

No. 447

WWW.HRSMS.ORG

September, 2023

From
The
Bridge



Meeting Notice

The meeting will take place
at ~~1000~~ hours **11:00 AM**
September 9, 2023



~~Eugenio's~~ Log 9.2.23

"I came to the conclusion that the Carrillo La Historia would never be smoked." That was the muse of the Skipper before his ship made a hard turn to starboard taking he and his crew away from their planned destination. Such is the risks taken during hurricane season in the western North Atlantic from Summer thru Fall. The unexpected change in course provided the requisite sea days for relaxed lounging and contemplative thought.

Late Summer is that reflective, complete time, as we race toward the Autumnal Equinox, where we should ponder that next model project or the next step in the current one, and plan a path toward beginning or completion. Soon the weather will chase us indoors and we need to be ready with actions to occupy our time. If you need a sign to help you along the path of indecision, look to your right and ask yourself, "What is my next big thing?" Don't rush the process; an answer will come. So slow down while you ponder and enjoy more of the finer things in life, good food, good drink, and for heaven's sake, good modeling !

That is the way its supposed to work. It was expected that the Skipper would return home filled with island tales of wonder and model making visions of enlightenment. Instead he returned, accompanied by a rosy complexion and a frog in the throat, with no musings for the officers and crew. But by weird cosmic happenstance he returned to learn that the pirate's high-priest of music and island culture had entered Valhalla.—Ed



ARRGH!

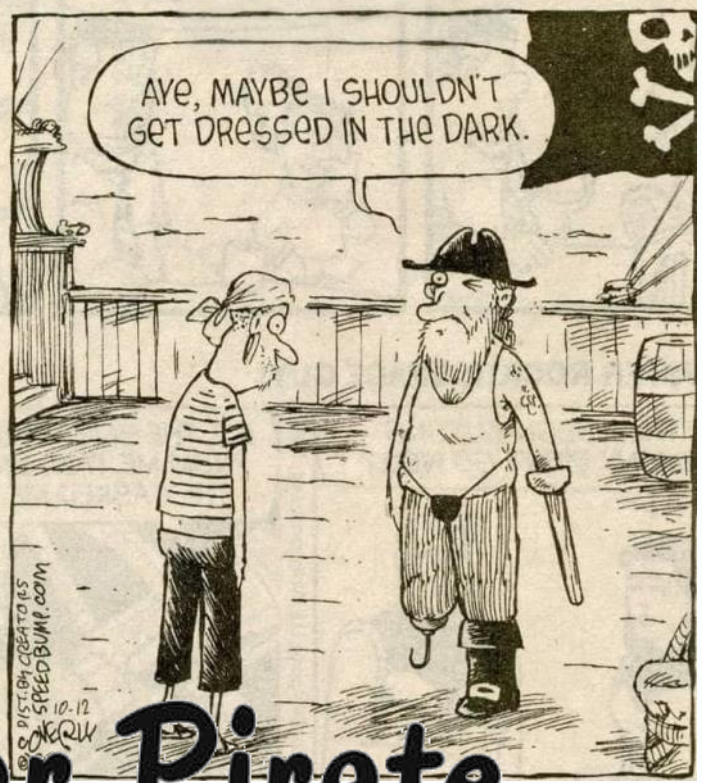
The Jape



"Shark? No, got it caught trying to fix the blender for banana daiquiris."

SPEED BUMP

DAVE COVERLY



Grammar Pirate



Minutes



MEETING MINUTES 8/12/23

The meeting was called to order at 10:05 by the skipper, who introduced a guest, Dave Miles, who brought in his great-grandfather's model of a sloop. The rigging had been damaged and he was seeking someone who could repair it for him.



Purser's Report: Ryland Craze gave the purser's report, which showed a month-end balance of about \$4524. He noted that three members had been dropped for non-payment of dues.



Webmaster's report: Greg Harrington gave a web-master's report describing minor problems with the Zoom account, which have been remedied. He also mentioned our Instagram and Facebook accounts, and that by procrastinating the renewal of our MS Office license he had saved about 40% on the fee.



Old Business: Ryland discussed the picnic next month on Saturday the 9th of September, and passed out sign-up sheets. He also discussed the 2-day Admiralty model workshop to be held in Annapolis, and recommended it highly. Unfortunately, registration is closed and there is a waiting list to attend. Contact Ryland for more info.

John Cheevers presented the collection of miscellaneous parts and tools available for members on a *gratis* basis, but asked for a voluntary contribution to be used for the picnic. He discussed the October auction, and asked that only items submitted to him before the auction be brought in. A description of the item and a picture if appropriate should be sent to him in time to be included in the October Logbook.

