



Logbook!



No. 480

June, 2026

Hampton Roads Ship Model Society

No. 480

WWW.HRSMS.ORG

June 2026

View
From
The
Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

June 13, 2026



Captain's Log 6.13.26

I've been in the skipper role for three months and am realizing that one of the big parts of the position is writing this column. I've started thinking about it on the drive back from the meeting. This works well, as I have a pretty long drive and it feels like reflections on the meeting make a great launching point for the next view from the bridge. I was really excited that more people had brought in models for show and tell and was really impressed by all of them. I also thought a lot about the club's loss of Tony Clayton and John Proudley. I'm sure they would have appreciated the kind comments and reminiscences. I spent a lot of time thinking about my sharing that I had gone to our club website gallery to look at their ship models. I can't recall seeing their models at meetings and was really impressed by the pictures of their work. I had meant the viewing as a way to honor them, their work, and the models they created that will be part of their legacy for their families. As I thought about it, I realized I shouldn't be waiting until someone passed to finally look at their work. When I got home, I spent several hours touring the gallery on the website and looking at everyone's models. It was a great reminder of the talent in our club. I love seeing the models at show and tell (another plug for bringing your works in progress). I also realize that our finished models do not travel well. We need to think about a way to more easily include pictures of the models in our show and tell so we can continue to share the progress after the models no longer fit safely in the backs of our cars, and especially

to see the finished products.

It also made me appreciate even more the work that Greg does on the website. This appreciation was heightened when I was writing this piece and went to the website for examples to include and saw it in drydock. I've been going to it pretty frequently this year and missed it when it wasn't available. The website is both a great resource and really shows off the talent of the club members. Through the extra work Greg does cleaning up our pictures (and thanks to him for the great workshop on how to do this) he makes our models (or at least my models) look better in the pictures than in real life. It only takes a few minutes looking at other club websites to get an even greater appreciation.

Unfortunately, our club members' passings weren't the only losses this month. Grant Walker also passed away. Grant was the curator of the Roger's Collection at the US Naval Academy. He was the world's expert on dockyard models, of which the Roger's Collection is one of the best in the world, and the absolute best in terms of actually displaying the models. For a "sticks and strings" guy like me, these models are the pinnacle of our art. Built by teams of artisans contemporaneously with the British sailing navy, these models are incredible, with beautiful carvings, superb craftsmanship, and tremendous detail. Grant supervised the restoration and maintenance of the collection and spent decades studying them. Fortunately for us, he wrote four amazing books on the models in the collection with incredible photos and interesting and detailed

Letters to the Editor



Here is the link to MSW: <https://www.modelshipworld.com/>

I encourage everyone to sign up and help make MSW the outstanding forum it has always been.

Hope to see you online.
Ryland

From: **Mike Pelland**

To: **Editor**

How Do GE engineers cracked the secret to destroying panzer armor

https://youtu.be/RmF5HQ70y4?si=8dL-atECpFW97lt_

From: **Charles Landrum**

To: **Editor**

[Ship Frozen in Time Arrives in Duluth](#)

From: **Ryland Craze**

To: **Editor**

Great news. Model Ship World is back online after the previous site was destroyed by hackers. Since the forum had to be completely rebuilt from the ground up, all users will need to register again as new members. Fortunately, the process is simple and straightforward.

We owe a tremendous debt of gratitude to James Hatch,

Chuck Passaro, the NRG Directors, and the many others who devoted countless hours to restoring the MSW forum and bringing it back online.

Unfortunately, all content from the previous forum was lost. We encourage everyone to help rebuild the community by reposting build logs, articles, photos, and other contributions on the new site.

From: **Bill Gass**

To: **Editor**

This a project one of my Knoxville club members, Carl Whitten, produced. If you like it, share it with the club members. (Carl writes:)

I hope everyone is doing well. I am planning a meeting For June 20th or July 11th. Please rely and let me know which date would work the best for you.

Attached are 2 links to my Rum Chaser patrol boat on the internet. Someone in England has purchased The 3D design on cults and plans to make a RC model version. From this Email "Rely To All" and let everyone know what you are working on.

Rum Chaser youtube:

<https://www.youtube.com/watch?v=KP5XWVuuOQk>

Rum Chaser Cults3D:

<https://cults3d.com/en/design-collections/CarlWhittenArtist/rum-chaser-cg-patrol-boat-by-carl-whitten>

Carl Whitten

Editor's note: Keep those cards and letters coming...



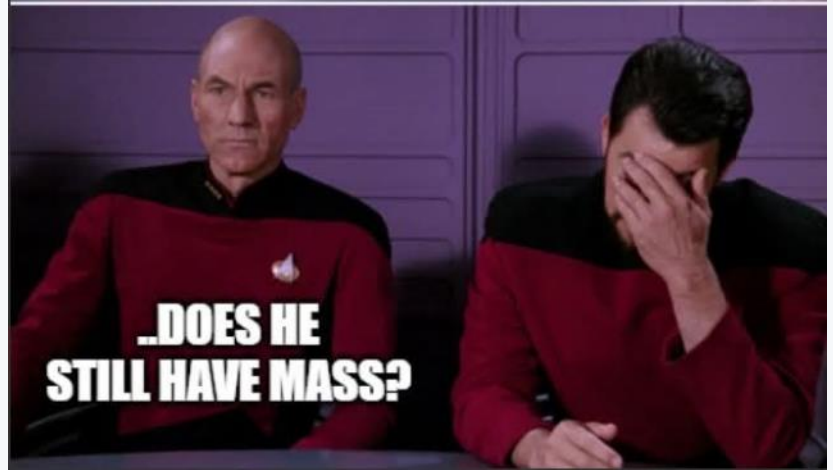
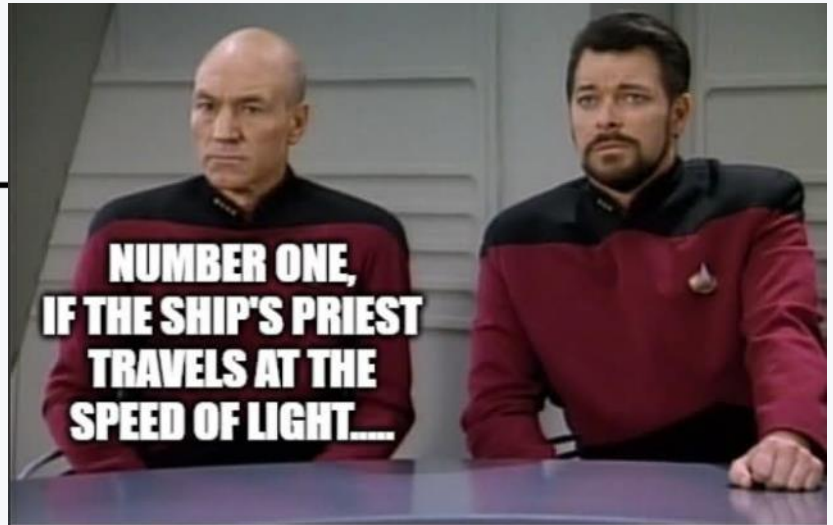
June Cover:

