



Logbook!

No. 446

WWW.HRSMS.ORG

August, 2023

From The Bridge



Meeting Notice

The meeting will take place
at 1000 hours

August 12, 2023



Captains Log 8.12.23

I have a garage, or more accurately “a two bay workshop” where I conduct my modeling. I have been accused of playing in the workshop. “Are you going to play in the garage today?” a refrain often heard as I slink off towards the garage door. My immediate go-to retort usually is, “I’m going to work now!”

Work? Play? Why is it called the workshop if it isn’t working? Shouldn’t it be specified the “play shop?” Au contraire! Building intricately detailed replica vessels is anything but play. I work hard at my hobby. And here it is, the identity duality of effort.

The primary intent of play is enjoyment, amusement, and recreation. Play is driven by curiosity, fun, and pleasure. Its purpose is often intrinsic, and people engage in play for its own sake, without necessarily seeking any external rewards or outcomes.

Work evokes a wide range of emotions, including satisfaction, stress, and responsibility. It generally follows a structured framework, with defined rules, pro-

ocols, and deadlines while also involving guidelines and procedures to achieve efficiency and productivity. Sound familiar?

Likewise, play is associated with positive emotions such as joy, relaxation, and happiness. It can serve as a form of stress relief and a way to unwind. I’m so harrowed!

Whether you are playing or working when you go into the workshop depends on the intent and purpose behind your activities. It's important to note that while work and play are distinct concepts, they are not mutually exclusive. In some situations, work can be enjoyable and feel like play, especially when individuals are passionate about their occupations.

Similarly, elements of play can be incorporated into the work environment to foster creativity, teamwork, and a positive atmosphere. Striking a balance between work and play is essential for maintaining overall well-being and productivity.

Do you have a workshop? Do you play in the garage?

I work hard at playing! —SD

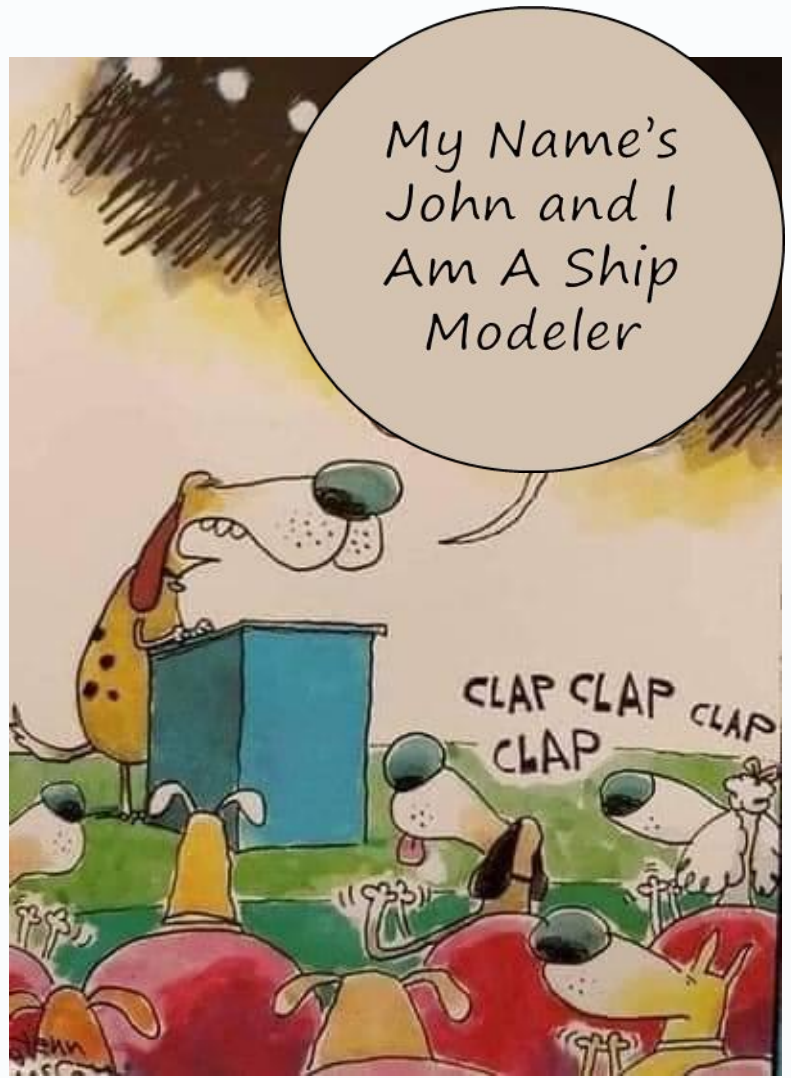
WORK **PLAY**



The Jape



A 10MB hard drive from the 1960s.



**IPMS JUDGE DISQUALIFIES
FRANKLIN D ROOSEVELT
ON HIS SHIP MODEL**

**Ship Models are where
you find them!**

Even the President of
the United States faces a
little undemocratic feed-
back from time to time.

Minutes



Meeting Minutes 7/8/2023

The meeting was called to order at 10 AM by the skipper. There were 21 members present, and 4 attending via Zoom. There was one guest, Michael Garafalo who has just moved to the area from New Jersey. This was his first meeting.



Purser's Report: Ryland Craze gave the purser's report, stating that we are still solvent with about \$4400 in the bank. He reported that four members who are delinquent with their dues were sent notices but have not responded. The axe may fall soon.



Webmaster's report: Greg Harrington gave the webmaster's report, which consisted of descriptions of minor changes to the website, and the inclusion of an obscene number of photographs of the Kendal C. Campbell.



Old Business: There was no old business discussed.



New Business: Under new business there were the following items (not necessarily in chronological order.)

- The skipper announced that Bob Moritz has withdrawn as first mate. Greg Harrington volunteered and was elected by acclamation to succeed him. Our past and future(?) skipper.
- Ryland announced that the Philadelphia ModelCon will be held aboard the USS New Jersey on August 5th this year. He encouraged participation and noted that the deadline is July 22nd for registration of models. It will be held entirely in the air-conditioned wardroom this year, so it will be

crowded and participants will be limited to two models each.

- Tim Wood gave Patrick Derby a kit of a Chinese junk as an encouragement for him to learn Chinese.
- Charles Landrum announced that the IPMS national conference for 2025 will be held in the Hampton Roads Convention Center. The show will begin on August 6, 2025, and last several days. He encouraged participation and attendance by our members.
- The skipper showed pictures of a completed model of a destroyer escort (actually a PGM, whatever that is) which is available (free) to go to a good home.
- Ron Lewis announced that he had received a request for a completed model of a PT boat. The potential client wants it to be authentic in every detail, and is willing to pay a pretty penny to a volunteer who will build it for him. If interested, contact Ron.
- Don Good discussed the use of YouTube and Model Ship World videos to help modelers just getting started with the hobby. It was pointed out that there is something for everyone in those videos, not just beginners, as things are always changing.
- Tom Ruggiero discussed an upcoming session for NRG members only on 7/15/23.



