



# Logbook!



No. 476

February, 2026



# Hampton Roads Ship Model Society

No. 476

WWW.HRSMS.ORG

February 2026

View  
From  
The  
Bridge



## Meeting Notice

The meeting will take place  
at 10:00 hours

**February 14, 2026**



### Captain's Log 2.14.26

As I step down as Skipper of HRSMS and hand over the helm, I do so with great confidence that the club will remain upright, buoyant, and only occasionally wander, in search of snacks. I look forward to watching our incoming Skipper chart new waters while I retreat to the comparatively safe harbor of Clerk. From there, I shall offer sage advice when requested and unsolicited commentary when not.

The election slate is as follows:

Dave Chelmow for Skipper, Kevin Ritton as First Mate, Ryland Craze for Purser, and yours truly for Clerk. These are the official elected positions. Since no one else has bravely thrown their hat into the ring, a single dignified vote by our current Clerk at the upcoming meeting will efficiently conclude the democratic spec-

tacle. Think of it as landslide victory meets express checkout.

The unelected but indispensable roles of Web Master and Editor will remain in their capable hands, continuing their behind-the-scenes wizardry.

And now, a rallying cry: February 28th brings the annual Richmond O.D.O. show. We need a full flotilla in attendance. Bring a model to display, enter one in competition, or at the very least come prepared to look authoritative beside someone else's masterpiece. Our tables and banners will be out in full regalia, blooming like a proud fleet in dry dock, ready to attract admirers and perhaps a few future shipwrights.

I am not saying goodbye. I am simply relocating my command chair to a slightly smaller desk with better lighting. —SD



## Letters to the Editor



From: **Mike Pelland**  
To: **Editor**

Hi Everyone,  
I have been seeing this on facebook. Has anyone bought this? Like it? (see photo and description on The Wall—Ed.)  
It seems like a cool tool but I have wasted money on cool tools before.

Mike Pelland

From: **John Cheevers**  
To: **shop@reallyusefulboxes.com**  
Subject: **22 liter box**

Sir,  
I recently saw a group of model train enthusiasts who were using your "Really useful boxes" to transport their models. They said the box they had was no longer available. It looked a lot like the 22-liter model that you show in your photo of boxes but do not list in the table. Is it still available? If so, what are the dimensions? (see photo of box and additional data on The Wall.—Ed.)

Thank you,  
John Cheevers

**Daisy Green**  
From: **dg@reallyusefulproducts.com**  
To: **John Cheevers**  
Cc: **shop@reallyusefulboxes.com**



Good afternoon John,  
Thankyou for your email and interest in our products  
We do not currently stock the 22L box in our US warehouse but we do still manufacture this box

You may be able to find one available from one of our distributors:

- Office Depot
- Hobby Lobby
- The Container Store
- Amazon

From: **Charles Landrum**  
To: **Editor**

<https://youtu.be/MKCznrlqAfE?si=2sEMsVLH7P9VnnnX>

I remembered when this happened. It was miraculous and Readers Digest did a lengthy article on the incident. The Captain is/was a turd and should have been severely punished, but that is not the Greek way. The actions of his senior officers reflected his ethos and that of the company. Compare/contrast this to the Costa Concordia off Italy.

In the course of my naval career, I encountered some famous passenger ships - the Pacific Princess in Naples (1985), the Achille Lauro (1993 – after her date with infamy) at Corfu, and the Amerigo Vespucci under full sail west of Gibraltar. She was a thing of beauty and had us perplexed, because at distance we had no experience to recognize what she was. We thought at first, she was an odd-looking container ship. Then we were just mesmerized.

