



Logbook!



No. 482

August, 2026

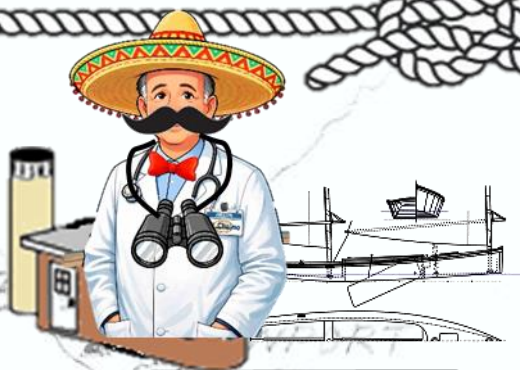
Hampton Roads Ship Model Society

No. 482

WWW.HRSMS.ORG

August 2026

View From The Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

August 8, 2026



Captain's Log

8.8.26

Kevin Ritton's July presentation was amazing. He clearly practiced and put a ton of thought into it. The presentation on rope-making was clear and concise and the demonstration was flawless. I was particularly impressed by the demonstration. Showing how to do something adds immeasurably to a "how-to" talk, but is extremely difficult to carry off without something going wrong. I've lost track of the number of times I've been in front of an audience trying to get a demonstration back on track. Kevin's was perfect start to finish. I was also very grateful to him for his choice of topic. I love all the presentations and am appreciative of the work that goes into them. At the end of the day, we are a model ship building club, and one of the most important things we do is to teach and inspire each other to become better and happier modelers. Kevin's presentation really accomplished this, demonstrating that with a ropewalk like the one he used (available from Syren ship models, but similar ones available elsewhere or able to be scratchbuilt) any of us can make rigging line of whatever size and color we need to improve our models.

I won't be able to join you for the August meeting, which Kevin will be running. I'll be at IPMS nationals in Fort Wayne. This got me thinking about some of the other hobby related events available to us. I go to one or two a year, and many of them are ones that started as club activities or where I went with other club members. Last year we went as a group to IPMS Nationals when it was in Hampton. It was a great time with a lot of members present and our own table to show off what we do as ship modelers. There were several thousand incredible models on display. I build plastic models as well as my ships and found several of the technical talks really helpful. The skill workshops are helpful regardless of whether working with plastic, metal, or wood. It also had a tremendous vendor area where I ended up with some kits and some great tools, particularly some much better brushes. These, plus some things I learned about paint retarders really helped fix a deficiency in my work related to touch up and brush painting with acrylic lacquers. This year won't quite be the same

with a ten-hour drive, no club table, few club members present, and not getting to watch Gene win best of show, but I'm excited about it just the same.

I'm also looking forward to Cabin Fever, which is a model machining conference in Pennsylvania in January. It isn't an official club event, but a group goes every year. There is a huge display of hand built functional model steam engines and many used machining tools for sale and at auction. I went for the first time last year and really enjoyed it. It was both a good time and chance to improve metal working skills. I got a steam engine kit which I am looking forward to starting, and which I think will really help me begin to learn how to use my mill and lathe for the work they were designed for. I've also had a chance to go to several of the Admiralty Models workshops in Baltimore and Niagara on the Lake. A few other club members including Henry, Heinz, and Ryland have also gone. These were incredible workshops that really helped improve my woodworking skills. David Antscherl and Greg Herbert no longer give these workshops, but at the last one last Fall, there was some talk of Chuck Passaro potentially continuing them.

One of the club's most fun annual events is our auction, which we will have in October. In the past, we have gotten substantial donations of kits and tools from estates of ship modelers. It does not appear we will have this type of donation this year. The auctions are fun even when smaller, and I'm hoping you can check your workshops for tools you know you will never use and kits you will never build. I'm putting a box together. Please let John know what you will be contributing and please bring the donations in October. It is always a great way to get some new tool or kit and to raise a little money for the club. Some of the kits seem to have rotated from member to member for decades, but through the magic of the auction, sometimes fall into the hands of someone who builds it. There are other former club members who I think of every time I use one of their tools that I got through one of the club auctions.

Have a great meeting in August! - Dave

Letters to the Editor



Email exchange concerning 3D printing.....

From: **Dave Gaudino**

To: **Ryland Craze**

Ryland,

Thanks for the info on the new website. I checked it out and signed up as a member. I am particularly interested in the section on 3D printing. I have many personal designs that I will be happy to share with others. I am currently in the middle of making a 1/35 scale cut away of the USS monitor's turret. My first ever scratch built model. I included a picture. Everything that was printed I designed myself. When I figure out how to share my screen I can show some pics at your meeting.

Dave

From: **Dave Gaudino**

To: **Editor**

From: **Ryland Craze**

To: **Dave Gaudino, Editor**

Dave,

I hope you do not mind, but I have forwarded your work for possible inclusion in our Newsletter, The Logbook.

I would like for our other members to see this model.

Ryland

From: **Dave Gaudino**

To: **John**



John,

I wanted to correct what I wrote in my email. I mentioned that everything in my model was designed by me. That is true with the exception of the figures. The design for the naval figures I intend to use are downloaded from the net. I then downloaded them to Tinkercad to resize and reposition them to meet my needs.

Dave Gaudino

From: **Editor**

To: **Dave Gaudino,**

thanks. this will better illustrate the essay.

