

# Logbook!

No. 452

WWW.HRSMS.ORG

February, 2024

From  
The  
Bridge



## Meeting Notice

The meeting will take place  
at 1000 hours

February 10, 2024



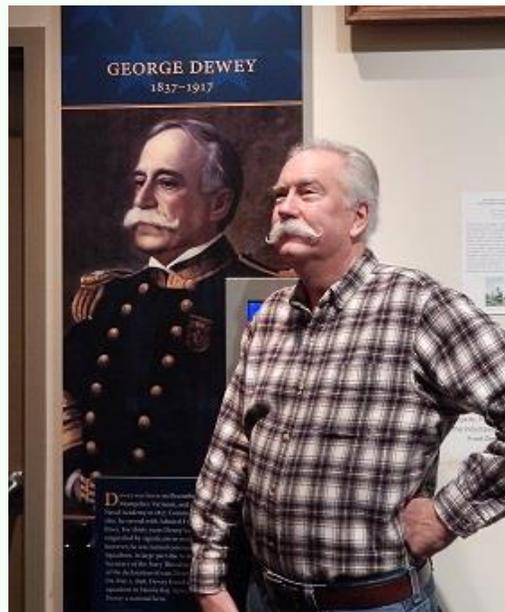
### Captain's Log 2.10.24

The essence of life lies in the joy of creation. As a model ship builder, the act of transforming raw materials into intricate vessels is a celebration of creativity and craftsmanship. The process itself becomes a source of fulfillment and purpose. It is art!

The purpose is to capture and tell stories in miniature. Each model ship becomes a vessel for narratives—whether historical, imaginary, or deeply personal. These stories add layers of meaning to the craft, connecting the builder to the tapestry of human experience.

Life finds meaning in the cultivation of a unique artistic voice. A model ship builder, like any artist, expresses themselves through their work. Each creation is a reflection of the builder's style, preferences, and individuality, contributing to a personal legacy in this scaled world.

The ultimate meaning of life for a model ship builder is



in creating a legacy of passion and dedication. Whether passed down through generations or showcased in exhibits, the meaning of life for a model ship builder may involve the impact their work has on others and the recognition of their craftsmanship over time.

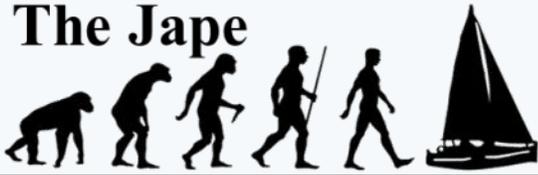
Life gains meaning in finding solace and fulfillment in the workshop. For a model ship builder, there's a sense of tranquility and purpose that comes from losing oneself in the creative process, where hours pass like minutes as the ship takes shape beneath able hands.

In the quiet solitude of the workshop or the lively exchange of ideas with fellow builders, a model ship builder finds the meaning of life in the artistry, stories, connections, and the profound satisfaction that comes from transforming raw materials into works of miniature maritime art.

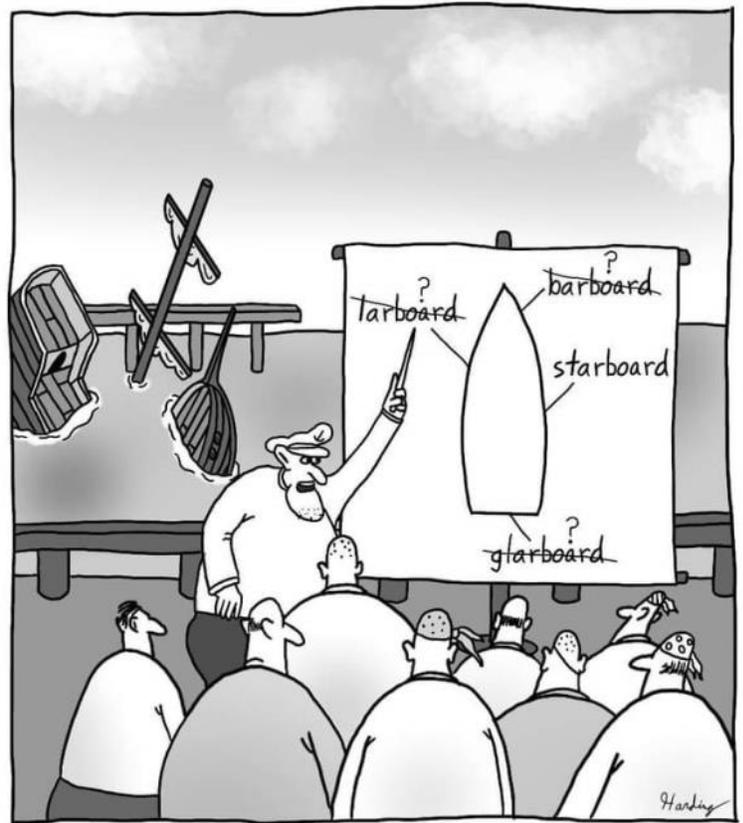
Ship modeling to me is... The Meaning of Life "and the machine that goes B-I-N-G!"!—SD

# ...and It's Auction Time!

# The Jape



“Never again send Olaf the Tanned out by himself to find us a raiding craft.”



“I’ve called this here meeting so we can face a hard truth. It’s time to rethink our entire naming scheme.”

# Scuttlebutt



## Nautical term for January

Maybe tongue in cheek...

**Radar:** Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with “blips,” which represent other sailboats, large cargo vessels, and supertankers.—Tim.



# Minutes



Meeting minutes, 1-13-24

The meeting was called to order at 10:00 am by Ryland Craze, Purser, in the absence of the Skipper. There were six members present via Zoom, 11 in person with one guest, Nathaniel Foster, who has just moved to the area from New Jersey and has had experience with plastic modeling. He was introduced by James Fair, his current roommate.



**Clerk and Purser Reports:** There were no corrections to the minutes, and Ryland reported that our treasury is virtually unchanged from last month.