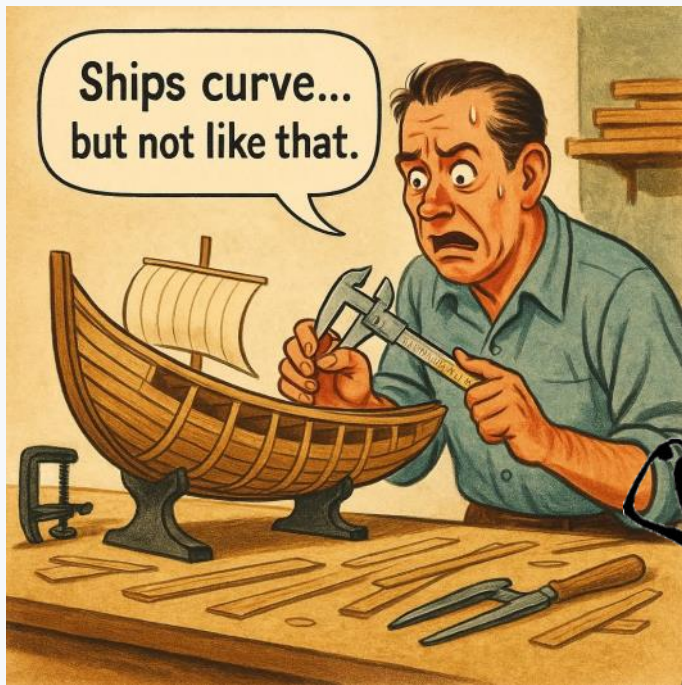
Charles

## February Cover:

Aha! This is not a test to see who really reads this rag, it is a testament to flexibility. The photo at right was the cover the editor originally chose to celebrate the Skipper's sailing into the sunset as he eases out of the command chair into a more "backseat" role. However, the Skipper supplied an excellent AI generated image of his "goosy self" as he hawks (honks?) for the greater good of the Society. It got the cover. The accompanying image that illustrates his column (pg.2) has him sailing into Valhalla. ...—Ed.



## The Jape



## Scuttlebutt



### Nautical slang for February

**At loggerheads** - A loggerhead is an iron ball attached to a long handle. When heated it was used to seal the pitch in deck seams. At loggerheads, is a term that originated in the 17th century, likely from a combination of a "loggerhead", the thick-headed iron tool, and a metaphorical reference to blockheads or stubborn people. The phrase implies a standstill. It was sometimes a handy weapon for quarrelling crewmen. Today, the term might be used as a more social reference to a libacious oasis. —Ed.






# Minutes



## Meeting Minutes, 1-10-26

The meeting was called to order shortly after 10:00 a.m. by the Skipper. One guest, Chris Nierman, was recognized. There were not additions or corrections to the previous month's minutes.

### Business Meeting



The purser gave a recap of debits and credits and announced our treasury balance. We continue to be healthy.



No webmaster report was given as he was not present.

### Old Business:

The Skipper presented the final design and cost of the challenge coin and stated that they should be ready for the ODO in Richmond at the end of February (2/28—keep the date.)

### New Business:

The Skipper entertained nominations for the Skipper, First Mate, and Clerk positions.

Nominations are as follows:

Skipper—Dave Chelmow

First Mate—Kevin Ritton

Clerk—Gene Berger

It was also noted that we needed a new Presentation organizer, Kevin Ritton volunteered for the job. It should be noted that the previous organizer, Ron Lewis, did an excellent job and should be commended.

**Show and Tell:** The on-line gang went first.

Tom Ruggerio gave progress on his brig Argus.

Dave Chelmow showed progress on his New Bedford whaleboat

Mike Pelland updated us on progress of his USS Constitution cross section model.

And in person:

Sean Maloon brought in Winchelsea and showed and discussed his method of making the Captain's cabin flooring using Ebony and Holly.



Master Caelan brought in this Dumas PT-109 and showed progress with assembling the deck structure and the first workings of the propeller shafts and struts.

John Cheevers showed the completed model of the whaler Kate Cory. All that remains is to build the case to the owner's specification and likes.



Gene Berger showed progress of the PY Zircon. It was essentially finished only needing flags and folks to complete the ambiance.