John

From: **Dave Gaudino**

John,

I mentioned to Ryland that this was a quick pic I took of the turret as it sat on my work bench. I have attached a couple of more pics from the early stages to the present. Use what you want. The 3D printed parts are all exclusively my design using Tinkercad and printed on both filament or resin printers. If you need further information contact me.

Dave Gaudino

To: **Ryland Craze**

Ryland ,

If Dave doesn't mind, I will include this in the next Logbook. I planned to write a piece about 3D printing for August based on the discussion at the last meeting. The turret looks fantastic.

John

See article on 3D printing—Ed.

August Cover:

How to create an Compelling Impression. This month's cover, at a time when planking seems to be an unsolvable mystery for a lot of modelers, shows what can be accomplished when you follow best practice in hull planking. The model is of the British Navy frigate Winchelsea. It uses the frames, bulkhead, and a few other parts from the practicum/kit produced by Chuck Passaro. The rest of the wood however, including the planking, is maple and was sourced by the builder. It is an example of what a modeler can accomplish by choosing good grades of material. The model is being built in 1/4"= 1' (1:48) scale. If you want to know more about this model, ask the builder: Sean Maloon.—Ed.

The Jape



Terrible cruise, rained the whole time.
They did have a great buffet.
I had two of everything



See related content on page 10.



Scuttlebutt



Nautical slang for August

“Happy Hour” - “A certificate signed by a port authority attesting that no contagious disease existed in the port of departure and none of the crew was infected with a disease at the time of sailing. Shore-side, it means in good shape. You know who invented happy hour? The U.S. Navy. During World War I, sailors were allowed a “happy hour” on ships where they could relax, watch entertainment, and—yep—sip drinks. The term caught on with civilians after Prohibition ended, because nothing screams “freedom” like cheap cocktails at 5 p.m.

So next time you’re sipping your \$6 margarita during happy hour, raise a glass to the Navy boys who paved the way. Without them, you’d just be paying full price and crying into your nachos.”—Ed.



Minutes



Meeting Minutes, 7-11-26



Dave called the meeting to order and immediately charted our course with a few navigational announcements concerning his upcoming travels. Over the next several months he'll be handing the helm to Kevin while he sails off to distant and exotic ports... or at least as exotic as Fort

Wayne, Indiana can claim to be, proudly representing HRSMS at the IPMS Nationals by distributing our challenge coins to deserving models. We trust he'll return with favorable winds, tall tales, and perhaps a few ideas to steal..."borrow."

Dave also reported on Dave Baker's continuing health concerns. The crew joins together in wishing him fair winds and following seas.

John provided an update on Bill Tuttle's model, which he has dutifully restored to present to Bill's wife. With the restoration complete, only a display case remains. John hopes to build one matching the style of Bill's original display cases, and the club unanimously voted to fund the project. Considering Bill's wife generously donated many of Bill's tools and modeling supplies to HRSMS after passing, this seemed a fitting way to repay kindness.

The annual HRSMS auction is on course for the October meeting. If you've got shipyard treasures, nautical curiosities, or modeling gear that deserves a new captain, pass a list to John and bring them to the October meeting.



With Ryland absent on detached duty, the Purser's Report remained safely locked in the strongbox for another month. We can only assume the treasury neither sank nor mutinied.



Greg announced he was once again "back under the hood" performing maintenance on the club website. Fortunately, unlike some shipyard overhauls, he promised to keep the repairs offline so no one should unexpectedly run aground while browsing. So far,

all systems appear shipshape.

And with that... the business portion of the meeting crossed the finish line in near-record time. No one had even finished settling into their watch.

Presentation:

This month's presentation featured Kevin Ritton demonstrating the art of **Making Your Own Scale Rope**. Kevin unraveled the mysteries of rope construction, explaining the lay, composition, and proper scaling of the many lines found aboard sailing ships. He then demonstrated his miniature ropewalk, spinning everything from delicate running rigging to hefty hawsers and anchor cables. Watching tiny strands twist themselves into convincing scale rope is strangely hypnotic. Before long several members were mentally calculating how much workshop space, they could sacrifice for yet another indispensable tool. This presentation is well worth another watch.



Show and tell, as always, proved that model builders never truly run out of things to discuss.

Hank led us off with continued progress on his *Flying Cloud* from the Mamoli kit. While expressing a few colorful opinions regarding the quality of the wood and plans, he appears determined to weather the storm and press on. Every kit has its reefs.

Dave Kern followed with his maiden voyage into dory building. Unfortunately, our recording equipment chose that exact moment to experience its own little mutiny, leaving only a visual glimpse of his excellent progress. The camera apparently preferred to



admire the scenery rather than record the narration.

Joining us online, John Jones discussed the NRG Masting and Rigging Project and some shortcomings he encountered with the kit. His conversations with the NRG will hopefully help produce a complete and more useful package for future builders. Constructive criticism, after all, keeps everyone sailing in the right direction.

Mike Pelland updated his Lindberg *Blue Devil* Fletcher-class destroyer. Aftermarket upgrades continue transforming what began as a rather plain kit into an impressive warship. About this point, our A/V equipment once again decided it wanted equal billing in the meeting, resulting in a brief intermission. (See pics of Mike's work on page 9—Ed.)

...and we're back!

