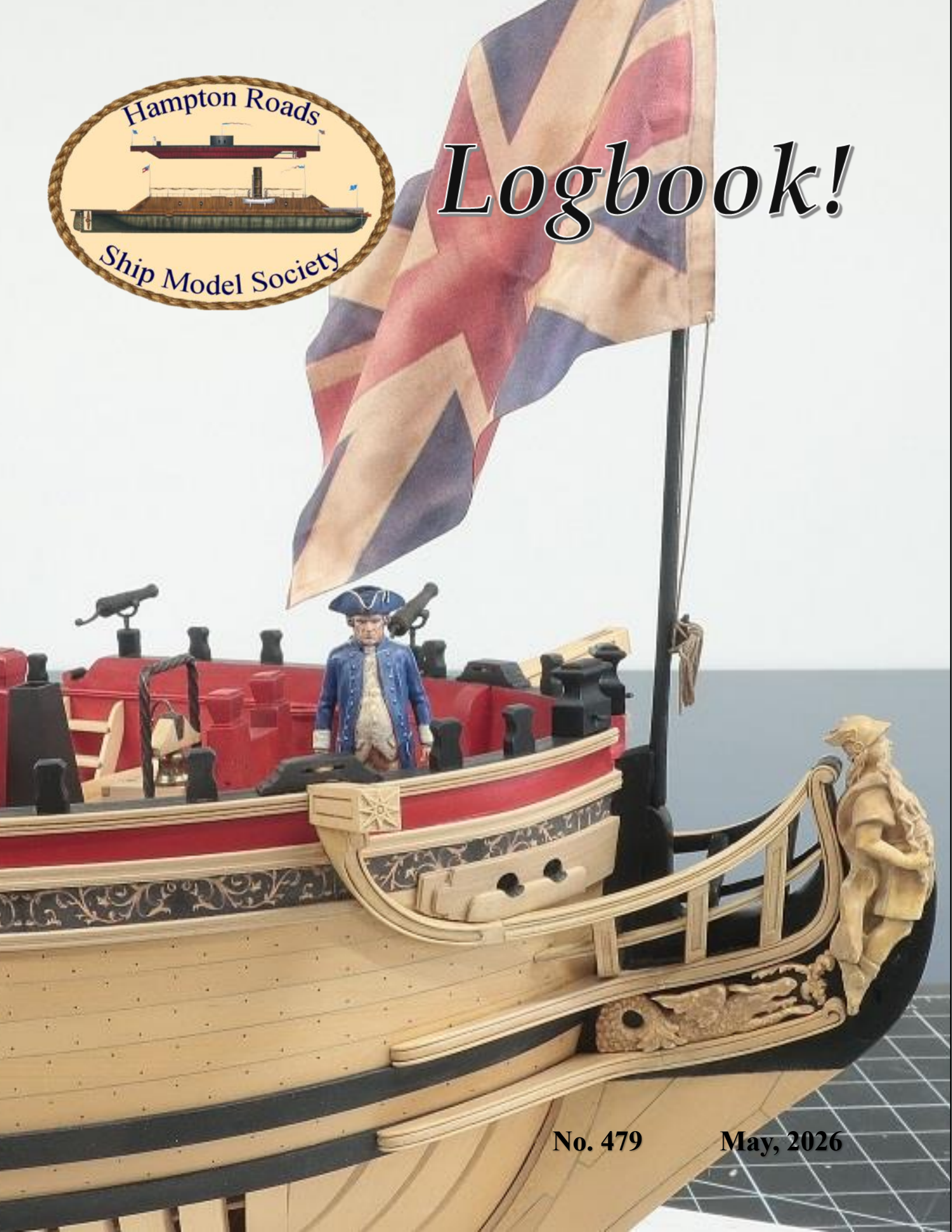




Logbook!



Hampton Roads Ship Model Society

No. 479

WWW.HRSMS.ORG

May 2026

View From The Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

May 9, 2026



Captain's Log 5.9.26

We made a slight format shift for our meetings where we moved the presentation ahead of the show and tell. We did this to recognize the huge amount of work our speakers put into their presentations and to make sure that they have enough time to finish without feeling rushed. It was not meant in any way to take away from the show and tell, which has always been my favorite part of the meeting.

Often the show and tell is about tools or references. This is always the dangerous part for me (or at least for my wallet) because I frequently end up needing to add the tool to my collection (I mean workshop). Most recently, I added the architect desk light that Ryland presented. It works as well as he said and has made work on one of my benches a lot easier for my aging eyes. We all have different tools and approaches for accomplishing our modeling tasks and getting to see new tools and what you all are using helps expand my workshop and skills.

The part I like the best is seeing the works in progress. I'm very grateful to the members who bring their models regularly. I've really enjoyed watching Gene Berger's Zircon and Arizona from start to finish and have learned a ton about moving from concept to build and photoetching. I've enjoyed the great progress on Sean Maloon's Winchelsea and seeing someone else working in the same space that I do. I've learned a lot about machining from getting to see the progress on John Cheever's workboats. I've really enjoyed watch-

ing Caelan McCormick's progress since his joining. His modelling skills are really taking off, reflecting both his energy and commitment and the truly excellent teaching skills of our members who have been mentoring him.

Especially as a new member, I was very nervous about showing my work. I'd always worked alone and never belonged to a club. We are all our own worst critics, finding tremendous flaws in our own work, which no matter how well it comes out, never feels like it is quite what we were aiming for. Members were incredibly supportive and encouraging. There were a number of times that I was stuck or getting ready to pause work on projects. At those times, club member tips, help troubleshooting, help resetting my expectations, and enthusiastic support has helped me keep going. I'm a far better modeler than when I joined the club, and hopefully on the way to having the skills that I've been working towards. The opportunity to share my work and get feedback about it during show and tell and before and after the meeting has been a big part of this journey.

We've been getting some great feedback from the growing number of members who have been participating remotely. The club officers are working to enhance their experience in ways that don't take away from the in-person attendees. Show and tell is one big opportunity. We will continue to work on ways to improve the ability for everyone to see the great models that our on-line members are building.

Letters to the Editor



Tickets on sale TODAY!
Saturday, June 27
6:30 p.m. - 9:30 p.m.