Show and Tell: Next page....

Presentation: John Wyld gave the major presentation on the use of 3D printing to produce detailed small parts. He provided an excellent introduction to the topic, explaining both the advantages and disadvantages of the technique. The major advantage is the ability to produce exquisite detail unobtainable by traditional methods, and the major disadvantage is the cost in time and money to learn to use the technique. He recommended that the modeler review the offerings of the various vendors of 3D printed products before embarking on this particular voyage. After the presentation a lengthy discussion ensued. (Review, later in the Log—Ed.)

The meeting adjourned at 12:30.

Show and Tell:

- Sean Maloon showed progress on his model of the Winchelsea.
- John Cheevers discussed the use of paper to show hull plating, and demonstrated its use on his pilot boat model. He showed the results of using a no. 2 pencil to simulate deck caulking. Kevin Ritton commented that he had used a Sharpie pen to do the same thing on his Skipjack model, and this stimulated some conversation.
- Mike Pelland showed progress on his Skipjack model, and showed a Brigii hand vacuum cleaner from Amazon. He asked for opinions on how to bend wood, which resulted in a number of suggestions from steaming in a microwave to using a lady's hair curler.



- Charles Landrum showed his partly finished model of the USS Chimo, a twin-screw single-turreted monitor built in South Boston in 1864 for use in the shallow waters of the Confederacy. He discussed the major design and construction problems with the original ship, which resulted in only 8 of the authorized 14 being built, none of which ever saw action.
- Greg Harrington showed time-lapse videos of the construction of his new free-standing workshop. One could have mistaken them for Keystone Cops movies!



Show and Tell:

- Gene Berger showed the use of an endoscope camera for taking pictures of his model of the Olympia, including heretofore unseen pictures of the interior. He also showed pictures of his newly-recruited crew, who are still awaiting uniforms.
- Marty Gromovsky showed progress on his kit of HMS Warspite.



Endoscopic view of Gene's first crewman assigned to his Olympia. He obviously looks displeased to be TAD to a tuna boat.

Unfortunately, no images of Zoom items are available. —Ed.

- John Proudly showed and discussed his Wickes class WWI destroyer via Zoom.
- Mort Stoll showed and discussed figures he has obtained for his HMS Victory, also via Zoom.



Not show and tell but mentioned under new business is Pat Derby's Chinese junk kit. Pat, who is forever frustrated with Italian kit directions and language translation, was given a new challenge by brother Tim. It is a Chinese kit that he found on the web-based shopping site Temu. For a paltry sum you receive a laser cut model with IKEA-like plans. The plan illustrations are great but the written instruction is in Mandarin.

祝你好運 (Zhù nǐ hǎoyùn) (Good luck), Pat!



Presentation Review

After a short break, **John Wyld** spoke to us about the trials and tribulations of learning how to 3D model and print detailed parts for ship models. If you heard nothing else during his talk, I hope you came away with these two points: 1) The up-from-the-ooze printing technique provides better quality parts than the string-trimmer method of 3D printing. And 2) that the 3D modeling tools either leave out important steps in using the CAD applications or assume that these steps are already learned by having already used the programs—certain steps in the application sequence are usually not noted in the tutorial. (I think this is a systemic problem with using modern computer applications—Ed.)

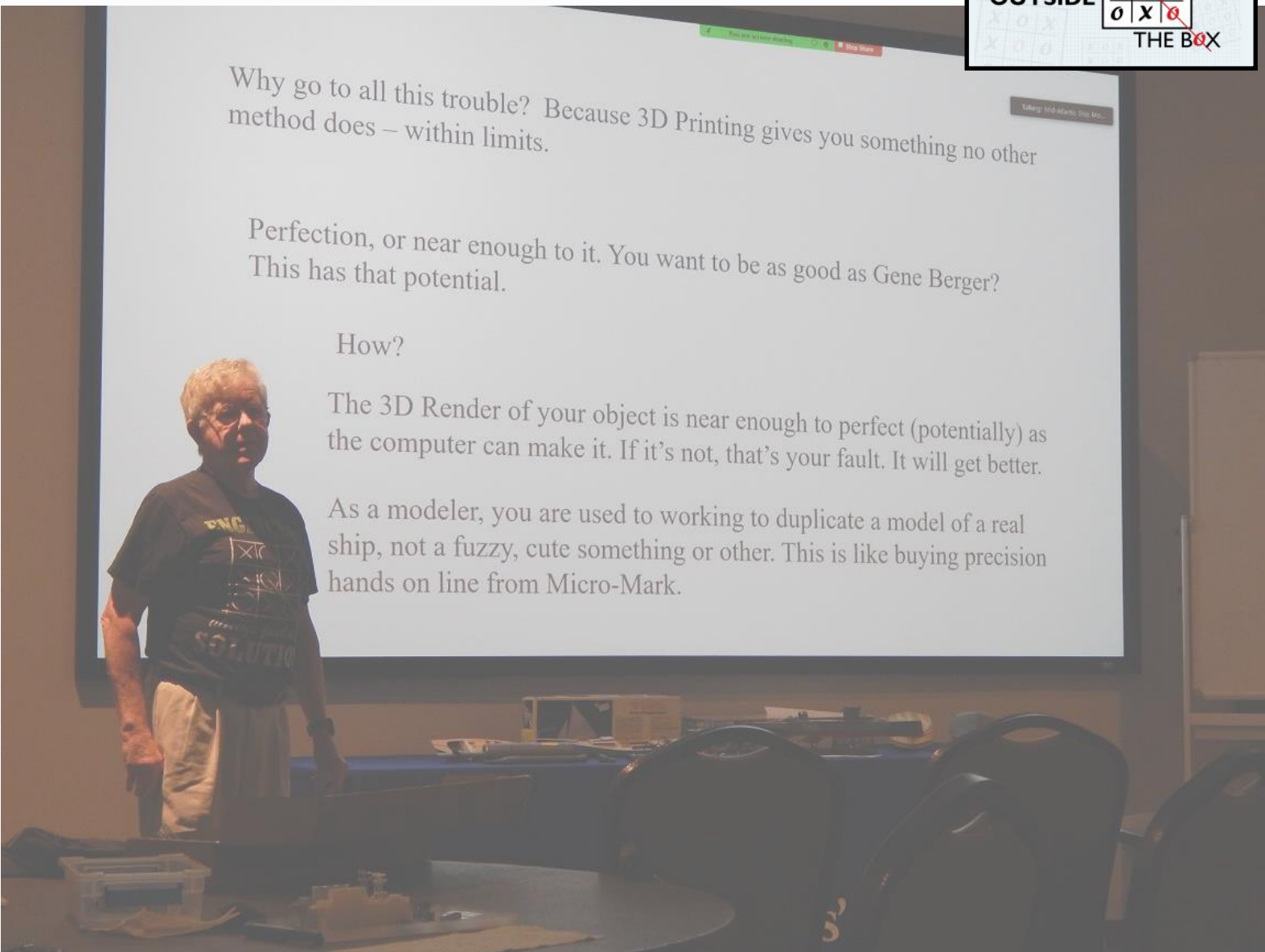
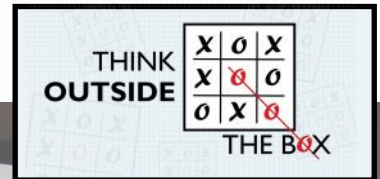
As for the printers, the two types that John spoke of are fused deposition modeling (FDM) and stereolithography (SLA). There are other acronyms for both types