**Old business:** the members were reminded of the auction next month.

## New Business:

New business:

The current officers were re-nominated for a second term: Gene Berger as Skipper, Greg Harrington as First Mate, Stewart Winn as Clerk, and Ryland Craze as Purser. It was moved and seconded that the nominations be closed, so next month one vote will be cast by the Clerk to make the election official.

Ryland reminded everyone about the IPMS show on the last Saturday of February, 2/24/24, which will be in the Old Dominion Building at the Richmond Raceway Complex. We have been assigned three tables, so members are encouraged to come and bring a work in progress for display and/or enter into the competition.

[the official website for the show can be found at: <https://ipmsusa.org/event/old-dominion->

[open-6\]](#)

In lieu of a cash payment for our display area, the IPMS has requested the donation of a plastic kit for use in their raffle. It was encouraged that anyone who has a complete, upscale kit available to contact Ryland.

Ryland announced that he has reserved the same shelter at the Newport News park for our picnic this year, which will be on September 14<sup>th</sup>.

Greg Harrington announced that he has posted photographs of Patrick Derby's models on the website.

Stewart Winn moved that our By-laws be amended as follows:

In Article III – Membership, Paragraph D - Lifetime Member be replaced by:

“**Member Emeritus:** an honorary level of membership for which any Regular Member may qualify. A Member Emeritus will retain all voting privileges, pay no dues, and will receive the Logbook and general correspondence during their lifetime. Members may attain Emeritus status under the following conditions:

The completion of 50 or more years of membership in the Society. This change will be automatic and require no action on the part of the Membership.

Any Regular Member may be nominated for Emeritus Membership by any other Regular Member in recognition of outstanding service to the Society or to the practice of Ship Modeling in general. Approval of the nomination will require a two-thirds majority vote of the members present.

That Section 3 of Article IV – Dues be changed to read “Members Emeritus” rather than “Lifetime

In Article VII – Meetings the word “mailed” be changed to “emailed or mailed” and that the word “seven” be changed to “three” in Sections 1 and 2.”

The motion was seconded and a brief discussion followed, in which it was suggested that the requirement for approval by two-thirds of the members present be changed to two-thirds of ALL members. This suggestion was approved by the members present, and will be included in a revised amendment. Further, it was suggested that nominations be made, reviewed, or approved by a committee appointed by the Skipper, or by the elected officers. This suggestion will be taken under advisement and any necessary changes included in a revised amendment to be presented at the next or future meeting for another vote. Some concern was expressed about a possible effect on our finances, but Ryland assured that any such effect would be minimal.

The motion was tabled. (See final amended by-law change on page 14 of the Logbook—Ed)

### Show and Tell:

Dave Chelmow showed his model of a Sharpie, and discussed the use of boxwood rather than bass or other woods for modeling.

Stewart showed progress on his *Seguin* with emphasis on the decision to use a second planking.

Greg showed pictures of the progress of his shop.

Mort Stoll discussed progress on his Armed Virginia Sloop and showed pictures.

Tom Ruggiero showed progress on his *Titanic* and discussed the replacement of many kit parts with custom items, including the wire for the Marconi rig.

The meeting adjourned and reconvened for a presentation by Ron Lewis on Restoration, Preservation, and Renovation.

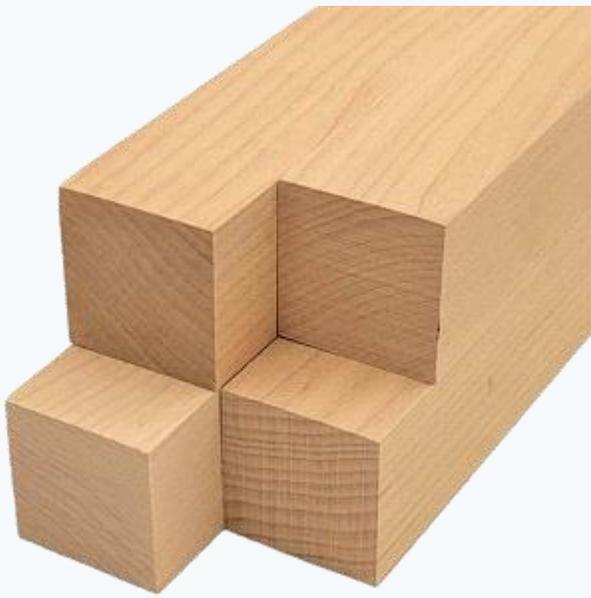
Stu

**Due** to the absence of any visual records for Show and Tell and the Presentation, I offer this brief comparison

of woods which should highlight the reason for finding scalable woods both in color and texture.—Ed



Three woods that you hear about a lot, Boxwood (castelo), Cherry, and Bass. They all have no discernable grain although you can see growth rings. Box and Cherry are harder in texture and mimic oak and teak respectively at scale. Box is hard, carves easily, holds its edge, and can be bent. Cherry can be brittle but works well for framing and rail caps. Bass is softer and dings easily, however it carves well but bending can be an issue. Use Bass when you intend to paint. But Bass also makes an acceptable planked deck, mimicking southern yellow pine, and can be finished clear.



Maple is also hard, has a slight discernable grain and visible growth rings. Be careful when selecting Maple, there are many varieties. You want Hard Maple. Can be bent using heat or steam. Use for frames and hull planking.



Holly is hard, has no discernable grain, and can have visible growth rings. It's color can run from pure white, to shades of cream, and sometimes gray. It all depends on how it was cut and seasoned. It carves well, it bends even better, just use heat or steam. It is also used for decking.



Apple is anywhere from light reddish brown to a deeper red/brown. Usually used for deck furniture and objects like deck windlasses. You almost have to go and get your own tree from an orchard and season it yourself.



Pear : pale pink to light reddish color. The stuff we usually use is swiss pear which is just pear that has been steamed to even out and deepen the color. Hull planking, frames, and furniture. Woks the same as apple.



Ebony is very hard. It's color runs from pure black to darker shades of brown. Most folks use it for the sole plate. The dust from sanding is toxic and the wood is now very scarce. Use it at your own discretion and risk.