Editor's note: Not much in the way of correspondence this month, but we did receive this gem:

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

How Do You Lift a 30,000-Pound Mast From a Warship Built a Record-Breaking 261 Years Ago? With a Really, Really Big Crane

[How Do You Lift a 30,000-Pound Mast From a Warship Built a Record-Breaking 261 Years Ago? With a Really, Really Big Crane](#)

Join us for a dazzling after-hours celebration of the maritime industry's powerful influence on our region, nation, and world. This year, we're putting a spotlight on the pride of our community and the largest shipyard in the country — Newport News Shipbuilding.

Enjoy an evening of gourmet food and international wine while exploring special artifact interpretations honoring the skill and dedication of the shipbuilders whose vital roles have shaped Hampton Roads' maritime identity for generations.

Mariners' Members tickets are \$30 off with the discount code. Don't have your Member code? Check our previous email or call Guest Services at 757-596-2222.

And this, gleaned from the **Mariners' Currents**.....



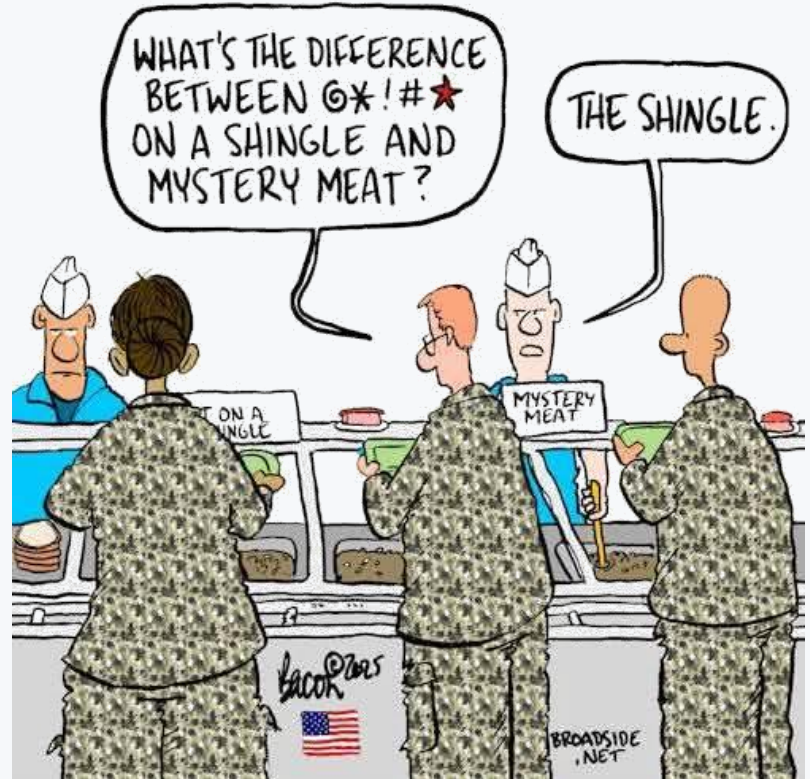
May Cover:

Last month we saw a video presentation on removing laser char and assembling gun carriages using some simple techniques and a jig. The presentation was made by Chuck Passaro who manages Syren Ship Model Co. A few weeks later he posted some images of his prototype model of Speedwell on his Syren Ship Model Co. Facebook page after he added some launching flags and figures to the un-masted model. He graciously consented to letting us use one image for this month's Logbook cover. The model is 3/8"=1' but he adds that you can get the figures from him at 1:48. That is, if you need a Captain Ramage on your quarterdeck.—Ed.

The Jape



"This illustrates the first point I'd like to make - we need a projector."



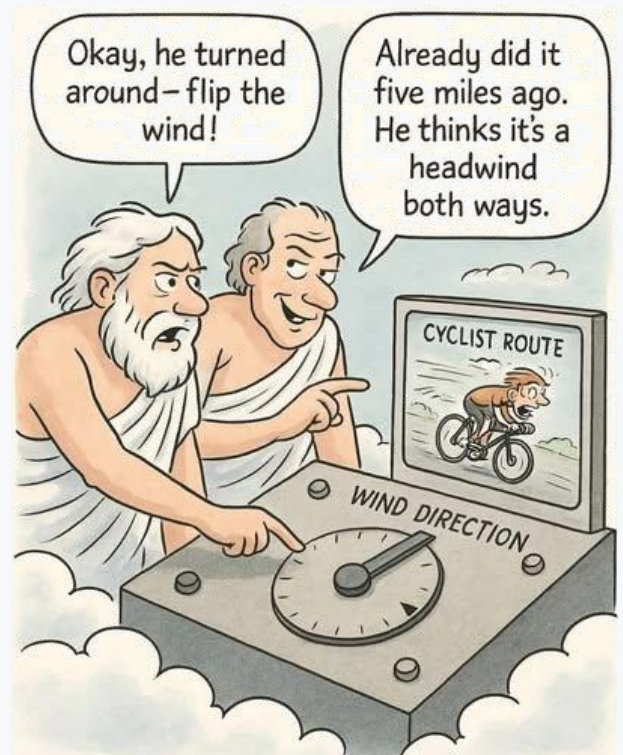
Scuttlebutt



Nautical slang for May

"Gripe - A sailing vessel gripes when, by poor design or imbalance of sail, it tends to end up with its bow into the wind when sailing close-hauled. The sails flap around, forward progress is halted and she is very hard to steer. On land, the term means to complain, complain, and complain."—Ed.

Weather helm or whether helm, the wind in Tidewater is wither suspiciously absent or ungainly. That's why I've found it better to use a raincoat with a hood rather than rely on an umbrella when its inclement. That way I don't gripe when I have to walk close hauled in the rain. B...tch, b..tch, b..tch...



Somewhere in the heavens, the Wind Gods have a cruel sense of humor.

Minutes



Meeting Minutes, 5-9-26



The meeting opened with a spirited discussion on bank access, otherwise known as “who guards the treasure chest.” Dave proposed appointing four trustworthy souls—preferably ones who won’t suddenly develop a taste for tropical exile. Former

officers and other designated hands were mentioned, all presumably capable of resisting the siren song of compound interest.

Dave also charted a course for the Joint Northeast Conference later this April. The Deltaville Boat Show, however, has struck its colors for the year and gone into dry dock—rumored to be polishing its brightwork for a grander return next season.