Who knew what an airline pilot was capable of.....modeling? We know because we have Gene and his voodoo modeling science. Well this image comes from another airline pilot, a friend of Gene's and some of us who happened upon him at the Cabin Fever getaways. His name is Hank (Hawk) Helman. It seems he is a man of many talents, one of which is making miniature, working engines. Several years ago, he took this photograph of USS Pompanito, a Balao-class submarine, as she's located in San Francisco (That's Jeremy O'Brian in the background). It's this month's cover to remember the men who served our Nation and those who didn't return as we celebrated Memorial Day several week's ago, and remember D-day last week.—Ed.

The Jape



"A SAILOR SHOULDN'T HAVTA SIT IN THE CORNER FOR USING SAILOR TALK."



Scuttlebutt



Nautical slang for June

"Dressing down - Thin and worn sails were often treated with oil or wax to renew their effectiveness. This was called "dressing down". Also, an officer or sailor who was reprimanded or scolded received a "dressing down."—Ed.

MILLENNIAL MAST



Minutes



Meeting Minutes, 6-13-26



Before diving into ship modeling, we first had to navigate the shoals of modern technology. The meeting began in its customary state of controlled confusion as our new AV system stubbornly reminded us that electronics are merely mutinies

about to happen. Between Ryland and Greg, however, order was eventually restored, and Dave was able to call the meeting to order at 10:10 a.m. A collective sigh of relief swept through the room as our new projector and system proved more cooperative than its predecessor, whose favorite pastime seemed to be embarrassing us in front of our guests.

Speaking of guests, Dave Kern made his second landfall at our harbor and was warmly welcomed back. Kurt Van Dahm joined us electronically from distant waters, proving once again that the internet occasionally serves a useful purpose. We were also pleased to welcome Bill Gass aboard as our newest member, thereby increasing the fleet.

Kurt provided an update on the continuing efforts to resurrect the NRG's Model Ship World following the cyber-attack that sank the site below the waterline and scattered its contents to the digital depths. Reconstruction is progressing steadily, and the familiar format is being restored to make returning users feel at home. The episode provided a memorable lesson in backing up data before disaster strikes.

Dave then informed the membership of the passing of long-time member Tony Clayton, who had returned to his native England several years ago. A moment of silence was also observed for John Proudley, whose passing earlier this month was deeply felt by all who knew him.



Ryland delivered his monthly Purser's Report with the same reliability as a well-maintained chronometer. Membership now stands at 43 active members, 8 associate members, 2 emeritus members, and 1 junior member, proving that the club continues to grow.

The official banking resolution was then presented and discussed. A brief but spirited conversation followed. After fending off uninvited boarding parties and steering back to the original course, the membership unanimously approved the document.

With that in mind, the official statement is posted here in our minutes to satisfy the banking requirements procedurally legal:

Motion adopted on May 9, 2026, by unanimous vote of the membership of the

Hampton Roads Ship Model Society, [REDACTED]

[REDACTED], an

unincorporated association established March 1, 1967:

Resolved, that the following officers are designated as key executives with authority and control over the Society:

David Chelmow, President (Skipper)

Kevin Ritton, Vice President (Mate)

Eugene Berger, Secretary (Clerk)

Ryland Craze, Treasurer (Purser)

Resolved further, that any one of the above-named officers is authorized to sign instruments and checks drawn on the Society's bank account maintained at Wells Fargo Bank.

Resolved further, that Bob Moritz and Eric Harfst are to be removed as key executives from the Society's banking relationship.

Show and tell

Show and Tell commenced with Hank Ghittino, who updated us on his 1/96 scale Flying Cloud. The battle against planking seams continues, though Hank appears to be winning the war through a combination of patience, skill, and possibly mild stubbornness.

Ryland next displayed a beautifully crafted battle station from HMS Speedwell (1752) in 1/32 scale. Designed by Chuck Passaro and built from yellow cedar, it demonstrated once again that tiny pieces of wood can somehow become works of art.

Charles Landrum then ventured into waters unfamiliar to many of us by presenting a South Korean warship model constructed primarily from foam. No wood was involved, causing at least a few traditional ship modelers to clutch their magnifiers nervously. He also displayed a Chinese Type 55 destroyer and discussed the capabilities of the class.

Our esteemed junior member, Caelan, proudly presented his completed Monitor, now fully plated and painted. Progress on the PT boat continues as well. Ryland reminded everyone that Caelan was recently featured in *Ships in Scale* magazine with a three-page article highlighting his accomplishments. Not bad for someone who has decades fewer excuses than the rest of us.

I, Gene of sound mind, then provided an update on the USS Reluctant, affectionately known as "The Bucket." Through a series of photographs, I chronicled my progress and demonstrated that even wary ships eventually get built.

