No. 468 June, 2025

Hampton Roads Ship Model Society

No. 468 WWW.HRSMS.ORG **June 2025**

View From The Bridge

Meeting Notice

The meeting will take place at 10:00 hours

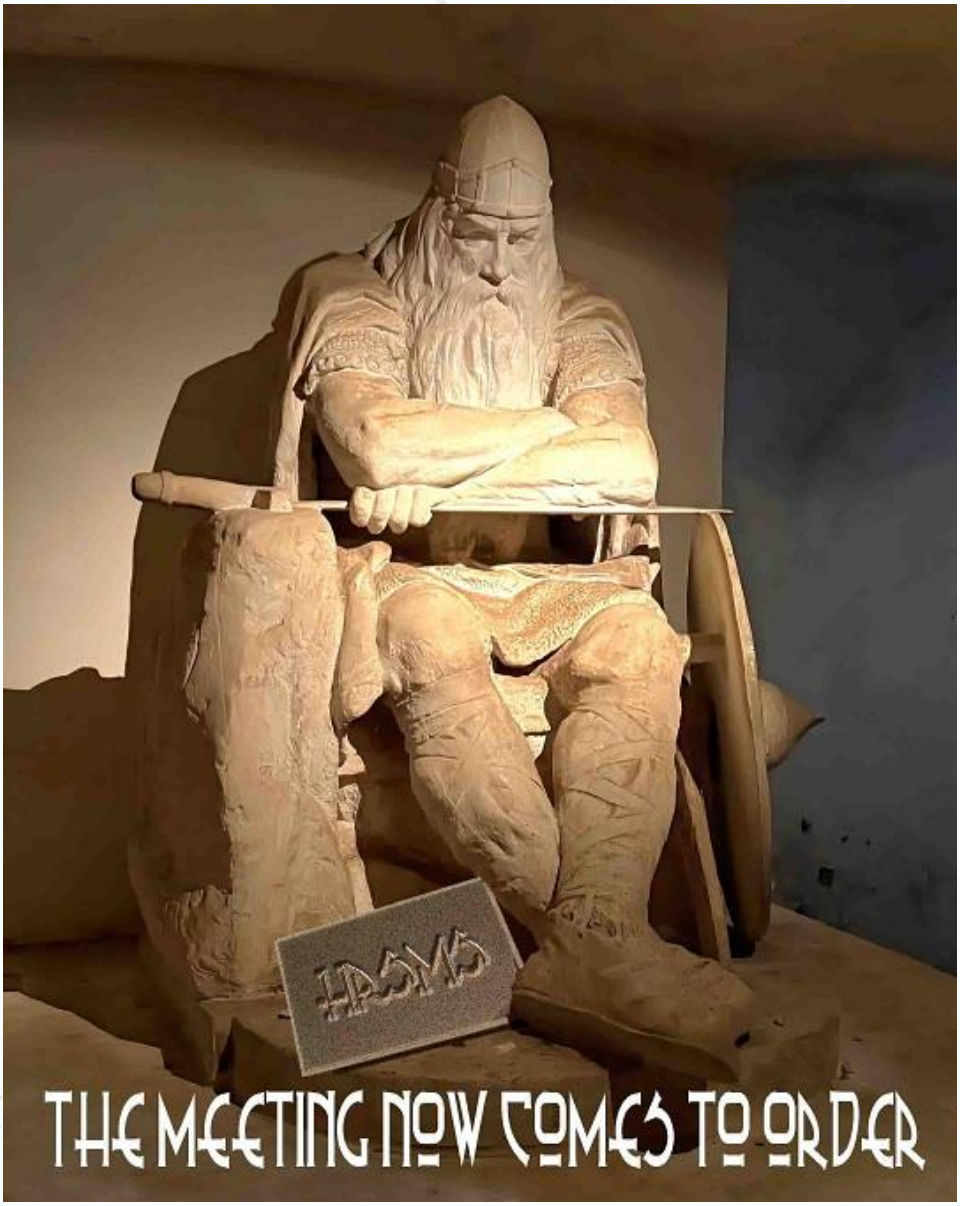
June 14, 2025

Captain's Log 6.14.25

Your Skipper and First Mate recently returned from a successful expedition to Denmark, the heartland of one the most storied maritime cultures and plunderers of the Viking period. Given my fascination with the antiquity and lore of this age, my brief trek within Valhalla under the supreme guidance of MEILI *(Norse god of travel, brother of Thor)*… aka Greg, I returned with a greater appreciation of the period. The Danes have in their DNA a culture of legendary relics which illustrated to me how provincial we are in America. Danish families commonly reside in colorful antique structures dating back to the 1600's.

The primary purpose of our junket was to visit maritime museums, shipyards and quaint villages rich in history and with old friends. Every turn yielded a lesson in maritime heritage, a tradition sadly fading in the modern era. As family boatyards and small fishing villages yield to time, the many museums we visited resonated with their past to preserve history worth safekeeping. The whirlwind tour also included UNESCO Viking sites, castles, palaces, ancient churches and cathedrals. I highly recommend ***G**reg's **E**xcellent **E**xpeditions **E**xtraordinaire.* Check for scheduled departures…please don't, he'll kill me.

Did I mention the pickled herring? Denmark, put it on your bucket list! —SD



Letters to the Editor

From: Marilyn Barton
To: Editor
Sun, May 4 at 11:12 AM

Hi, Ed,

Thanks for sending me the 467th newsletter, I look forward to the 468th. I have a lot of stuff for the auction in October unless Gene changes the lock on the garage and gallery room and shed. Just kidding. Enjoyed the flow of your missive. Some ship stuff intersperse with very interesting articles on the wooden birds and water rescue training, pretty parrot drink recipe (think I've seen Miami Vice on a cruise ship somewhere), and food, perhaps shrimp tacos for dinner tonight? You put a ton of thought and effort into the content and layout. Keep on.

Sincerely,

M

P.S. I will need to practice for the Talk like Yoda day, it's coming up.

Marilyn,
May the 4th be with you.

Ed.

From: Mike Pelland
To: Editor

John,
https://mjdtools.nextlot.com/auctions/1702101/lots?page=11

Interesting stuff to browse.

Mike

Mike,
Nice source….Thanks.

Ed.