Walnut should be avoided in ship models. It has very noticeable grain and growth rings. Recommended for cases and bases only.



The same can be said about Mahogany and all its near relatives.



The same can be said about Sepele and a host of other foreign exotics.



Oak should not be used in your ship model under any circumstances. Use it for the case and base, and that is all. Notice the very pronounced grain and growth rings. Imagine scaling down this wood for use in your model. Now imagine the wood pores, which didn't scale down, becoming 2, 3 4, 5 inches in scale cross-section.



Cypress: I have no real opinion because I don't have experience using it. I would say that the grain texture would move me to using it for the base or case only.



Pine and all it's relatives: At one time sugar pine (patternmaker's pine) was used in ship model kits and by the large model making companies. But I will tell you that unless (and sometimes if) you seal it properly, you will have sap bleed that will not stop. Don't use it except for templates, patterns and in temporary applications.

Hopefully this little run through of wood whets your whistle on replacing large open grained wood with other species that better mimic, at scale, the texture and color of the original woods used in shipbuilding. An excellent place to learn about wood, including grain structure and color, is The Wood Database ([WWW.wood-database.com](http://WWW.wood-database.com)). Check it out.

## Mystery Photo Scene

If you know the answer, contact John Cheevers by mail or email

If you know the answer to the Mystery Photo Scene below, contact John Cheevers by mail or email. All replies will be blended into the next essay.

Also, If you have a photograph that asks these questions: who, what, when, where, and why, send it on to the Logbook editor for consideration as a future Mystery Photo Scene. Do not send an explanation with the photograph as I like to play the game too. After it is published in the Logbook, you can send in your explanation for inclusion in the defining essay.—Ed.



## Mystery Photo Scene Explained



Hitting the beach. What once was and still is a euphemism for going to the beach for fun in the sun and careful observation of tiny bits of fabric, has an entirely different meaning for the United States Marine Corps—and, possibly the Army. For soldiers, hitting the beach means to land on the enemies doorstep with force using some seaborne delivery vehicle. Countries have used it as an invasion tactic for years with varying degrees of success and failure. The idea is to deliver, from the sea, an overwhelming invading force that wrestles away the defending enemy's stronghold allowing for victory. For success, you have to hit hard, hit fast, and get off the beach as soon as possible. This requires specialized watercraft to help ensure suc-



infantry and heavy cavalry landed on the English shore.” History records it as a success, but it was inefficient and only succeeded because it was unopposed. One wonders if the Romans were also unopposed when they invaded and defeated Carthage some 1200 years prior. Probably.

cess.

History is full of stories where one empire defeats another. Sometimes it was by assembling and marching a standing army onto the enemy's doorstep, and sometimes that army came by sea. At that time, the concept of landing troops on the enemies shore using specialized watercraft was not yet realized, so if a port was not available, troops were ferried ashore using ship's boats. This was a slow and not very efficient means of amassing an overwhelming attack force and relied on the lack of enemy opposition to guarantee success. There is a famous “Bayeux Tapestry that depicts the 1066 Norman invasion of England with a force of some 8000



Napoleon faced the same issue with his planned invasion of England at the start one of the many wars between England and France. During what has become known as the War of the Third Coalition, Napoleon's generals began to amass troops at ports across from England but soon realized that they had no real means to deliver them to the English shore. They simply could not assemble enough transports, barges, and warships to get the job done. England was not invaded.

Now let's look at the ill-fated battle of Gallipoli in 1915 during the First World War. Part of this failed campaign involved what "is considered the first modern amphibious landing because it involved aircraft, naval bombardment, and most important of all, specialized landing craft." From the archival information we learn that the "initial landings took place in unmodified rowing boats that were extremely vulnerable to attack from shore defenses. The first purpose-built landing craft were built for the campaign. SS River Clyde, built as a collier, was adapted to be a landing ship for the landing at Cape Helles. Openings were cut in her steel hull as sally ports from which troops would emerge onto gangways and then to a bridge of smaller boats from the ship to the beach." SS River Clyde, carrying 2000 soldiers, was beached under the guns of the Sedd el Bahr castle and became a death trap. Despite this, a beachhead was established and the abandoned SS River Clyde became part of an improvised breakwater and quay.

Orders were then placed for purpose-built landing craft. A design was created in four days for a spoon bowed craft having a drop down frontal ramp. 200 examples of this 'X' lighter were ordered. They carried 500 men and had a speed of about 5-knots and,



apparently considered successful. The lessons of the Gallipoli campaign greatly influenced the development of future amphibious operational planning. Lessons learned from the operation and the craft used had a large influence in such landings as the World War II Normandy invasion in 1944, the Marine Corp and Army operations in the Pacific, and continue to influence US operational doctrine today.



sometimes added another letter to their pedigree.