John Cheevers followed bravely with his late-1920s Revenue Cutter project. Working largely from photographs, he continues to recreate this vessel with impressive fidelity and remarkable determination.



Show and tell

Then Sean Maloon ruined everyone's self-esteem. His Winchelsea continues to advance with breathtaking detail and craftsmanship. Normally, close-up photographs reveal flaws invisible to the naked eye. Sean's photographs revealed more perfection. I am now considering bringing a microscope to future meetings in hopes of locating at least one mistake. Sean also discussed a possible future project, HMS Success in 1/96 scale.

Bill Gass displayed his completed 1/200 scale Trumpeter Fletcher-class destroyer. Aftermarket guns and figures added detail and helped remind the rest of us that "finished" is, in fact, a thing that occasionally happens.

Mike Pelland discussed his USS Constitution cross section in 1/93 scale. He described his methods for fabricating knees and spar deck beams from apple wood, chosen specifically to reduce splitting and preserve his sanity. In addition, he rescued a Blue Devil Fletcher kit from the trash, demonstrating that modelers apparently cannot walk past abandoned kits without adopting them. Mike also shared an ingenious transportation method using custom-shaped foam supports, potentially reducing the number of models lost to sudden braking incidents.

Joining us online, Tom Ruggiero presented a mysterious device and sought identification. After a brief examination, John solved the mystery. The artifact turned out to be a pin-striping tool, proving once again that no obscure modeling implement can remain unidentified for long in this group.

Kevin Ritton's HMS Bounty launch continues to take shape as planking and painting are completed according to references from the Anatomy of the Ship series. The project is progressing nicely and remains firmly afloat.

Greg Harrington resumed our virtual tour of Denmark's National Train Museum from last year's trip. This installment featured an impressive collection of train ferries and locomotives, proving that even rail-



road enthusiasts occasionally appreciate things that float.

Dave Chelmow updated us on his whaleboat project. Sealing planks are complete, bow and stern sheet platforms are installed, rubbing strakes are in place, and the gunwales are finished. The boat is steadily progressing toward looking like a vessel rather than a carefully organized collection of sticks.

Presentation and aftermath...

After a brief intermission, Ryland presented an excellent program on stopping blocks and rigging techniques. Numerous tips and tricks were shared, and many attendees departed with new knowledge, fresh ideas, and at least one additional item for their ever-growing to-do lists.

With business concluded, projects admired, questions answered, and egos appropriately adjusted, we declared the meeting a success, struck our colors, and set sail for the lunch venue, where discussions of ship models would undoubtedly continue over food and beverages until the next gathering of the fleet.


Ex...SD

El Chelmow (cont.)

I will bring three of them to the meeting so everyone can see them. I'm looking forward to the fourth volume, which should be published shortly. For the club members who went to David Antscherl and Greg Herbert's workshops in Baltimore, there was usually an evening tour of the museum in Annapolis. Grant gave freely of his time both over dinner and in private tours of the museum. He was incredibly generous his vast knowledge of these models. Both the model ship-building hobby and the field of maritime history lost a giant.


Fortunately, a few minutes meeting our new members, exploring MSW, and reading the Nautical Research Journal or the Mariner's Mirror make it clear that our club, our hobby and the field of maritime history are very resilient with new members, leaders, and scholars continuously emerging.

Dave



This ship is in drydock for repairs

Please be patient while we scrape the barnacles and patch the leaks.



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...More on Grant Walker

Dear John,

It is with a heavy heart that I share the news that Grant Walker passed away on May 6, after a battle with cancer. Grant was the author of the four-volume series *The Rogers Collection of Dockyard Models at the U.S. Naval Academy* — the most comprehensive study ever undertaken of this extraordinary collection — and someone I was proud to call a friend.

I came to know Grant after taking over SeaWatch Books, when we partnered to bring Volume III to completion. I visited him several times at the Naval Academy Museum in Annapolis, and he was generous enough to give me personal tours of the Rogers Collection. You could see immediately how much he loved those models and that museum. He had spent more than thirty years studying them, and his knowledge was extraordinary — but what struck me most was his genuine passion for sharing what he knew. That enthusiasm is on every page of his books.

Grant is survived by his beloved wife Annick, who appears in the acknowledgments of every volume — always the last word, always with unmistakable tenderness. She was his greatest champion, and he made sure readers knew it.

Volume IV — the final installment in the series — was completed by Grant before his passing and will be published soon as a tribute to his life's work. We are committed to seeing it done right.

RIP Grant, and thank you for everything you gave to this collection, this hobby, and to SeaWatch Books.

Mike Ellison
 Publisher, SeaWatch Books
 Editor, *Ships in Scale*



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

Remember when we used to say, “It was in all the papers”? I do, but I’m not sure what the decimal equivalent of that phrase is today.... Perhaps something like “did you see the post on Facebook, or in the blog? How droll.

But it was all over the news media in April of this year. NASA finally got back into the space race when they launched a rocket (Artemis II) for a flyby of the moon and back. Exciting stuff for anyone born from about 1970 on. But if you are as old as me, or thereabouts, you probably remember the NASA Apollo program that accomplished just a such a flyby and more when they landed men on the moon in 1969, and a few more times. This Artemis flight which launched on April 1, of all days, is the first phase of the USA’s returning men to the moon. It will be exciting stuff to watch.

Perspective:

How many of you have seen the movie *Space Cowboys*? Released in 2000, it featured Clint Eastwood, as the team lead for a project called *Daedalus* that mimicked the early 1950s Air Force space programs to send men into space. The opening scenes show some of this activity and how the program was terminated, and how the test pilots were replaced by a newly created agency called NASA who would replace men with a chimp. That’s the nexus for this month’s Mystery Photo. The movie? Well, it goes on in another direction. But it’s a great movie, funny at times, and you should see it.