## Presentation:

Here is Ron Lewis' most excellent lecture on sail and steering:

### “Earth Will Not See Such Ships Again”

August Crabtree's 16 vessels are pretty well known and admired, especially among our members. But they also point the way to the evolution of the wind-and-oar-powered wooden ship. The earliest evidence of wooden craft (dugout canoes) takes us back over ten-thousand years. But the clear evidence (etched in stone) of watercraft purpose-built from available materials (sycamore, acacia, cedar) is present among the

steering device at the stern, a “hog truss” in lieu of a keel... all that was required now would come forward as necessity demanded. So August takes us to Normandy to show the lapstrake or clinker style of overlapped planks to form the hull, as exemplified in William the Conqueror's ship “Mora”, then to Rome to show the smooth edge-to-edge lay of the Roman trade ship, a technique later named “carvel”, and the addition of a foresail called an artemon. Now, in a remarkably short time, we journey to Genoa and Palos and find that the Age of Exploration has brought a major volume of change and adaptation. We're heading into outer space, crossing the Atlantic, coasting the African



temples and carvings of Egypt's 18<sup>th</sup> dynasty, the Bronze Age. A period over 3500 years ago. And Dr. Crabtree begins here. Fashioning a vessel that would ferry stones having weights over 500 tons, or tons of common trade goods, over the arduous route of the Nile River, from Aswan to Somalia or Luxor, a journey of over 1300 miles, the Egyptians began a long slow dawn of ship building and adaptation that would arrive, after centuries of refinement, at ships not dependent upon winds, tides and ocean currents. All the elements were there. A hull, pieced together like a jigsaw puzzle, oars for propulsion, a single large sail, a

continent, and the ships of this era were, primarily, the carrack and the caravel. Each showed the most important items of motivation to evolve... need. The steering oar is now a stern-hung rudder with its lever (tiller) under the after deck, the ships sported square sails (square to the length of the ship) as did the Egyptians, and added a triangular lateen sail on the mizzen. And Mr. Columbus set out to “boldly go where no man has gone before”. But the ships at his disposal, were now, even at the close of the 15<sup>th</sup> century, at the very edge of a complete transformation. Still, some refinement would occur. A couple of minor changes



### Presentation (cont.):

(the whipstaff) brought the helmsman and his tiller up on a weather deck where he could see the course of the ship.

Sea battles would spring up wherever a challenge for territory or commerce arises. But the early sea battles were simply land battles fought from the deck of a ship. Now, we have an example of the fighting ship of the 17<sup>th</sup> century. This ship carries about 50 cannons and has a full set of sails (as many as 37) to propel her. Why so many? A ship-to-ship battle requires a great deal of maneuverability and quick reaction. The sail set



is now fully developed and most of a ship's movement and course change is done with the evolved sail plan. But the rudder has been left behind! And now we come to a smaller ship with fewer sails but an ingenious device called a wheel! The ship's helm, controlled by a steering wheel has evolved into a very responsive unit of control and it might seem second nature. What took the shipbuilders and crew so many centuries to go from steering oars to steering wheels? The world-famous Wright Brothers did not invent the SST, did they?

One very important item remains. The sail. No wind, no propulsion. How do we control the winds and tides and current? We don't. We simply take them



**Presentation (cont.):**

all out of the equation. Hero of Alexandria invented a steam device in the first century A.D. but it was useless...until some unknown genius (Thomas Savery, James Watt et al) put it to work! And, finally, the transition is complete. The Cunard ship, *Britannia*, is powered by sail and steam and an era is put to sleep. As Poet Laureate John Maesfield said "They mark our passage as race of men; Earth will not see such ships again." — Ron.





## Mystery Photo

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

The year is 2026, the year of the 250. Can you guess what this means? Some Mystery Photos this year will have the number 250 someplace in their theme. Your job is to identify where and why? This will provide an excellent oppor-

tunity for you to talk about the photograph. If you know anything about the image, sent that information in to the Mystery Photo. All replies will be blended into an interesting essay.

