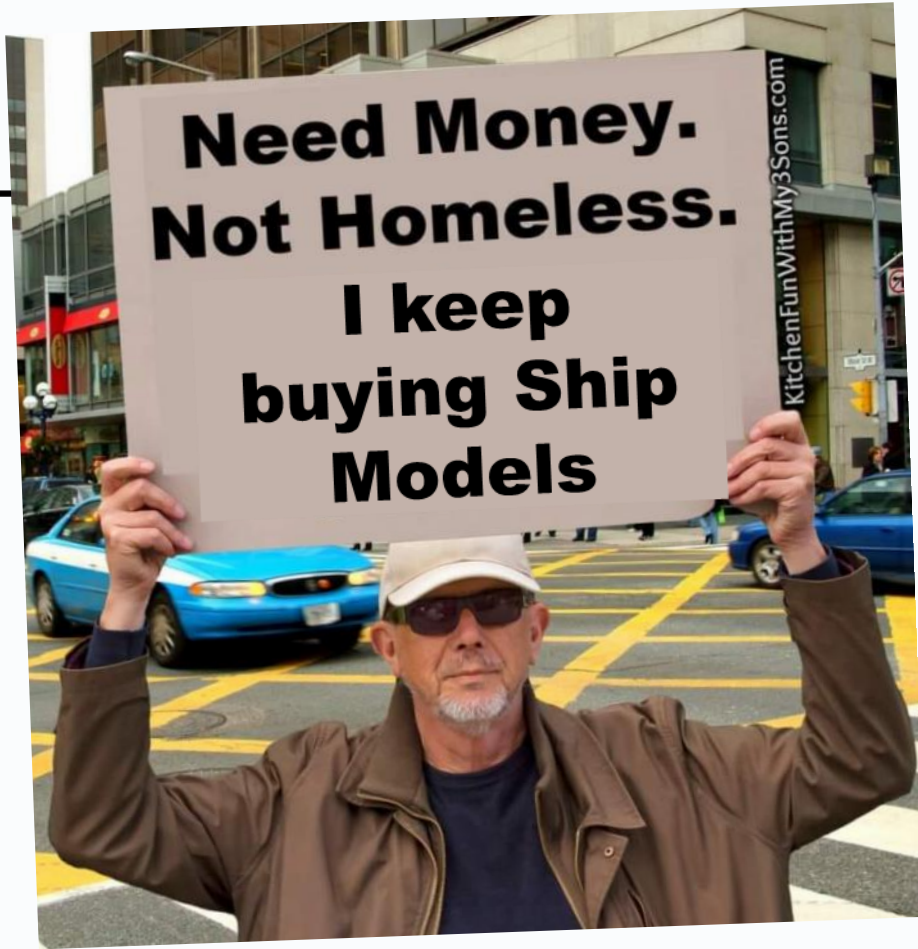


Naval Yard
"Can Olaf come out to pillage and plunder?"
Mar 1862

The Jape



“Your model was taking too long, so I figured I’d give you a hand.”



Ship Models are where you find them!
Its been well publicized that submariners eat good. I think we can see why now.

Minutes



Meeting minutes 6-10-23

The meeting was called to order at 10 AM by the skipper. There were 6 online attendees, 14 members and one visitor present at the Museum. Dan Clark was present for his second visit and Doug Fritz for his first visit online from Salt Lake City.



Purser's Report: Ryland Craze reported only routine activity since last meeting.



Webmaster's report: none.



Old Business: There was no old business discussed.



New Business: The question of an auction was brought up and after discussion it was decided to have a live auction in October of this year. Mort Stoll asked if anyone had a source for 1/72 figurines for his model of the HMS Victory and received several responses. Dan Clark asked if there were any members with experience in resin models and a short discussion ensued.

(see auction details later in the log.—Ed.)

Show and Tell:

Doug Morgan showed his destroyer model.



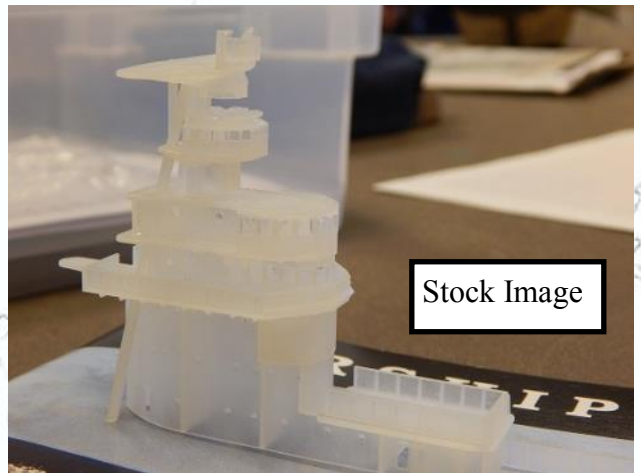
Doug Fritz showed his model of the HMS Cleopatra and several others he had built.