From: Ryland Craze
To: Editor
Fri, May 6 at 7:27 AM

John ,
I recently attended the 42nd Annual Northeast Joint Clubs Conference in New London, CT, on April 26th, where I displayed my model of the Medway Longboat. All of the models were judged for their workmanship and I was honored to have received the Jim Roberts Award for my model.

While browsing ship modeling websites, I came across the new *Ships in Scale* website and was surprised to find an article covering the conference, including a mention of my award. I thought I'd share the link with you all: https://shipsinscale.com/2025/05/04/northeast-model-ship-enthusiasts-gather-for-joint-clubs-conference/#more-141

Ryland

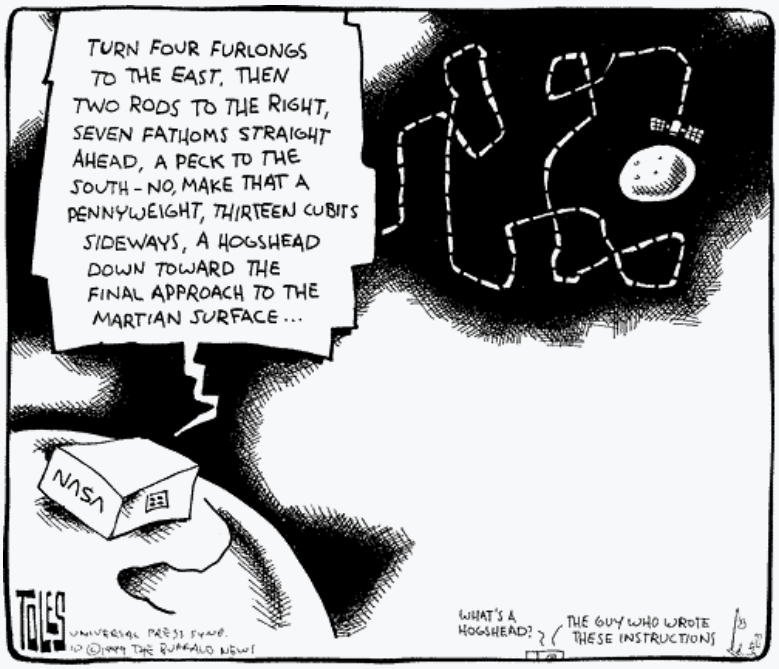
Ryland,
That's a great accolade! Congratulations.

Ed.

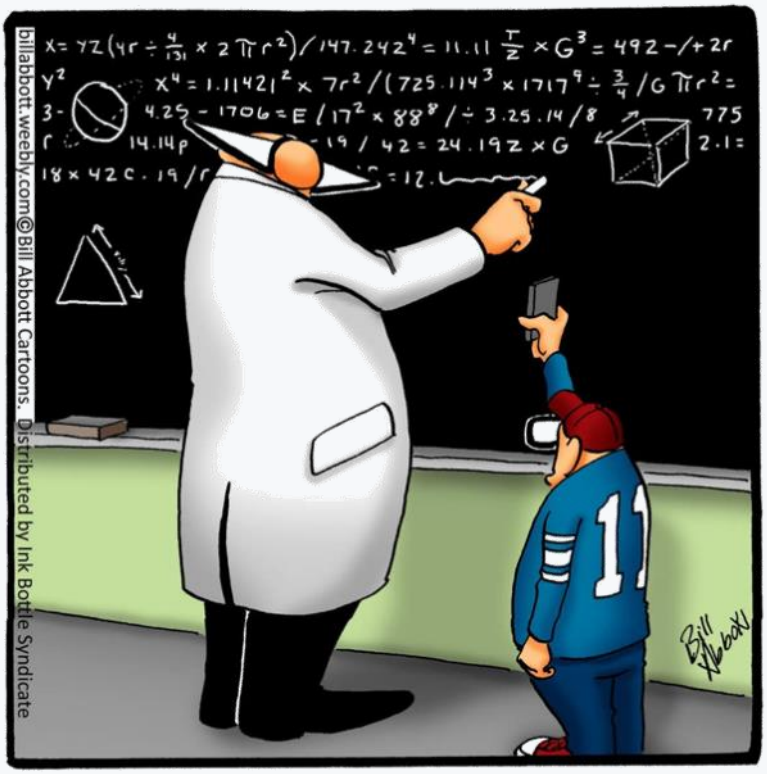
June Cover:

This month's cover highlights one of Stewart Winn's ship models, the workman-like fishing vessel named GR.2-99. This scratch built effort documents a converted fishing trawler he saw while on a trip to Qaqortoq, Greenland in 2014. The trawler was "converted for use in taking Minke whales." The model is built of wood and other materials to a scale of 1:33, is about 18" long, and is mounted like he saw it while on a marine railway. It is proudly on display in our Taco Stand model case.—Ed.

The Jape



What the Skipper sent to support last month's 'View from the Bridge'



"See? Two seconds with my quantum physics app."

What your Editor wanted to use...