Guests were called upon to identify themselves (no small feat before coffee). Dave Kern bravely surfaced, announcing his intention to take up ship modeling after retiring from the submersible navy—clearly a man who has traded crushing depths for microscopic rigging. Craig Peterson followed, declaring similar ambitions to fill retirement with sawdust, glue, and the occasional triumphant muttering.

Sponsorships were discussed with all the seriousness of a captain choosing rum rations. The club will place a ¼-page ad in the IPMS Journal and hoist a banner on Model Ship World, ensuring our name sails far and wide. Dave also moved to sponsor a trophy at the upcoming IPMS Nationals. The motion passed smartly—because if there’s going to be glory, we may as well engrave our name on it.

Ryland delivered the Treasurer’s report: the coffers are full, the ship is afloat, and all is well—except for a few elusive members still clutching their dues like buried treasure. Gentle reminders were issued, with only minimal threat of plank-related consequences.



First Mate Kevin is now accepting ideas for future presentations. This is your chance to dazzle, educate, or at the very least confuse your fellow modelers with elaborate explanations involving tiny ropes.



Webmaster Greg reported that the website continues to be polished and tuned, with a few cosmetic improvements underway. Think of it as a fresh coat of paint without the fumes.

Presentation:

Greg then took the helm for the evening’s presentation, navigating the treacherous waters of model photography. He spoke of lighting, color balance, and powerful editing tools like Photoshop, Lightroom, FastStone, and Affinity Photo. He even invoked photons—tiny particles apparently responsible for both illumination and mild headaches. The key takeaway: taking the photo is merely the opening act; the real magic happens afterward. A replay is highly recommended once posted, as the cargo hold was packed with knowledge.



After a brief recess to stretch sea legs, the crew reconvened for Show & Tell.

Show and tell

Don Good opened the parade with his scratch-built oysterman boat, crafted from photos into a vessel so convincing it practically smells of brine. It does, however, require more oysters—an oversight soon to be corrected. His silk span sails sparked a lively debate on the ancient art of convincing cloth to behave like canvas.

Tom presented the quarter badges for his 1804 *Argus*, fashioned from Chapelle plans with the patience of a monk and the eyesight of a hawk.

Bill Gass brought forth his 1/200 Fletcher-class destroyer, now entering the perilous “one wrong move and it’s gone forever” detailing phase.

A brief and highly strategic re-shuffling determined the next presenter. John drew the short straw and responded by unveiling a beautifully machined brass tool height gauge—proving that even the tools have begun competing for attention.



in detail, with ladders, scuppers, cheek brackets, and bow elements added with surgeon-level precision. No figureheads were harmed, startled, or even mildly inconvenienced.

Finally, Dave reported on his whaleboat, now equipped with sealing planks, daggerboard well, and mast step. The update concluded with an enthusiastic “Thar she blows!” which may or may not have startled nearby landlubbers. (photo, Pg. 7)

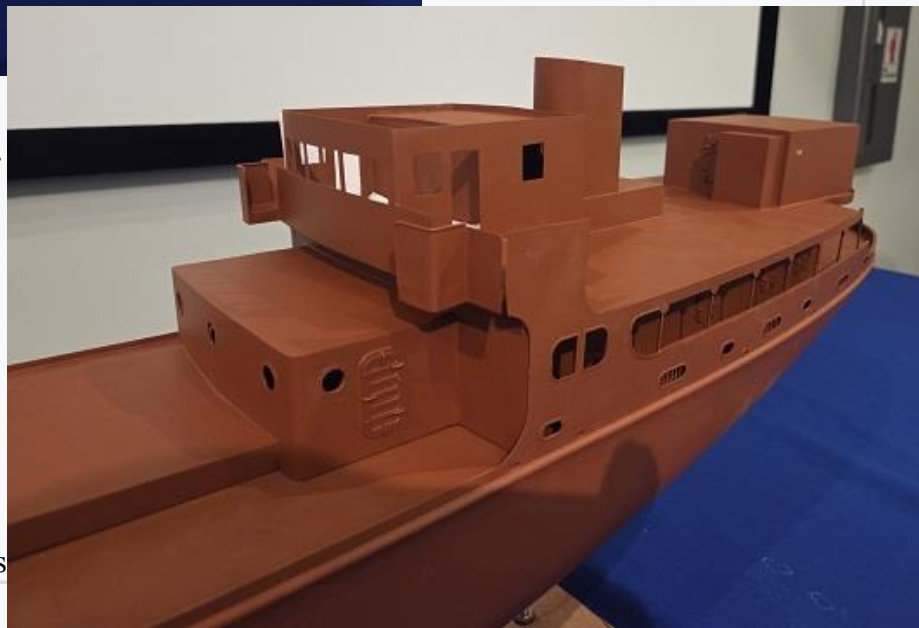
“And that’s the way it is May 9th, 2026.”—Ex SD



Caelan followed, showcasing progress on his PT boat and sharing photos of his USS *Monitor* hull being primed. After a restorative stay at the Berger Boatyard, she’s now ready for paint and, presumably, admiration.

Gene then provided an update on USS *Reluctant*. With the hull completed last month, the superstructure is now rising like a well-planned mutiny. Brass bulwarks and an open bridge are taking shape amid a flurry of “welding,” painting, and strategic head-scratching.

Sean’s *Winchelsea* continues to be a masterclass



El Chelmow (cont.)

The point of this column was not to just share my appreciation of our show and tell, but to appeal to all of you to please bring your works in progress. I was incredibly excited to see John Wyld's work on his aircraft carriers when he brought them to the ODO. I'd been hearing about them since I joined 15 years ago and getting to see the actual work made it a lot easier to understand the extensive research and embracing of new technologies, especially 3-D printing, that were driving his work. In my professional life I run a lot of meetings, and at work it has always been a priority to start and finish meetings on time. I've gotten some great feedback that this is not the case here, and we can take extra time as necessary to have everyone present. Please bring your model so we can make this part of the meeting even better.

Dave



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.



These aren't your ordinary books...