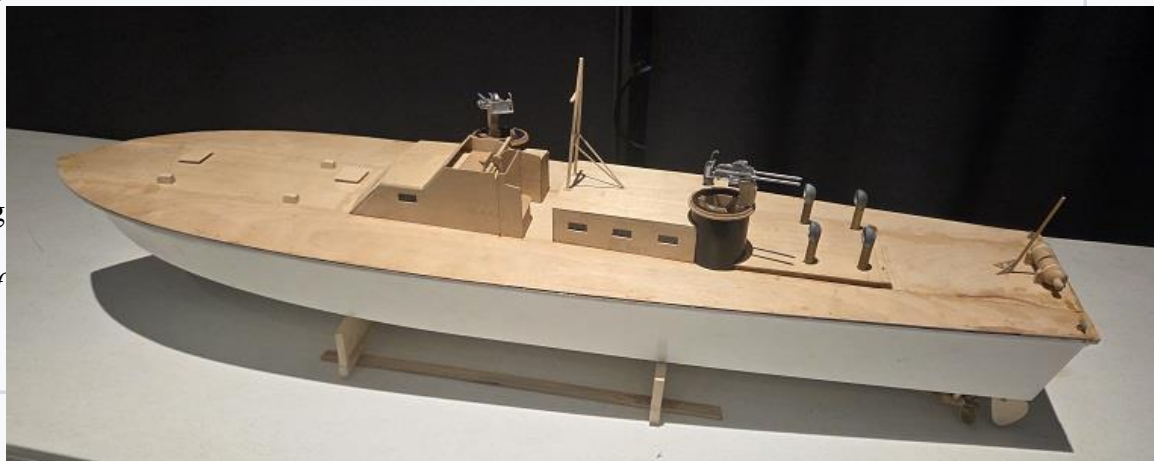
Mike then continued with his 1/96 USS *Constitution*, showcasing numerous new details and discussing the steadily shrinking list of remaining tasks. She's coming together plank by plank and fitting by fitting.

Mort Stoll next brought us aboard his Caldercraft 1/64

HMS *Diana*. A new main deck template allows viewers to peer into the gun deck below, where details such as the ship's manger bring the model to life. This is Mort's second *Diana*, the first having happily sailed off into his son's collection. Some ships simply deserve an encore.

Ryland checked in from his remote anchorage and happily reported that he's doing much better, hoping to rejoin the crew next month. In classic Ryland fashion, his entire medical report consisted of, "I'm doing fine." We'll gladly accept that diagnosis and wish him continued smooth sailing.

Caelan presented his PT boat and the progress he's made, while recounting the familiar experience of snapping tiny parts just moments before they were safely installed. One step forward, two steps astern. Every modeler has sailed those waters. He also entertained us with observations about life, modeling, and adventures at the Taco Stand. Experience is an excellent teacher... even if tuition is occasionally paid in broken masts.

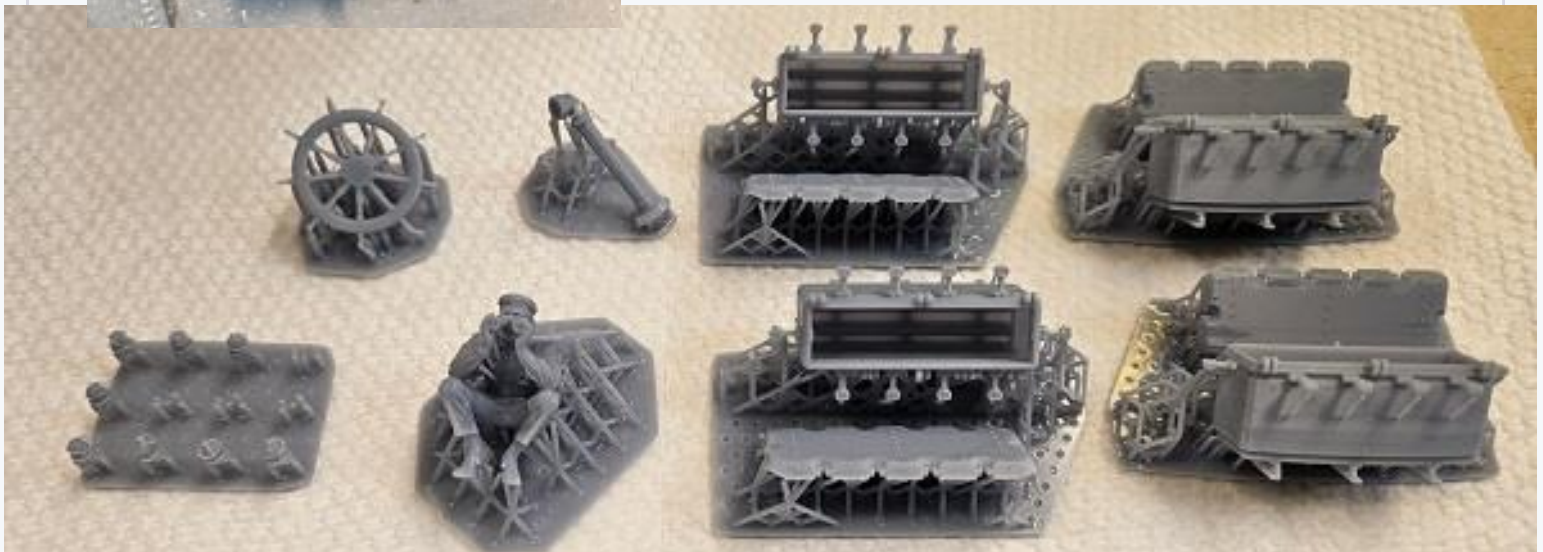


Show and tell (cont.)