that get into finite differences in technique, material, and use, but these generic types satisfy our needs for this review. The SLA is the type John prefers as he gets a better, ready to paint finished surface.

Another point that he made was that he treated this effort as a problem to solve, and he worked at it until he had his ah-hah, eureka moment. That was when the whole process came into his focus and he was able to begin printing parts that satisfied his quality requirement. He also said that this really ain't cheap (although costs continue to decline), but it sure is fun and rewarding.

He accepted the challenge—Ed.

(You can't see it, but his T-shirt defines his out-of-the-box approach to problems.)



Why go to all this trouble? Because 3D Printing gives you something no other method does – within limits.

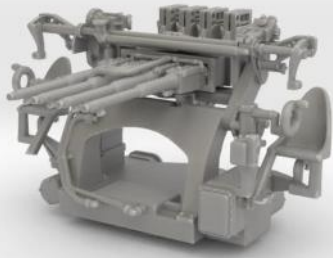
Perfection, or near enough to it. You want to be as good as Gene Berger? This has that potential.

How?

The 3D Render of your object is near enough to perfect (potentially) as the computer can make it. If it's not, that's your fault. It will get better.

As a modeler, you are used to working to duplicate a model of a real ship, not a fuzzy, cute something or other. This is like buying precision hands on line from Micro-Mark.

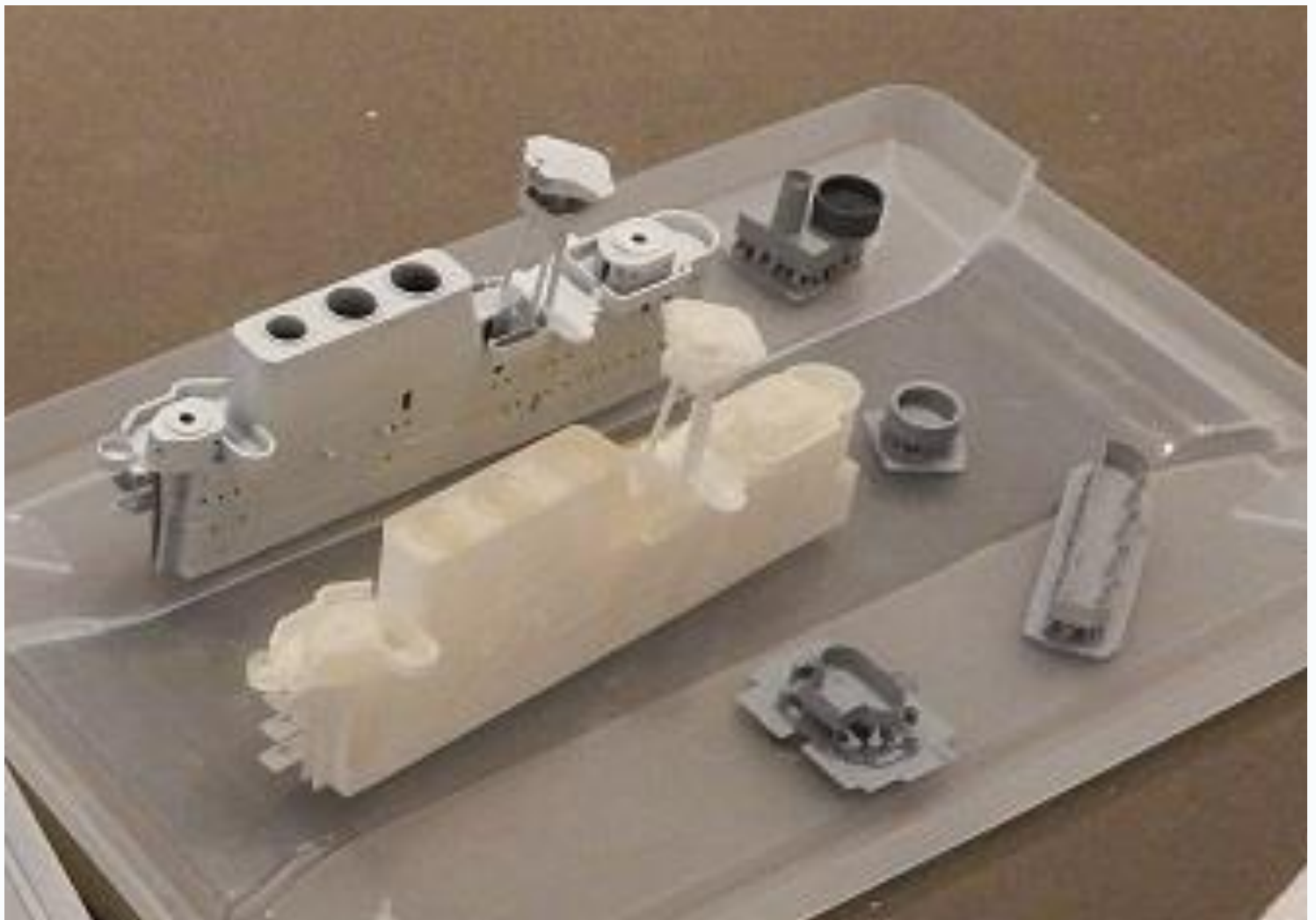
Presentation



1.1" 75 cal. Quad machine gun mount in 1:48 scale.