Books for the Ship Modeler

www.seawatchbooks.com

Mystery Photo Explained



What an excellent old photograph! It has real meat to it and offers a bit of everything for the viewer: A canal boat, trains, a beer ad, odd shaped buildings, a schooner, a “Lakes” freighter....and that’s just the big, visible stuff. This image is packed full of things to write about, and the story it tells is fascinating. By now, you should all know how much this writer likes these old maritime scenes. They reveal so much about our constantly changing maritime landscape and activities. A photographer, by capturing this moment in time, allows us the opportunity to rediscover lost places and times. These really good, old photographs are worth the time it takes to dissect and digest the findings. Rediscovering our past through photographs helps us to connect with and better understand bygone and forgotten ways of life.

We begin at the bottom left of the image where we see a barge, or maybe a canal boat, loaded with miscellaneous items that look like broken and discarded crates. We are looking at the stern of the un-powered boat with a rudimentary cabin sited just forward of the tiller manned by a helmsman. A careful eye can just make out a disturbance in the water at her stern indicating movement of the vessel. It is going out of frame to the left. Since the vessel is un-powered, it is assumed that she is being pulled (towed) by a tug. She may be one of several barges in a consist.

Just above the canal boat we see loaded gondola railway cars at a siding, with men aboard. Behind the gondolas are several box cars that seem to be waiting their turn to enter the open, arched doors of the large building.

The building is unique in shape and reminds me of the old style grain elevators that are/were so prominent along the water’s edge of many mid-western cities. These elevators would house the grains that came from the farms in the mid-west. This particular building has the words “IOWA the Chicago railway terminal elevator co.” stenciled on the its end wall. On the side wall facing the water you can make out in large letters “I O W A.” But the most interesting labeling is on the end and water sides where we are encouraged to “Drink Schlitz. The beer that made Milwaukee famous.” In the lower left corner of this wall are the words “The Gunning System.” Staying with the buildings for a moment, we see two more grain eleva-

tors located on the background behind the ships, the near one features a prominent “B” in her upper works, the far one might have the letter as well.

Returning are attention to what’s on the water we see a schooner on the middle of the channel with all sail furled. She presents her stern to us but is too far away to make identification. I don’t think she is anchored in a busy waterway. She may have just departed from the IOWA elevator and might be underway under auxiliary power, but I doubt it.

In the water to the right side of the image we see a wooden hulled freighter tied to the quay next to a single story warehouse. In the forefront, at the extreme right, is a large supply of timber, perhaps destined to become railroad sleepers. The wooden hulled freighter could be carrying a load of lumber from the upper reaches of the Great Lakes. That’s just a guess, but I doubt its correct as the enclosed mixed freight area amidships would exclude the carrying of lumber. In this black and white image, the gray scale of the upper hull sides reminds me of a buff color—again, just a guess, but based on experience. The vessel has two stacks which was common for wooden hulled Lake freighters from around 1900, as is the decorative, gazebo style pilot house, prominently painted in white. The long, vertical wooden bumpers are interesting for their appearance and function. The house flag cannot be identified.

Behind this freighter is another steamer that remains unidentified. And above the single story warehouse located inline with the open door is a pointy shaped tower of sorts, but a clue nonetheless.

There were no replies from members attempting to identify anything in this image, so I will tell its story as I see it.

This photograph appeared in a post on a Facebook page back in early March of this year. The post said that the photo was uncredited on Pinterest. But one reply to the post said that the image was “a view of a canal in Chicago and the cargo steamer is the Commodore.” Another reply said that the image was “cropped from an original in the Library of Congress, original part of the Detroit Publishing Co. inventory.” The caption dates the image to 1 September, 1900. That’s enough information to start a search for the truth. Can you handle the truth?

Turns out the image is very popular in the electronic realm and has been copied, cropped, colorized, and tweaked as it appears on many platforms. Lucky for me, I found a copy that was scanned at 8.29mb allowing quite a bit of magnification without being ruined by pixilation (also there is a .tiff version at 159.8mb available at the Library of Congress). At that amount of enlargement, almost all of the writing becomes legible (you may have gotten hints of that earlier, when I mentioned Commodore or The Gunning System; these are things that you cannot make out in the Logbook copy of the image.)

Speaking of The Gunning System: In the book, Introduction to Business Organization, by Samuel E. Sparkling, Ph.D, The Gunning Company was an advertising agency that secured business to advertise merchandise and services using billboards and large mural style paintings on the sides of buildings. They “would buy up and control the available advertising space in many communities.” You all may remember the sides of barns that advertised Mail Pouch chewing tobacco. Well, the Schlitz ad in our image is an example of the type. An added benefit of this type of advertising is the owner of the building didn’t have to work or pay to have his building or barn painted. In today’s world, large billboard ads are considered eyesores and are largely banned in most states. Ac-

ording to someone with the handle kriver (?), “In 1900 the City of Chicago passed an ordinance regulating the size of billboards. The company took exception to the law and lost in court.” That comment settles us into the ballpark for our timeline.

A local example of this type of advertising hawking “Pillsbury’s Best Flour” just appeared on the side of an old building slated for demolition in Phoebus, VA. Chancer Hill posted it at the FB site Hampton Va Yesterday & Today...Small world.



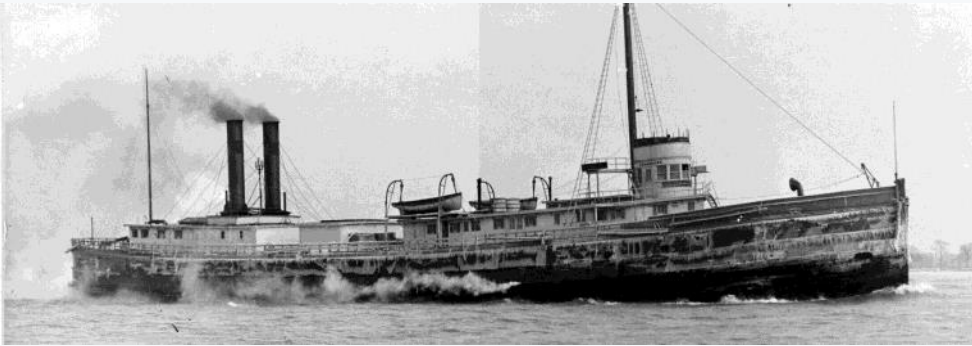
Now, as for the building sporting the Schlitz ad: from a blog called the Forgotten Chicago Discussion Group, Mike Savad writes: “On the river around 14th St, across from Roosevelt park” which almost gives us a location for the image and a

few clues: “This is the Iowa grain elevator, built in 1880, and served the Chicago & Western railroad (C&W). The way it works goes like this, a boxcar (and one is marked C&W) full of grain would be moved inside the building. They would dump the cars into floor hoppers, and then that would be moved to the top of the building using automation. From there it would then fill ships outside.” This explains the box cars and open doors on the building and the objects that look like dust collectors on the water side of the elevator. “

Back to the water.