New Business: Ron Lewis asked everyone to wear their HRSMS shirts to the picnic so he can get a group photo.

Mike Pelland suggested we have a model show aboard the *Wisconsin* or at the Museum. He will follow up with the *Wisconsin*.

Tim Wood asked that we authorize the purchase of a new 3-jaw chuck for the lathe in the model booth. It was moved, seconded, and passed.

Don Good said that he needed speakers for a small group of model makers who meet on the second Thursday of each month at 10 AM in Deltaville. When asked if participation could be by Zoom, he said he would find out and let us know.

Greg Harrington asked for volunteers to participate in a craft show in Portsmouth at the Naval Museum on September 23rd from 11 to 3.

John Cheevers made a special presentation to skipper Gene of a small telescope in the hopes that it would help him navigate our organization into the future.

Tom Ruggiero asked for contribution of articles for the NRG newsletter.



Show and Tell: Next page....



Presentation: Ryland Craze showed pictures of the various models at the ModelCon 5 held last week on the *USS New Jersey* by the Philadelphia Ship Model Society.

The meeting adjourned at 12:15 to a barn-raising event at Greg's new workshop.



Show and Tell:

- John Cheevers showed his model of a pilot boat which after 30 years has received its final carving and plating layout.



- Patrick Derby showed the instruction for his Chinese Junk which were only in Mandarin.



- Mort Stoll showed the use of figurines on his *HMS Victory* and thanked Gene for encouraging him to add them. He said they really bring the model to life. (We agree; beautiful job.) *Via ZOOM, no image available—Ed.*

- Tom Ruggiero showed his progress on the *Titanic*. *Via ZOOM, However, see images in the presentation review—Ed.*

- Joe Lorenzo showed the detail on the bowsprit of his current model and the beginning of rigging. *Via ZOOM, no image available—Ed.*

- Gene Berger showed pictures of this work on the *Olympia's* rigging, and specifically the construction of red acrylic lanterns in the rigging. *No images available. We will wait for the photo collage presentation—Ed.*

- Greg Harrington showed pictures of the progress of construction of his new shop. *See image later in the Log—Ed.*



Presentation Review

After a short break, Ryland Craze gave a presentation reviewing the models he saw at the 2023 New Jersey Model Con 5 sponsored by the Philadelphia Ship Model Society and the Battleship New Jersey Museum.

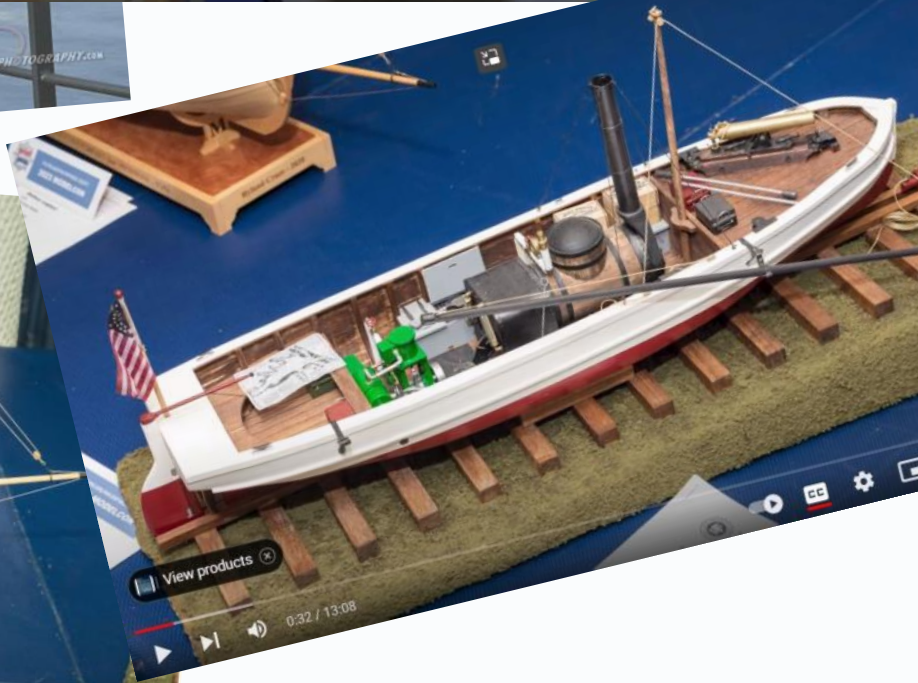
The event this year was held inside in the ward room to avoid the windy conditions experienced on the fantail last year. And you get air conditioning. Several HRSMS members made the journey to attend and exhibit