Also, If you have a “250” themed photograph that asks these questions: who, what, when, where, and why, send it on to the Logbook editor for consideration.—Ed.





## Mystery Photo Explained

Don't be offended: it was easy, peasy, Japan-easy. The name of the vessel was right there, you could have looked up the story. As I said back in January, for this year's Mystery Photo, we might have ships and/or topics that deal with 250. This one does.

The ship itself was no mystery as the name was clearly visible in the caption—S.S. Hakusan Maru. The ship was classified as a troop transport, but that was in time of war. She was build as a “refrigerated passenger/cargo merchant ship” for the Nippon Yusen Kaisha (NYK) Line by the Mitsubishi Zosen K.K. Shipyard, commissioned in 1923. She displaced 10,380 tons. Her dimensions were 520' LOA x 62' beam x 26.2' draft. She was powered by steam turbines driving two shafts, on 4,800 s.h.p. Her speed was 14.5 knots cruising and 16.5 knots max. There were four ships in her class.

The ship was used for merchant duties until being requisitioned by the Japanese Military during World War Two where she transported troops and materials



for the Army. The Japanese initially classified her as a “Harbor Affairs vessel (aka command ship).” As such she was armed with two type 3 8cm/40 HA deck guns, two type 93 13mm MGs, one 90cm searchlight, and one 2.5m rangefinder. She was later rerated as an auxiliary transport.

On 4 June, 1944 the transport met her end when she was attacked by the submarine USS Flier (SS-250). She was hit on the port side by two of three





torpedoes near the bridge and quickly sank. Of the 478 crew and passengers on board, 325 perished. Japanese escorts counter attacked by dropping 34 depth charges, but USS Flier escaped without damage.

USS Flier was a Gato-class submarine built by the Electric Boat Company in Groton, Connecticut and commissioned in October of 1943. She was 312' long and carried a crew of 60. In December of that year while on the surface bound for the Panama Canal, an "Allied merchant ship mistook her for a German U-

OFFICIAL PHOTOGRAPH  
NOT TO BE RELEASED  
FOR PUBLICATION  
NAVY YARD MARE ISLAND, CALIF

RESTRICTED



Photo # NH 98329 USS Flier at the Mare Island Navy Yard, Calif., 27 April 1944

OFFICIAL PHOTOGRAPH

NAVY YARD MARE ISLAND, CALIF



2540-44 PLAN VIEW AMIDSHIPS LOOKING FORWARD. MARE ISLAND, CALIF. 27 APRIL 1944 (SS250).

2429-44 (SS250).  
45° OFF CENTERLINE. ALTERATIONS CIRCLED ON M.I.  
PHOTOS NO. 2540-44 TO 2541-44 INC.  
MARE ISLAND, CALIF. 20 APRIL 1944.

boat and opened fire on her." She escaped by running into a rain squall and suffered no casualties or damage. However, on her first Pacific patrol, 12 January, 1944, she ran aground near Midway Atoll. Eventually she was freed and proceeded to Mare Island Navy Yard for repairs. She eventually departed and completed her first patrol.

Following a refit at Fremantle, Australia she undertook her second patrol departing 2 August, 1944.



“On 12 August, 1944, while transiting the Balabac Strait on the surface, she struck a naval mine. She sank in about a minute, but 15 officers and men were able to clamber out. Eight of them reached the beach of Byan Island after 17 hours in the water. Philippine guerrillas guided them to a coastwatcher, who arranged for them to be picked up by submarine, and on the night of 30–31 August 1944 they were taken aboard the submarine USS *Redfin* (SS-272).”

“On 1 February 2009, the U.S. Navy announced the discovery of *Flier* near the Balabac Strait in the Philippines at 7°58'43.21"N 117°15'23.79"E. The discovery of a *Gato*-class submarine was made during an expedition by YAP Films, based in part on information provided by a survivor of the sinking of *Flier*.