By enlarging the 8.29mb image, the schooner in the center of the waterway can be identified. She is the Commerce of Cheboygan. In the enlargement we can see that she has three masts. Age, weather, or sloppiness has caused them to be slightly out of alignment. There is someone manning the helm and she it's towing a small punt. She also carries vertical bumpers along the sides, but these are dipping into the water and from the small, visible wakes they are making it appears that the vessel is in motion, going away from the photographer. If she does not have an engine then she is being towed by an unseen vessel, probably a tug. As for the Commerce, I can not find any additional information.



I mentioned earlier that the large, wooden hulled freighter is the Commodore built in 1875, you can see her name clearly in the enlargement. You can also make out the letters New York Central & Hudson River R.R. Line stenciled on her upper deck's bulwark. Below it is the TWC logo of the Western Transit Company.

According to information found at Shipscribe, the Western Transit Company operated a fleet of 16 package freighters including Commodore between Buffalo and Chicago and Duluth. The dual markings must indicate that the two companies had a business arrangement to transport goods across the Great Lakes. The vessel at this point is 25 years old and her lower hull planking is showing some wear and tear. There is evidence of horizontal sheathing in-way-of her waterline and some iron plating on her stem.



Whether the sheathing is iron or not I cannot tell but you can discern rivet or bolt heads on the stem plating. Surprisingly, her upper works look neat, unmarked and freshly painted.

And we know more about Commodore. By 1912, however, the vessel was retired and laid-up at Buffalo. Shipscribe offers this about her service and final disposition; it's lengthy but worth a read:

“In 1906, at the request of the Governor of the State of Illinois, an area of the navigable waters of Lake Michigan was set aside by the War Department as a site for an armory for the Illinois Naval Militia. It was found difficult to get an appropriation for an armory so the old freighter COMMODORE was secured, moved onto the site, and put into use as an armory. In 1911 or 1912 COMMODORE's home port as reported in merchant vessel registers was shifted from Buffalo to Chicago, although she remained privately owned.

In 1916 there was considerable agitation in connection with the filling in of the lake front and, in order to more fully establish the right to the area in question as an armory site, a bulkhead was built outside of the COMMODORE and the area within the bulkhead was filled in, planting the COMMODORE in a mud dock. At this time the ship was dropped from the merchant vessel register. Her

commanding officer reported on 16 Sep 22 that she had been acquired about 1 Sep 18 from the Edward A. Evers Syndicate for \$20,000. In 1921 the War Department authorized the Park Commission to fill in the lake front to the east of the retaining wall, putting COMMODORE wholly in park territory.

On 22 Feb 22 the Bureau of Construction and Repair recommended that COMMODORE be carried as a district craft, unclassified, and the Department directed this action for the Ships Data Book on 2 Mar 22 and for the Navy Register on 24 Apr 22. In 1922 the Navy Filing Manual assigned the symbol IX-7 to COMMODORE, but during the life of the ship this symbol was used solely for filing paperwork and not as a designator for the ship.

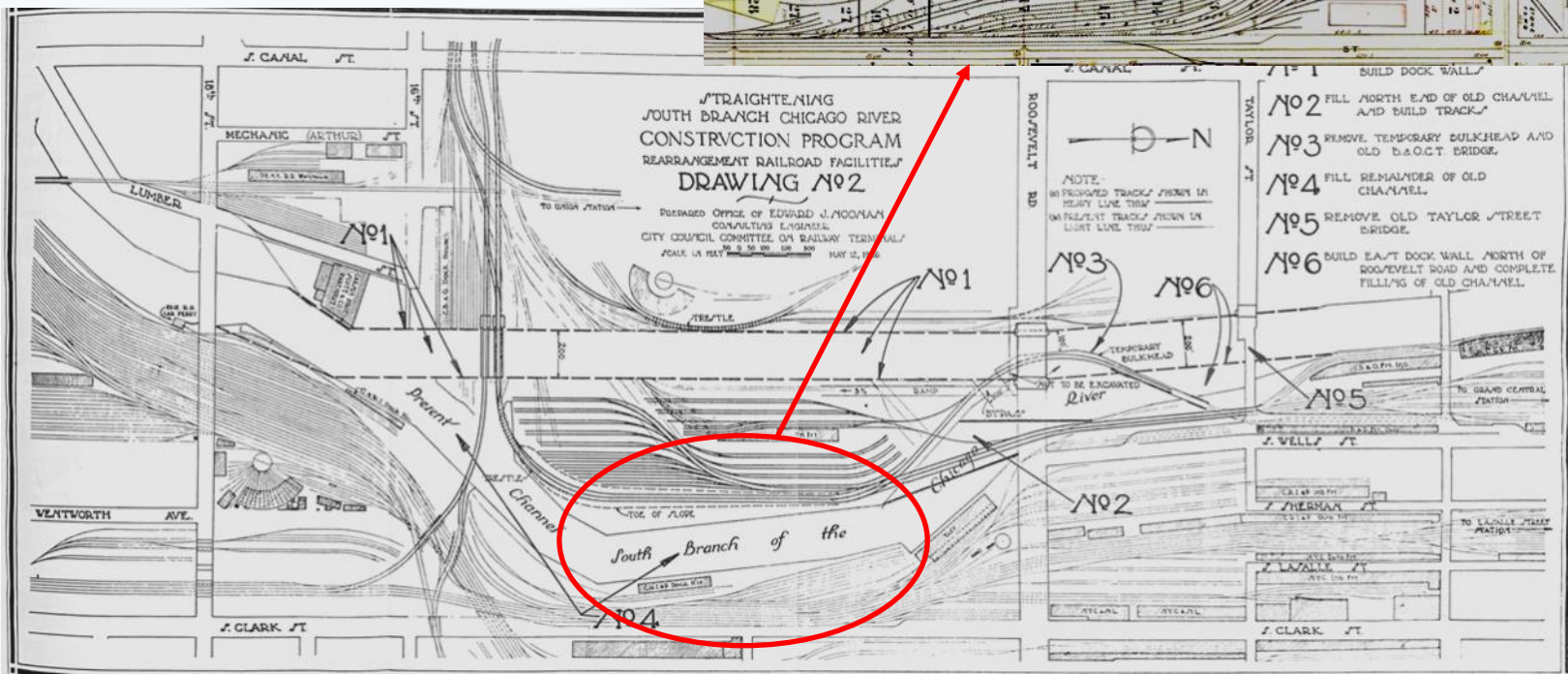
As of February 1929 the vessel was used as an armory by the nine fleet divisions and two headquarters divisions of the Naval Reserve in Chicago. The housed-over wooden freighter contained a drill hall measuring 150' x 40', and also had eight locker rooms in the hold, office space for the Area Commander, Battalion Commanders and Division Commanders, club rooms for the men, shooting gallery and many other provisions. For the past two years she had been leaking excessively through seams below ground level that were inaccessible to caulking and could not be definitely located. Fortunately a magnificent new armory was completing construction nearby and would be ready for occupancy in September 1929, at which time COMMODORE would no longer be required.