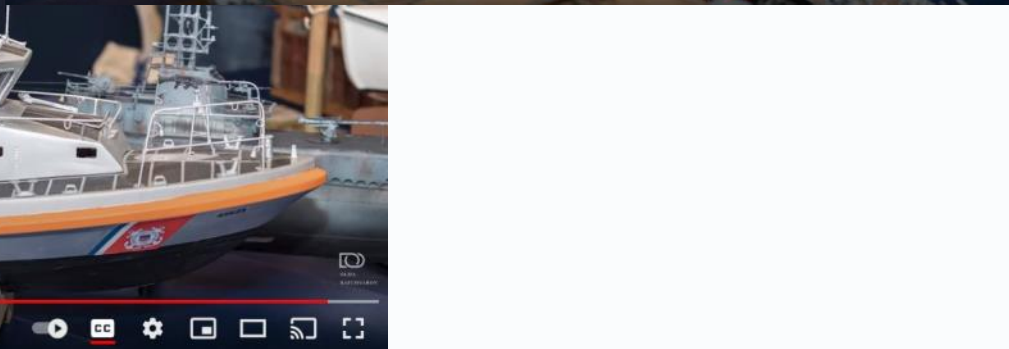
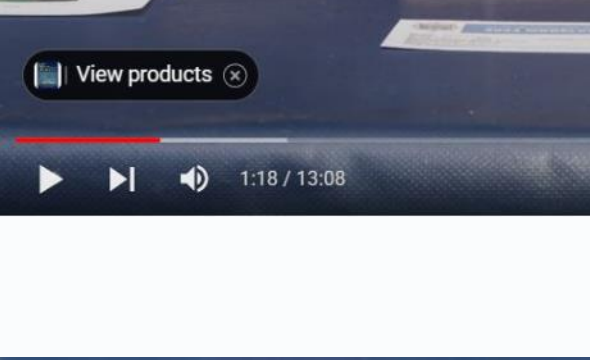
their models, two of which are shown below: Ryland's Medway longboat and Kevin's picket boat. The following page shows several of the other models on exhibit including Tom Ruggiero's Titanic.

Ryland's presentation included his own photographs but what you see here are images gleaned from a video found online produced by Olha Batchvarov. You have probably seen her work before.

Everyone had fun and I encourage you to attend the next one—Ed.

P.S., - While you're gawking at the models, give a wave to the waves.





Aye...We be havin' a Pirate Picnic.
Bring yer grub and ale; be quick
about it, and eats yer fill...Arrrgh!

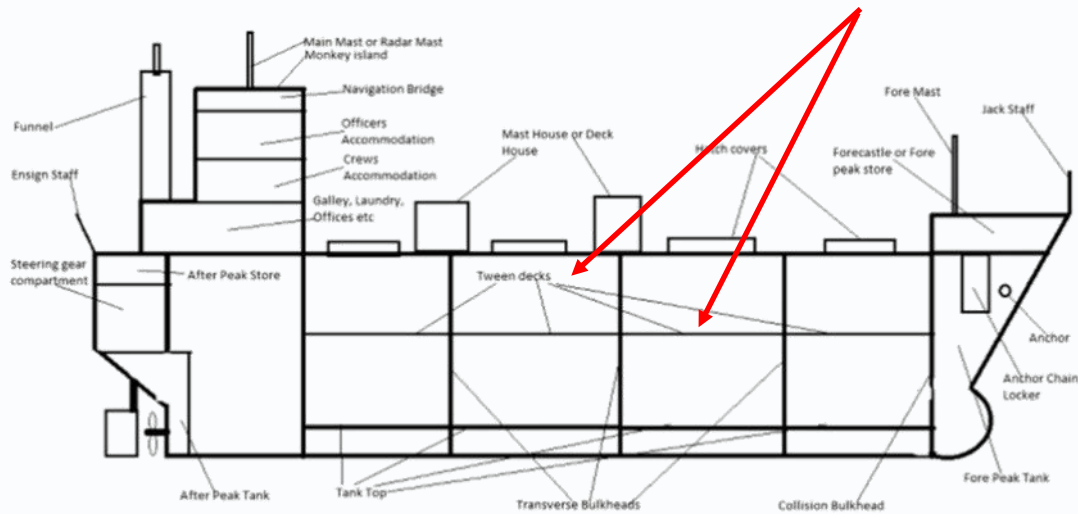


Scuttlebutt



Nautical term for September

'Tweendecks A partial deck between two full ones, usually just below the main deck. The word is simply a corruption of between decks. — Tim.



The Next Scene



takes us back to a Western River. The inland rivers, at one time, were our primary source of travel and commerce. What can we say about this image? Please describe what you see and what it means.