John followed with a brief visual presentation, much of it at Caelan's expense. Bacon, apparently, was involved. Beyond the breakfast menu, John showcased the remarkable brass machining behind the Poole gun for his Revenue Cutter. Beautiful work... though a single photograph might have saved me several pages of notetaking.

He continued by demonstrating the value of carefully examining period photographs. Often the real treasures are hidden in the background, revealing details overlooked by everyone else. His recreation of the vessel's windlass perfectly illustrated that point. The devil, as always, is in the details.

Gene stepped up with progress photos of *Reluctant* but quickly steered the conversation toward the rapidly expanding world of 3D printing. With considerable assistance from Bob Zinnen, Gene has now taken the plunge and cheerfully admitted he's somewhere near the bottom of the rabbit hole, digging enthusiastically toward China... which, coincidentally, is where much of the equipment originated. Funny how that works. A spirited discussion followed regarding the advantages, limitations, philosophy, ethics, and inevitable future of 3D printing. Like any good sea story, the discussion showed no signs of ending before the tide changed.



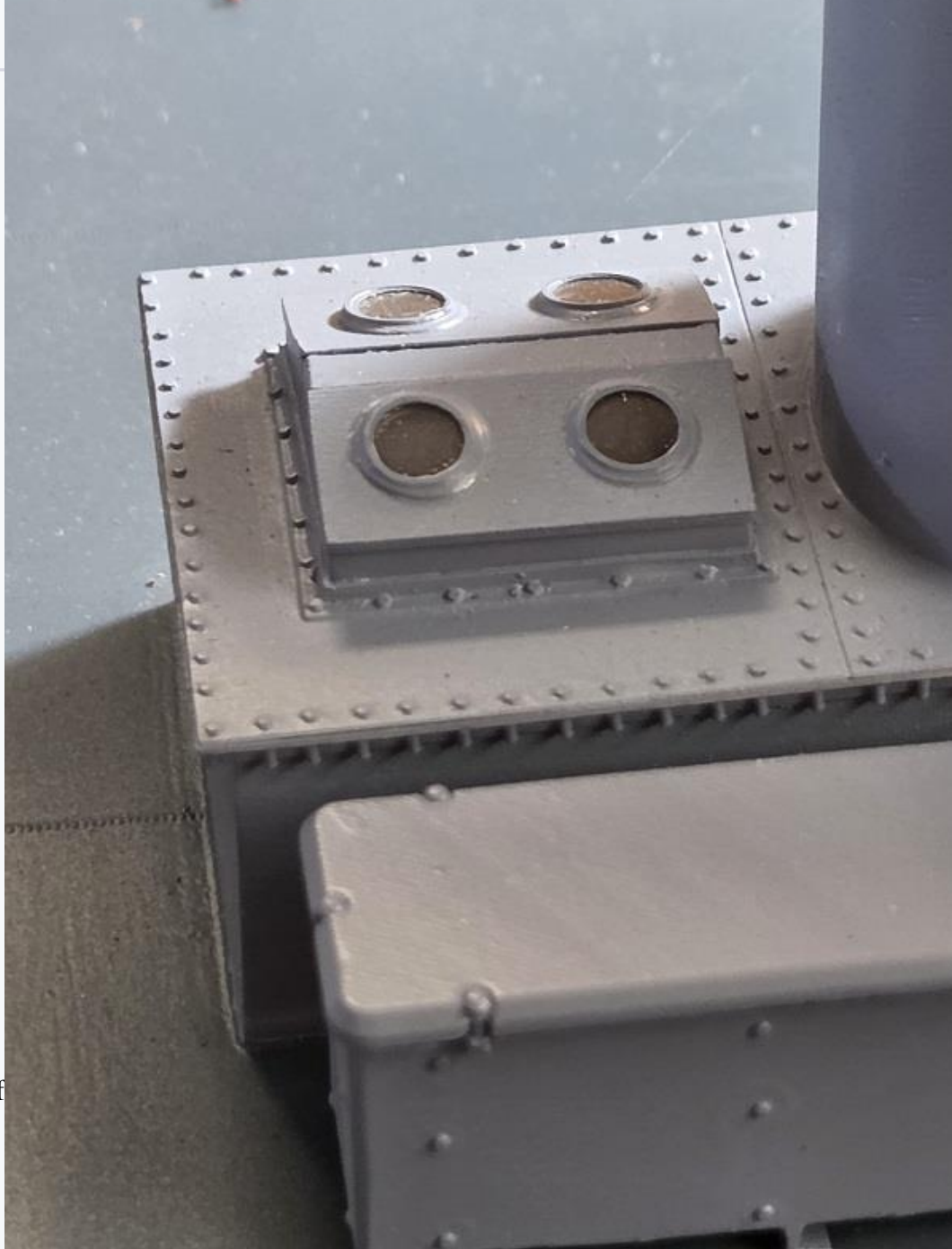
Show and tell (cont.)