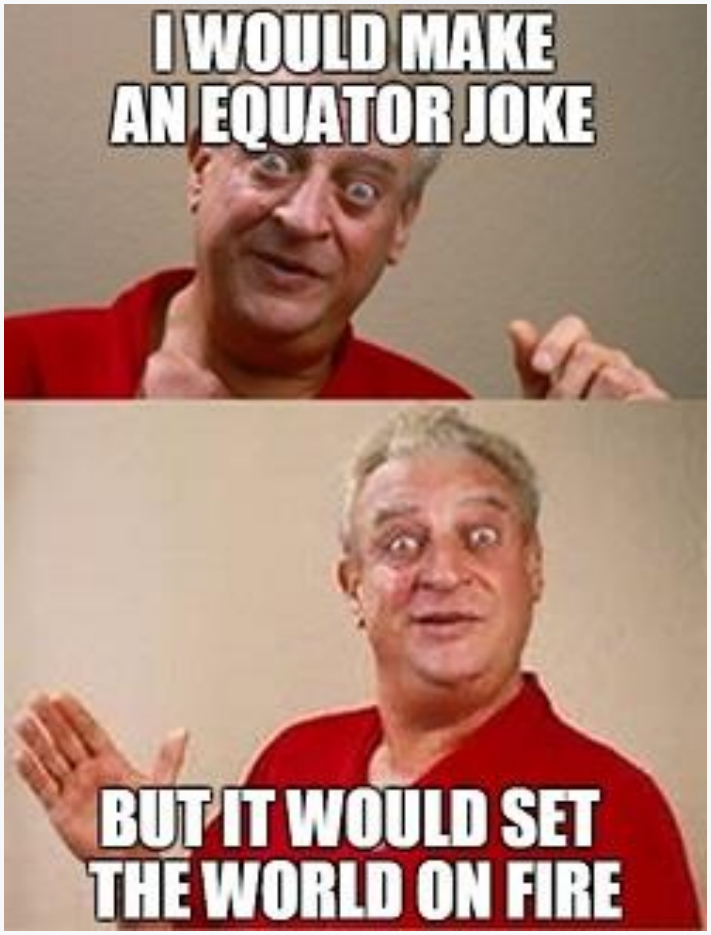
Scuttlebutt

Nautical term for June

Equator A line circling the earth at a point equi-distant from both poles which separates the oceans into the North Danger Zone and the South Danger Zone.

—Tim.

No Respect…..



Minutes

Meeting 5-10-25

The meeting was called to order by the skipper at 10:08, with 23 members present in person and an additional 5 via Zoom. Greg Harrington's parents were present as guests, as was Kurt Van Dam from the Chicago clubs.

Ryland Craze was recognized for the award he received at the Northeast clubs conference in Mystic last month. He then proceeded to give the purser's report that we are still solvent, and that we currently have 54 total members.

OLD BUSINESS

Greg Harrington reported that he is still sorting books to be offered on the website, and that instructions on how to bid for them will be forthcoming shortly.

Members were reminded of the upcoming national IPMS conference in August and that we will have three or four tables there for display. We are looking for a large model of a fully-rigged ship as a centerpiece for the display. It was also reported that we have signed up to sponsor two awards at the show.

NEW BUSINESS

It was moved, seconded, and approved that we spend up to $500 to upgrade our display material for the conference, and that we spend up to $200 for advertisements in the IPMS magazine.

Hampton Roads Ship Model Society

It was pointed out that the IPMS conference will coincide with our August meeting. It was suggested that our meeting date be moved, or that the meeting be cancelled entirely. It was decided to defer a decision until closer to the date.

Don Good announced the availability of raffle tickets at $25 each to support the Peggy restoration. (See Ad on the bulletin board—Ed)

The meeting adjourned around noon.—Stu

Show and Tell:

John Proudley showed his model of the USS Barry (DD-248), a four-piper destroyer.

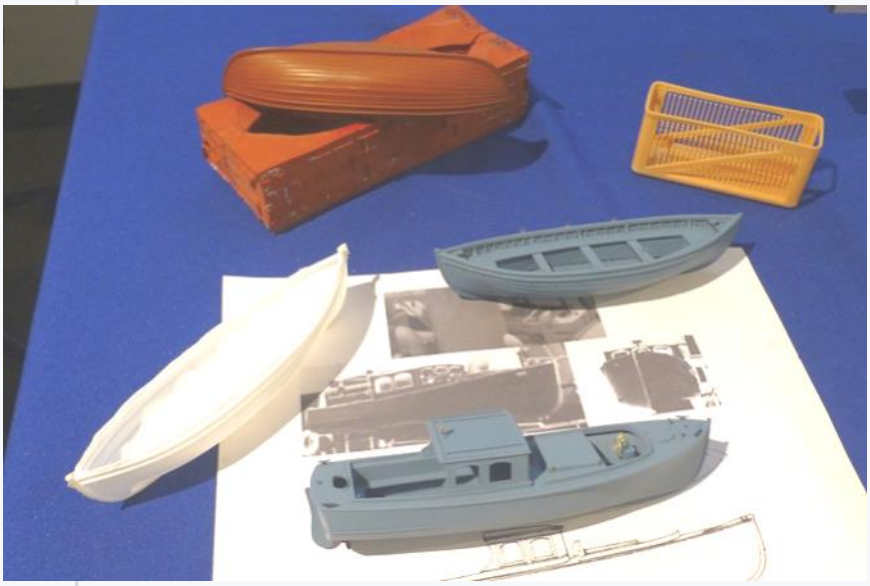
Ulrich Guenther showed his model of the Berlin, a Corel kit which had many difficulties, and took eight years to build.

Craig Moore showed his model of the Chaperon, an Ohio River stern-wheel river boat, including his scratch-built additions and modifications.

Bruce Brown showed his model of Magellan's Nao, and told a story about a Chinese circumnavigation in prior years.

Show and Tell (cont.):

Gene Berger showed his progress on casting boats for his Zircon model.



No images:

Mike Pelland showed 1/1200 scale plastic kits.

Kurt Van Dam discussed Model Expo's new schooner kit.

Don Good showed the Maid King, a dead-rise Chesapeake work boat with a pile driver; it is on a diorama showing a pile entering the bottom.

Sean Maloon showed progress on his Winchelsea.

Al Sutton showed a model of a C-2 cargo vessel.

Stewart Winn showed progress on his model of the pilot boat Swift.

Galen McCormick had a model of a ferry and a hull from last month.

Presentation:

Dave Chelmow gave a presentation on the use of chisels, including a working session for those who wished.

Mystery Photo

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

If you know the answer to the Mystery Photo below, by all means send it in. All replies will be blended into the solution.

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. 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 Explained

Growing up along the Ohio River provided may opportunities to cross the water via ferry. In particular, we crossed using the Anderson Ferry located just down river from Cincinnati, Ohio. It was always a welcome event. So when Lula showed up on a Facebook page, I took it as an opportunity to talk a bit about ferries and maybe a chance to entice someone to build a model of one.

Ferries have transported men and material across bodies of water for as long as we can remember. The ferry near Cincinnati has been around since 1817 or so and has continuously "transported people between Constance, Ky. and Delhi Township, Oh." ever since. At the start of this ferry service, "a wooden ferryboat powered by men with poles transported horses, people, livestock and wagons. Now, three diesel-powered boats transport people and their cars across the same stretch of river."

I have long been an advocate of building ship models of obscure vessels. I think the challenge as a model builder is greatest when you break new ground. But the proper documentation needs to be there in sufficient quality and quantity to allow for a good, accurate model. The ferry Lula would be something I would consider building provided I could find enough information to do justice to the model and the prototype. This photograph would go a long way in providing that justification.