What in the world? The scene for September



The Newport Scene



Finding women in the workforce is very normal today. Society has grown past the fear and prejudice that women cannot work side by side with men in factories and heavy industry. That doesn't mean that prejudice doesn't remain, it's still there in the form of extreme ignorance and intolerance, but by and large women have found their place in the workforce. And they intend to stay.

Now, let's flash back to late 1976, early 1977: November through May. Then, I was a newly minted Apprentice at the shipyard and learning steel fitting in one of the shops. By happenstance, there I encountered two of the very few women working in this dirty job at the time. Both were welders. They looked like they were the rough and tumble kind of folks you might expect to



find in this business, and to a large extent they were. But they were good welders and could carry on an interesting conversation. The few other women that I saw there, in and about the yard, drove forklifts, worked the tool room, and clerked in some of the field offices. You never saw them in the dry dock or out on the fabrication skids.

Four years later that had all changed as they were working in almost all the trades and were beginning to accept positions as front line supervisors and such. Thirty years after that we saw the first woman vice president and a



few years later we saw the promotion of the first female president of the yard. Who says that women can't compete with men in industry? You don't have to like it, but you better respect it. When I retired, the person who took my place has the honor of being the first female supervisor over lofting. So there!

The Scene for last month shows a group of women and one man posing for the camera while sitting atop several panel assemblies for a ship in a shipyard. All of the women are welders, as you can tell from their raised welding shields; and one or two of them has a welding lead in their hands. While they are covered head to toe to prevent arc flash burns, their choice of footwear is interesting. I assume the man on the end is their foreman. The lack of modern day personal, protective

Equipment (PPE) and the ship on the ways forming the backdrop for the photograph places the image in time and space. A bridge crane and its rails is visible as well. The subjects all appear to be clean so I suspect this posed image was made at the start of the shift. Since it's an older photograph, I would say that these gals are what were termed "Wendy the Welder" during World War Two (WWII).

"We Can Do It!" became the rallying cry behind the call to arms for women in support of the giant, industrial war effort supporting WWII. With a final estimate of about thirteen million men in uniform to fight the Axis powers on all fronts, it was imperative that women backfill the vacated jobs and fill all the newly created positions to help build and manufacture all that was necessary to support the war effort. Some were called "Rosie the Riveter", some were called "Wendy the Welder", and some may have been called other things.

One of the most recognizable and famous posters to come out of this war effort is the "We Can Do It" artwork drawn up "in 1942 by Pittsburgh artist J. Howard Miller." He was hired by "the Westinghouse Company's War Production Coordinating Committee to create a series of posters for the war effort". Over time, the image of the blue shirted woman wearing a red do-rag, pumping her arm and fist has become synonymous with "Rosie the Riveter." The poster illustrates a photograph of "war worker Naomi Parker and was taken at the Alameda Naval Air Station, in California".

While catchy, rhyming monikers helped and negative slurs didn't, we need to recognize and acknowledge women's presence in joining the work force. They were essential to helping the war effort and the economy, and deserve the accolades and rewards they earned. Their contribution at this time taught us everything we should have already known about their skills and abilities but dismissed due to the then current cultural mores. Women can indeed do it. Don't kid yourselves if you think that women can't compete with men in the industrial workplace and the factory floor. And don't think for a minute that this is a phenomenon unique to, or one having its cultural roots in WWII. It's older than

that.

History records that women have always worked side by side with men in time of war, but then retreated or were sent back to the home after things calmed down. There are stories of women in the workplace during World War One and before that. Women in industry, then, was not a new phenomenon. Of the 19 million women in the work force during World War II, only 3 million were newly entered into the working ranks. 16 million were already employed in lower paying and lower skilled jobs. What was new was their taking over some of the higher skilled and higher paying jobs vacated by men going into uniform as well as filling out the ranks required to service the expanded production for the war. And they did it well. In the end "over 6 million women got war jobs".

Because of the war the traditional and familiar work life balance of



society was set aside. After the war women, who “enjoyed the autonomy these jobs provided”, were reluctant to going back to “the way it was”. To help in returning things to “normal”, the government instituted a propaganda campaign urging women to “return to normalcy”. Many did, but the days of the stay at home “June Cleaver, happy housewife” were beginning to come to an end.

Now here it is almost 80 years later and we still have to advocate for various equal rights issues. If we have learned nothing over time we should have learned that, barring certain physical limitations and market realities, things should be equal. Time marches on and time will tell.