On 16 Nov 29 SecNav placed COMMODORE on the sale list, and three days later CNO directed Com-9 to decommission her.

On 6 Mar 30 the ship's commanding officer reported that all government property except one 4" gun and a pump, probably the one that was constantly running in her hold, had been removed and that these two items would be removed within days. He recommended that the ship be considered vacated by the Naval Reserve on 10 Mar 33 and that she be sold on the earliest possible date. SecNav struck the ship from the Navy Register on 11 Mar 30. On 17 Jul 30 the Bureau of Supplies and Accounts reported that no bids had been received when the ship was authorized for sale and it appeared that the Navy would have to let a contract to have her removed, the estimated cost being around \$3,500. On 13 Oct 30 the Commander of the 4th Naval Reserve Area, now in the new armory, informed Com-9 that the authorities in Chicago were asking every few days as to when the ship was to be removed as they wanted to start work on the new road that was to go through her present location. He guessed that lack of money was responsible for the delay and suggested that, as many members of the Naval Reserve were then out of work, a few be put on active duty to remove the vessel. On 23 Oct 30 the Bureau of Navigation granted authority for Com-9 to place nine enlisted reservists on training duty for a period of 60 days for the purpose of removing and disposing of the hulk. The hole was then to be made available to local contractors to fill with matter from excavation jobs elsewhere in the city. The ship was officially listed as demolished in January 1931."



So we now know that the scene is on the Chicago River and the time is 1900. Can we place the scene exactly and find it today on the map or in person? Yes, but not quite. Another comment found concerning the photograph states that the "View looking north along the South Branch of the Chicago River at 14th Street in 1900. The Iowa, Rock Island "A" and Rock Island "B" grain elevators are visible. This section of the river was filled in as part of a river straightening project in 1927."



Remember that comment from Mike Savad who wrote: “On the river around 14th St, across from Roosevelt park”...Well that park is the spot where this river channel used to be.

A check on the river straightening project shows that the area captured by our unknown photographer is indeed gone! It seems that by the late 1800’s Chicago was facing a huge problem. At that time, both the north and south branches of the Chicago River emptied into Lake Michigan, the source of the city’s drinking water. Not only did the river carry runoff from rain and snow melt, it carried the sewage of the city. Additionally, after heavy rains the land swelled and didn’t drain well making a lot of the area marshy. With the growth of the city this was becoming a huge health problem. So in 1900, the Sanitary District of Chicago petitioned to have a canal dug that would reverse the direction of the river and make it drain into the Des Plaines River at a connection south west of the city. The project was completed on 2 January, 1900 and the waterway became known as the Chicago Sanitary and Ship Canal.

Our Mystery Photo shows the river path just after the reversal. The diagrams on the previous page show the locations and relationships of the IOWA and other grain elevators that we see in the photograph and the proposed new path of the river. (In the photograph at the top of the last page we can see the last remaining elevator, Elevator “S”, and what may be the single story warehouse.) In 1927 construction began on the South Branch Straightening Project intended to improve navigation between Polk and 18th Streets. The

project was complete in 1929 effectively eliminating the scene we see in the Mystery.



By way of nailing down the location I’ll refer you back to the comment about the pointy shaped tower behind the single story warehouse on the right (identified as the Rock Island Dock House, just visible in the image below) and located in line with the open door of that building. A Google Map search of the area reveals the pointy roof the belong to the Dearborn Train Station located on Polk street. Though its no longer a train station and is now lacking the pointy part of the tower, the building remains and is repurposed into shops, offices, and restaurants.

In the never give up department, my search for answers for this Mystery revealed two companion images: one taken just prior and one taken just after our

April 3, 1926
RIVER STRAIGHTENING

Cost:		
Estimate of Cost—Citizens' Committee Plan, Not Including Interest	\$6,958,624	
Additions—		
New Dock Along Property of Carson Pirie Scott & Co.	\$24,120	
Rebuilding Track	2,000	26,120
		<hr/>
Deductions:		\$6,984,744
On Account of Starting River Change, 400 Ft. South of Polk Street.....	\$ 284,400	
Elimination of Grade Changes at 16th Street and Stewart Avenue	1,097,470	
On Account of Change in Dock Line Erie Float Dock	40,000	
On Account of Change in Dock Line, Dock Construction Saved	14,000	
Credit for Filling Delivered to South Park Board	400,000	
On Account of Agreement with B. & O. C. T.	255,698	\$2,091,568
Net Construction Cost.....		\$4,893,176
To Be Paid for Lands, etc.:		
To City of Chicago.....	\$ 82,250	
C. & N. W.....	2,371,370	
C. B. & Q.....	1,645,350	
Continental & Commercial Bank.....	173,700	
Carson Pirie Scott & Co.....	25,080	\$4,297,750
Total Cost		\$9,190,926
To Be Received from:		
Pennsylvania Railroad Co.....	\$ 783,500	
B. & O.....	3,000,950	
C. R. I. & P.....	796,600	
N. Y. C.-C. R. I. & P.....	2,836,630	
C. & W. L.....	83,300	\$7,500,980
Balance of Cost to Be Supplied by City.....		\$1,689,946