The Photograph:

Replacing team *Daedalus* with a chimp was not so far from reality. If you read Thomas Wolf’s, *The Right Stuff*, then you know that when scientists first started to explore the possibility of manned space flight they had no real data on the biological effects of space-



flight on humans. So they chose primates and other animals as Guinea pigs to learn and gather data. Their initial attempts to launch monkeys, dogs, and mice into space, from 1948 through the mid 1950s, were not always successful mostly due to failures in the rockets and other equipment. But, by 1959, enough of the “kinks” in the process were worked out that the animal survival rate increased.

Then on January 31, 1961 a chimpanzee known as Ham the Chimp (he was named Ham after the Holloman Aerospace Medical Center where he was prepared for his mission) was successfully launched into space. His sub-orbital flight atop a Mercury-Redstone 2 rocket lasted 16 and a half minutes and cemented his place in American history.



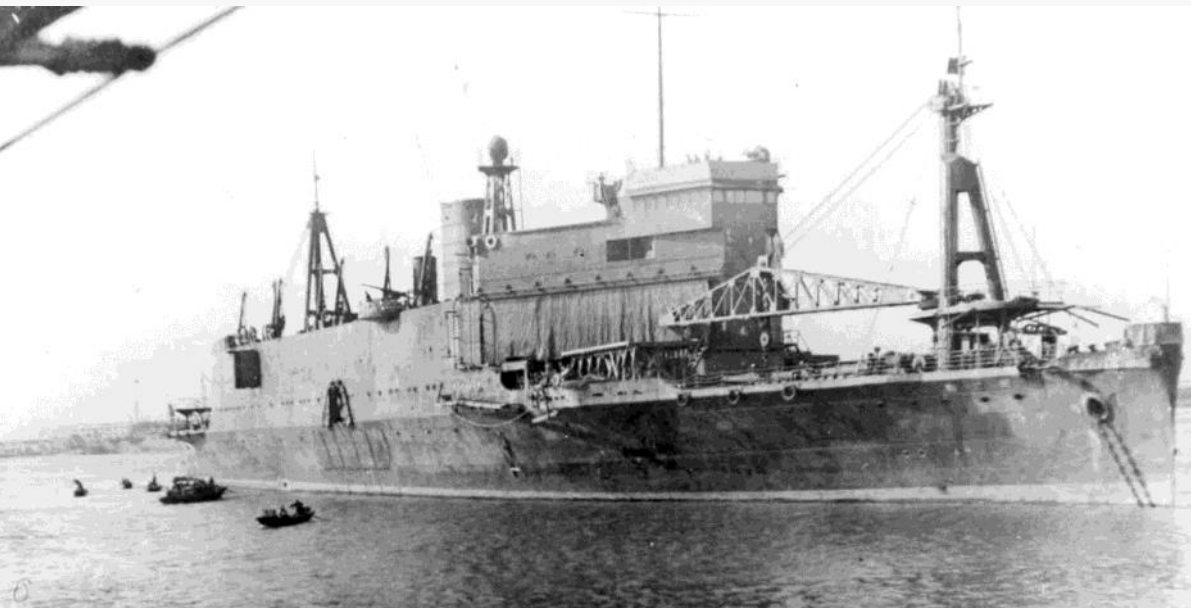
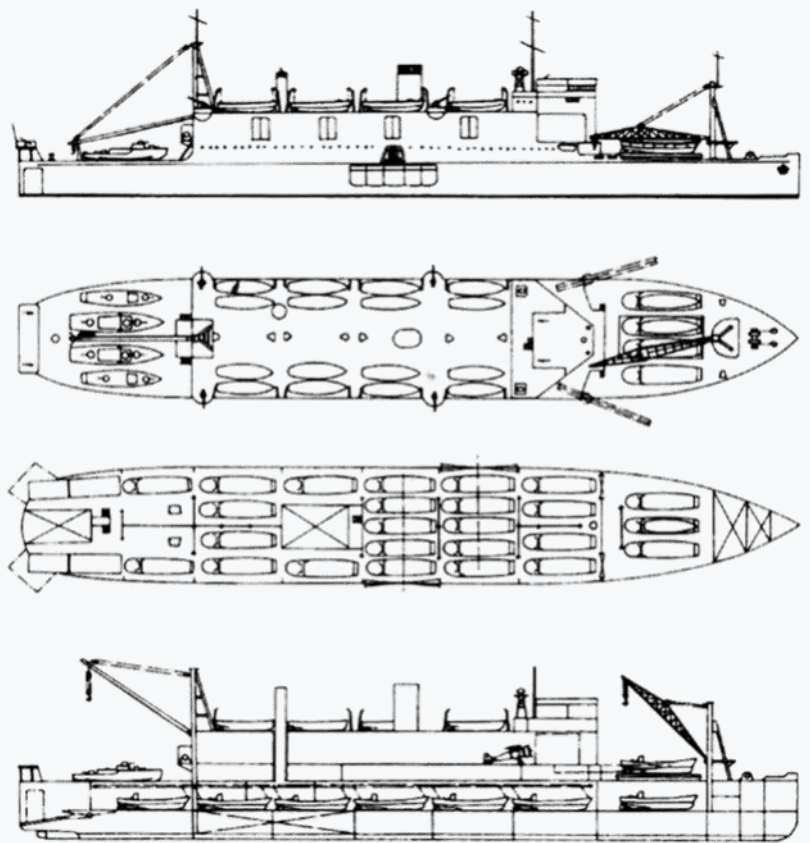
The United States, unlike the old Soviet Union and Russia and China like to land their space capsules in the ocean. I’ve read that is because there is lots of room for error in the trajectory. So Ham was scheduled for a splashdown instead of a touchdown. His flight took him “130 miles downrange from the launch site, and he was safely recovered by the rescue and recovery ship USS Donner.” I urge you to read more about Ham’s flight by Googling ‘Ham the Chimp’ and reading the Wikipedia account.“ Lesson’s learned from that flight were incorporated into Alan Shepherd’s flight on May 5, 1961.

In our Mystery Photo you can see a helicopter just landing the capsule on the vessel’s after deck.