Tom Ruggiero showed many detail parts of his Titanic model and discussed a number of problems with the kit.

Sean Maloon showed progress on his Winchelsea model.



John Wyld showed 3D printed detail parts and discussed the progress of the technology.



Don Good showed a model of a longboat being scratchbuilt for the Mathews Maritime Museum.

Dan Clark showed a model of a NY Pilot Boat. Model Shipway's kit with resin hull.

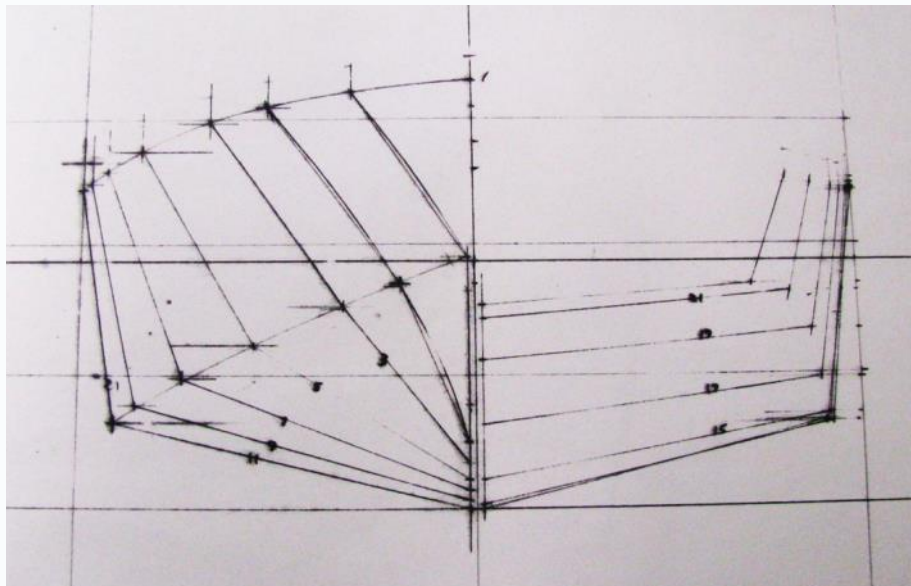
Presentation: John Cheevers gave a presentation on the carving of chine hulls.

Members are reminded that videos of full meetings are available on our website.

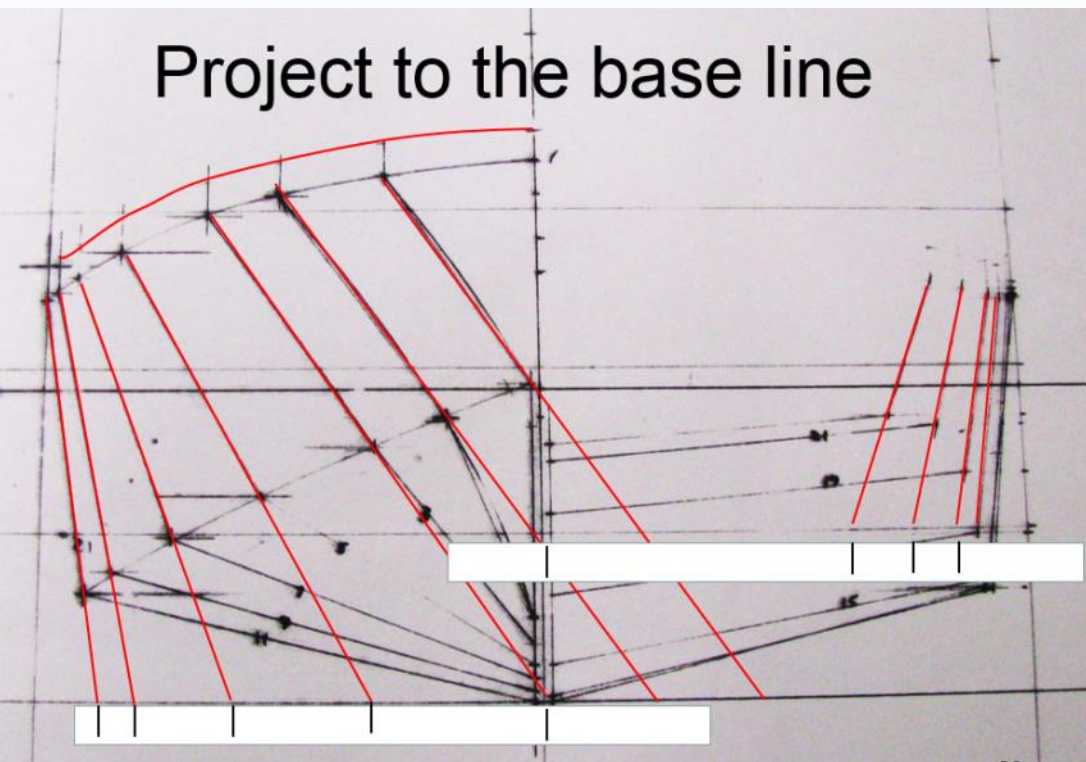
The meeting adjourned at 12:15.