It just so happens that if you visit the Military Aviation Museum, in beautiful downtown Pungo, Virginia, you have an opportunity to make your own “We Can Do It” poster. Give it a try! And you can see that several have. Just don’t insult the women in industry; chances are they are better in the business than you.



Till next time....



Letter to The Editor



Dear Editor,

I don't know the lead character in the Time Capsule, but is the second person on the right Heinz Schiller?

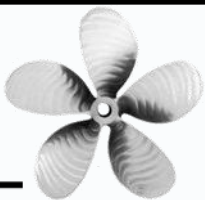
Stewart

Stewart,

Thanks for the reply and that is an astute question. Yes, the fellow you mention is a young, dapper Heinz Schiller. He is the culprit behind the briefcase (suitcase really) full of ribs. As for the others I can identify three of

the four. On the far left is Mike Dillard.. He was in the club in the early 80's, worked as a photographer at the Daily Press and then at the shipyard. Between Mike and Heinz is Lou Donohue from the old Richmond Ship Model Society. He was a machinist and I remember him for working on a metal model of a steamer, complete with working steam engine. He also built and sold miniature table saws; and I had one. The fellow on the far right is Paris Aiken . I believe he is one of the founding members of our Society. If not, he was almost one. Paris worked for a while as a model maker at the shipyard before transferring to the design office. He, along with founding member Marvin Bryant , re-furnished the Mariner's Museum model of the liner S.S. America. I remember seeing it in his garage stripped of paint. The last fellow .I believe. is from the Washington Ship Model Society and I do not know his name.—Ed

What's Happening at The Museum



Welcome, Fall! After a literally sizzling summer. We can easily say "It's about time!" Our annual picnic is always the best way to welcome that beautiful season that colors the trees beautifully (not so beautiful to the leaf rakers!) and provides the oft-used phrase "There's a nip in the air!". I'm inclined to slow things down and enjoy the season. Our Museum, however, has no intent to slow things down! Over the next year or so you'll see changes that are a part of repurposing the Museum to a Center for Collections! That's the current theme that will drive our mission into the future. The nucleus of it is this: about 97% of the art, archives and artifacts in our collection are not on public display. They are not accessible and, therefore, are not even known to the public! That's not an exaggeration and it's not a unique situation. Most museums in our orbit have the same dark secrets of stored pieces! Among the obligations in a museum's performance is the safeguarding of valuable items. Conservation, restoration and preservation. But to what end? We end up hiding these pieces from the public! Since another large part of our obligation is education, we produce programs for the occasional visitor, for the several

thousands of school children who visit us regularly and for the scholars who rely upon us to have the information at hand. These same artifacts and other items can be a major tool in educating our visitors. So the changes we'll be seeing over the coming months and years are those that integrate our treasures with our programs and will focus on community involvement. Digitizing our archives is an ongoing process and a good example. The sensitivity of original documents limits access to the original so a digitized replica is the answer. What are some of the other examples? The answers are endless.

This is a major commitment and will take some time to fulfill. And it will take a close-knit team to accomplish. For four consecutive years, The Mariners' Team has been recognized as one of the Top Workplaces in Hampton Roads. That is a sound endorsement of a well- focused and dedicated team. We may, as ship modelers, play a small part but it's an important part. Are we educators? Yes, we are! Whether we're working in the model shop or just coming and going, we have opportunities to make others aware of our Museum, America's National Maritime Museum. Which, incidentally, will turn 100 in just seven years!

Don't forget the Museum's website! marinersmuseum.org

And that's a wrap! See you in the Park!—Rom

Time for



Grog

This do be grog - it be the perfect way to stretch your rum. Drink up and enjoy. And speak like a....

Prep: 4 min

Yield: 1

Ingredients

1 oz. lime juice

1 oz. brown sugar

1 oz. dark rum

4 oz. water

Glass type: Old-fashioned



Avast ye seadogs, it's time to Talk Like a Pirate

Pirate Words

Ahoy - Hello!
Avast! - Hey or "Stop that"
Blimey! - An exclamation of surprise
Bucko - My friend
Matey - Shipmate or friend
Me hearty - My friend
Arrr - I agree, I'm happy
Shiver me timbers - Surprised
Hang the Jib - To pout or frown
Seadog - Experienced seaman



Mess Call



PIRATE

EVERY
THING
ELSE

FOOD

HARD
TACK,
LIMES

BREAD
FRUIT

SEA BISCUITS

RUM

PYRAMID

Copyright Pending
HBEL

Hardtack

Ingredients

1 cup flour (for the gluten free version use Bob's Red Mill All-purpose GF flour)

approximately ½ cup water

1 teaspoon salt

½ tablespoon butter, chopped into small bits

Directions

Preheat your oven to 350°.