3" 50 cal. deck gun in 1:48 scale. Oh the possibilities



Scuttlebutt



Nautical term for August

Magazine The special hold, existing earlier in virtually all ocean-going ships, and now in naval vessels, in which ammunition is stowed. The direct derivation is Old French, *magazin*, storehouse or storeroom, which appears to come from Arabic *makbazin*, storehouse. —Tim.



Weapons magazine aboard USS Theodore Roosevelt in 2003

The Next Scene



What in the world? The scene for August

shows an operation that is very common today. But back when this image was made, it took a special event to get these folks employed. Please describe what you see and what it means.



The Newport Scene

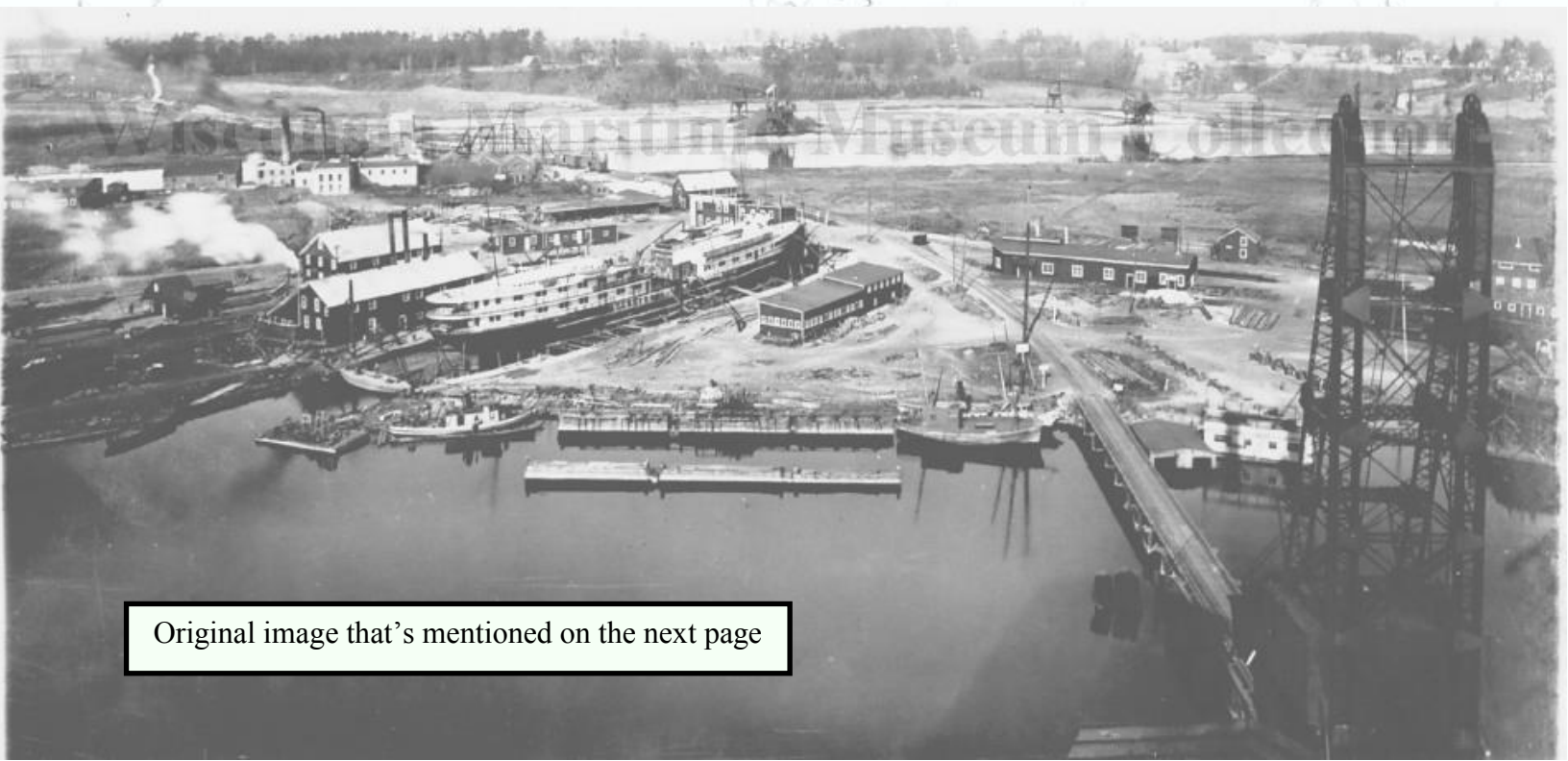


I find it interesting how a plan to write a story one way can take an unexpected turn to the left and become something else entirely. When I selected this image for the scene, I planned to write about ship jumbolization—something rarely practiced anymore where a ship is cut in two and a new section is added or a new fore body is constructed to make the vessel larger or longer. It's an interesting shipbuilding evolution and I was involved in several during my time at the shipyard. Lengthening and enlarging, what I initially thought would be the theme of our scene, isn't all that's captured in this photograph, as I found out. So, this is one of those stories that took a left turn.

The scene is old. It shows a passenger steamer of some sort resting in a graving or dry dock in two pieces. The buildings that make up the physical plant around the dock are all wooden framed structures. A brick and mortar factory complex with a smoke stack occupies the land just beyond. There is water near and far and a rail line with a bridge runs through the scene—it seems to bend around the head of the dry dock. In the near water we see sections of a floating dry dock, it has been sunk presumably to accept a waiting vessel that is just out of frame. A small tugboat built in the "Great Lakes" style is close by. The dry dock caisson is in place and the jux-

taposition of it and the stiff leg derrick crane's mast and boom can trick the eye into thinking that a sloop is there instead. The dock is pumped dry. On the far side of the back water is flat, open land with a cantilever gantry hovering over a pile of rock or coal or something. The shoreline there appears to be bulkheaded. Higher land and trees are in the background. For the ghoulish among you, you might be surprised will learn what the wooded area and the flat open land just before the trees is the Evergreen Cemetery.

So, is there enough information to identify the vessel or the location? Also, can we really determine what is happening with this vessel? There were no real responses to the scene but there were a couple of 'I wonders'. One person wondered if the location was someplace in Alaska, while the other person wondered if it was someplace in Washington State. And if we already know the name of the cemetery, the answer to the location question has to be—yes! I will tell you that the image came our way via a Facebook (FB) site named the 'Association for Great Lakes Maritime History.' If you go on FB and stay away from the BS you can plug into some wonderful and interesting groups—and they don't put you in jail under Trumped up charges. Anyway, the group posted this photograph with this caption: "...the steamer Puritan being lengthened at the Manitowoc Ship Building Co. (Manitowoc Dry Dock Co.) in Manitowoc, Wis., circa 1907 (Image Source: University of Wisconsin Madison Digital Collection – State of Wisconsin Collection)." There, you have it. The nice thing about this scene is that it provides several avenues to explore.