If you are familiar with US Navy Amphibious ships, you might be able to identify our Mystery Photo as showing what the Navy classifies as an Landing Ship Dock (LSD). The concept for this type of vessel goes way back in war thinking and planning—remember Napoleon's planned invasion of England around 1804-05? It just took another 130-years, modern technology, and a really big war to pull the concept together to develop the type and prove it in actual use.

The Japanese Army might get credit for producing the first dock-type landing ship when they fielded the Shinshu Maru in the mid 1930's. The ugly craft could deploy smaller landing craft from a floodable, covered well deck. She also featured the ability to deliver vehicles “from a deck level garage directly onto a pier.” For some reason, The Japanese military did not capitalize on this concept and produce the design in quantity, as she was the only ship built to this concept.

But the British and American Navies did capital-



amphibious landing area.” The later ships in the class featured “improvements in armament and transport capacity with their ‘super’ or ‘portable’ prefabricated decks.” As these vessels aged, they received more permanent decks over the well to reflect the greater air capabilities we see today.

ize on the idea of large numbers of vessels capable of delivering large military forces and their equipment directly onto enemy beaches. Our Mystery vessel belongs to the first group of LSDs built to support operations in World War Two (WWII). This ship design sprang from “a British requirement during WWII for a vessel that could carry large landing craft across seas at speed.” Of the 27 ships built to the original design, 4 were delivered to the British and the rest were retained by the US Navy. They featured a large open well deck capable of carrying “Loaded landing craft, amphibious vehicles, and troops into an

Our Mystery Photo shows USS Donner as she appeared in the early 1960's. By then, most of her floodable well was covered by a deck capable of supporting helicopter operations. As you can see, that capability is being put to use to recover Ham in his Mercury capsule. She is “named for the Sierra Nevada Donner Pass, where the Donner Party became snowbound in the winter of 1846-47.” She was built at the Boston Navy Yard and commissioned on July 31, 1945. After some limited duty she was placed out of commission in 1949, but was recommissioned in 1950 in response to the Korean War. She remained in commission until December 1970.

Now if you are a student of the Mystery Photo, you may remember getting a glimpse of USS Donner in Logbook No.473, where we explained the Mystery Photo of USS Macon and how her task force participated in the opening of the Saint Lawrence Seaway in 1959. She is partially visible on page 11 in the photograph showing the Task group's visit to Cleveland, Ohio.

But our Mystery Photo deals with the recovery of a Mercury space capsule that carried the first chimpanzee into space in 1961. The irony, to me, is that Ham's flight was recovered by an LSD while later manned flights were usually recovered by helicopters operating from aircraft carriers—USS Yorktown recovered the crew and capsule of Apollo 11. In a giant full circle, the crew of Artemis II was recovered by USS John P. Murtha (LPD-26). An LPD (Landing Platform Dock) is a development of the original LSD type of amphibious vessel.

Am I the only one who noticed? —John



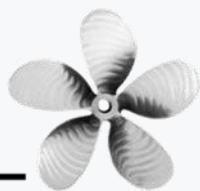
USS Donner, LSD 20

Reserved Space and Weight

Since there was a little room left over, here are 2 more photos...



What's Happening at The Museum



A lot is happening at The Museum. Please take a short walk to the Monitor's turret tank and wet lab to watch the Restoration/conservation team's progress. A first in the world of conservation: turning this 120 ton (without the two cannons!) right-side up! And it may take a month or more! Bring your cameras; this is historic! I'll have a challenge for you next month!

—Ron



A message from your Taco Stand



Ship (model) Repair and Safety

Ship models tend to be very fragile. No matter how robust our construction is and our materials are, things will break—sometimes just by looking at them. They'll break when they sit static, but are especially vulnerable when transported. And it's my concerted opinion that sailing models are the most fragile. Take for instance the whaler Kate Cory that you see in the photograph, to keep things in scale and close to prototype appearance the modeler purposely made gear and fittings that were inherently fragile. I find it ironic that in the shadow of Ryland's tech talk about stropping blocks that one of the strops on a Kate Cory block separated, apparently on its own. I honestly think that change in the temperature and humidity got it. Repair will occur and hopefully the model will remain intact for its trip home to Roanoke.

On another matter, make sure that any power tool that you use is plugged into a grounded circuit. I recently found that one of my garage circuits is ungrounded—It was not a pleasant experience. I was not shocked, but I did fry a motor. —Ed.



....more Sad News

John C. Proudley, age 77, passed away on May 1, 2026, in Williamsburg, Virginia. Born on January 10, 1949, in Columbus, Ohio, he lived a life marked by dedication, creativity, and service.

John was a distinguished engineer with four patents to his name, contributing over 35 years to Nestlé Research and Development. His professional achievements were matched by a rich array of personal interests and talents. A dedicated swimmer and avid reader, John also devoted himself to the meticulous craft of building accurate-to-scale 18th and 19th-century wooden ships. His love for music was evident in his role as a drummer with the Pendletons, and, after retirement, he continued to share his musical gifts by playing jazz with a local group.

A Vietnam veteran, John served in the United States Navy from 1968 to 1972 aboard the U.S.S. Meredith DD890. He received commendation for his exceptional service as a 2nd class Quartermaster from the Commander of the 6th Fleet for expertly navigating through a severe storm event in Villefranche, France, in 1970.

John was a valuable member of the Hampton Roads Ship Modeling Society, where he shared his passion for maritime history and craftsmanship. He was also an alumnus of Newark High School and The Ohio State University.

He is preceded in death by his father, John S. Proudley; his mother, Lois I. Mote; and his sister, Kay Proudley. He is survived by his beloved wife of 57 years, Harriett Ann (Warthen) Proudley; his children, Jonathan C. Proudley (Beth), Justin S. Proudley, and Bethany N. Proudley; his sisters, Linda Shabaan



(Isaam) and Corliss Corder (Kenneth); and various nieces and nephews.

In accordance with his wishes, no formal service or funeral will be held. John will be honored with a burial at sea by the Navy. In lieu of flowers, donations can be made to the Hampton Roads Ship Modelers Society at <https://tmmp.marinersmuseum.org/give-join>.