Further research by the Naval History and Heritage Command revealed that no other submarine, American or Japanese, had been reported lost in that general vicinity. In addition, footage of the wreck showed a gun mount and radar antenna, both of which were similar to the same equipment seen in contemporary photographs of *Flier*. The ship rests in 330 ft (100 m) of water.”—John



Friendly reminder for Taco Stand Volunteers:

Put their name and the name of the vessel on your models in the shop



# A final thank you to John Jones and his wife Andrea

## For their work making Comfort Birds

This display contains 200 Comfort Birds that will be sent to Master Chief Pollyanna Neely for use in counseling services for Gold Star families and PTSD counseling. Over the past year, more than 1,000 of these birds have been distributed to the VA Hospitals in Hampton, Chesapeake, VA Hospital in Charlotte NC, Virginia Beach EMS Stations, PTSD Psychiatrist and Therapists in Tidewater, Senior Services in Wilmington NC, and individual veterans in Tidewater. The birds are used in counseling sessions during which the individuals hold the birds in their palms during the sessions and are encouraged to take them with them when they leave. They are also told that a crisis telephone number has been engraved on the belly of the birds for 24-hour help.

Each bird required approximately three hours to make and are carved from cherry wood, mahogany, sapele, black walnut, and other types of wood. All the cherry wood and supplies have been donated by Woodcraft in the JANAF shopping Mall in Norfolk VA. Much of the other wood came from the scrap box also located in the Woodcraft store. Members of the Hampton Roads Ship Model Society (Mariners Museum in Newport News VA), the Tidewater Wood Workers, Tidewater Wood Turners, Hampton Roads Council of Veterans Organizations, Norfolk Scottish Rite and Shriners, and VFW Chapter 392 (VB). Without the help of the owner and staff of Woodcraft and the volunteers of these organizations, none of this



would have been possible.

As a veteran myself (20 years US Navy) and as a 25-year special needs teacher at Hickory Middle School in Chesapeake, this has been a special mission for myself and my wife, Andrea Jones (who has helped my more than I can adequately express). We have lost friends over the past few years that have brought this issue close to home with the loss of two very special people from suicide. Andrea's father was a Hospital Corpsman during the Korean War, and I have the honor of wearing her grandfather's wedding ring (a WW I veteran in France). My father was career Army (2<sup>nd</sup> Infantry Korea 1950/51), and both my brothers are Air Force veterans.

This has been a deeply personal journey for us we would like to thank everyone for their help in making this possible.