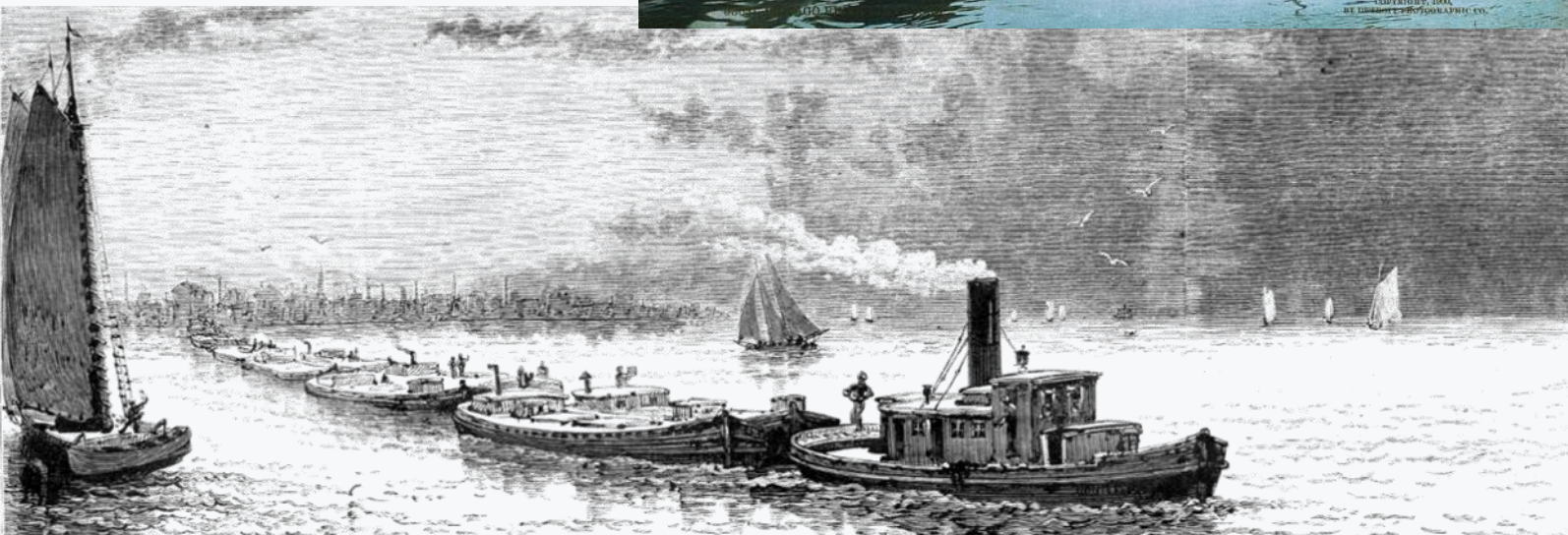


Mystery Photo. The prior image (right) shows the barge tow and the schooner in line with the steamer Commodore. It confirms my suggestion that the barge was being towed but also lends some credence to my idea that the schooner is being towed. Notice how askew the foremast is in relationship with the other two. The image is held by Northwestern University and can be found by searching “The Life and Times of Florence Kelley.”

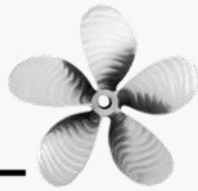
The second image (also right), the one taken just after, does not show the tow or the schooner. It does, however, show a tug heading in what is now “up” river direction. This colorized image is being sold on line as a painting. If the colorization is correct, then I am correct in stating the Commodore’s upper hull was buff. You can Google and find the image if you are interested.

The photographer had a field day. In a short span of time he was able to collect three very similar but different scenes without moving his camera or changing his setup. We now know that the place is lost forever due to the changing needs of the city and time. The plot, known as “The 78”, lies fallow to this day, but it may soon become the home of the Chicago Fire’s new stadium. In the mean time, our image allows us to recover this lost place and peek into the past at something that no longer exists.

I’ll finish by directing you to enjoy the woodcut of the tow shown below. —Ed.



What's Happening at The Museum



By now, I hope, we've all noticed the vast changes taking place in the Museum. But there's one we've been waiting for since August 5, 2002! That was the date that the *USS Monitor's* huge gun turret, after nearly six weeks of intense underwater activity by US Navy divers, headed by Capt. (Ret.) Bobbie Scholley, was brought up from the bottom of the Atlantic Ocean, 240 feet down, and, via Museum Drive, to be installed in a tank built for it. A tank holding 90,000 gallons of chemical infused water to begin what is now the largest metals conservation project in the world! The 120-ton, 20 foot wide turret was, and is now, upside down. It was loaded on a 40-wheeled flat-bed truck to move it down the road to the huge tank prepared for it in the back yard of the Museum. I was there and, mates, it was the most dramatic recovery event I have seen before or since! And, now, after nearly a quarter-century of examination, scientific study, high-tech devices, brute strength, and creative techniques, the turret is being prepared for a major step forward. After many late nights and engineers' drawings and experiments, measurements, crossed fingers, etc., the turret will be set right-side-up!



When is this going to take place? I don't know; we're talking about weeks and/or months but I will not let a hint go by without keeping you informed! I can tell you this; the device to be built to do the heavy (!!!) lifting is unique and genius. The tank is empty now and you may watch the progress of this unique event when you come to the Museum. As a major turning point in a major conservation project, this is a winner! As we are watching history being made in several ways right now, in our lifetime, this is one that we can be proud of. This is a story we can relate to our children and grandchildren. Bring them in and show them who we are!—Ron



A message from your Taco Stand



Friday, Volunteer Breakfast!!!

On the 24th of April the Mariners' Museum treated Docents and Volunteers to breakfast to thank them for their service to the Museum. At this affair, the Museum leadership recognizes this service with awards. Guys who man the Ship Model Maker's booth cleaned up. Dave Baker came away with several awards, one for volunteer hours. Likewise did John Cork, Tim Wood, and John Cheevers receive acknowledgement for volunteer hours. While manning the booth is largely a retirement gig due to the logistical restraints imposed on the working man, it is a rewarding way to spend your free time. Not only do you get to work on a model (your model, your choice), you get to interact with Museum guests and share stories and knowledge of ship modeling, among other things. It is also a great way to entice new membership in the Hampton Roads Ship Model Society.