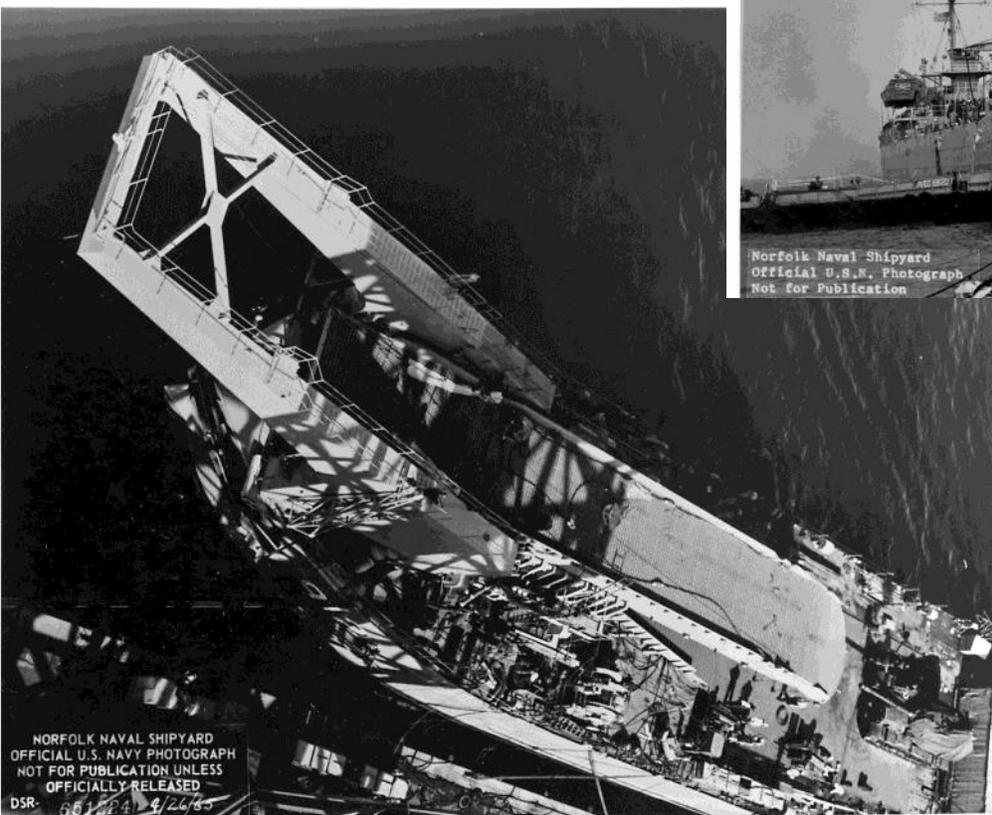
What came out of this soup were two distinct types of vessels, those that ‘hit the beach’ and those that disgorged smaller craft that ‘hit the beach’. We find that same split of craft and ships today. Technology has seen fit to have the vessel types that ‘disgorge’ stand further off shore, mostly over the horizon, and unseen by the enemy. The actual invading craft have evolved to some very unique and fast vessels—some of which do not interact with the water at all.

But it’s the landing craft, those that ‘hit the beach’ and drive themselves up on the sand, that give rise to the last Mystery Photo and Scene. Now the editor didn’t make identification of the vessel very hard, he left the service number visible on the bow. LST 912 was one of only 1051 built to service amphibious landings during WWII. They were simple, expendable, basic craft that could deliver a land army to the enemy using shore delivery. They were highly effective and used up through the Vietnam War in varying roles. Those that were still in service in 1955 were given names to go along with their numerical designations. They were named after State Counties. On 1 July, 1955, LST 912 was named USS Mahnommen County, a county in Minnesota. A few LSTs still exist as museums, workboats, and barges.

From this primordial ooze came the modern amphibious forces we see today. Improvements and changes to doctrine, equipment, and techniques have come from the constantly changing technology of our modern lives. If you discount the feint Marine Corp landing of the Gulf War the United States Military has not had a large scale landing against a hostile shore since the 1950 Inchon landing during the Korean conflict. Nevertheless, the equipment has evolved greatly in the past 60 or 70 years. At the end of World War II (WWII) the US Navy operated a veritable alphabet soup of landing craft. There was the LSD, the LSV, the LST, the LSM, the LCM, the LCI, the LCT, the LCVP, the DUKW and all their variations which



After the Korean conflict these ships were showing their age and physical limitations. One significant upgrade was the installation of sectional pontoons, called Rhino barges, which, when used, created a causeway when beaching was not practical. They allowed for the delivery of equipment from deeper water." A serious defect for these ships was the slow speed. The modern amphibious fleet of the 1960's was now capable of a transit speed of 20 knots, maybe more. The old LSTs could not keep up. A new type of LST was needed. In the meantime, in 1952 the navy embarked on a new class of LST that was only a modest improvement over the original design. While slightly larger, the type retained the familiar bow door arrangement. Speed was increased to 14 knots. In the late 1950s another slightly improved design was produced in limited numbers. While also retaining the bow door, speed as bumped up a bit again to 17.5 knots.



This was considered the apex of the bow door arrangement. Something new was needed to keep the LST type viable as a naval asset. In 1969 the US Navy commissioned the USS Newport, LST 1179. Gone from this design were the bow doors. They were replaced by a sharp bow that could still allow the ship to ride up onto a beach and two derrick arms

that supported “a 30-ton, 112 foot bow ramp”. Operation of the bow ramp was facilitated by operable clam shell doors. (If you study the model of USS Manitowoc, located in the Taco Stand, you can see how the ramp and bow operated.)

The Mystery Photo shows USS Mahnomen County modified as the test mule to prove and provide operational data for the derrick and bow ramp concept. The conversion was accomplished at Norfolk Naval Shipyard in early 1965. Our MP photo is #NH 85393, dated 18 August 1965, and shows her testing the new bow ramp and gear. Tim Wood was the only one who replied and he correctly identified the photograph and provided another (#NH 85389, DTD 11-10-65). He also provided the caption that goes with our MP: “...landing a 155 mm self-propelled gun during tests of the LST-1179 class bow ramp.” The location of the tests are not given but you have to wonder if they were conducted off of Fort Story, Virginia. I say this because Fort Story is home to the Atlantic LCAC squadron of amphibious assault vessels. Of course the tests could have been conducted at the beaches located within confines of the Little Creek amphibious base in Norfolk, Virginia.



The US Navy no longer uses LST type vessels to ‘hit the beach’. They have been replaced by another alphabet soup of amphibious vessels, like the LSD, the LHA, the LHD, the LPH, and LPD. These new classes are far larger than the LST and too valuable to operate in close proximity to shore. Troops and equipment now disembark from over the horizon and ‘hit the beach’ on the back of LCACs, the AAV, or drop in via helicopter or tiltrotor aircraft, because speed is the key.

Boys and their toys; ain’t technology wonderful?

—Ed.



# By-Law Revision

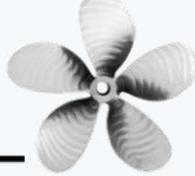
Here is the text of the proposed by-law change that you will be asked to vote on.