John C. Proudley will be remembered for his unwavering dedication to his family, his profession, and his passions. His legacy will continue to inspire all who knew him.

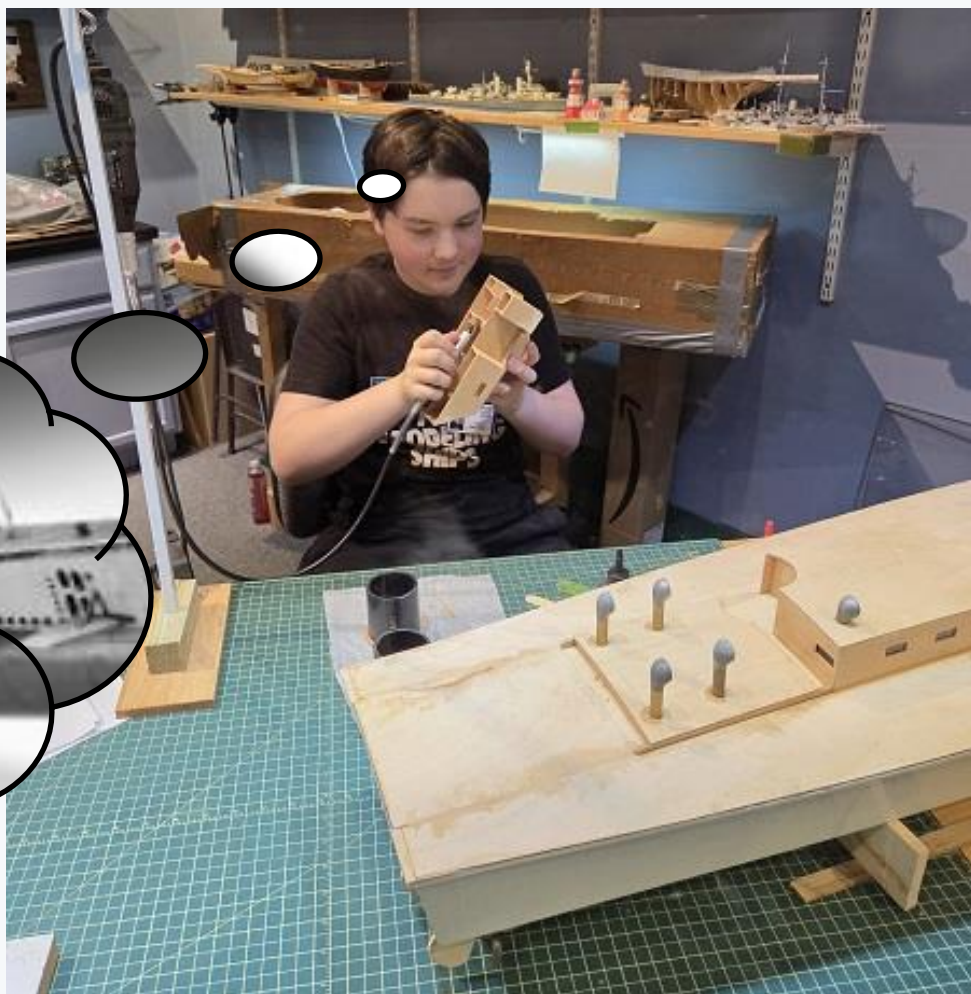




Caelan's Corner

Here's my column for the June logbook.

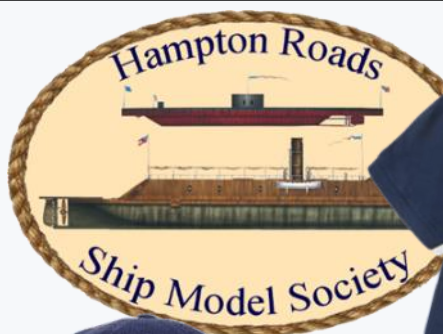
The deckhouse has been glued to the deck with the gun tubs finished and epoxied on the PT boat. Next I will start building the guns using wood and diecast props. I have made the 20mm Oerlikon at the stern and am currently working on the aft and forward 50mm twin mount. My next goal is to start on the torpedo tubes. After the PT boat is done, my next model will be a fiberglass hull model of a Gato class submarine.—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



June is where we begin to complain about the summer heat and humidity. So just before it gets too hot for the darker alcohols and we have to switch to vodka and gin, let's usher out the cold with a good old fashioned Duck Fart—an Alaskan duck fart at that!

The Duck Fart

Ingredients

0.5 oz Coffee Liqueur

0.5 oz Irish Cream

0.5 oz Canadian Whiskey

How To Make The Alaskan Duck Fart

Pour coffee liqueur into the bottom of your shot glass and layer Irish cream on

And for all of you who aren't into duck farts or adult libations, we have the **Boston Cooler**. And you'll be surprised to know that it has nothing to do with Boston, but everything to do with Detroit, Michigan. Who knew?

The drink is named after Boston Boulevard in Detroit and is simply Vernors ginger ale poured over vanilla

top. Weakly layer your Canadian whiskey over the Irish cream, it can mix/sink a bit into the Irish cream give the proper presentation.

ice cream. The trick is getting the Vernors. I know a guy, who knows a guy, who knows a guy.....



How to enhance your Duck Fart experience

This may be boorish, but the Duck Fart drink got my mind to thinking about the mechanisms to make the drink and, unfortunately, duck noises...and how to make them. (Us ship modelers just never finish growing up. As Buffett sings, "I'm growing older, but not up!") Jocularly rules!!!

Two things:

1.) As for the drink, you need to learn how to layer the different ingredients. According to what I've read, different fluids have different specific gravity and viscosity. That is the secret to creating these drinks. But how do you actually make the drink?

Seasoned bartenders will usually layer on each fluid using a bartender's spoon by turning it concave side up and slowly drizzling the juice until the proper amount is in the glass—heavier liquids first, lighter liquids last.