But this is Mystery Photo. So what can we say about the image? It records a very short vessel. It's obvious that the vessel is paddle driven; and it should be obvious that the vessel is a ferry of sorts as she appears ready to discharge an automobile. There is no visible stack, or smoke, or fuel supply so we can safely rule out steam as a power source. The crudely–built and somewhat weathered vessel features a lightly built, shallow draft hull as is evident when you spot the hog -chains supported on the hog posts. A punt seems to hang from davits off of the bow. Several people pose for the photographer including a young lady seated at the top of the stair landing. Finally, you can see that the ferry was registered in Great Falls, MT.

We have one reply this month. It comes from Bill Nyberg, Editor of the "Ropewalk" the newsletter of the Shipwrights of Ohio. Bill, welcome aboard. He has this to say:

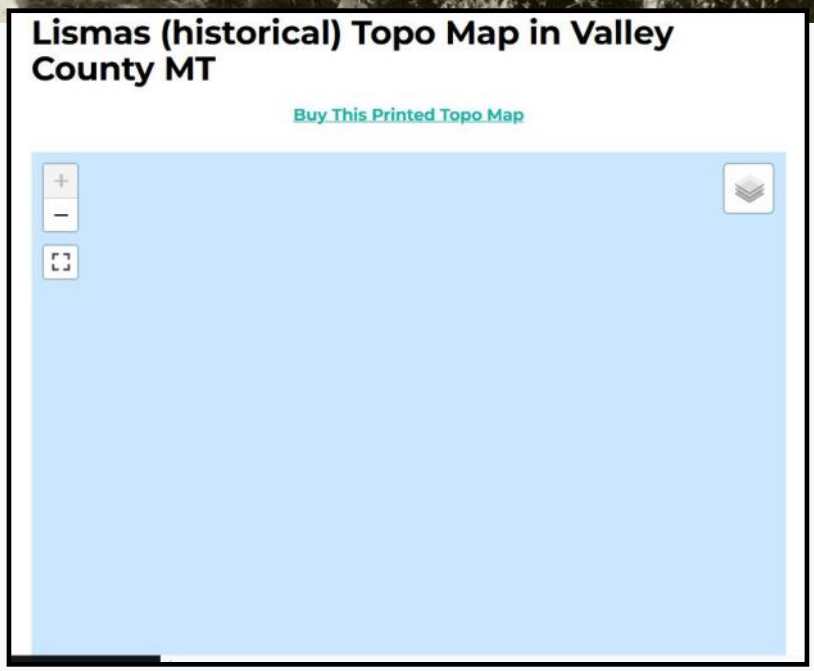
> "Interesting photo. Time frame appears late 1920's to 30's.
>
> Don't see a stack so made the assumption that she has a diesel engine for power. Note: High-speed diesel engines were introduced in the 1920s for commercial vehicle applications and in the 1930s for passenger cars. The stern wheel is chain driven.
>
> She is a side loading car/passenger ferry. I expect that the forward cabin is for weather protection for the passengers and/or for small package freight.
>
> Location would be an inlet or a very wide river such as the Hudson, Chesapeake Bay, etc. With the hills in the background, I expect that it is somewhere north like New York, down to Virginia. The photo is looking down on the boat, so the bank is steep.
>
> Would be nice to see the bow, to understand what is rigged forward."

Good eye, Bill.

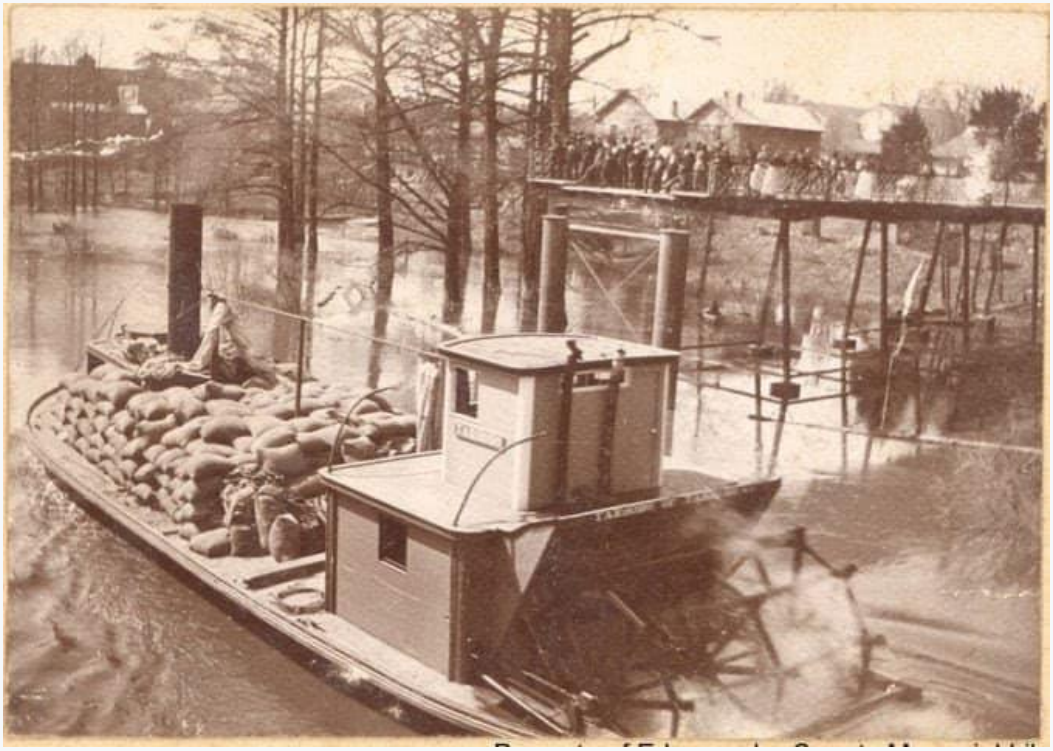
Lula first came to my attention on a Facebook page, and, again, while cruising build logs on Model Ship World. It seems a fellow found the photograph and decided that the vessel would be a good basis for conversion into a support boat for the pile driving barge he was building. Subsequently, I found the image posted on line at the website for The Glasgow Courier and DTD 02 July, 2014. The accompanying article (not more than a caption, really) was titled "85 Years Ago: Paddle Wheel Ferry Worked Hard On The

Missouri River at Lismas."