In a medium bowl, mix the flour, salt, butter, and ¼ cup of the water. Mix with a spoon un-

til a loose dough forms, and then pour out onto a floured cutting board. Sprinkling with additional water as needed, use your hands to bring the dough to-

gether into a ball. Knead it for about 5 minutes — it won't ever be as smooth and silky as a good pizza dough, but it should have some elasticity.

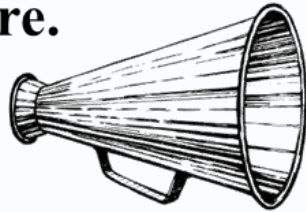
Roll the dough out to about ¼ inch thickness, cut it into large squares, and place them on a baking sheet lined with parchment or a Silpat. Use the narrow end of a chopstick to prick the tops.

Bake for 20 minutes, then carefully remove the hardtack from the oven, flip it over, and return it to the oven for approximately 20 more minutes. Keep a close eye on it for the last 5-10 minutes to be sure the edges don't get too brown.

Allow the hardtack to cool slightly before serving. Historical purists will want it plain, but serve it with honey or fig jam for everyone else.



D'ye hear, there.



Auction Update:

More big ticket items are listed here for the October auction. You have from now until the October to get your finances in order so that you can bid freely, often, and heavily on the treasures brought in by the scurvy bunch of pirates. Arrgghh!

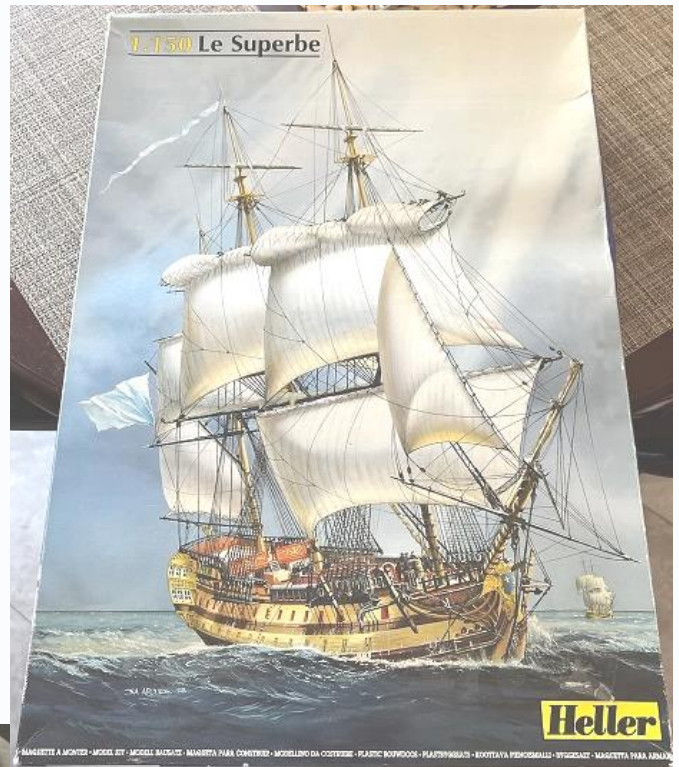


New items for review:

- Dumas commercial fishing boat. Frame is built. Possibly is missing some parts.



- Heller kit 1/150 Le Superbe



- In addition to the kits already highlighted, there will be a number of model kits, some unopened and some opened but not started. Hope to have a list for you before the auction .



More Auction items...

- Micro Mark small tablesaw



- Scratch built 1/8"-1' scale Gearing-class hull.



- Central Machinery 6" bench grinder with task light.



- Drill Master small chop saw.



- Dremel model table saw.



- Scratch built 1/8"-1' scale Fletcher-class hull.



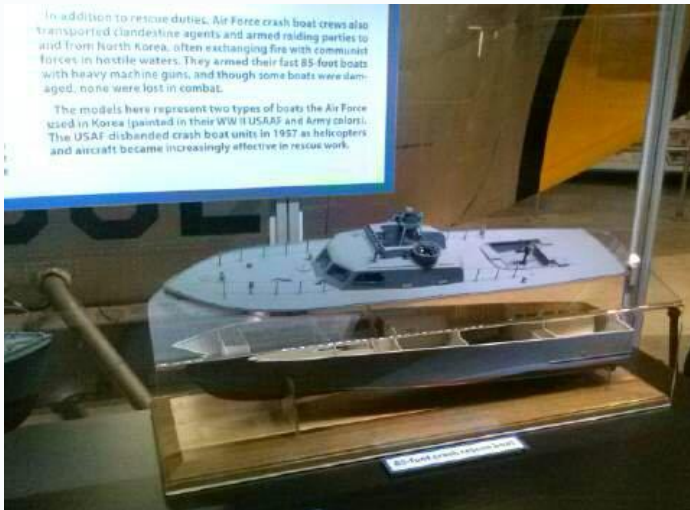
Book Review



Crash Boats?