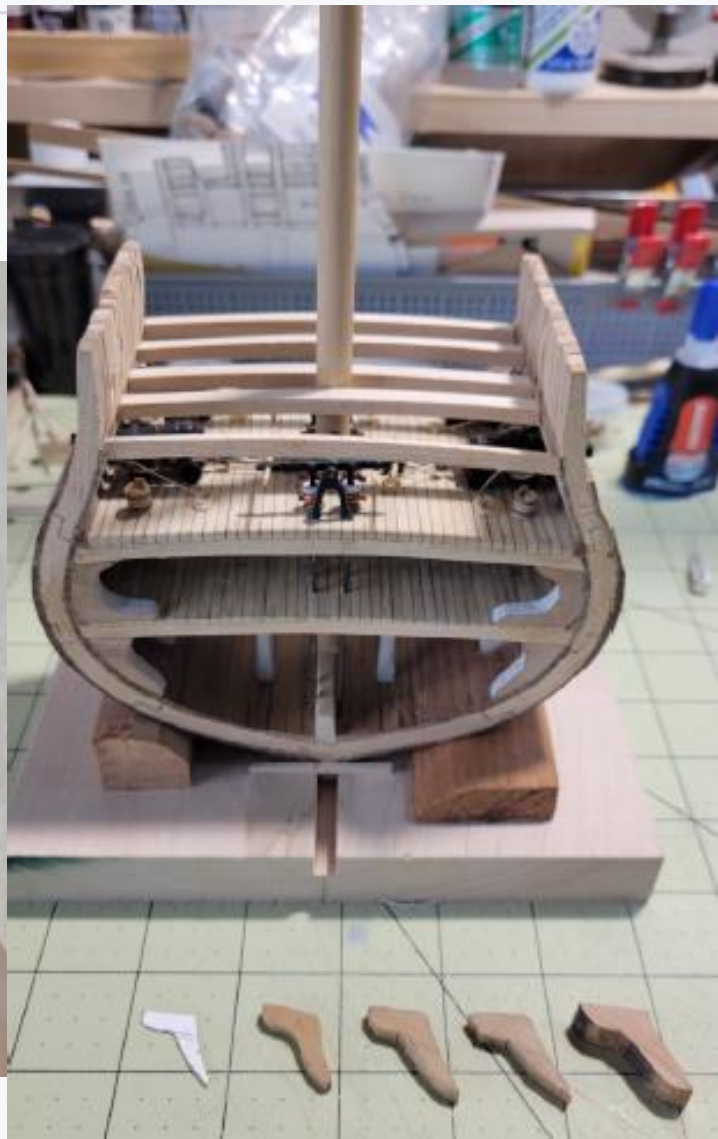
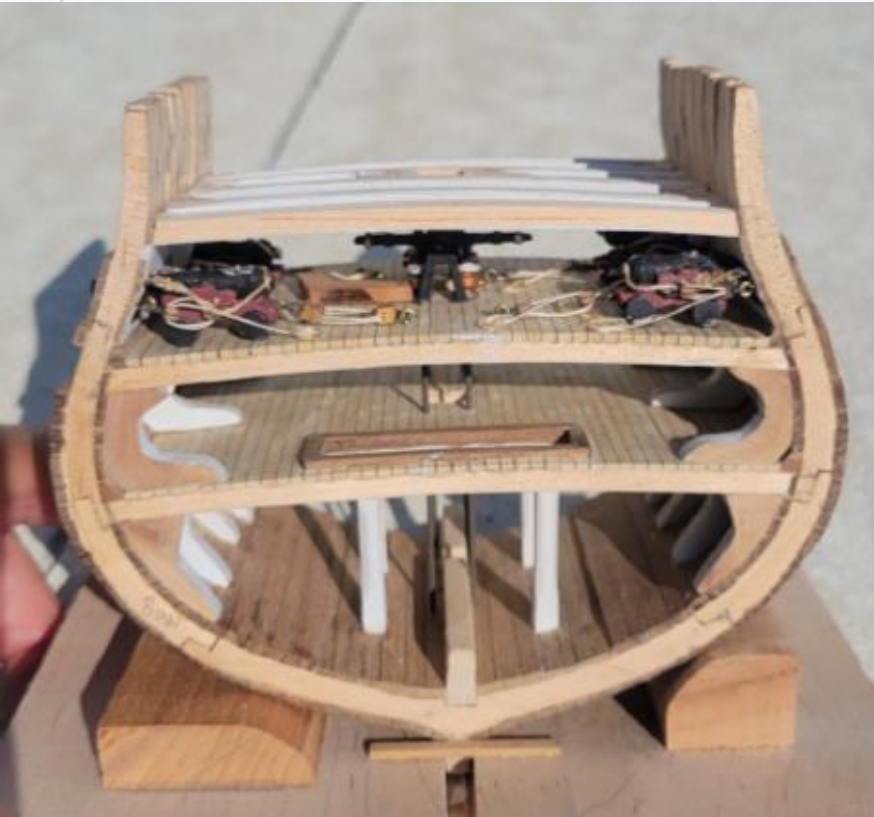
Dave Chelmo rounded out Show and Tell with his beautifully progressing Whaleboat build, along with several clever coil-making tools from Chuck Passaro. Gussets, laminated cross strips, and an impressive assortment of clamps are steadily transforming loose pieces into a graceful interior structure. It's enough to make anyone believe clamps reproduce when the workshop lights are turned off.

Until next time...