Original image that's mentioned on the next page

We'll begin with the vessel.



Wikipedia provides this: “Launched in 1901, the steamer Puritan was built in Toledo, Ohio by the Craig Shipbuilding Co. for the Holland & Chicago Transportation. Originally to be christened the Ottawa, the 244-foot vessel (LOA) was sold before its launch.” I find it interesting that the stated length above is 244-feet while the listing for Puritan in the Shipbuilding History website (look under AMSHIP Toledo and find hull #82) states a length of 259-feet. Then you have the wikiwand entry that provides an initial length of 233-feet at launch but mentions a lengthening of 26-feet to the stated 259-feet in 1908. It seems that these stats are about as clear, and in as close agreement, as any group of reference material you find. Perhaps the 233 and 259 figures refer to the length between perpendiculars (LPP) and not LOA. If so, then the data are correct but misleading and not complete. I think it is safe to assume that the ship was lengthened to 259-feet (LPP) around 1907 to 1908 and that the data somewhat falls in line with the caption accompanying our photograph.

To add more confusion to this, the same image as our scene can be found in the Elliott Collection at the Wisconsin Maritime Museum, Manitowoc digital library. The image, p951744, dated 1908-1915, provides this caption: “Birdseye view of vessel (possibly the Indiana after cutting apart for lengthening in 1915) in graving dock at Manitowoc Shipbuilding & Dry Dock Company. Note the small two story cubical building which later housed the white house lunch room is already in place just to the left of the Soo Line swing bridge. Circa 1908-1915.” (Note: I was not able to find any data supporting the lengthening of Indiana although the vessel, order number 100471, was built at the Burger Boat Company which was sold in 1902 to become the Manitowoc Shipbuilding Company, the yard

you see in The Scene.)

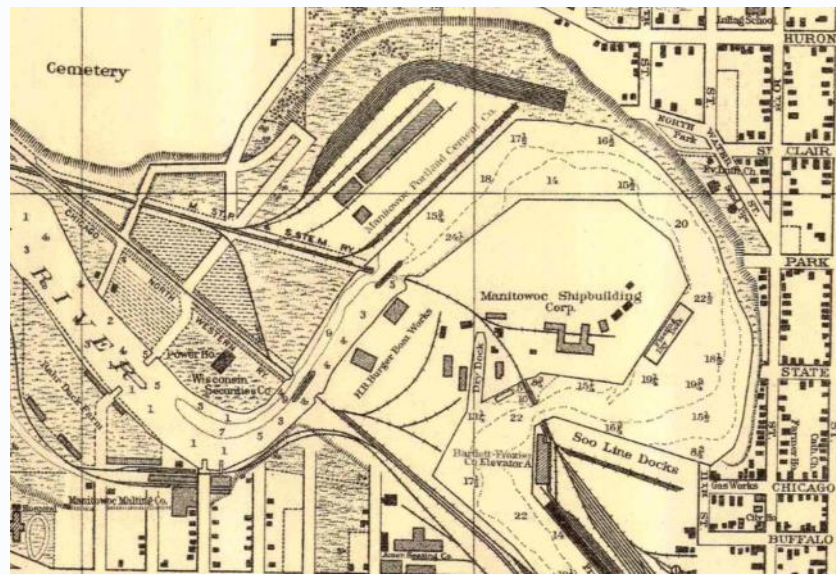
But! If you keep digging into the Museum's files, you can find an expanded view of the same image (not cropped?) located in the Carus Collection. (The Carus Collection contains about 2670 images captured by Captain Edward Carus between the 1870s and 1930s.) This image, P82-37-10-68 (or p8076140 if you save a copy), provides this caption: “Black and white photograph of passenger steamer Puritan. Overhead starboard stern view of the vessel in dry dock at the Manitowoc Dry Dock Company in 1906. Smaller vessels are seen at dock along the banks of the river and two bridges are shown.” And written in cursive at the top of the print is “S.S. Puritan in dock 1906.” Clearly there was more to the Scene than we thought.

We move to the surrounding area.

I'm inclined to believe that the Carus photograph is the source of the cropped image we used for The Scene. The larger image provides more detail of the shipyard going to the right as well as another Soo Line railway bridge crossing the nearer body of water. Both bodies of water are the Manitowoc River as it loops around out of the frame. This new bridge that is mentioned is the first of three to cross the river at that location. The last bridge, affectionately(?) named the jack-knife bridge was removed in 2011 when that right-of-way was abandoned and removed. The swing bridge in the distance is also removed. The ground the shipyard occupies and which the rail line covers, from there to the loop in the river out of frame, is called Shipbuilder's Point by the locals. It was originally known as Lueps Island.



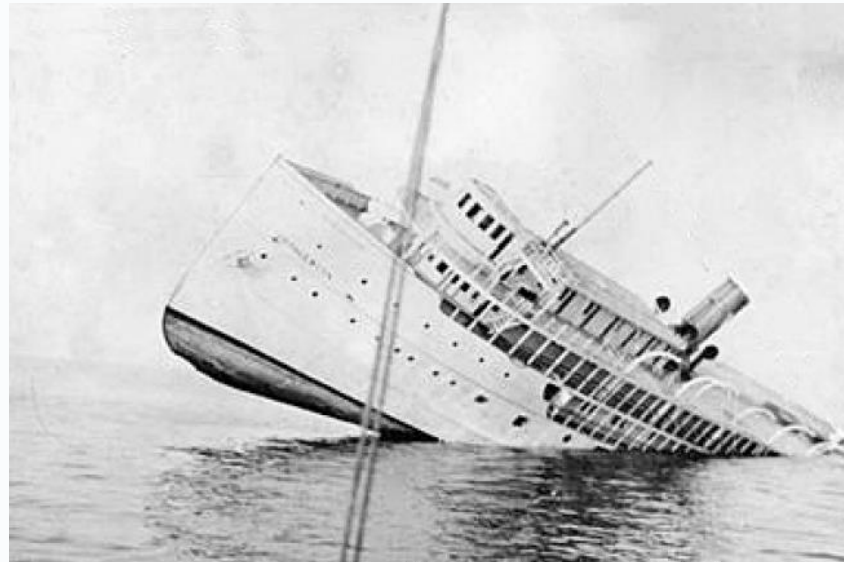
The point of land is one of those frustrating peninsulas created by the meanderings of rivers as they carve their way through terrain and change course. But, luckily for the locals it proved to be a prime location to build ships. From the humble beginnings we see in the scene, dated 1906, to its demise in 1968 the facility produced some 439 vessels of all types. In addition to passenger steamers and tugs and barges and floats and scows and such, the yard built a large number of “Laker” cargo ships for the U.S. Shipping Board in support of World War One. But their most famous contribution, however, came during World War Two when the yard built 28 submarines for the U.S. Navy. Ironically, as stated previously, the ship in our scene was not one of those builds.