If you're a gadget person, like a lot of us ship modelers are, you can buy specially designed tools to aid in this process. One such item is called the Vacu Vin Cocktail layering tool.

2.) The never ending adolescent in me wants to make duck fart sounds when I contemplate making this drink. There are many ways to achieve this mark without any aids, but that logic is not in line with the gadget oriented philosophy of this ship model maker. So you can do one of two things: buy an authentic duck calling whistle, like those made popular by the popular TV program, Duck Dynasty, or you can make your own.

To do this, we have the wisdom of Tom Saunders to thank. At the IPMS Nationals, held several years ago in Virginia Beach, he brought along some plastic straws from McDonalds and showed those of us manning our display table how to use them to make a duck call. Instruction is codified and on the Internet.

These helpful hints are offered to enhance your drinking experience.



MAKE A SIMPLE DUCK CALL!

YOU WILL NEED:

- One plastic straw from your kitchen or local fast food restaurant
- Scissors
- Lungs (don't worry you already have them)

WHAT TO DO

1. Use your fingers to press on one end of the straw to flatten it – the flatter the better.
2. Cut the flattened end of the straw into a point (see below).
3. Flatten it out again real good.
4. Now take a deep breath, put the pointed end of the straw in your mouth and blow hard into the straw. If all goes well you should hear a somewhat silly sound coming from the straw. The smaller you are, the harder it may be to get a good sound – sometimes adults can get more of a sound thanks to their bigger lungs. If you still have trouble, try flattening it out some more or cutting the straw in half.
5. Don't stop there – try cutting the straw different sizes to see how the sound changes, or make another identical straw and add the pointed end of the new straw to the uncut end of the first straw (to make the first straw longer) The sound will be very different, (more like a moose call!) and you will have to blow even harder, but give it a try.

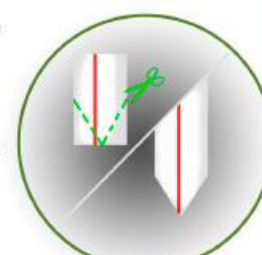
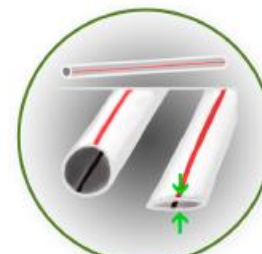
HOW DOES IT WORK?

This is science? It sure is. You see all sounds come from vibrations. That little triangle that you cut in the straw forced the two pieces of the point to VIBRATE very fast against each other when you blew through the straw. Those vibrations from your breath going through the straw created that strange duck-like sound that you heard. Now you will never be bored again when you go to a fast food restaurant! Have fun!

MAKE IT AN EXPERIMENT:

The project above is a DEMONSTRATION. To make it a true experiment, you can try to answer these questions:

1. Which size straw call sound the most like a duck?
2. Which length of straw is the easiest to get a sound? Which is the hardest?
3. Does the diameter of the straw affect the sound it produces?



Mess Call



Many of you may have heard Greg speak of a Danish, or Scandinavian, delicacy called Lutefisk. It is prepared by taking cod that has been dried and stored through the winter and soaking it in a mixture of lye and water. Once rehydrated, the jello-like fish is served. Gene, however, favors pickled herring. Also a traditional Northern European dish, it is made by curing herring fillets in salt and soaking in a marinade of vinegar, water, sugar, and spices.

I guess you have to try them. I've had the Pickled Herring and like it...Haven't tried the Lutefisk. Our recipe for June falls under the "I haven't tried it" category. After running this recipe by Greg and Gene, we have mixed reviews. But, we shall sail on and present **Rollmops**, your delicacy for June. And I have to admit, it sounds appetizing

PICKLED HERRING ROLLMOPS

Tangy, savory, and uniquely delicious—an authentic German treat! I would have that Duck Fart ready, just in case....



ROLLMOPS (PICKLED HERRING ROLLS)

Ingredients:

- 4 pickled herring fillets
- 1 small onion, sliced
- 2 pickles, sliced
- 1/2 cup vinegar
- 1 teaspoon sugar
- Peppercorns

Instructions 🍴

- Place onion and pickle slices on herring fillets.
- Roll up and secure with toothpicks.
- Mix vinegar, sugar, and peppercorns.
- Pour over rolls and chill for several hours.
- Serve cold.

Ship models are where you find them.

Its been a while since we visited this topic, but we can only write about it when it occurs. And frankly, if the Rollmop didn't do it for you, these edible creations might. The idea for this segment occurred after seeing Gene's challenge coin board. It got me to thinking about charcuterie....thanks Greg ☺!

Summer is coming, and that means outdoor gatherings, picnics and such. Whether you throw the party or you go by invitation, its best that you bring something that everyone will enjoy. The thing that's always a hit is an attractive charcuterie board.

Since we are a nautically challenged group, it would be nice to bring a tray of attractive, nautically oriented goodies and finger foods for people to try. Here are some ideas:

These come from a Facebook page which I am following called "Tasty Simply Recipes". The themes there are amazing and you can search all day for ideas. We'll try nautical themes for 100 please, Jack.

As you can see, there are a variety of different, nautical charcuterie and taste ideas at your disposal. Something



may strike your fancy and get your creative juices going. Perhaps your feeling a bit like a swashbuckler and you want to sail into danger. Then the watermelon hulled vessel is for you. Or the admiral says you have to sail in formation all Bristol fashion and proper, then the fleet above awaits. Or you're feeling a bit brave and want to conquer that whitewater in your canoe or kayak, then the board at the bottom of this page is the way to go.



Ship models...(cont.)

Maybe the party is themed and you need that special board. If the event acknowledges the Titanic or the Edmond Fitzgerald, then the idea below will fit the bill.



Let's say your theme centers around a skipper who fancies himself as a Nordic king, you could do this Viking inspired watermelon boat.



And who wouldn't find a parrot or shark themed platter inviting when served on the Buffett. I don't know...