Fair winds, following seas...and **PRINT!**



Show and tell (cont. Mike Pelland pics)

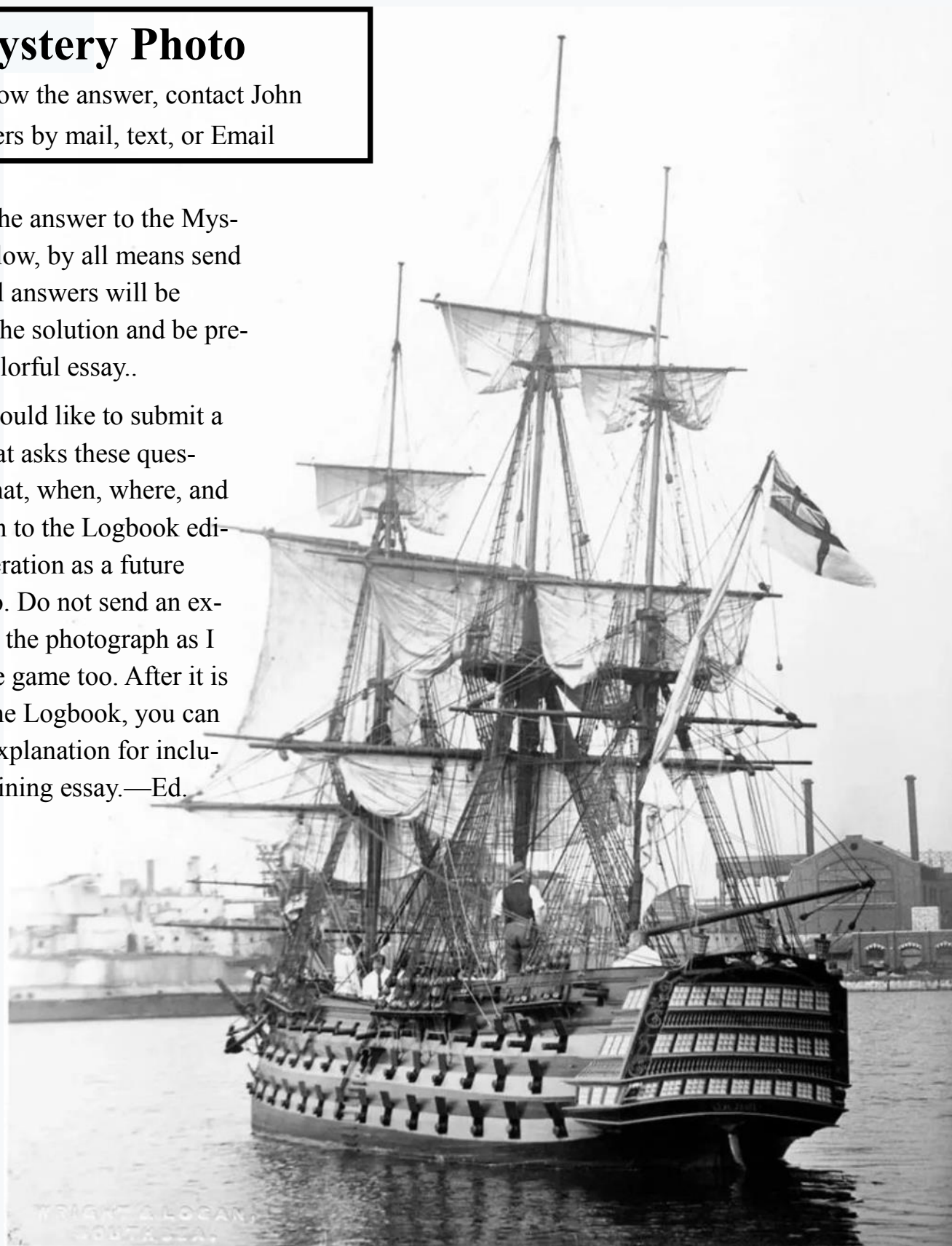


Mystery Photo

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

If you know the answer to the Mystery Photo below, by all means send in a reply. All answers will be blended into the solution and be presented as a colorful essay..

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



These aren't your ordinary books...
Books for the Ship Modeler
www.seawatchbooks.com

Mystery Photo Explained



There has been a lot of rain lately, and there are doomers out there announcing the end of the world (you pick the doomer, the time, and nature of the event.) But with all the rain it seems that picking a great flood might be the best bet. The good book says that back in the day there was a similar occurrence that wiped out the known world. Looking at this Mystery Photo one could get the idea that some doomers of a great flood built this strange floating contraption expecting a similar event. Was it built to take on two of everything, like Noah's ark? The shape is eerily similar to contemporary sketches of that vessel. Imagine two of everything, except maybe the unicorn, living on this barge for 40 days and 40 nights.