Presentation (Part Deux— again!)

After a short break, **John Cheevers** detailed the method he uses to create a chine hull from a glued lift, or bread and butter, hull block. The process is unique in that you can dispense with making the frame templates by picking up half-widths and distances projected to reference planes to layout the chine line. The method ensures that the chine line is smooth and fair after the carving is complete. You can see the result in the photo below.

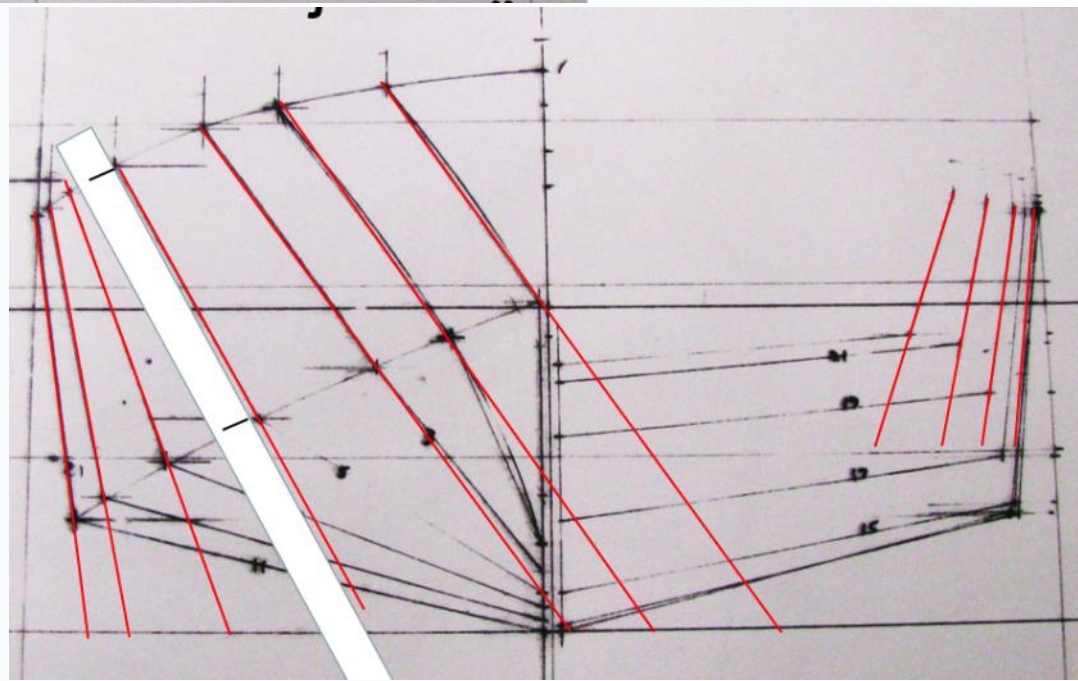


Project to the base line

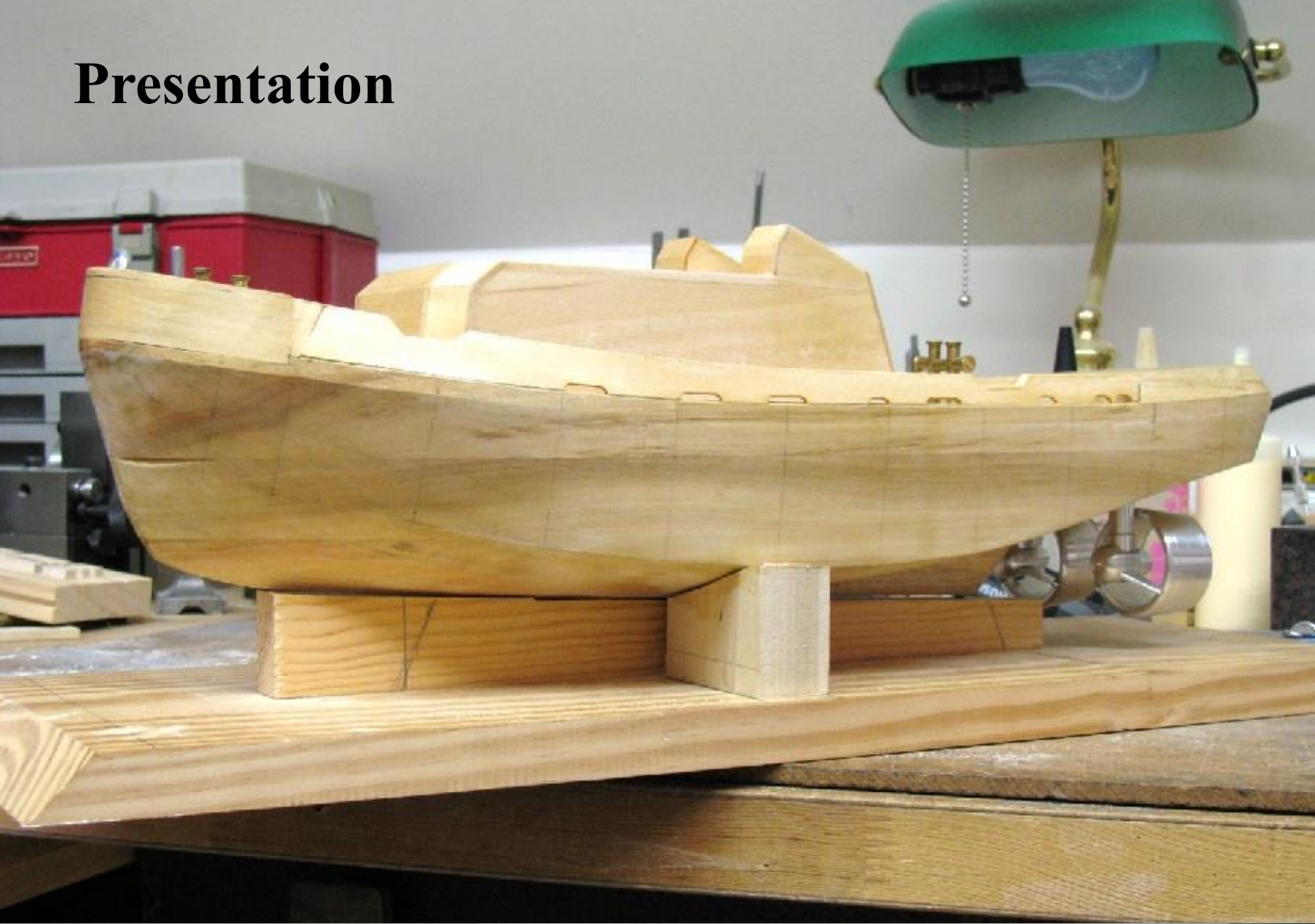


Project a straight lines (red) that extend from the upper chine intersection through the middle chine intersection to the base plane. Pick up those half widths. Use these to carve the upper chine surface.