**Proposed:** that the following amendment replace the category of Lifetime Member:

**Member Emeritus:** an honorary level of membership for which any Regular Member may qualify. A Member Emeritus will retain all voting privileges, pay no dues, and will receive the Logbook and general correspondence during their lifetime. Members may attain Emeritus status under the following conditions:

- (a) The completion of 50 or more years of membership in the Society. This change will be automatic and require no action on the part of the Membership.
- (b) Any Regular Member may be nominated for Emeritus Membership by any other Regular Member in recognition of outstanding service to the Society or to the practice of Ship Modeling in general. The following procedure is to be used:
  - a. The name of the Member being proposed and their qualifications are to be submitted in writing and in confidence to the Skipper.
  - b. The Skipper will convene a committee consisting of the elected officers and any other Member he considers appropriate to evaluate the merit of the submittal. If the evaluation is not favorable, the process ends and remains confidential.
  - c. If the evaluation is favorable, the Skipper will announce the nomination at the next regular meeting and submit it to the entire Membership for approval.
  - d. The voting period will commence upon the announcement, and will continue until the next regular meeting as a minimum, or as the Skipper may otherwise direct.
  - e. Voting by email or any other means will be by secret ballot directed to the Clerk, who will tabulate the votes and inform the Skipper **of the results** at the end of the voting period. The motion will be approved if it gets the support of two-thirds of the voters. THE VOTES OF INDIVIDUAL MEMBERS WILL REMAIN CONFIDENTIAL AND NOT BE DISCLOSED.
  - f. The Skipper will announce the results of the voting during the meeting at the end of the voting period.

## What's Happening at The Museum



February 2024. Have you made the mind-set change or are you still writing 2023 on your checks? Well, the good news for February is we're that much closer to spring and some well-deserved mild weather! It's fortunate that our avocation does not, as a rule, require us to work outside! The Museum is ready for the onslaught, hopefully, of visitors who are tired of winter. If you haven't noticed, the Noland Trail is open year 'round and you'll see the parking lot filled with cars on nice days (and even on not-so-nice days for the diehards!) in the Spring. The Museum actually established the landscape team last April and began hiring the experts who will be responsible for the park and the trail and the decorative landscaping that makes the Museum stand out among



the many park locations in Newport News. The five-mile trail is very well maintained and you may take advantage of it whether or not you are a member. You've also, I guess, noticed the major changes inside. The galleries are going through a serious transition that will, when complete, give our visitors a lot more to see and experience about our relationship with the seas. It is duly noted that Columbus was not the only story of exploration and navigation! It's radical but it will give The Museum a great advantage in the presentation of artifacts in a new setting and bring to the visitors the stories, the artifacts and the personalities that have been hidden a way for so many decades. And remember, there's a world of exciting info on the Museum's website, [themarinersmuseum.org](http://themarinersmuseum.org). Next up big event, the Battle of Hampton Roads weekend! Food, family fun, reenactors! That's March 9th and 10th. Don't miss it!—  
Ron

# American Naval History

## The Civil War

school ship Patrick Henry at Drewry's Bluff on the James River below Richmond.

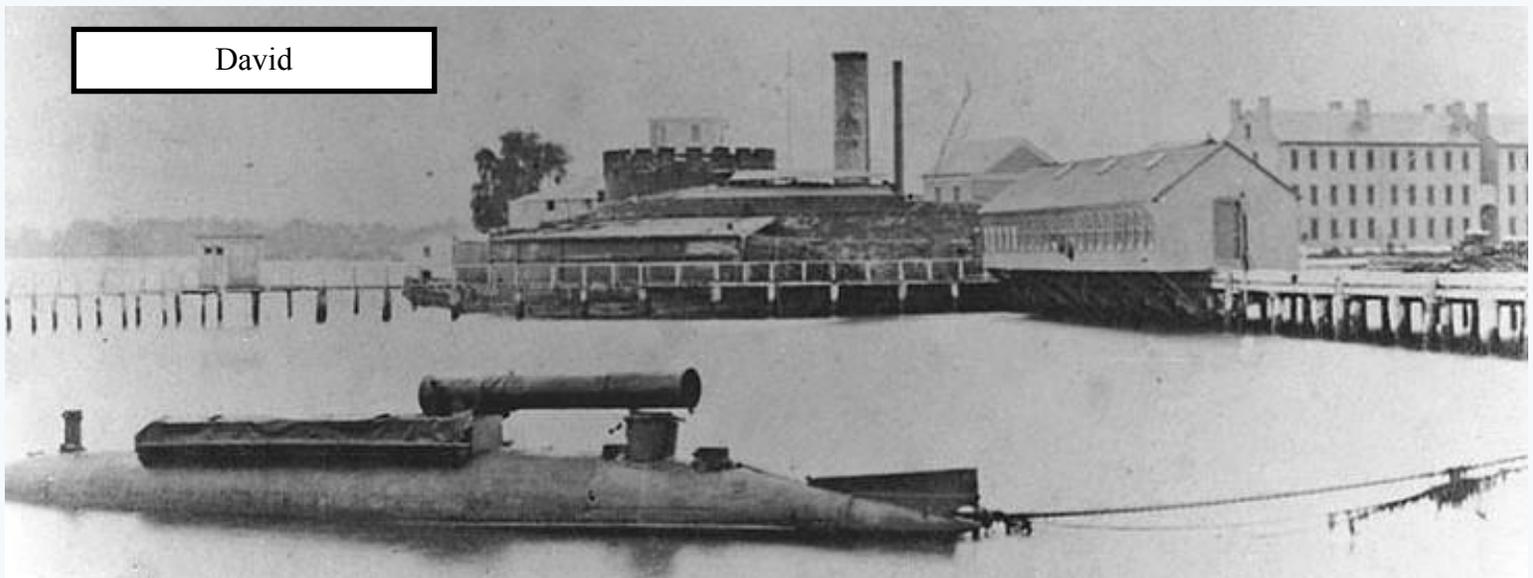
December 6: The monitor Weehawken sinks with the loss of more than 20 lives while tied to a buoy outside Charleston harbor.