John and Andrea Jones, USN Tired/ Special Needs Teacher Retired

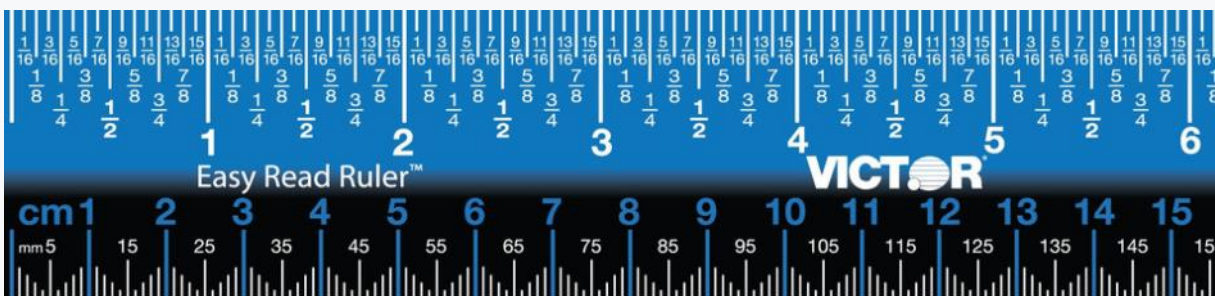


## A message from your Taco Stand



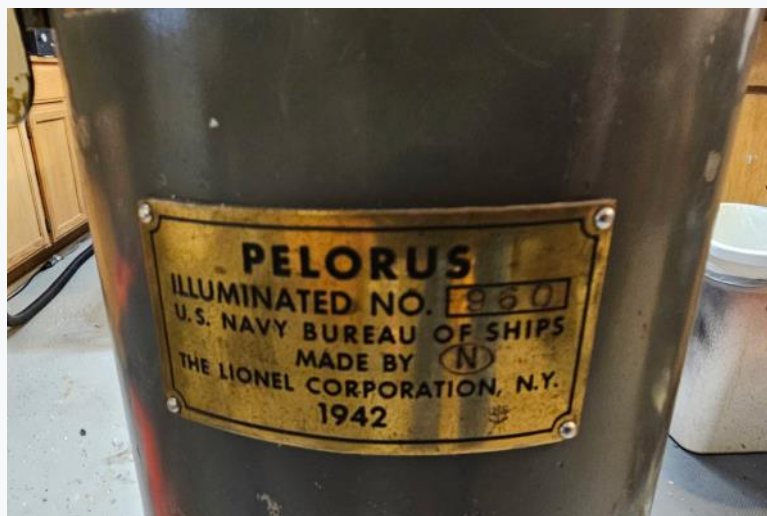
### Right is Might

An old line's foreman at the shipyard had a saying that we hijacked and used all the time in the Mold Loft. Goes like this: "Gotta make sure it's...right." A good saying, I have to admit. And important when you're lofting a thousand-foot ship to  $\pm 1/2$  MM. And that brings me to this month thought: Some of us in the Taco Stand jokingly say measure twice, cut once and it's still too short. Happens all the time, the trash can holds testament to that fact. We are not always going to get it right—not the first time, maybe not even on the third try. But perseverance is the key. Keep trying. —Ed.

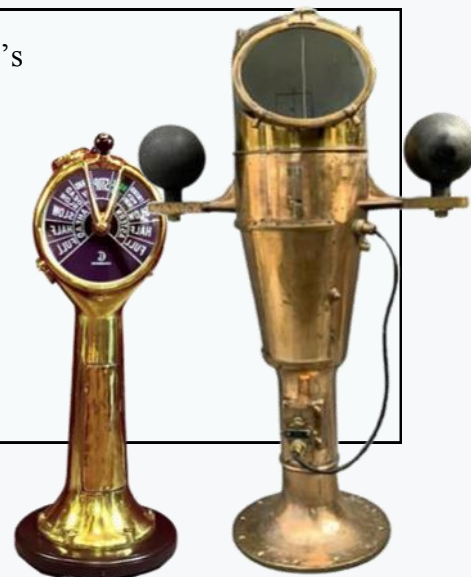




After you've mastered modeling the U.S.S. Campbell, and the U.S.S. Zircon, what do you do? You start collecting bridge equipment. That's what you do! And Gene has done it. He recently acquired a US Navy Pelorus that matches the one in a photograph he has of his father-in-law leaning against one. Did I say, leaning? There is no leaning in the navy. He was merely demonstrating the list of the vessel at the time of the photo. Here are some images of its reconditioning—Ed.



So that begins Mr. Gene's starter set....What's next, a telegraph and a compass stand?

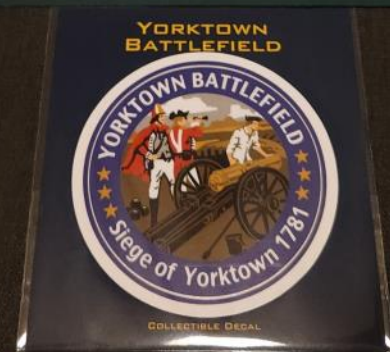




# Caelan's Corner



Progress has been underway on my PT boat more recently. Kevin helped me glue together the propellers to the shafts, and the struts. Now I plan to glue the deck and propeller shafts to the hull of my PT boat. I had also gotten help to build a model of the USS Maine for a friend of mine. I also won first place for middle schoolers in the National Park Service Yorktown Day Art Contest. Thank you to Kevin, John, Tim, and Gene for their support.—Caelan



## 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...





Time for .....