Now pick up distances from the upper chine line to the middle chine line. Use these distances to draw the middle chine line onto the upper chine surface. Connect the dot to show the middle chine line. Now carve the lower chine surface.



Presentation

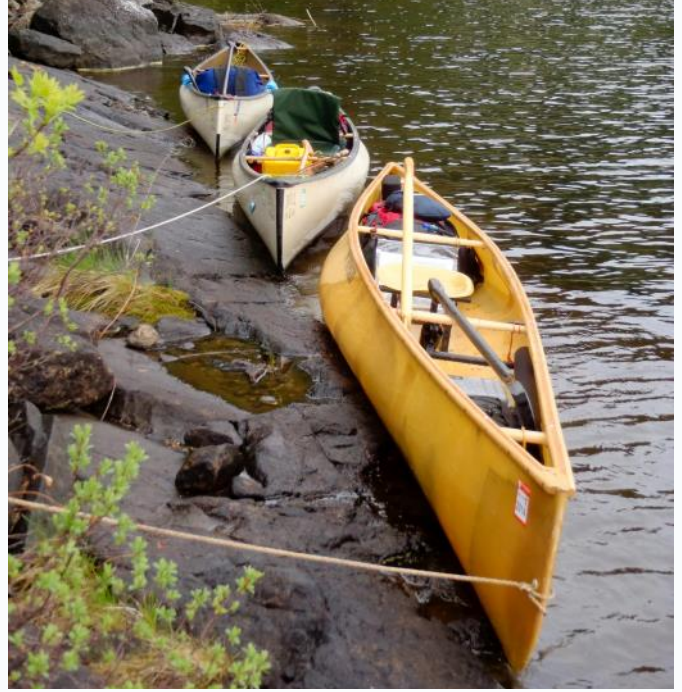


Scuttlebutt



Nautical term for July

Painter A line in the bow of any small boat or ship's boat to secure or to tow it. It came from *panter*, Old English for noose; thence from Old French, *pantierre*, snare; back to Greek, *pantheros*, catch; then to Sanskrit, *pankti*, a line. —Tim.



The Next Scene



an operation that is more common than you think. Please describe what is happening here. And if you are really good, tell me where this is.