The caption reads: "The old paddle wheel ferry at Lismas goes down the Missouri River on July 2, 1929. The first ferry at Lismas was managed by a cattleman, William Kirkland, in 1903. The name Lismas came from the last name of partners Horace Gamas and Julius Listoe, who took over the business. Gamas ended up buying out the business and ran it until 1915. Boats continued to use the point along the river over the next few decades."

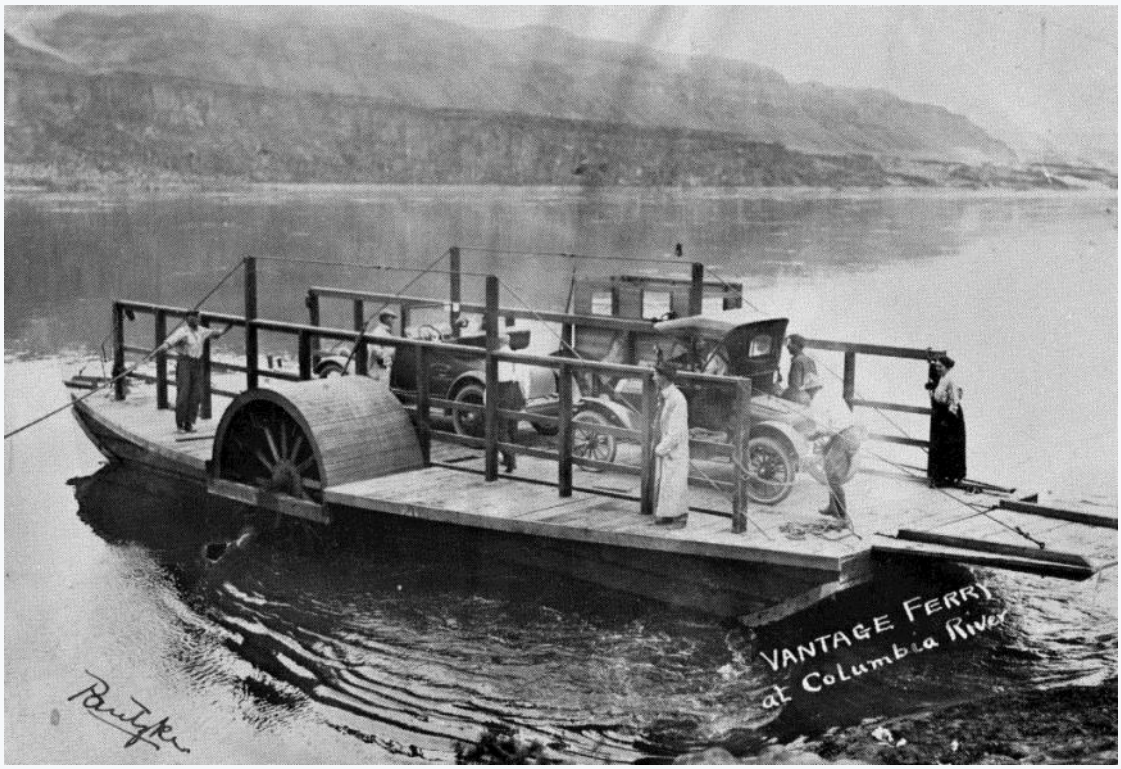


While Bill is spot on with his timeline, his location needs a bit of work. The image is credited to the Valley County Historical Society. The Glasgow Courier, however, is a paper that serves the small town of Glasgow, MT situated in Valley County up near the northeast corner of the state and bordering with Canada. But try and find Lismas on a map. It does not show up on Google Maps. But a Google search for Lismas does show it to be in the wet spot you see at right. Another result solves the riddle this way: "Lismas, once the site of a ferry across the Missouri River, now lies under the waters of the Fort Peck Reservoir. Lismas was not much of a community; it consisted of the ferry, a post office (active 1903-1920), an eating house, and a livery stable. The Lismas name was derived from the last names of the partners running the ferry (Julius Listo and Horace Gamas). Horace Gamas served as the first postmaster at Lismas." That blue water picture above is the approximate latitude and longitude of a now very waterlogged Lismas.



Back to the vessel. Without a set of plans, could you derive enough information from the photograph and others showing contemporary

features and fittings to build an acceptable replica of Lula?



Well (how Reagan used to say it), you'd have to make some educated guesses as to the hull shape. Would it be ship, river boat, or scow like in design, or some combination in between? The fact that the punt is carried forward strongly suggests a square, scow shaped bow. The stern would most likely be squared off, but would it be vertical or slope forward as it goes down? The lower attachment points for the twin rudder posts would argue for a vertical stern. The deck and superstructure looks to be all carpenter built—there is nothing extraordinary about their design or construction.. The deck overhang at the side is merely a convenience for the access ramp allowing for loading and unloading near shore.

Armed with these thoughts, all you would need now are some measurements like length, width, and depth and you're in business. It is possible to estimate some scale values from the photograph, and methods to do so have been written about in publications like the Nautical Research Journal. This sounds like a fun challenge and a great opportunity to build a model that hasn't been done before.

I would model a hull scow shaped, very similar to the one shown in the photograph below, and it would be as wide as the after deckhouse. I would fit it with a deck featuring a cantilevered overhang like you see in the MP. Then I would build all the details to match what

what you see in the photograph. The livery would be white overall with either black, green, or red accent stripes on the deckhouse and bridge. This would eb a great candidate to practice weathering.

Of course the scale would be 1:48. I took a stab at some rough dimensions: While I don't know the make, model or year of the automobile, a 1927 ford Model A measured 13'-8" in length and was 5'-7" wide. I also estimated the tallest person to be slightly under 6-foot. Using those estimates I arrived at a hull of about 32-feet in length and 12-feet in width. The rest of the dimensions can be worked as ratios of these lengths.

Who is game enough to draw up some plans and lay a keel? See the article on AI later in this issue, perhaps there is an opportunity there to see how good it really is.