December 7: A party of 15 Confederate sympathizers seize the steamer Chesapeake. But the Chesapeake is recovered by the US gunboats Annie and Ella.

End of 1863 of the Civil War. —Bob

THE CIVIL WAR 1863

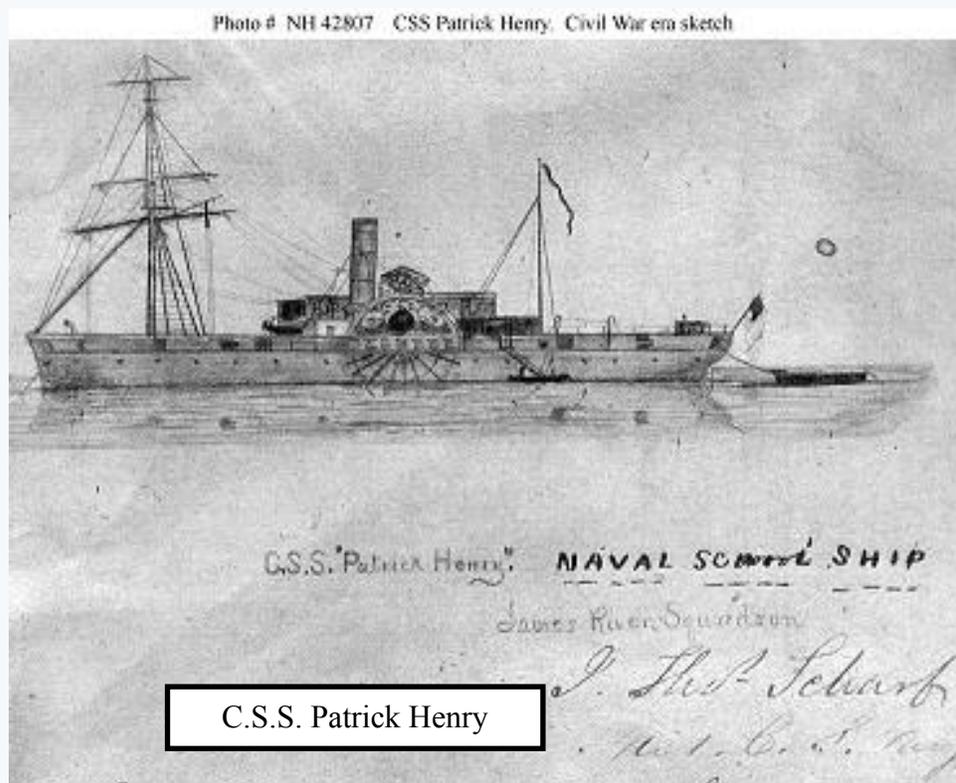
October 5: The Davids. In Charleston harbor the iron clad screw steamer New Ironsides is damaged by a spar torpedo rammed into her side by the David. The David, which gives her the name to a type of Confederate warship, is a small, cylindrical steamer with a very low silhouette, built specifically for delivering torpedo attacks.



October 9: Seizure of the Laird Rams. British built, they seized two nearly completed ironclad rams. This is a great blow to Southern hopes of breaking the blockade.

October 26-December 4: Fort Sumter is bombarded for 40 days by Union batteries on Morris Island and Admiral Dahlgren's monitors.

October: Confederate States Naval Academy. The Confederate Congress had authorized the establishment of a naval academy on April 21, 1862. This month classes commence, with 52 of the Confederacy's 106 midshipmen in attendance, aboard the



Time for .....



## Manhattan Cocktail

### Ingredients

- Ice
- 2 ounces rye whiskey
- 1 ounce Carpano Antica Formula or other sweet vermouth
- 2 dashes of Angostura bitters
- 1 maraschino cherry (preferably Luxardo), for garnish

### Directions

Fill a pint glass with ice. Add rye, vermouth, and bitters and stir well. Strain into a chilled coupe and garnish with maraschino cherry.

### Notes

Buy the ingredients on [Drizly](#) and have them delivered in under an hour. Find out if the beverage delivery service operates near you.

### Variations:

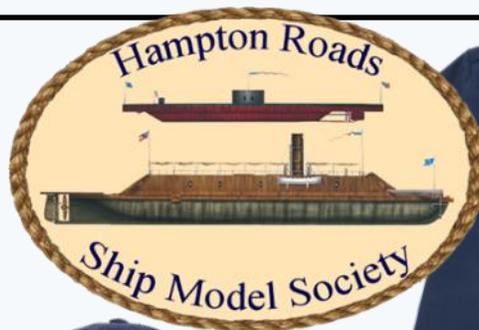
- Bourbon Manhattan: Replace the rye with bourbon, the sweet vermouth with dry vermouth, and the Angostura bitters with orange bitters.
- Rob Roy: Use Scotch whiskey instead of rye.
- Black Manhattan: Swap in amaro for the sweet vermouth.



### Club gear:

If you need a shirt, hat, or name badge, be sure to see either Ryland Craze or Tim Wood. They have all the details on what's available; pricing and so forth. And I will say that most of the gear comes with our embroidered logo

Or you can search the website for info. Simply type "hat" in the search window...



# Mess Call



This month's pairing is inspired by Greg and Mary Harrington. 1 thing this and the Manhattan will be the perfect accompaniment to watching the Super Bowl.

## FIG ARUGULA FLATBREAD

Flatbreads are easy to make and mouthwatering. The warm and sweet flavors of fig, creamy goat cheeses and the sharpness of arugula make this flatbread the perfect pairing for a Manhattan. The baking spices in Vya Sweet Vermouth pair particularly well with the cooked figs, creating a melody of savory sweet spice with each sip.