What in the world? The scene for July shows



Letter to the Editor:

Re: Rabbett hole

Hi, John,

I haven't digested the latest Logbook, yet. But I thought I get back to you about one mystery you mention.

That's the "weird" and "orange/red bottom color." That color is vermilion. As it happens, it is a code. Many builder's models of the sort represented by the model of *Viktoria Luise* had their bottoms painted particular colors to indicate the principal material(s) used in the construction of the hull of the vessel. Vermilion was for steel. I have mentioned this in my book *Caring for Ship Models*. Here is the excerpt:

"Viewers may be puzzled by the bright reddish orange color on the bottom of this model. This is vermilion. It doesn't replicate any color normally found on yacht bottoms. But the color is not coincidental. Models built for some formal collections had their bottoms color-coded to communicate the material with which the vessel was principally constructed. For instance, in 1905, the New York Yacht Club specified that models of yachts built of wood should have natural wood or green-painted bottoms; that composite-built yachts should be depicted by cream- or gray-bottomed models; that iron or steel hulls should be

modeled with pink, vermilion, or crimson bottoms; and that models of yachts with bronze hulls should have gold- or bronze-painted bottoms."

The quote is from a New York Yacht Club Model Committee report from 1905.

Just thought you'd like to know.

Rob

Rob,

Certainly codification for the New York yacht club would help in handicapping boats for racing. However, the writing in your book goes a little farther with your remarks in parentheses where you state that "I suspect but cannot verify that many late-nineteenth and early twentieth century formal builders' models of powered vessels were similarly coded." The suspicion has validity as I often thought the same thing. In wandering about the Mariners' Museum's Hall of Steam, I see many (mostly European) vessels with varying bottom colors: anywhere from green, to cream, to vermilion, and as many shades of red as you like. Of course searching the Internet on this subject produces nothing of value in this regard. Perhaps the keepers of the flame know the answer. Thanks for the insight. - Ed.



When you think your
cruise ship is big and
somebody parks next
door

The Newport Scene



Just sit right back and you'll hear a tale, a tale of an uneventful trip, that started from an inland port aboard this tiny ship....I guess you all recognize the theme song to an American classic sitcom set somewhere in the tropics. Well, with a few clever word changes you have a nice introduction to The Scene. The image captures an aggressively overpowered outboard cruiser trolling along a waterway at dusk and headed away from lighted bridges and lighted structures on either side. I didn't really think anyone would recognize the location, but that doesn't really matter. What does matter is what the scene is capturing and what it means to you.

Here we have a boat driven by three Evinrude outboards providing 900 indicated horsepower, or at least there is 900 horsepower available if needed, headed home after a day on patrol. The waterway is devoid of any other traffic or boats. The water is smooth except for the waves being generated by the launch. It's a beautiful picture and I wish I could credit the photographer but the Facebook site where I found it is silent on the matter although it was posted August 20, 2022. Those of you who may have visited this place should recognize the iconic bridge that is nearest in the image. Those further in the background are of note and they all will be described later in this essay.



Back in May of this year I had occasion to visit my mother who lives in a suburb of Cincinnati, Ohio. Only this burb is in Kentucky. On a good evening, from her front porch, you can see the beautiful skyline of the city and identify the Carew Tower and the Great American Tower at Queen City Square. I mention Kentucky only to bring up the point that the Ohio River that separates

Kentucky from Ohio belongs to the Commonwealth of Kentucky. The State boundary "was the old low-water mark on the northern side of the river as it existed in 1792, when Kentucky was admitted to the Union." Today with the new dams raising the average river depth, that line is underwater and located some distance offshore on the Ohio side. As such, most safety related waterborne activities are conducted through agencies located in Kentucky.



March 31st + 9th 1862

While I was back home, my brother asked if I would like to see the boats he is involved with as a member of the Boone County Water Rescue (BCWR) team. I never turn down a chance to see a boat, so we went down to check them out. The “team consists of 41 dedicated volunteers who work in water rescue related activities.” They are a division of Boone County Emergency Management. “Since 1967, they have been one of the pioneers of water rescue and have developed, tested, and revised many of the techniques used by water rescue

and recovery teams today.” Their office is located in Burlington, Kentucky in Boone County, but their boats are kept at the Manhattan Harbour Marine located in Dayton, Kentucky in Campbell County. Dayton is just up river from

downtown Cincinnati and was the subject location of our October, 2022 scene, No 436.