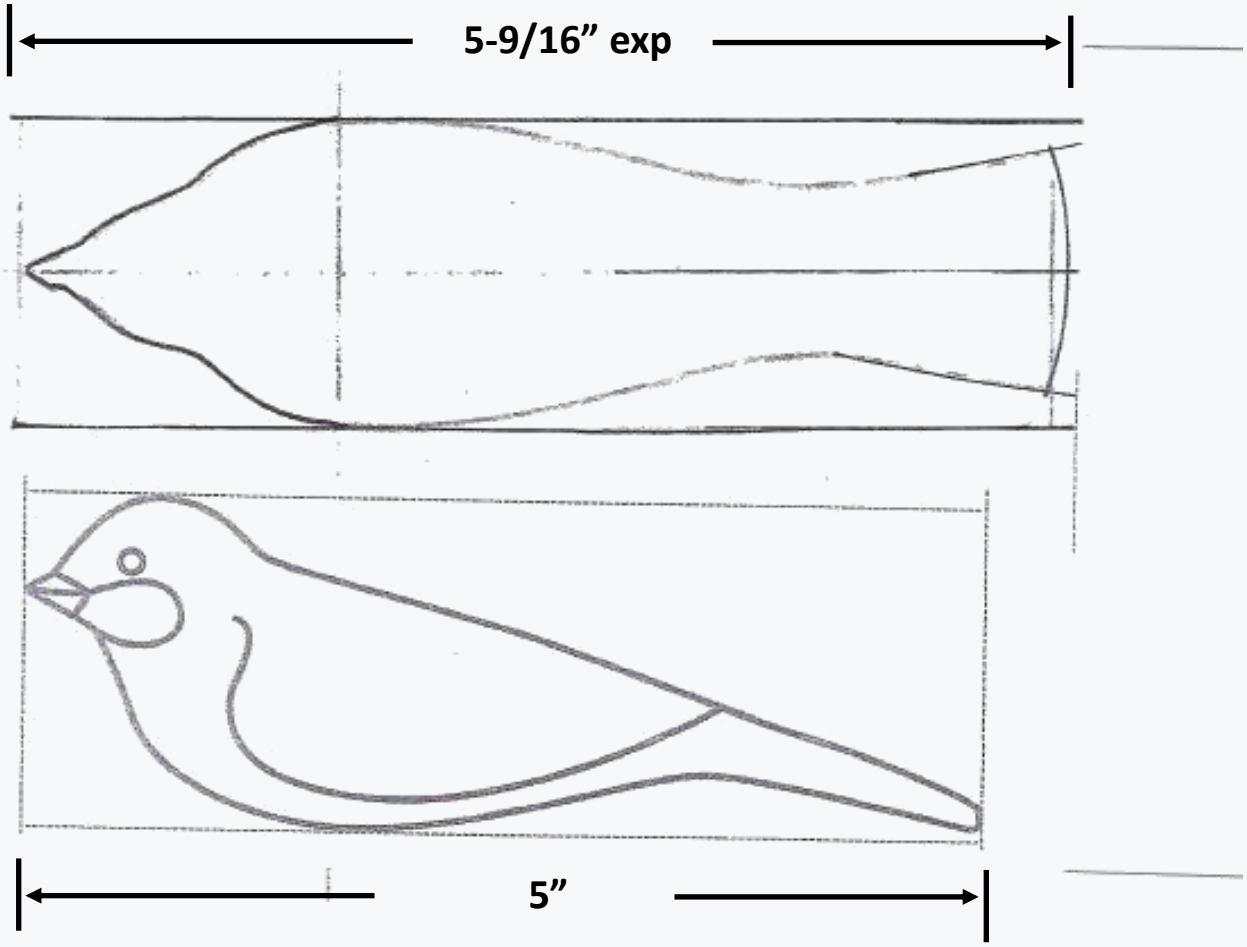
For fun, a few more, slightly cropped, miscellaneous images of old ferries. —Ed.

PTSD All hands; Lend a hand...

Member John Jones is making these small hand carved ducks for veterans who are in need as anti suicide support items. They are a tactile reminder to those in trouble that help is just a phone call away. On the bottom is the phone number for the **suicide and crisis hotline**. Help is just three easy numbers away—**988**.

John asks that we help him make these ducks. It's real simple and just takes a few minutes and some spare wood you may have. To date John has made several hundred of these birds out of donated cherry wood. Perhaps you have some wood that you can use.

He begins with 2" x 2" x 6" blanks. He glues (use spray adhesive if you can) the templates to the wood and then uses a 2-cut technique to rough out the bird. Then he finishes it to the shapes you see below. If you cannot carve you can rough cut the birds and give them to John for carving. —Ed.



The Great Grab box sale...

was a hit! Almost half of the "stuff" that was on offer had disappeared when it was time to box everything up and head for home. That's the good news! The even better news is that we have enough stuff to re-charge the boxes and do it all over again...and, may-be, again after that. The bad news is you'll have to wait for the June meeting to get another chance.

The Veritas Carver's Bench you see below is being listed on Facebook Marketplace in hopes of enticing a buyer. If any of you want it...make me an offer I can't refuse.

Grab box rules and structure:

Over the intermediate months, I will bring grab boxes to the meetings. The boxes will have items that are too small or too obscure to auction. The items will be on sale before and after the meeting only. There will be a $2 dollar box, a $1 dollar box, a $.50 cent box, and a free box. You can pick through these boxes and buy what you want. First come, first served. You are on your honor to put your purchase cost into the box for whatever you buy.

At the June meeting!!!

Free

$.50

$1

$2

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 embroi-dered logo

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

AI — Following Commands

In nautical circles, saying AI (artificial Intelligence) can often be mistaken or heard as aye, aye—not sure if the "sir" part should follow. But following orders means following orders. But to follow them correctly takes clear understanding of the order, some training, some practice, and some experience. But, along the way to mastering the 'following of the order', mistakes can, will, and do happen. That is why you have to be clear in your communication and carefully follow through the evolution to make sure you are getting the result you want.

For example: In the age of "Hey Siri", it pays to be simple and direct in your queries. It also pays to have a bit of understanding in how the program you're using works which I will call programmer bias. Those of you who may have come through the various CAD software packages out there will understand what I mean about this. (Do any of you remember how some of the early calculators worked using reverse Lukasiewicz notation which required you to select the function after you entered your values? (ay yi yi!)

On a more personal level, my car responds to me anytime I say "Hey Toyota"...or something to that affect, causing me to hit the cancel button. (ay yi yi!)