### Ingredients

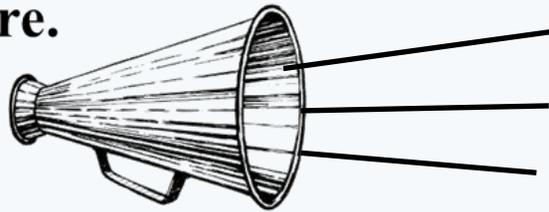
- 1 tablespoon olive oil
- 1 small red onion, sliced
- ½ teaspoon kosher salt, divided
- ½ teaspoon black pepper, divided
- 14 ounces store-bought fresh pizza dough
- 6 figs, thinly sliced crosswise, divided
- 8 ounces goat cheese, crumbled (about 2 cups)
- ¼ cup balsamic vinegar
- 1 cup loosely packed arugula



### Instructions

Preheat oven to 450°F. Heat oil in a saucepan over medium. Add red onion and 1/4 teaspoon each of the kosher salt and pepper. Cook, stirring, until tender, 2 minutes. Roll pizza dough into a 1/4-inch-thick, 17- x 11-inch rectangle. Place on a large baking sheet lined with parchment paper. Sprinkle with remaining 1/4 teaspoon each salt and pepper. Top evenly with cooked onions, one-third of the fig slices, and cheese. Bake until crust is lightly browned and done, 15 to 20 minutes. Meanwhile, cook balsamic vinegar in a small saucepan over medium-high until reduced by half, about 5 minutes. Top flatbread with remaining figs, arugula, and balsamic reduction.

D'ye hear, there.



## Auction

**The Auction is here** and here is what you need to know: The plan is to have the lots set up on the tables by 9:30 so you can peruse and see what is in each lot. Ship models will be up on the front table under the large movie screen. To their right will be the started and incomplete kits. To their right, and probably on the floor, will be the larger machine tools. On the bench to the right will be the lots for smaller tools, supplies and misc. stuff. I plan to have the small tools and misc. items grouped in their own box or bag so it would be wise to see what the boxes contain. The auction will begin after the general business meeting.

Bids will start at 1 dollar or at a large amount stated by the auctioneer. Bid increases will be at 1 dollar minimum increments, or more depending on how much you want to risk in a raise.

The auction will end when everything is sold or at the auctioneer's discretion. Payment will be due at the end of the auction.

Ryland will keep track of sales and the running tally will be shown on the big screen.

**Plan to be there early to see the goodies, plan your strategy, and buy raffle tickets!!!** Bring lots of money as you do not want to miss out on

a bargain because you're pinching pennies.

Good luck and happy bidding! —  
Ed

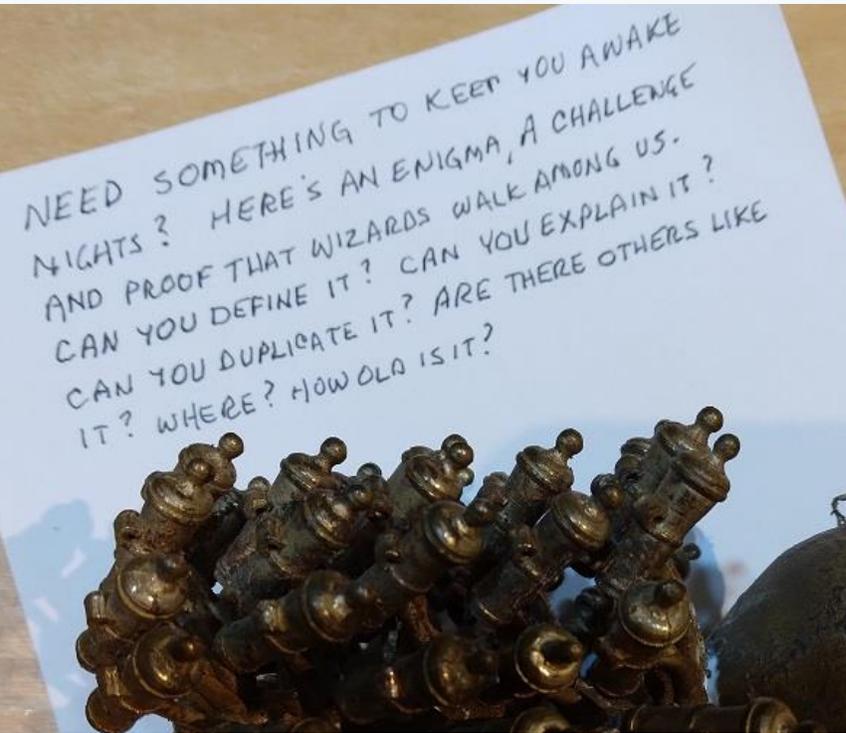


# Modeler's Corner



## A challenger asks, What is it?

Several month's ago this object appeared on the catch-all shelf of interesting things in the Taco Stand. Since then a crafty challenger wrote an answer to the questions asked by the accompanying note:



Your editor immediately saw this as an opportunity for a tech talk...or perhaps a subject for the Logbook. As you can see, that idea was usurped by the clever reply shown below, left. Since trees were a major topic in this Logbook, It's fitting that we include it here, this month.

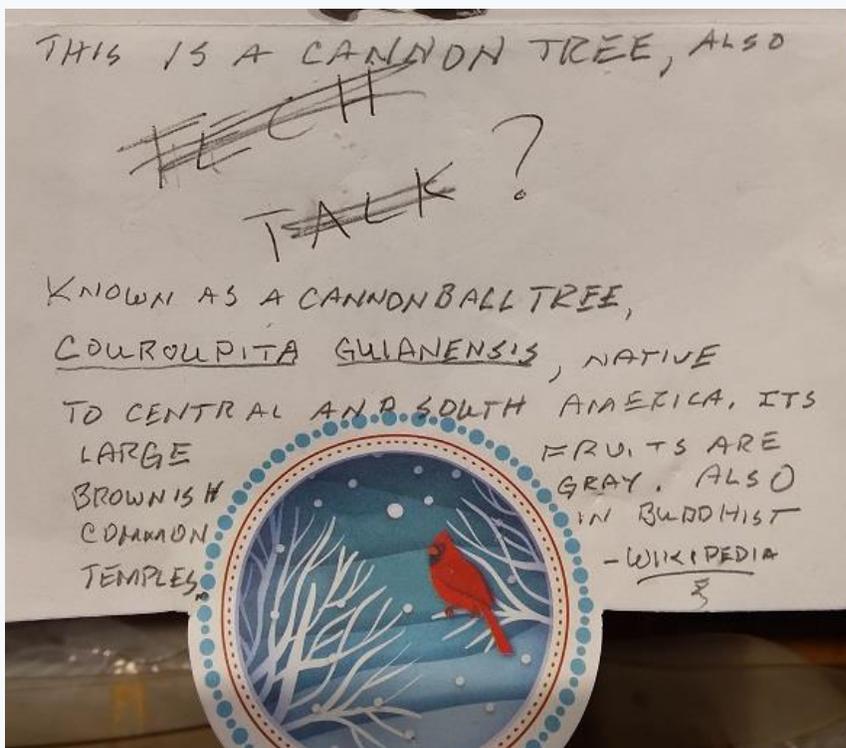
## The real reply?