Crash Boat: Rescue and Peril in the Pacific during World War II

In 2008, George D. Jepson introduced me to US Army crash boats through an article about them published in *WoodenBoat Magazine*. In 2016, I came across several excellent models of crash boats at the U.S. Air Force Museum in Dayton, Ohio. In 2023, Dave Baker intro-



duced me to the expanded form of Jepson's story: a book originally privately published in 2000 but reintroduced by Rowman and Littlefield Publishing, Maryland, USA in 2021.

Crash boats do not do what their name implies; they do not go out and crash into things or each other. Crash boats were built to patrol along the overwater flight paths of US Army bombers and fighters to rescue downed pilots as our armed forces marched (or sailed really) across the world's oceans and seas during World War Two. Their valuable service saved the lives of many stricken combat men. In addition to this patrol station duty, they performed countless other duties like delivering supplies, people, and goodwill to the various foreign peoples they encountered.

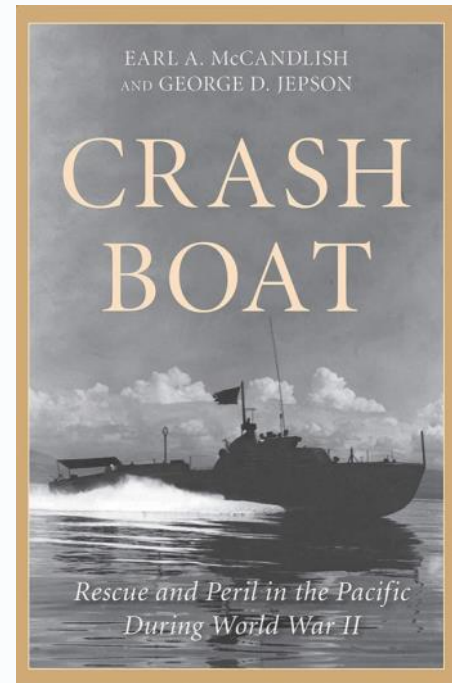
I enjoy reading historical fiction and some non-fiction.

So when Dave asked if I wanted to read the book, I said sure but I was tentative because I didn't want to read another war story where someone thumps his chest and drones on about how he beat Gerry. I wanted the story of ordinary men doing their part for the war. And I wanted a book that let me follow their journey geographically by way of Google Earth or Maps to bring life to the physical description of the locations and places and things the authors include in their stories. This book is one of those—it delivered in spades in well written prose.

The story is a collaboration of Earl A. McCandlish, Skipper of crash boat P-399 and George D Jepson, the son of the Executive Officer of P-399 George L. Jepson. It is a thoughtful biographical look-back at the life of this boat and her crew as they performed their valuable rescue service in support of MacArthur's march across the southern Pacific and the liberation of the Philippines.

In 200 pages their story is told, largely through McCandlish's eyes. The forward notes how McCandlish wrote down his memories on legal pads that were sent to Jepson who crafted the stories into a very personable and readable narrative told in 29 chapters. Together they capture the mood and flavor of what the war was really all about to the average "Joe" in uniform at that time; how they banded together as brothers, almost, and faced life's daily challenges. The text is accompanied by photographs of the crew and the boat as well as a few maps and arrangement plans drawn by Al Ross II. A bit of history about the design of the boat as well as the designer and builder is included as well.

It's a quick read, and I encourage you to find a copy and spend a few hours with this boat crew.—Ed.