In AI terms, we might be a few years away from the 'Star Trek' replicator like logic where you press a button and say "Computer: chicken soup." And, of course, with that command, do we really know what kind of chicken soup we will receive, or will voice recognition and the capturing of our habits and patterns know that we want grandma's best recipe instead of Campbell's?

AI is in its infancy, but it's maturing fast—really fast. While its pretty clear that bits of it have been around for a few years, its only been in the last two or three that a full-scale onslaught of it has occurred. And with new things there will be bugs and incomplete or misleading algorithms and logic statements. Think of it as a conversation where you and another person are talking but somehow you are both thinking different things. But AI is here now and we need to either accept it and hope for the best, or understand it and use it to our advantage. And, NO, I have not used it to write any of the Logbook content.

Our skipper, however, has been fooling around with AI generated artwork for the past few months (they have appeared in his column over the last few issues, in this issue's Skipper's column, and here to the left), and he will be quick to tell you that you have to be very specific with your instructions and even then you might have, or want, to massage the spurious results. By and large, these images support his essay topics well, but one has to wonder about the number of iterations and selective editing that was required to achieve the art piece he wanted. After all, AI is just following orders.

Regardless of your feeling about AI, and I have serious issues with using it to write essays, articles, and position papers. It is here to stay and has the power to change what we 'think, do, and say' in business and other endeavors (that bias again). However, while it is here to stay, we will master it in the long run. As in almost everything, if you use it, make sure

to follow Reagan's advice to "trust but verify." Don't be a Ricky and say "ay yi yi…..Lucy, Lucy"

With all this trepidation in mind, I though it would be fun to show some of the spurious results that have been shared on the Internet by well meaning, and sometimes clueless, artists. These are some mighty, and sometimes humorous fails. I like to think of them as AI meets Steampunk meets innocence. If you use it, make sure it knows how to follow your orders.—Ed

What's Happening at The Museum

June 2025

If you didn't attend Harborfest, you're too late! This is the 49th year of the largest, longest running FREE maritime event in the country! This year, it hosted about 60 ships, some of which you'll know, e.g. *Kalmar Nyckle, Godspeed,* of course, *Wisconsin,* and many, many others. Think about that! Next year will mark the 50th anniversary of this very popular and exciting event weekend! But wait! There's more! On the 27th of June John Quarstein will present the story of the Battle of Drewry's Bluff. USS *Monitor* did not play a significant role during the Battle on May 15, 1862. Once considered the "little ship that saved the nation", it was unable to effectively shell the Confederate fort. Consequently, after the fight, *Monitor's* commander and her inventor/builder engaged in a heated argument of the success of the little flat ship! John will tell you the whole story.

Now, back to the Museum. Our annual Sips and Trips party event sets sail on June 28 at 6:30 (or 6:00if you're a sponsor) and its theme this year:

A Thrilling Trip Through Military History!

Celebrate the 250th anniversary of the U.S. Navy and Marine Corps with a journey through time while enjoying international wines and curated food pairings. Explore rarely-seen artifacts and hear exciting stories of the men and women who dedicated their lives to serving our nation. Experience a world of discovery, all within The Mariners' galleries! I would strongly suggest getting your tickets now! The event has sold out over the last two years.

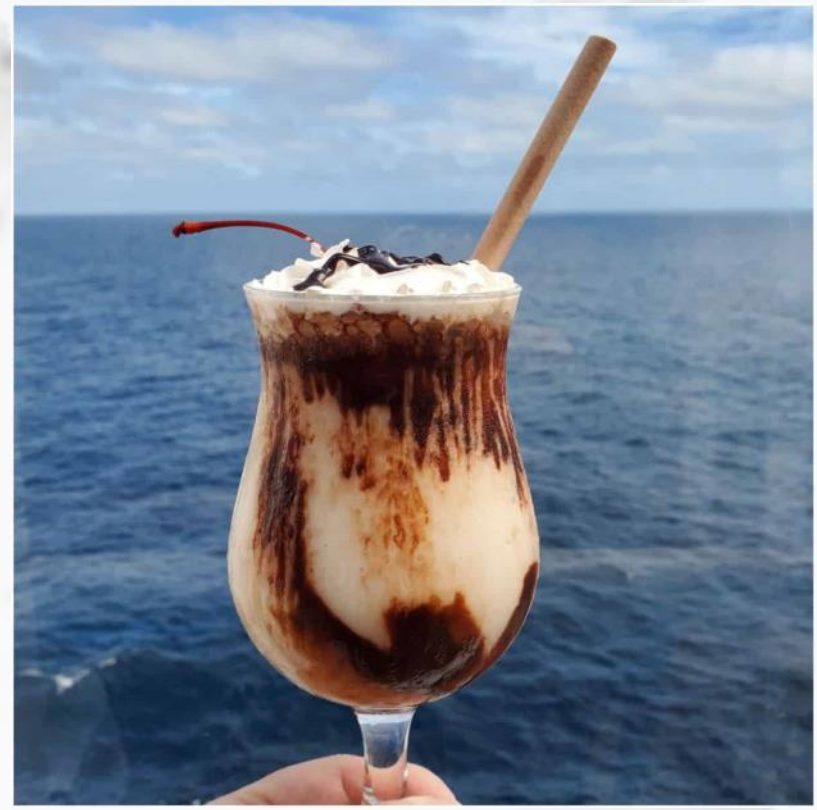
$60 Members | $75 General Public | $35 Nondrinker

Ticket also includes a commemorative beverage cup.

And That's a Wrap!

Ron

Time for …….



It's still warming up, so another fun, drink is in order. This is not a drink for me, but Ellen loves them and orders it whenever she's on a cruise. Carnival calls it the **Mocha Chocolate Getaway.**

Try it.

This might not be the exact recipe but it should be close—Carnival told me what was in it. Anyway, I found this on line and it purports to be the recipe. Make one and dream about your next cruise.