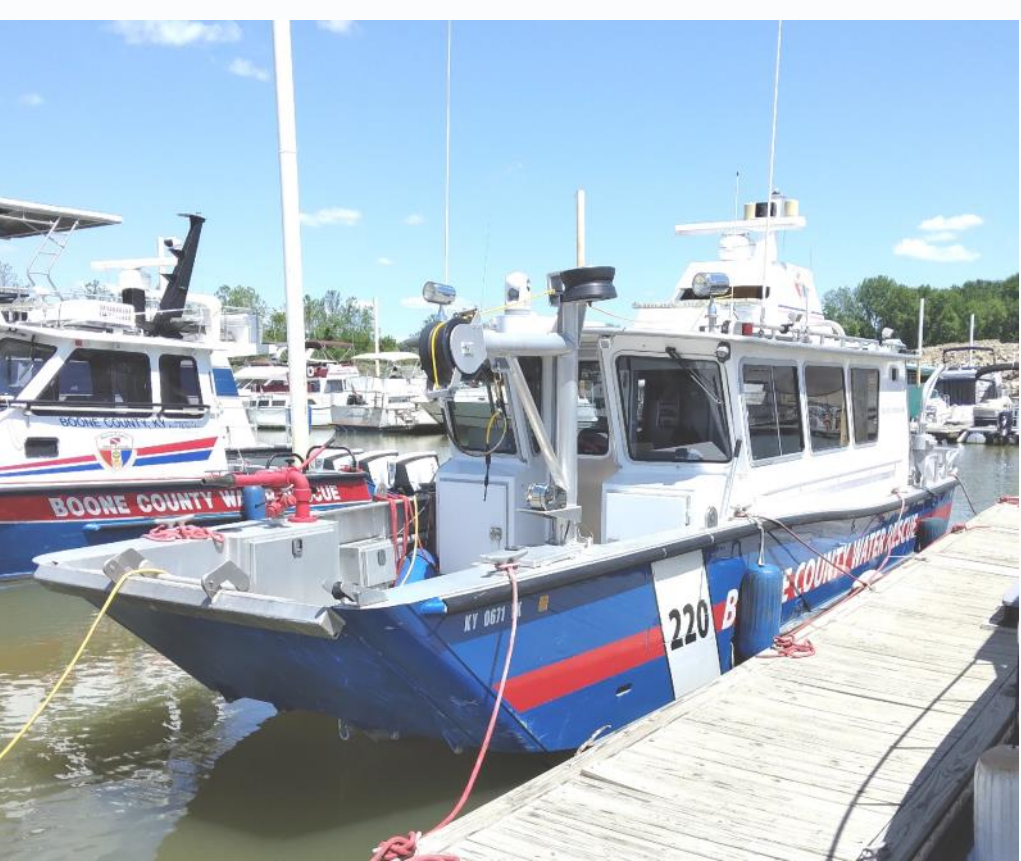
From their website we learn: “Since its origin, the foundation of the team has been based on its diving abilities. Countless hours are spent training new divers and sharpening the skills of accomplished ones. In addition to the general diver certification, each diver is trained under a public safety diver program and as a search and rescue diver. The team is funded by the fiscal courts of



Boone, Kenton, and Campbell County.”

“The team also has ice rescue capabilities. With certified dive and ice rescue instructors, basic ice rescue classes are taught in the winter months to fire departments, police departments, and other area rescue agencies.”





“Certified E M T’s were later added to give emergency pre-hospital care and provide medical and trauma services on water and land. All BCWR E M T’s are Kentucky certified and are crucial in maintaining a medically safe environment for divers during rescue, recovery, or training operations. During boat patrol, each boat has onboard an E M T who is trained and equipped to administer emergency medical treatment.”

“The most visible part of the team is the water rescue units. General purpose work and rescue boats are used for lakes and rivers. These boats are easily transported and can be disbursed throughout Northern Kentucky and beyond.” But the pride of the water rescue units are the boats dedicated to patrolling over 83 miles of the Ohio River and its navigable tributaries. Currently, the BCWR operates two such boats, no’s 219 and 220. Each is powered by three 300 horsepower outboards. But while one has the conventional “pointy” bow the other has a ramp that can be lowered “landing craft” style. The ramp allows them to better get things on board and operate their search equipment. In addition to radar, they have side scan sonar, underwater cameras, depth finding gear, diving gear, water monitors, recovery winches, and towing bitts. They are there to aid the mariner in distress and to provide recovery assistance when needed.

I can’t identify the maker of No 219 but it is a fairly common design. No. 220 is a Munson 36’ series with a 10 foot beam. It carries 300 gallons of fuel and can reach 51 mph in light ship condition. The hull is welded aluminum and is designed to be beached where the bow ramp facilitates loading and unloading.



Time for



Andalusian Summer

Ingredients:

- 45ml Tanqueray London Dry
- 20ml Chamomile Honey
- 20ml Fresh Orange Juice
- 15ml Lime Juice
- Soda to Top Up
- Orange Wheel

Method:

- Take highball, add 60ml Tanqueray London Dry, and all other ingredients until lime juice.
- Top up with ice, until ice peaks through the glass, stir and cool your drink down.
- Place your orange wedge against the glass for a clean garnish look.
- Add more ice and then top up ever so slightly with crisp soda.