On February 15, 1898 at 21:40 an explosion onboard the USS Maine occurred while the vessel was anchored in Havana harbor, Cuba. The explosion obliterate the forward part of the ship. The incident was the precursor to the United States declaring war on Spain. Most of us know the results of that war. Since this is not a place for debate about politics or agendas, we will stick to just honoring those lost by hoisting the glass to them.

The cocktail  
Remember the Maine.

## REMEMBER THE MAINE

$\frac{1}{2}$  TSP *ABSINTHE*

2 oz *RYE*

$\frac{3}{4}$  oz *SWEET VERMOUTH*

$\frac{1}{3}$  oz *CHERRY HEERING*

Rinse glass with absinthe and drain. Mix remaining ingredients with ice and strain.





# Mess Call



To pair with *Remember the Maine* and its Danish Liqueur, Heering Cherry, I chose a nice dip of **Smoked Salmon spread**, because Greg likes it and he suggested the cocktail for this month.

Here is the reasoning: "Absinthe and vermouth cocktails, often featuring herbal, anise, and botanical notes, pair best with savory, briny, and rich foods that can stand up to their strong flavor profile. Ideal pairings include fresh oysters, shellfish, smoked trout, goat cheese, nutty cheeses like Gouda, charcuterie, and roasted hazelnuts." You are free to include these other items to make a nice charcuterie tray.

## Smoked Salmon Spread:

### INGREDIENTS:

- 1 (8 ounce) package cream cheese, softened
- 6 ounces smoked salmon, chopped
- ¼ cup capers, or to taste
- 2 tablespoons chopped green onion (Optional)
- 1 ½ teaspoons chopped fresh dill plus more for garnish
- ¼ cup heavy whipping cream
- 3 dashes Worcestershire sauce
- 3 drops hot pepper sauce
- 1 squeeze fresh lemon juice



### DIRECTIONS:

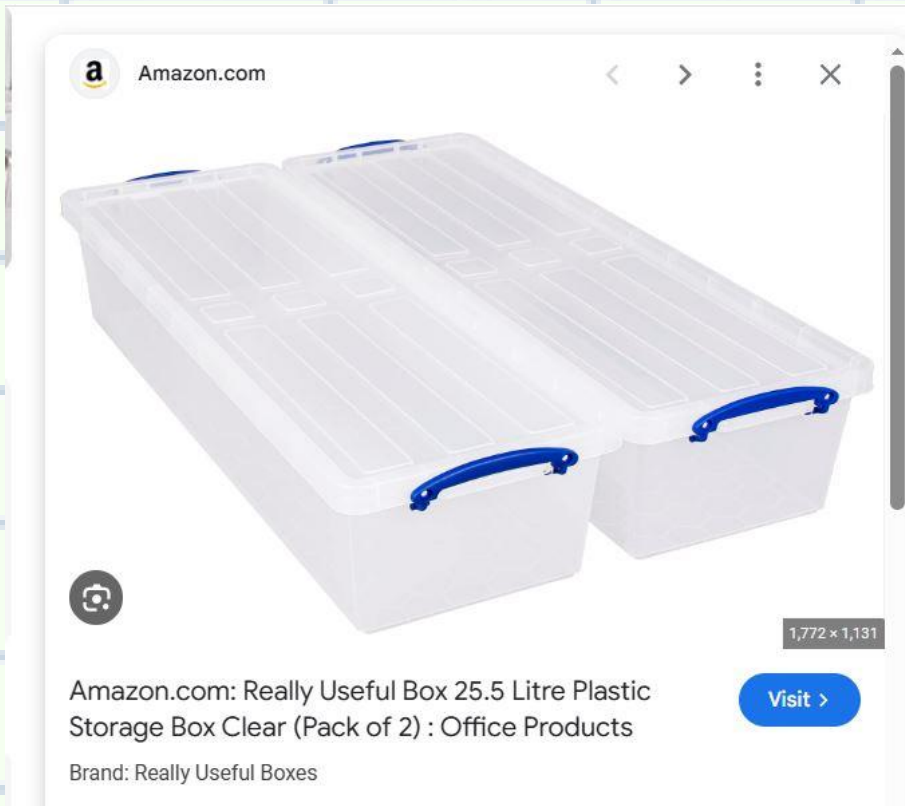
1. Gather all ingredients.
  2. Process cream cheese in a food processor to soften completely.
  3. Add smoked salmon, capers, green onion, dill, cream, Worcestershire sauce, hot pepper sauce, and lemon juice. Process the mixture again until creamy and smooth.
  4. Process the mixture again until creamy and smooth.
- Transfer dip into a bowl; garnish with additional dill and serve with your favorite crackers.