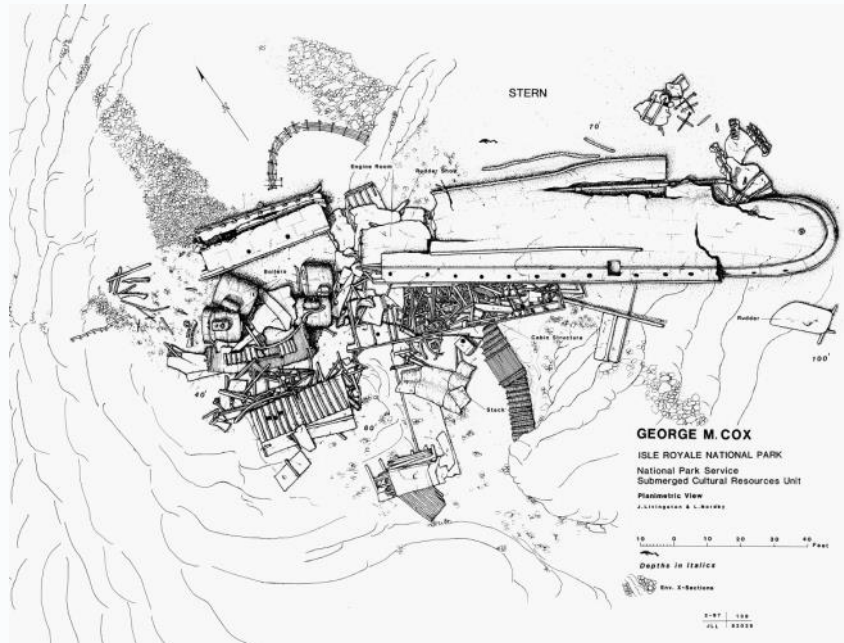
Today all traces of the Manitowoc shipyard are gone. What replaces it are factories called Broadwind Heavy Industries and Broadwind Towers, two companies with additional facilities in Abilene, Texas.



Grain Elevator A



The astute among you will note that the image was made from a great height. So where was the photographer located when he captured this image? If we look at a map of the area, a nautical chart from 1930 in this case, we see that across the water from the dry dock and next to the railway bridge a rectangular structure with the note “Bartlett-Frazier Co. Elevator A.” is featured. This is a grain elevator and this is where the photographer set up his camera to capture Puritan’s lengthening in 1906. A caption accompanying a 1943 aerial of the peninsula says that the grain elevator was “built in 1896 by the Great Northern Grain Company.” The image, replete with submarines under construction and a whaleback freighter in for repairs shows a beehive of wartime activity. And, of course, by this time the graving dock had been filled in and the land repurposed by the shipyard. Sometime after this image was made, the grain tower was removed as well.





I suspect their name provides a big clue as to what they fabricate. Also on the peninsula is KoneCranes, a Finnish company which might be in competition with Heinz's old firm.

lighthouse and on the surrounding rocks. The ship was not salvageable and remained on the rocks until it was broken up in an October storm." It sank and now sits in 10 to 100 feet of water and is a popular dive site. In 1984 the wreck was placed on the National Register of Historic Places.

So we have the location mapped out. What happened to Puritan? From another website we learn that "The ship was designed for the overnight passenger service. The first owners, the Holland and Chicago Transportation Co., intended to name the vessel Ottawa. Before hull 82 was completed, the Holland and Chicago Co. was bought by the Graham and Morton Transportation Co. The new owners named the vessel Puritan and launched the ship on the afternoon of May 1, 1901 (Detroit Free Press, May 2, 1901)." They operated the vessel until she was taken into Government service in 1918 during

Old Images are important in that they contain huge amounts of information if you are ready to mine for it. These frozen moments in time allow us to go back and study areas and things that may no longer exist and to uncover long lost facts. Please get out your magnifiers and endeavor to join in these treks to uncover, or discover, the past.

Till next time...

World War One and commissioned USS Puritan (SP 2222). Following her decommissioning in 1919 she was sold to the Chicago, Racine & Milwaukee Line of Milwaukee, Wisconsin. From 1923 to 1933 she was sold to various owners. The last owner, Isle Royale Transportation of Chicago, bought her in 1933 and after an "elegant refitting" renamed her George M. Cox. "On her first cruise with a contingent of special guests, she struck the shoals near the Rock of Ages Light in fog." All on board "were rescued and spent the night in the crowded



American Naval History The Civil War

1863

April 7: First attack on Charleston. Nine ships, the New Ironsides, monitors Catskill, Keokuk, Montauk, Nahant, Nantucket, Passaic, Patapsco and Weehawken. Within 50 minutes, the Catskill is hit 20 times, the Passaic 35, the Nahant 36, the Patapsco 47, the Nantucket 51, the Weehawken 53 and the Keokuk, which sinks the next morning 90. Charleston can not be captured by ships alone.

April 9 - October 28: Cruise of the Georgia. The Georgia takes nine prizes on a cruise to the Cape of Good Hope. Upon return to Europe she is sold.

End of part 4 of 1863 of the Civil War.



Time for



PEACH WHISKEY ICED TEA

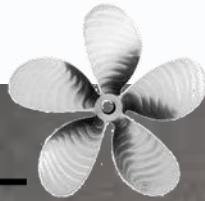
A Peach Whiskey Iced Tea would hit the spot at the end of a hot day!
Here's how to make Peach Whiskey Iced Tea:
Steep 5 bags of your favorite Black Ice Tea in 3 cups Hot Water.
Let steep for 5 minutes, and remove tea bags.
Add 8 cups Ice, and 1 cup Cold Water.
In a blender or food processor puree:
1 2/3 cup Diced Peaches
1/4 cup Sugar
Juice of 1 Lemon.
Puree until smooth. Pulp can be strained out if desired.
Pour Pureed Peaches into Iced Tea.
Stir until well combined.



Taste tea and add additional Sugar to taste.

To Assemble Peach Whiskey Iced Tea fill glass 3/4 full of Ice. Pour 1/2 - 1 shot of your favorite Whiskey over ice. Fill with Peach Iced Tea, and stir till combined.
Garnish glasses with a fresh sliced peach, and enjoy! Cheers!