- Place your orange wedge against the glass for a clean garnish look.
 - Add more ice and then top up ever so slightly with crisp soda.
- Dress with 2-3 dashes of bitters if you like!



The scene shows the stern of one of the boats on patrol as it heads up river between Cincinnati and Covington. Your sharp eyes should be able to pick out the Roebing Suspension Bridge.

This bridge was John A. Roebling's technology demonstrator and precursor to his more famous Brooklyn Bridge. It was built around the Civil War. Today it sees limited traffic due to age and a reduced vehicular weight limit. Behind it you can make out the structure of two other bridges which carry the bulk of traffic feeding Covington and I-75 south. The nearer of the 2 is the combination Clay Wade Bailey automobile bridge and C&O railway bridge. These side-by-side bridges share piers. Behind them is the double-deck, I-75 Brent Spence Bridge which has been in the news a lot lately due to stories surrounding the President's Infrastructure Bill (you can read up on that on your own

time). Needless to say they are well lit and provide a beautiful backdrop for the image. On the left behind the suspension bridge, tucked safely behind the flood wall, are the lighted buildings of The Towers of River Center. This is a mixed-use facility located in Covington, Kentucky which features office, residential, retail, and hotel space. To the right, just behind the suspension bridge pier tower are the lights illuminating Paycor Stadium, where the Bengals play football. The reflection of these amber lights plays well off the calm waters of the river.

I hope you enjoyed this scene and a brief glimpse into BCWR operations and what is available to keep you safe on the river. They will be on patrol this 4th of July.

Till next time...

Mess Call



Crab and Shrimp Seafood Bisque 🍷 😊

Ingredients:

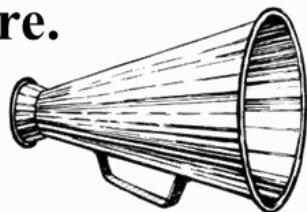
- 3 tablespoons butter
- 2 tablespoons chopped green onion
- 2 tablespoons chopped celery
- 3 tablespoons all-purpose flour
- 2 1/2 cups milk
- 1/2 teaspoon freshly ground black pepper
- 1 tablespoon tomato paste
- 1 cup heavy whipping cream
- 8 ounces crab meat
- 4 to 8 ounces small cooked shrimp or other seafood
- 2 tablespoons sherry wine



Directions:

- Melt the butter in a Dutch oven or large saucepan over medium-low heat; add the chopped green onion and celery. Sauté, stirring, until tender.
- Blend the flour into the butter and vegetables until well incorporated. Continue cooking, stirring, for about 2 minutes.
- Warm the milk in another saucepan over medium heat.
- Slowly stir in the warmed milk and continue cooking and stirring until thickened.
- Add the freshly ground black pepper, tomato paste, and heavy cream.
- If desired, puree the soup in a blender or food processor** at this point and then return it to the saucepan.
- Stir in the crab, shrimp, and the sherry. Bring to a simmer.
- Enjoy

D'ye hear, there.



The October 2023 Auction

Yes, you read that right! We will have a live auction in lieu-of a presentation at the October meeting, so start saving your allowance. Between now and then, I will highlight what we have on hand so you can determine your bid strategy. Items up for bid, and whatever comes in for sale that morning, will be available for inspection the day of the auction. I hope you are the successful bidder.



Due to the time nature of this event there will not be many lots for sale. It's unknown at this time whether we will control the auction with bidder paddles and our dedicated spreadsheet or just keep a running tab on a legal pad. Either way, I suggest you bring pencil and paper to keep track of your winning bids. My aim is to make this as painless as possible for me...

In addition to what you see here, there are containers of stuff that will be on offer...and maybe some books.

What we have so far:

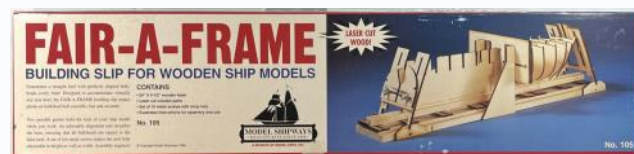
- Delta 9" band saw.
Very low mileage



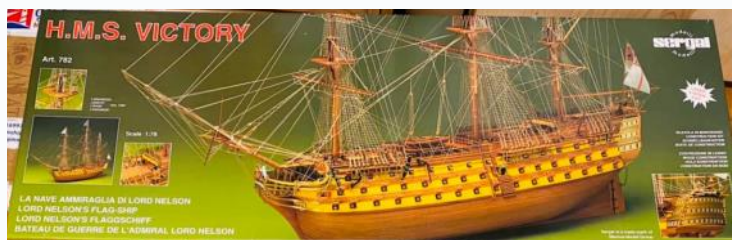
- Model Shipways kit—The Willie Bennett. looks complete, not started



- Model Shipways Fair-A-Frame



- Sergal kit of the HMS Victory. Looks complete, not started. Comes with all the Victory stuff that Henry has.