The Mocha Chocolate Getaway

Ingredients:

- 1¾ Ounce Irish Cream
- ¾ Ounce Dark Rum
- ¼ Ounce Butterscotch Schnapps
- ¼ Ounce Kahlua Coffee Liqueur
- 2 ½ Ounce Ice Cream

Chocolate Syrup

Instructions

Line the glass with a chocolate drizzle

2. Combine all ingredients in a blender and blend with ice until smooth

Top with whipped cream and a cherry

Kitchen Tools

- Blender
- Hurricane Glass

Mess Call

We found a new treat to eat on our last cruise, Empanadas (hand pies)—in various flavors. The one below was not on their menu, but is sure sounds appetizing. Hand pies can be found all over the world, hiding behind clever names: like Arepas, Tequenos, Pierogies, Pasteles, and others including the Michigan Pastie. They can be sweet and they can be savory. You can eat it as is, or you can dip it in some incredible sauces. What a great way to eat on the run.

The **Shepherd's Pie Empanada**.

Ingredients

- 4 cups of cold *leftover Shepherd's Pie*
- 20-30 empanada wrappers (Goya Discos or Homemade
- *peanut or lard, vegetable, or canola oil for frying or brushing before baking*

Optional: fresh parlsey for garnish

To Assemble the Shepherd's Pie Empanadas: Lay an empanada dough round in front of you. Scoop straight down into the Shepherd's Pie, getting about 2 tablespoons combined of the mashed potatoes and meat/vegetables in gravy. Scoop it into the center of the dough round. Dip your finger into a cup of water and moisten the dough around the perimeter of the circle. Bring the edges of the dough up to meet together around the filling and squeeze firmly. Lay on the work surface and use a fork to crimp the edges firmly. Transfer to a plate. Repeat with the remaining dough rounds and Shepherd's Pie.

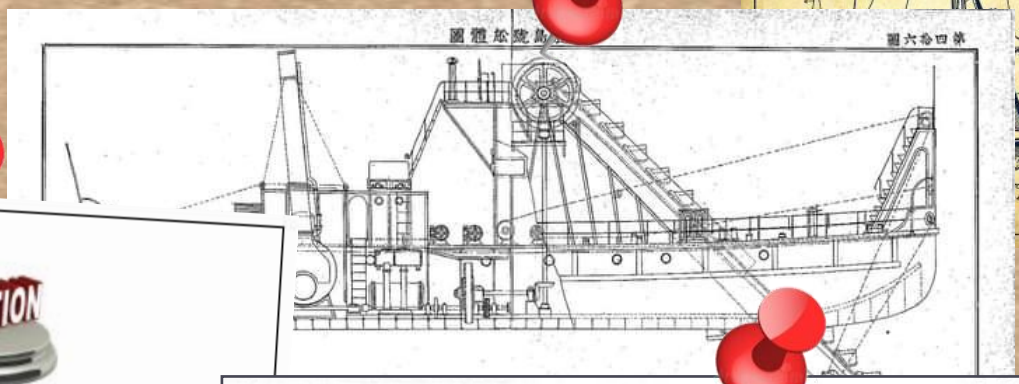
To Fry the Shepherd's Pie Empanadas: Heat 2 to 3 inches of your chosen oil to 350°F in a deep fryer or a high-sided, heavy-bottomed pan on a burner. Fry the empanadas for 3 to 5 minutes, or until golden brown and bubbly on the surface.

To Bake the Shepherd's Pie Empanadas: Preheat your oven to 400°F. Lightly brush a rimmed baking sheet with your chosen oil. Arrange the empanadas with 2 inches of space between them on all sides, brush the empanadas lightly with oil, then bake for 20 to 30 minutes, or until the dough is lightly golden brown on the edges and firm to the touch. Remove the pan from the oven and let rest for 5 minutes before serving.

To Reheat Leftover Shepherd's Pie Empanadas:

Preheat oven to 350°F. Arrange the previously cooked empanadas on a rimmed baking sheet and bake for 10 to 15 minutes, or until heated through.

The Bulletin Board



The next auction will be at the October meeting, so start saving your allowance—again!!!

Mathews-built deckboat Peggy of New Point is turning 100!

The Mathews Maritime Foundation is raffling off this beautiful painting of the Peggy by John Barber.

Tickets can be purchased at www.mathewsmaritime.com. All proceeds benefit the Peggy of New Point Endowment Fund. Drawing will be held 9/20/25. Winner need not be present to win.

PEGGY OF NEW POINT-VA
ENDOWMENT FUND

The prize, "The Peggy Off New Point Comfort" by John M. Barber, is an original oil painting on linen canvas, measuring 10 x 18".

It is fitted with a museum quality, custom-made frame, overalll measurements of 18 x 26". The frame bears a hand-lettered nameplate and painting light. Value $8,000

TICKETS: $25 EACH OR 5 FOR $100 | **PURCHASE TICKETS AT WWW.MATHEWSMARITIME.COM**

Mathews Maritime Foundation

The Deckplate

JANUARY 2025
11 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation:

FEBRUARY 2025
8 **HRSMS** Monthly Meeting: Mariners' Museum
7 National Fettuccine Alfredo Day
Election of officers
Presentation:

MARCH 2025
8 **HRSMS** Monthly Meeting: Mariners' Museum
14 π Day
9/10 Battle of Hampton Roads Weekend at the MM
Presentation: Auction

April 2025
12 **HRSMS** Monthly Meeting: Mariners' Museum
22 Earth Day / 26 Arbor Day
26 Model Boat Show, Deltaville
Presentation: Bill Fox—"A Century on the Jamestown Ferry."

MAY 2025
10 **HRSMS** Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation: Dave Chelmow...Using and Sharpening chisels

JUNE 2025
14 **HRSMS** Monthly Meeting: Mariners' Museum
22 Sips and Trips at the Museum
Presentation: Kevin Ritton—"Making your Own Rope; and That extra Level of Detail."

JULY 2025
12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Hank Ghittino—"A Sailmaker's Proces."

AUGUST 2025
9 **HRSMS** Monthly meeting:
Presentation: Ron Lewis—Let's Take it from the Bottom: Building the iconic Chesapeake Bay Skipjack."
Meeting may be cancelled!
6- 9 IPMS-USA National Convention
Hampton Roads Convention Center, Hampton
28 National Bow Tie Day

SEPTEMBER 2025
13 **HRSMS** Monthly Meeting: Picnic Newport News City Park
19 Talk like a Pirate Day
Presentation: Picnic

OCTOBER 2025
11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Auction...part two!

NOVEMBER 2025
8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Charles Landrum...TBA

DECEMBER 2025
13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Greg Harrington...TBA

WATCH, QUARTER, AND STATION BILL

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