# Post it to the (Bulkhead)



The coaxial/through hole drilling jig—Mike's tool in question. Use it to drill accurate, centered holes in round and flat stock. Check around for price, it varies too.



Cheevers saw some plastic storage crates that looked to be useful in transporting ship models (they were long and narrow.) In researching them he found the website for the manufacturer. The size listed above is not what he inquired about, but actually a better size and available via Amazon. Size is 35 x 9.5 x 11.8". Cost is \$45.96 (pack of 2).

<b>JAN-FEB</b>	<b>Winter Wednesdays</b> January 21 - February 25 9:30	<b>ALL YEAR</b>	<b>USS Monitor Legacy Program</b> Select Fridays
<b>MAR 07</b>	<b>Battle of Hampton Roads Commemoration</b>	<b>APR 18</b>	<b>Safety at Sea Training Course</b>
<b>APR 19</b>	<b>MilKids Festival</b>	<b>MAY 23</b>	<b>Public Lake Rental Season Begins</b>
<b>JUN 27</b>	<b>Sips &amp; Trips</b>	<b>NOV 07</b>	<b>Fall Festival</b>

## Mariners' Museum 2026 events



The Wall can be used for news, or to post things you want to sell, or things that you are in need of...It is your page

All we are is just...



# The Deckplate

## JANUARY 2026

10 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: Ron Lewis—Earth will not see such ships again

## FEBRUARY 2026

14 HRSMS Monthly Meeting: Mariners' Museum  
7 National Fettuccine Alfredo Day  
Election of officers  
Presentation:

## MARCH 2026

14 HRSMS Monthly Meeting: Mariners' Museum  
14  $\pi$  Day  
14/15 Battle of Hampton Roads Weekend at the MM  
Presentation:

## April 2026

11 HRSMS Monthly Meeting: Mariners' Museum  
22 Earth Day / 26 Arbor Day  
26 Model Boat Show, Deltaville ?  
Presentation:

## MAY 2026

9 HRSMS Monthly Meeting: Mariners' Museum  
21 Talk like Yoda Day  
Presentation:

## JUNE 2026

13 HRSMS Monthly Meeting: Mariners' Museum  
22 Sips and Trips at the Museum ?  
Presentation:

## JULY 2026

11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## AUGUST 2026

8 HRSMS Monthly meeting:  
6-9 IPMS-USA National Convention  
Hampton Roads Convention Center, Hampton  
28 National Bow Tie Day  
Presentation:

## SEPTEMBER 2026

12 HRSMS Monthly Meeting: Picnic Newport News City Park  
19 Talk like a Pirate Day  
Presentation: **Picnic At Newport News City Park....Shelter**

## OCTOBER 2026

10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## NOVEMBER 2026

14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## DECEMBER 2026

12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## 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) 508-9881  
Historian: Tim Wood (757) 639-4442  
Logbook Ed.: John Cheevers (757) 876-7466  
Columnists: Ron Lewis  
Bob Moritz  
Tim Wood  
Webmaster: Greg Harrington (757) 218-5368  
20 Photographer: John Cheevers (757) 876-7466



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