- Mantua plank bending machine



More on Auction...

- Box of X-acto handles



- Lot of 1/32, 1/16 and 1/8 aircraft plywood and other wood including a sizable lot of balsa



- Serving machine



- Flex magnifying light battery



- Microlux detail sander



- Magnifying swing arm desk task lamp



- Dsler-Rowney Artsphere Wooden Easel



- Wood bender



**The Philadelphia Ship Model Society in partnership
with the Battleship New Jersey Museum**

Onboard the battleship New Jersey

ModelCon5

August 5, 2023 - 10 A.M. to 3 P.M.



All ship modelers are invited to bring their models, finished - or in progress - to the one day event. Colleagues from our sister clubs on the Eastern Seaboard are warmly invited to attend.

All participants are permitted a free tour of the battleship. Because display space is limited, we'll need you to register by July 22 at our website:

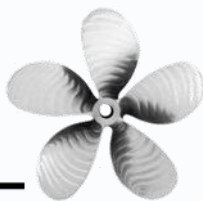
www.philadelphia_ship_model_society.com

Further information to be provided upon registration.

Other inquiries: ModelShip@yahoo.com

Let's all meet again for another successful, fun show!

What's Happening at The Museum



This is John Phillip Sousa's month! *SS John Philip Sousa* was a Liberty ship built in the United States during World War II and named after John Philip Sousa, an American composer and conductor of the late Romantic era known primarily for American military marches. He also was the inventor of the sousaphone. He died on March 6, 1932 in Reading, Pennsylvania and is buried in the Congressional Cemetery in Washington, D.C. Sousa was the leader of the U.S. Marine Band from 1880 until 1892. Named the "March King," he wrote 136 marches, including *The Stars and Stripes Forever*, the national march of the United States.

There. Now what's happening at the Museum? You probably have not entered the Museum through the huge, heavy Bronze Doors lately so you may not know that Conservation is doing a little work on them! First,



why are these unique works of famed sculptor Herbert Adams placed at the Business/Security entrance? Why not at the main visitors' entrance? Well, folks, until the fall of 1989 this was the main entrance! The addition of the 19,000 square foot Chesapeake Bay gallery

with its first-order lens (now the home of the largest maritime library in the western hemisphere) also provided a new up-to-date entrance portal. Eventually that addition added a cafeteria, gift shop and a grand concourse for future events. Something else you may not know; there are four bronze doors, two of which



are hidden from view but, as the ones you see will roll on a channel to completely enclose the entryway, the hidden doors will be revealed! And they were thus employed until it became a bit of a chore. They are, after all, pretty heavy! Archer Huntington, the Museum's founder, in 1932 (the year of Sousa's death) commis-

sioned Mr. Adams to design and sculpt the doors which Adams sculpted in clay, then had cast through a "lost wax" process in bronze by the Gorham Company of New York and were installed in June 1937. This was Mr. Huntington's last major cash gift to the Museum envisioned and created by him and his wife, the famous sculptress Anna Hyatt Huntington, along with others, notably Homer Ferguson, the then president of the Newport News Shipyard, owned by Huntington. Now, go out and take a look at this work of art, a major component of The Museum's collection!

By the way, a big "Thanks!" to all those who attended "Sips and Trips". It was a tremendous success and the profits, of course, go to the Museum's collections.

Ron

(And gleaned from the Museum's FaceBook page, we see Marimar tediously working to conserve one of the doors. - Ed)



The Deckplate



JANUARY 2024

14 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: Ron Lewis - Restoration Do's and Don't's

FEBRUARY 2023

11 HRSMS Monthly Meeting: Mariners' Museum
Election of officers
Presentation: Tim Wood - Photographing your model like a pro

MARCH 2023

11 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Wyld - Naval gunnery??
Battle of Hampton Roads weekend- 3/11.

April 2023

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 1

MAY 2023

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 2

JUNE 2023

10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Cheevers - carving the chine hull

JULY 2023

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: John Wyld - 3D Printing for Fun and Profit

AUGUST 2023

12 HRSMS Monthly meeting:
Presentation: Ryland - Review of Modelcon 2022

SEPTEMBER 2023

9 HRSMS Monthly Meeting: Picnic Newport News City Park
19 Talk like a Pirate Day
Presentation: Picnic

OCTOBER 2023

14 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Live Auction at the Museum

NOVEMBER 2023

11 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Ron Lewis - Crabtree

DECEMBER 2023

19 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407
1st Mate: Bob Moritz (804) 370-4082
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 565-9537
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 591-8955
Columists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
Photographer: Ron Lewis (757) 874-8219



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