What's Happening at The Museum



No article this month but... We lost Tony Bennett recently. He gave his painting of the clash of ironclads to the Museum back in 2004. It's on display now in the old Explorer gallery. I encourage all to have a look and please refer to the Museum's website frequently to stay up to date.—
Ron



Mess Call



Coctel de Camarones

Ingredients:

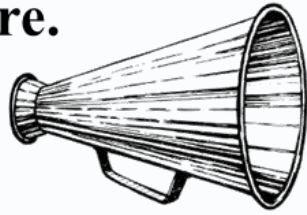
- 1 medium white onion
- 6 large cloves garlic, coarsely chopped
- 2 tablespoons salt, plus more to taste
- 1 tablespoon freshly ground black pepper
- 1 pound large shrimp (16-20 count), peeled, deveined and tails removed except for 6 to go on top as garnish
- $\frac{3}{4}$ cup ketchup
- $\frac{3}{4}$ cup clam juice
- 2 to 3 tablespoons lime juice (or to taste)
- Mexican hot sauce, to taste
- $\frac{1}{2}$ small jicama, peeled and diced (about 1 cup)
- $\frac{1}{2}$ large English cucumber, diced (about 1 cup)
- 2 medium avocados, peeled, pitted and chopped
- 1 cup chopped cilantro, loosely packed
- lime wedges, for serving
- cilantro sprigs, for serving

Directions:

- Cut onion in half. Dice half and cut the other half into large chunks. Place diced onion in a sieve and run under cold running water; drain.
- Fill a saucepan with water. Add onion chunks, garlic cloves, 2 tablespoons salt and black pepper. Bring to a boil. Add shrimp, turn off heat and let sit 1 minute or until shrimp are pink and cooked through. Drain and let shrimp cool. Discard onion and garlic.
- Combine ketchup, clam juice, lime juice and hot sauce.
- In another bowl, combine cooled shrimp, diced onion, jicama, cucumber, avocado and cilantro.
- Pour dressing over shrimp and vegetable combination, toss to coat.
- Serve in large, wide-rimmed glasses with a shrimp on top. Garnish with a lime wedge and cilantro springs.



D'ye hear, there.



Auction Update:

Big ticket items are arriving for the October auction. In the interest of time and location for the event, I'd like to limit the auction to only "big ticket" items published in the Logbook and a few things I have on hand that need no description. What that means to you is you have from now until I publish the September Logbook to know what we have on auction. That way it gets on these pag-

- Storage container with rigging line. The colored boxes have line from Model Shipways, Amati and stuff



es for all to see and evaluate. **DO NOT BRING UNLISTED THINGS IN THE DAY OF THE AUCTION AND EXPECT TO HAVE THEM SOLD.** If you want to sell something, notify me in advance (an email, description, and photo are sufficient) to have it listed here.

New items for review:

- Note: The serving machine listed last month has damaged handles. You can fix.
- Jarmac model table saw.



What are big ticket items?

They are Tools, Tool Sets, Large Fixtures, Machinery, Model Kits, Unique Bundles of Supplies, Task Lights, Rare Books, etc. If you have it and want it sold at auction, contact me to have it listed.



More on the Auction... This time “kits!”

- Yacht America. From George Livingston, older kit , solid hull, appears complete.



- Rattlesnake. Current Mamoli kit, appears complete and in very good condition, retail price \$250. Donated by Jeanne Willoz-Egnor of the Museum in appreciation for ship models we have given to the Museum.



- Flying Cloud. Vintage 1941 model, solid hull, probably not complete, several sheets of actual blue prints. Nice challenge for a semi-scratch build. Fields estate. Large.



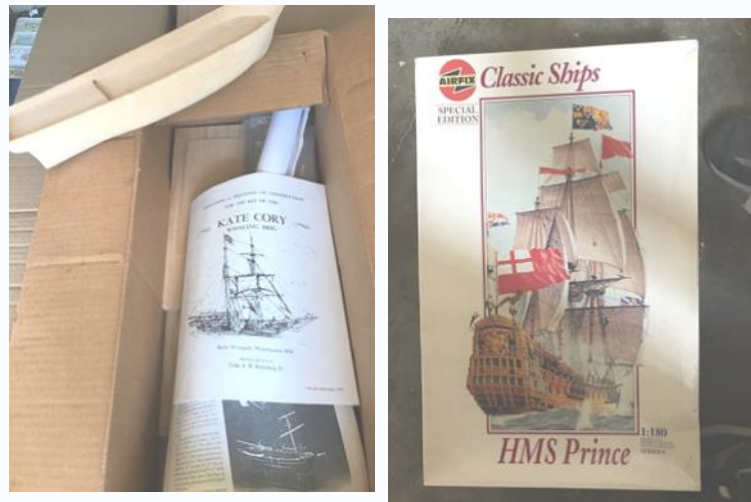
- Seguin. All wood tug kit, recycled from previous auction. Appears complete and in very good condition. Can be adapted for RC. Large.



- Hellen RC. North Sea trawler recycled from previous auction . Fiberglass hull for RC, but may be finished as a static model. No mechanical or electric components. Large.



- Kate Cory Whaling Brig. From Fields estate, solid hull, Model Shipways 1991, looks complete.



- HMS Prince. Also from George Livingston, PLASTIC model, age and condition unknown. Good as a present for a young modeler.

....See next page for more

- Folonari box. Large selection of small pieces of wood. Some appear desirable. From estate of Joseph Fields.



- Printing Press. Nice kit from Fields estate, looks complete, nice if you're into this sort of thing.



- Two or three boxes of tools, parts, and materials from various sources.

Following is a copy of the email I received from Michelle Dill, who donated all the material that belonged to her father, Dr. Joseph Fields. I think it should be printed in the Logbook. (I saw two of Dr. Fields' models, and they are of true museum quality.)

"I am reaching out to you in reference to a donation of ship modeling items that I had inherited from my father.

My father, Dr. Joseph Fields and my mother Irma, were longtime residents of Queens Lake [Williamsburg]. Along with his busy medical practice he had several hobbies to include building grandfather clocks, historian on the signers of the Declaration of Independence, and expert on George & Martha Washington, author, and was an avid ship model enthusiast. Growing up, our home was filled with many of his magnificent models as well as many historical nautical items. Since his passing several years ago, I have had a variety of ship model building supplies that may be of interest to your ship model club members. They include a wide variety of tiny parts as well as two unbuilt kits. One being the Kate Cory Whaling Brig and the other is a Flying Cloud in the box from 1941.

I know my father would have liked this to go to a place where it can be used and for others to enjoy.