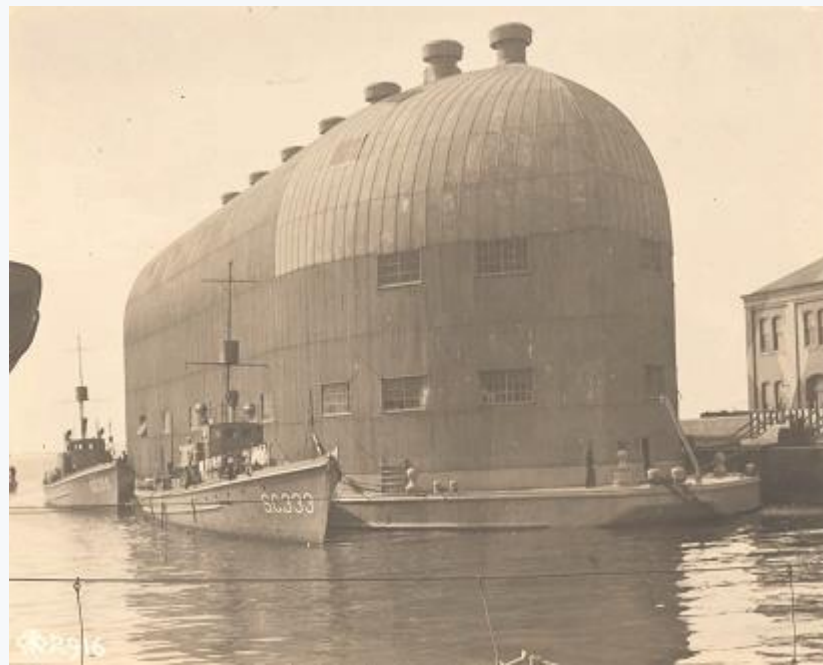
Well, that's not exactly what we have here. It's clearly a floating craft but I have to wonder if General Motors used it as inspiration for their Futurliner Buses of the 1930s and maybe the 40s or 50s. Ugly for sure—both.



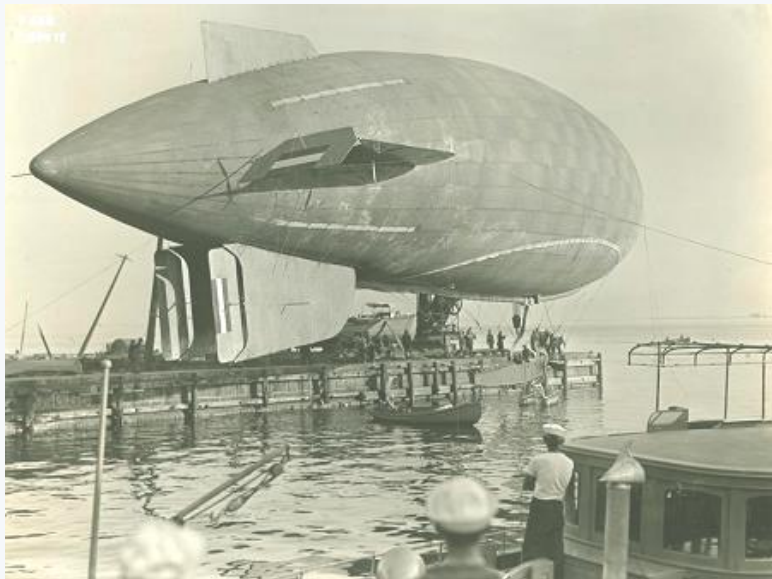
In reality we have a U.S. naval barge that was built in the teens of the last century. The front end of the barge is on the left and the sides curve in to an almost flat-nosed bow. However, where the bow squares off we can see where the bottom plating rises up to form a sled shape. A double bitt sits there and is being used to tie the barge off to the quay. There is very little freeboard, perhaps no more than 4 feet. On the deck we can see the ugly barn-like structure that hides the purpose of the craft. It's shape is reminiscent, or pre-cognitive, of that GM Futurliner—weird.



This month's Mystery Photo appeared on a Facebook page and it intrigued me. Another image of the Mystery vessel came to light on NavSource.net while I was looking for photographs of that now infamous 3-inch Poole gun. I found the image below while looking at pics of the World War One (WWI) 110-foot



Subchaser. In this image I could see a row of ventilators and that told me that the structure was built to house something that was probably propelled and it was necessary to eliminate fumes from the space. Not unlike what Noah's ark must have needed.....if you know what I mean. Luckily for me the image was captioned. A part of that caption, "a floating hanger built to house the DN-1...", put me on the trail. Had I used this image as the Mystery Photo, your task at identification would have been very easy.