Second topic. There are a couple of models on the top shelf that appear to be orphans. Would you like to adopt one? One is a China tea clipper and the other is a red hulled topsail schooner (I hope I got that right). And if either of them just happen to be yours, speak up before they disappear. —Ed.



Sad News....

Ian Anthony (Tony) Clayton
April 26, 1933 – March 31, 2026

We are sad to announce the passing of Ian Anthony (Tony) Clayton, formerly of Toano, Virginia, and more recently of Madeley, Shropshire, on March 31, 2026. Tony's life came almost full circle from his birthplace in Stoke-on-Trent in Staffordshire, by way of California, Canada, New Jersey, Texas, and Virginia.

Tony had a real sense of adventure, shared by Dorothy, his wife of 67 years, who was with him through all of these changes of residence. Tony and Dorothy married in 1958, while Tony was still an engineering student at Sheffield University, moving with him within the UK before they took the plunge to move to California in 1966 with their two small children.

Tony's work as an instrument engineer meant travel to field assignments and a couple more relocations, with California as the base they seemed to return home to. That is until after Tony's retirement, when they followed their daughter Louise and her husband Keith to Virginia. The arrival of their first grandchild probably had something to do with it. Tony spent as much time as possible with his granddaughters Sarah and Mary when they were growing up, and was an important part of both of their lives.

Tony was fascinated by antique musical boxes, was a long-time member of the Musical Box Society International, and for a time had a shop in southern California selling both antique and modern music boxes. Their house was often full of the sound of music boxes playing.

Toano was home to Tony for 28 years, during which he was an active member of the Hampton Roads Ship Model Society, making small model kits to give away to children at the Mariner's Museum in Newport News. He was active in bowling leagues, and provided behind-the-scenes support to Dorothy in her endeavors with the Norge Community Club.

In 2023, Tony and Dorothy made another transatlantic



move, this time returning to England, and settling in Madeley, near the beautiful Ironbridge Gorge. Tony's enjoyment of his time in Madeley was unfortunately cut short, as he had only been there a little over 2 years and was just getting settled into the community.

Tony is survived by his wife Dorothy, daughter Louise (Keith), granddaughters Sarah (Henry) and Mary, grandsons Matthew, Anthony, Jonathan and Timothy, and great-grandchildren Xena, Diana, William and Marina. He was preceded in death by his sister Patricia and son Laurence.

The funeral will be at St. Michael's Parish Church, Madeley at 10:30 am, Friday, May 1, with interment to follow at Castle Green Cemetery, Coalbrookdale at 11:30.

Tony will be missed by all who knew him.—Mary.



Caelan's Corner

Here's my column for the April logbook:

My model of the USS Monitor is finished. I had finished the hull plating and smoke boxes, added a decoy flag, and finished it in a total of two months, four days. All that's left is the turret canopy. (If I want to). I had recently been interviewed by Mike Ellison, from SeaWatch Books. He had interviewed me about how I got into ship model building. The interview will be published later this month in the Ships In Scale magazine. Aside from that, I have finished the deckhouse on my PT boat. I am now working on the 20mm oerlikon and 50cal for the gun tubs.

—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



May, the month we can finally get outside and face the beginnings of the mid-year heat. To brace our ourselves for the task, we need a strong drink. I think the King Kong will do the trick, an Old Fashioned that just might have you beating your chest or swinging from the nearest tall building while ogling May.....West.

The King Kong

- 1.5 oz Bourbon
- 0.5 oz Pot Still Jamaican Rum (e.g., Smith & Cross)
- 0.5 oz Banana Liqueur (e.g., Giffard Banane du Brésil or Tempus Fugit)
- 3 dashes Angostura Bitters
- Garnish: Lemon twist

Instructions:

- Add all ingredients into a mixing glass.
- Stir with ice until chilled.
- Strain into a rocks glass over a large ice cube.
- Express the oil from a lemon twist over the drink and garnish.



Mess Call



OK, if we're going bananas, we're doing it over banana bread. Never let it be said that we won't eat banana bread. Rhymes!!

EASY BANANA BREAD

INGREDIENTS

- 1 ½ cups mashed very ripe bananas (4 medium bananas)
- 2 large eggs
- ½ cup unsalted butter, melted (or ½ cup neutral oil; see Notes)
- ¾ cup granulated sugar (see Notes), plus more for topping
- 2 teaspoons vanilla extract
- 1 teaspoon baking soda
- 1 teaspoon cinnamon
- ½ teaspoon kosher salt
- 1½ cups [210 g] all-purpose flour
- Optional: ¾ cup semi sweet chocolate chips or ½ cup chopped nuts

Instructions

- Preheat the oven to 350°F. Butter a 9 x 5" loaf pan (or 8 x 4"; see Notes). Line the pan with a piece of parchment paper, cut so that it extends on two sides to easily remove the bread from the pan.
- Mash the bananas in the bottom of a large bowl. Whisk in the eggs. Switch to a spatula and stir in the melted butter,



- granulated sugar, and vanilla extract.
- Stir in the baking soda, cinnamon, and kosher salt. Sprinkle in the flour and gently stir until just combined and no streaks of flour remain. (If using chocolate chips or nuts, gently fold them in.)
- Pour the batter into the prepared loaf pan. (If using chocolate chips or nuts, sprinkle a few more on top.) Bake 55 to 60 minutes*, until the top is set and springs back when touched, and a toothpick inserted into the center of the loaf comes out with a few clinging crumbs (or the internal temperature is 200°F).
- Cool in the pan for 15 minutes. Then run a knife around the edge and invert the loaf onto a cooling rack. Serve warm or at room temperature.

Post it to the (Bulkhead)

**Friendly Reminder:
March is Procrastination
Awareness Month.**

HRSMS goes

Global!!!

Look for our ad on

Model Ship World.

Stuck between a Gael and a hobby



**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
for announcements!**

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 π 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: Ryland Craze - stropping Blocks—
The Chuck Passaro Way

JUNE 2026

13 HRSMS Monthly Meeting: Mariners' Museum
27 Night at the Mariners'
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



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