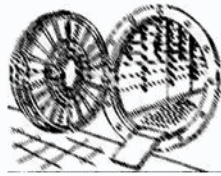
Thank you for continuing such a beautiful craft that we are so fortunate to enjoy!

Best Regards,

Michelle Dill"

Time Capsule

From the Vault



Washington Ship Model Society

1981 - Tri Societies Workshop
at Windmill Point, Maryland

Washington, Hampton, Richmond

Do you recognize this Man?



There was a time in the time long ago when there were three Ship Model Societies in Virginia. And they got together one weekend a year for a ship model stag. Actually, we called it a weekend workshop since we are educated and civilized. Things invariably happen at these events. And this photograph is evidence that confirms one of the stories that has been passed down as club lore.

It would seem that back in 1981 the Tri-Society Workshop was held at the old resort at Windmill Point, Virginia (not in Maryland as suggested by the placard in the upper right of this page). So this young (ish) fellow shows up with a partially built ship model. The model was being built using the Harold Hahn method to produce the Dockyard style plank-on-frame scale representation. My memory tells me that the model was of the *Bounty*, but don't hold me to that.

The interesting thing about this model and the modeler is that it arrived unassembled in a suitcase. It seems the man traveled a lot for business and took his hobby with him. Can you imagine getting this through airline security today? TSA would ask, "what is this yellow substance in this squeeze bottle?", "why do you have this little scalpel, and what is this clear liquid?"

Anyway, the story has evolved and is now told of the man who traveled around with a briefcase full of ribs, even though it was really a suitcase.

Can anyone identify that young (ish) fellow holding the keel? How about any of the others and what stories do we hold over them?

Til next time...

Delivery Complete

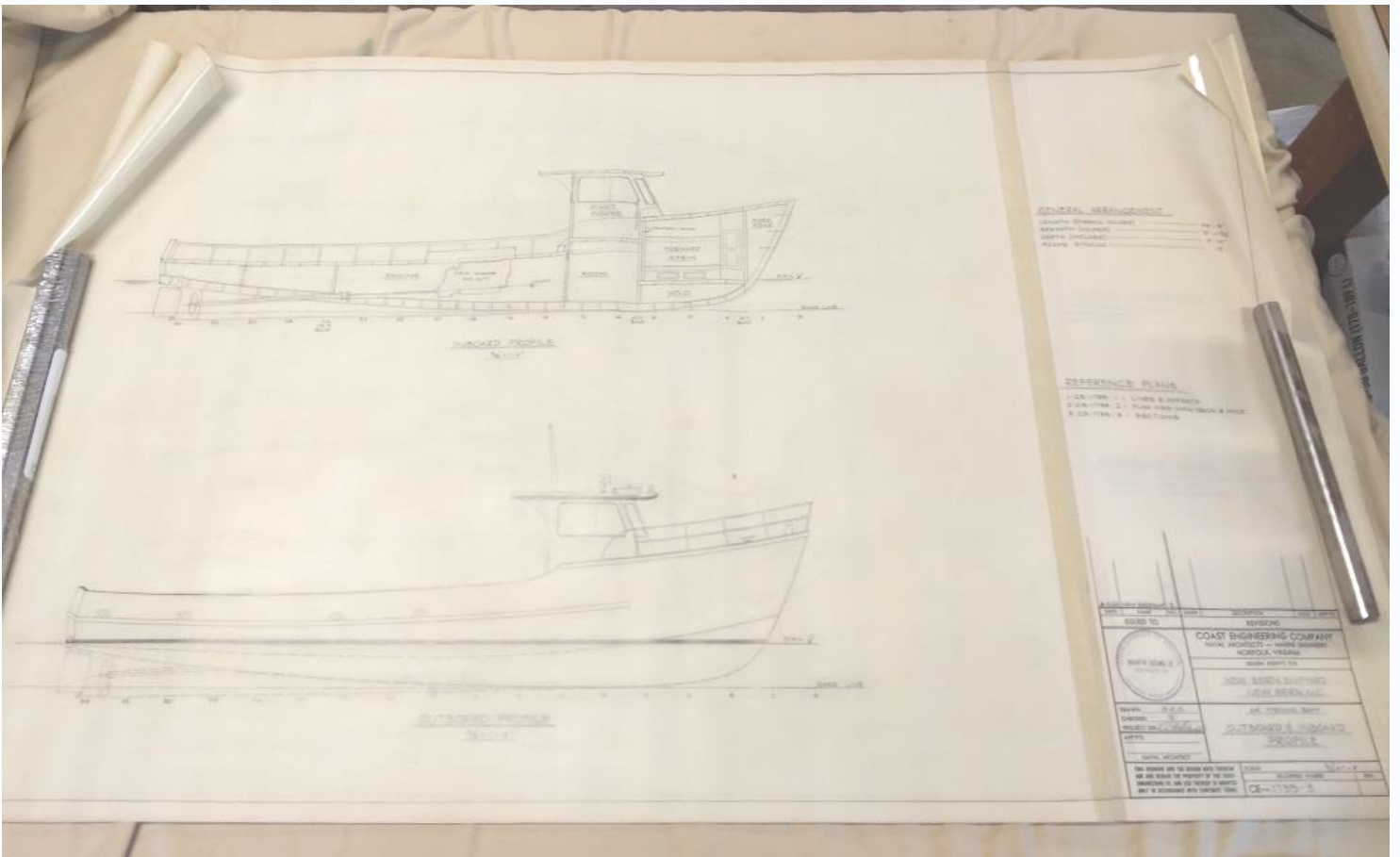
Boy it's great to be retired.

Several weeks ago, on a Wednesday, me and a certified Nagrivator drove down to Beaufort, North Carolina to deliver the balance of the ship arrangement plans that the HRSMS was gifted by the man from Isle of Wight. The bag consisted of many arrangements featuring ships that operate in North Carolina waters, primarily in and around the Albemarle Sound. The recipient of these drawings was the North Carolina Maritime Museum, and they were received by David Bennett, the Curator Of Maritime History. In all about 100 plans found a forever home—an example is shown below.

We had a nice visit, made an excellent new connection with someone deeply interested in model making and nautical history, and we toured a very fine museum.

Following a nice lunch at a waterfront eatery, Tim, the Nagrivator, and I started for home and were treated to a legendary North Carolina thunderstorm along the way.

To learn more about this fine museum, Google [//ncmaritimemuseumbeaufort.com](http://ncmaritimemuseumbeaufort.com) to study their facility and its offerings.—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



Visit us at our webpage:

WWW.HRSMS.ORG. You'll be glad you did!