Perhaps something sea creature themed is the way to go. You could do a tray of edible items like you see below.

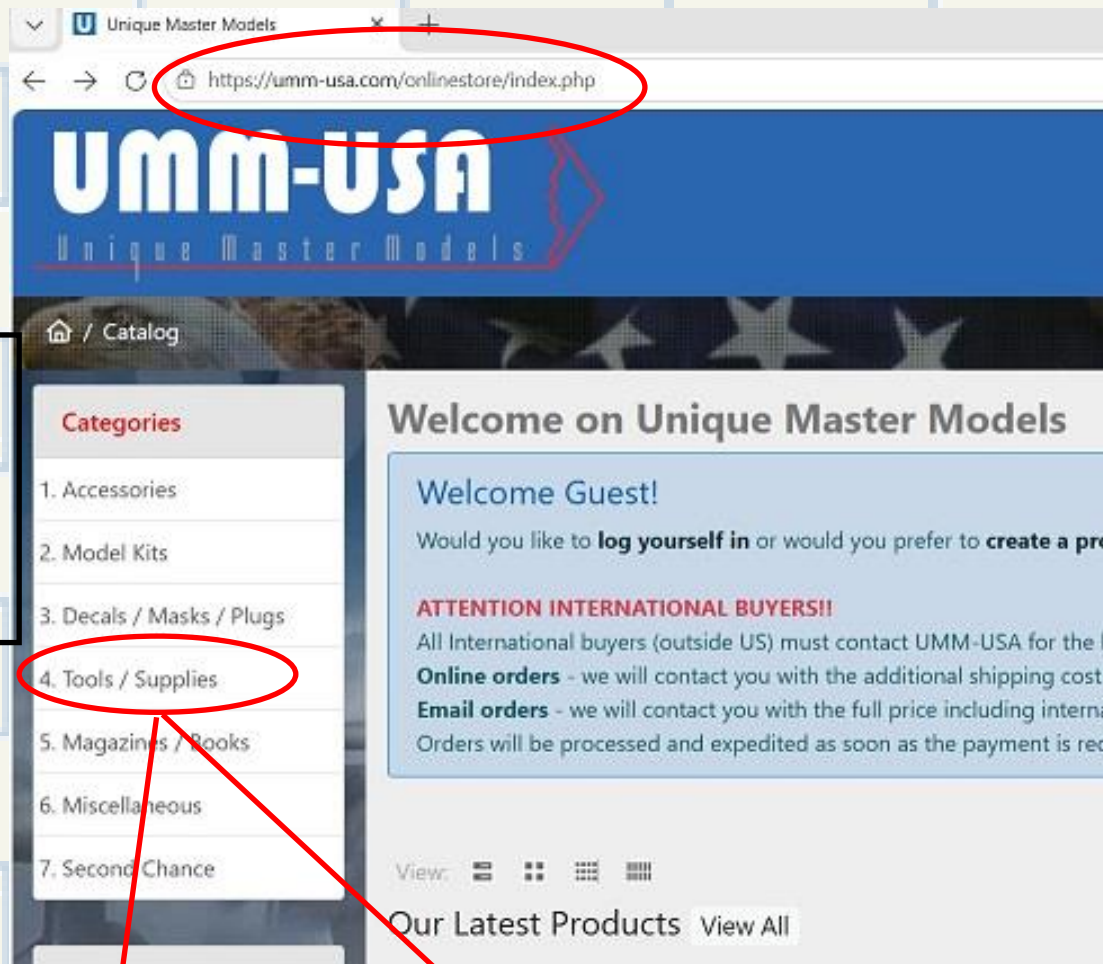
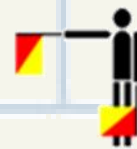
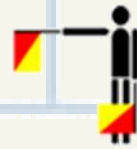
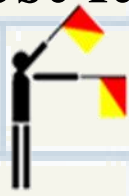
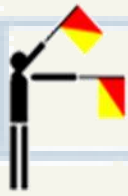


But for my taste, I like a nice display of deviled eggs. Is there a better way to serve them than as a regatta?

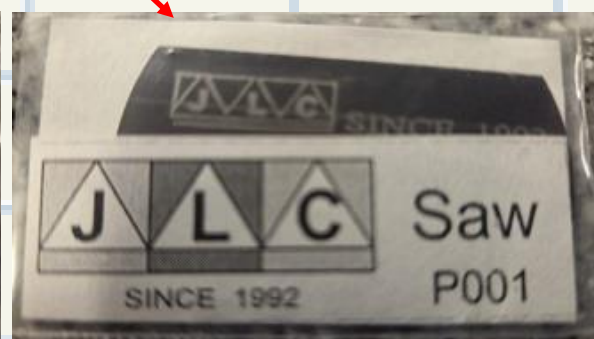
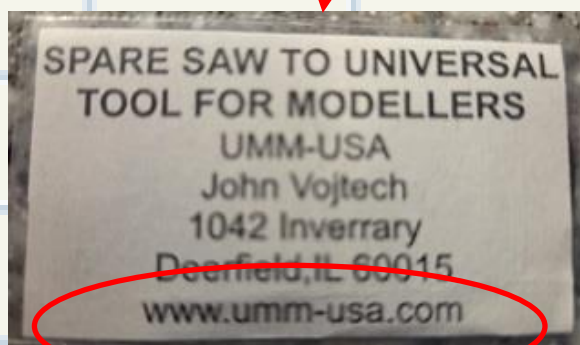
Sky's the limit folks. Let your creative juices flow as you work up a unique tray worthy of high praise and perhaps an HRSMS challenge coin for your effort.

Bon Appetite.—Ed.

Post it to the (Bulkhead)



At the last meeting the question was raised as to where to get replacement micro saw blades (you know, the kind that look like safety razor blades?). Well here is the answer.....



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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Purser: Ryland Craze (804) 739-8804
Clerk: Gene Berger (757) 850-4407
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
Photographer: John Cheevers (757) 876-7466
Presentation Coordinator: Kevin Ritton
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