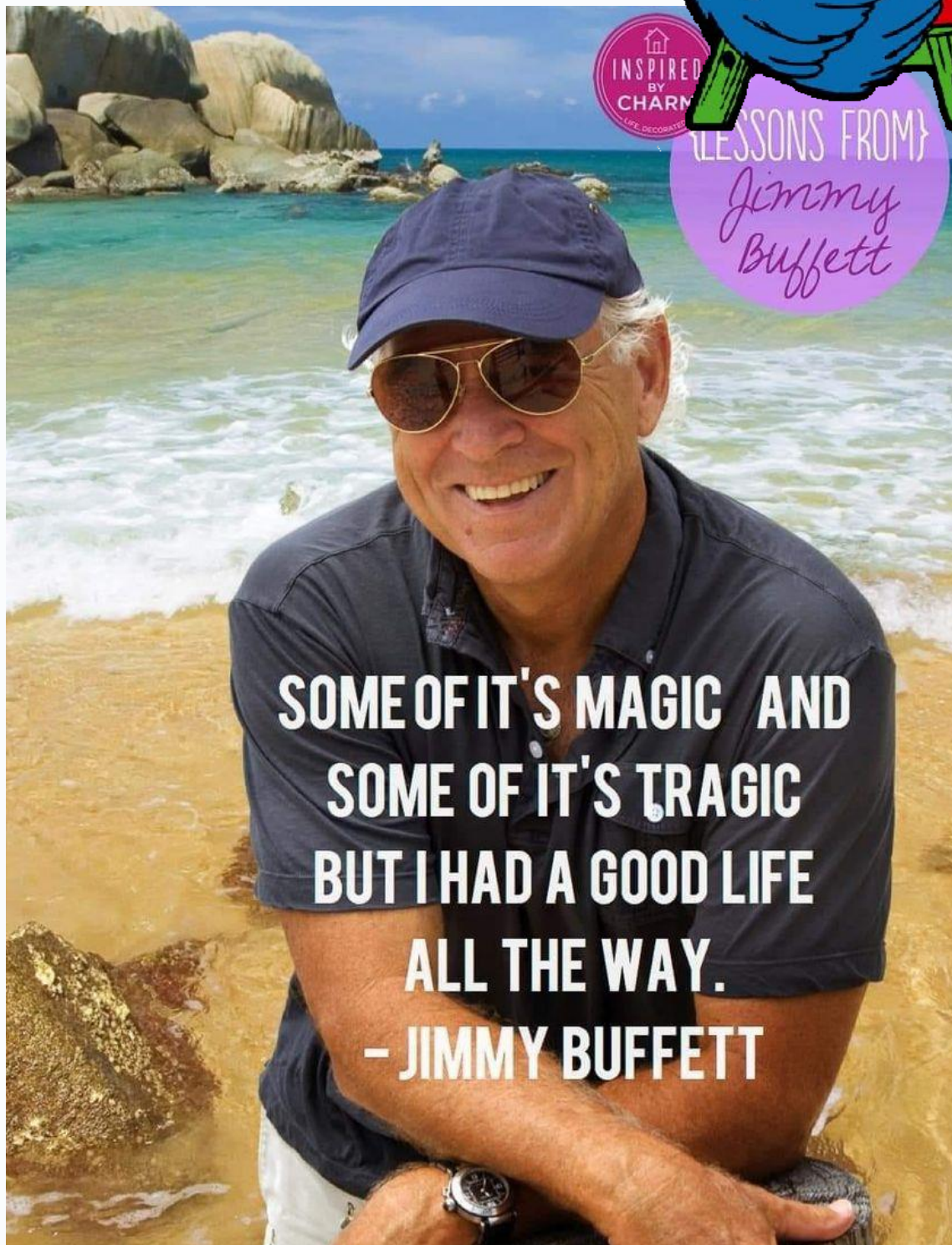
Barn Raising?

Yes, it was a barn raiser...of sorts. Sometime during the last meeting (I'm not sure exactly when this happened) our webmaster asked if all who were capable and willing, and if they would forgo the usual after meeting bacchanal, to help him raise the walls of his new dedicated workshop. The lure, or the barb on the hook, was the promise of pizza and beer after the work was done. Four brave souls, a neighbor, and 2 young buck deer clamored to be part of the Amish inspired, barn-raising-like activity. It was a hot afternoon under a blazing sun, but the worksite was in the shade. As it turned out the volunteers may have gotten the better end of the deal. We had the walls up in about 2 minutes a piece (you can see the Skipper and Editor in the photo at the bottom of this page frozen in their work stances). And for that under 5 minutes of effort we were treated to some very good pizza, nice cold beer, great fellowship, and a tall sea tale or two. I can hardly wait for the next call for arms to raise the other walls and help set the roof rafters. —Ed.



All right all you parrot heads, fins up!

Sadly I have to report that the pirating world lost their spiritual leader on Sept 1, 2023, just as we kick off pirate month. Singer songwriter James William Buffett (Jimmy) went to that big coral reef in the sky. His legacy will live on in his “island escapism” culture, his music, and his lifestyle. If you get a chance, lift up your glass, put on your favorite Buffett tune, and enjoy a boat drink (or two) in his honor. I know he would have liked it if you did.—Ed.



**SOME OF IT'S MAGIC AND
SOME OF IT'S TRAGIC
BUT I HAD A GOOD LIFE
ALL THE WAY.
— JIMMY BUFFETT**



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: Greg Harrington (757) 218-5368
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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