What we have is a cannon tree—brass cannon mass produced (cast) using the lost wax process. Also known as investment casting, the process allows a artist to cast multiples of an object using molten metal. The process is largely contained within the jewelry industry, but finds a place in ship modeling. As you can see, it is largely reserved for making multiples of complex objects—in this case cannon.

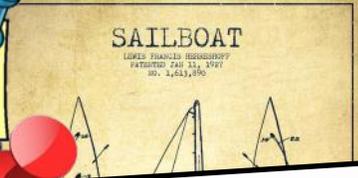
Five major steps:

1. Model the figure in wax, make a mold and cast as many wax copies as you need or want. Assemble the wax parts into a tree
2. Cover it with clay
3. Firing melts the wax and hardens the clay (mold)
4. Molten brass (or bronze) poured in the mold
5. Break off the clay

Google the process for more detail and where to get supplies.



# The Bulletin Board



## HRSMS' RAFFLE

Don't forget to purchase raffle tickets for a chance to win Tony's Byrne's saw. See Greg or Ryland.



## Model Boat Show

Hosted by the Deltaville Ship Modelers' Guild

And the Holly Point Nature

8:30 am to 3pm

Starts at 9am

The guild is hosting its Holly Point

at 1pm

10000 Creek Rd, Deltaville Va. 23043

Admission free after 3pm

For more info contact show@gmail.com

Bring your models. You will meet

people and share your work

Everyone is invited to participate.

For more information and information sheets visit



## IPMS RICHMOND

International Plastic Modelers' Society - Richmond, VA Chapter

Since 1976

### 2024 Old Dominion Open Scale Model Show & Contest

### Saturday, February 24

80 Model Display Categories  
Extensive Vendor Marketplace  
Huge Modeler's Drawing

1st, 2nd & 3rd place awards for each category, plus these special awards:

- Judges' Best In Show • Best Junior
- Best Aircraft • Best Automotive • Best Diorama • Best Figure
- Best Gundam • Best Maritime • Best Military Vehicle
- Best Real Space & Sci-Fi

<p><b>Schedule</b></p> <p>Doors open at 8:30 a.m.</p> <p>Vendors open all day</p> <p>Registration Closes at 12:00 noon</p> <p>Judging Starts at 12:30 p.m.</p>		<p><b>Location (new this year)</b></p> <p><b>Richmond Raceway Complex</b></p> <p><b>The Old Dominion Building</b></p> <p>600 E. Laburnum Ave.</p> <p>Richmond, VA 23222</p>
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General inquiries, please contact Bob Walls: [robertwalls@comcast.net](mailto:robertwalls@comcast.net)

Find IPMS Richmond online:  
[ipmsrichmond.blogspot.com](http://ipmsrichmond.blogspot.com)  
[facebook.com/IPMSRichmond](https://facebook.com/IPMSRichmond)



\* Don't miss out on a chance to own this gently used **Byrnes table saw**—there's still time! Tickets are \$5 and you can buy as many as you like. Proceeds go to the Hampton Roads Ship Model Society. (Those of you not in the area, can enter as well—just email the Auctioneer (John) or the Purser (Ryland.) Once the purser has confirmation of your payment, you will receive a photo of your raffle tickets.) You do not need to be present to win, but an out of town winner will be responsible for the cost of shipping.—Ed

# The Deckplate

## JANUARY 2024

13 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: Ron Lewis - Conservation and Restoration

## FEBRUARY 2024

10 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Live Auction at the Museum

## MARCH 2024

9 HRSMS Monthly Meeting: Mariners' Museum  
14  $\pi$  Day  
Presentation: Hank Ghittino -The Oseberg Ship, History and Build  
9/10 Battle of Hampton Roads Weekend at the MM

## April 2024

13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Will Hoffman- The Ship that held up Wall Street  
27 Model Boat Show, Deltaville

## MAY 2024

11 HRSMS Monthly Meeting: Mariners' Museum  
21 Talk like Yoda Day  
Presentation: Sean Maloon- Gluing and Planking a Hull

## JUNE 2024

8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Mike Pelland- Building the Chesapeake Bay Skip-jack

## JULY 2024

13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Dave Chelmos- Building the Sharpie

## AUGUST 2024

10 HRSMS Monthly meeting:  
Presentation: Stewart Winn- A Beginner's Guide to Scratch Building or How to Cobble Something from Nothing

## SEPTEMBER 2024

13 HRSMS Monthly Meeting: Picnic Newport News City Park  
19 Talk like a Pirate Day  
Presentation: Picnic- cookout at NN Park

## OCTOBER 2024

12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger- Making Water Look Real

## NOVEMBER 2024

9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Julia Child- Cooking the Thanksgiving Turkey

## DECEMBER 2024

14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: S. Claus- Please Don't ask for More Models



## WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
1<sup>st</sup> 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



Visit us at our webpage:

[WWW.HRSMS.ORG](http://WWW.HRSMS.ORG). You'll be glad you did!