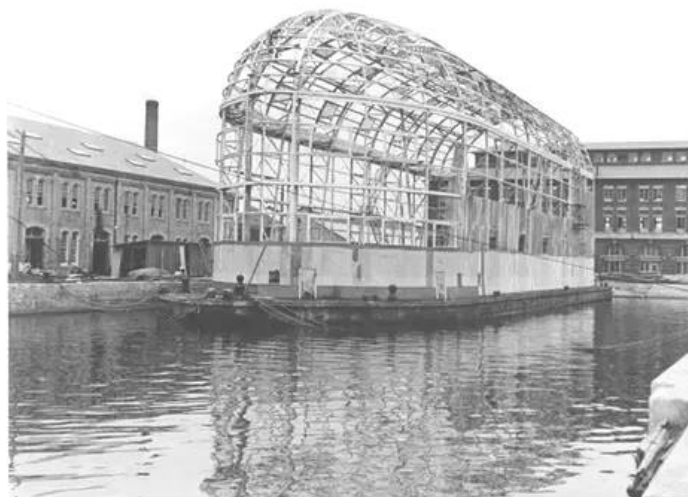
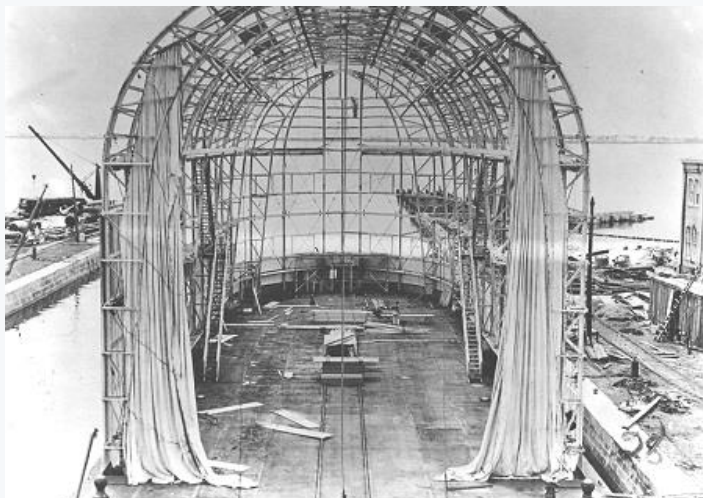
Identification of the Mystery Photo should not be easy, and was not all that easy. Perseverance (a key attribute of the proper ship model maker) and a detective mind will pay off, and did pay off for one man. As it turns out, we have an emerging recurring player in this game. And I welcome him aboard—again.

Charles (Santa) Landrum had this to say: “This took a bit of digging, but I recognized the utilitarian nature of the structure on the barge as a floating dirigible hangar. An oddity during a period of Navy experimentation in lighter than aircraft.”

Physically the dimensions of the structure are not all that large. Not large like you would see for the blimp hanger you can see down at the Coast Guard Station in Elizabeth City, North Carolina, but large and unwieldy looking nonetheless. Charles provides the scantlings: “Five stories tall, Hangar Barge Number One was one of the most unique vessels to ever enter the U.S. Navy. Aerial Age Weekly Magazine described it as follows (paraphrased): The hangar is of steel, 60 by 140 feet. The hull, six feet deep, is divided into eight watertight compartments and it draws eighteen inches of water. The steel frame is as massive as the girders of a railroad bridge.”

The genesis of the barge is interesting as well. Charles writes that it was “Built to house the Navy’s first airship, the DN-1. It was launched in 1915 at the American Bridge Company’s Marine Division shipyard on the Ohio River near Ambridge, Pennsylvania near Pittsburgh. With the hangar uncompleted the barge was towed over 100 miles down the Ohio to the Mississippi, and then along the Gulf coast the barge traveled over 1,000 miles to reach the Wet Basin at NAS Pensacola. The wet basin was built in 1852 to support the wooden ships of the Navy’s Caribbean Squadron. Once it ar-

rived, the hangar was completed and the picture in the Logbook shows it nearly so. My guess is that the hangar was not completed in Ohio due to bridge clearance issues. The hood is so designed that it can be taken down and packed on the deck.” and the two photos below show the hood being erected. In the photos it had a rails down the centerline which looked like they could be married to a ferry slip and the dirigible transfer by rail ashore.”



“This hangar on a barge never received an official designation or hull number. Naval correspondence listed it as an “Unclassified District Craft” and described it as simply Hangar Barge Number One.” The blimp, however did receive official designation. It was known as “DN-1, D for dirigible, N for Navy, and 1 as the first of its kind, was listed as a school-ship, a training dirigible for pilots of a future fleet. When delivered, it never met its potential and the Navy soon deflated its gasbag and sold it to the Goodyear Tire and Rubber Company dirigible division.”

“The barge was no longer needed as such and so the hangar was pushed ashore to be used as a land based

dirigible and airport hangar. But it too was deemed unsuitable, the hangar lasting only 5 years and it was scrapped in 1920.

As for references, Charles has this to say:

“Interestingly NAVSOURCE.net has very little on this barge. The best reference that I found was BARNSTORMERS.COM eFLYER - Floating Hangar . So why include it? Because it's a one of a kind rarity that proves the Navy has a history of not getting projects right.”

And there you have it; the Mystery Photo shows a floating blimp hanger. Not an ugly duckling futurliner or Noah's 40-cubit yacht. Perhaps a reference, or two, to cer-



tain antique kitchen fixtures and appliances or anything art-deco wouldn't be out of bounds, either.

I'm not sure if it's not failed naval experiments or its just that we have a ringside seat to these experiments that push science and innovation, but the US Navy sure has it's share, and we sure get to witness them. I suppose that the harder it is to find information about these little gems, the better it Mystery Photos they make. Also it always amazes me how the better deposits of discoverable information are not found where logic dictates it should be. But once you find your first data point, its seems to open up the mine exposing more rich veins. This is what makes researching these Mysteries fun!

Til next time....Ed.



A message from your Taco Stand



Saturday is available for volunteers

Ship Model Maker schedule shakeup and availability

As of now, Saturday in the Taco Stand is open to anyone who wants or needs to volunteer at the Mariners' Museum to demonstrate ship model making. Looking for either a full time regular who wants to donate their Saturday's or more than one volunteer to man the rail on a rotating basis. Manning the Taco Stand is important to this club as well as the Museum and we should not let it stay closed on that day. Keep in mind that whoever volunteers for the second Saturday would already be at the Museum and that sounds like an easy win/win.

We are ship model makers. Stay modeling my friends...—Ed.

Taco Stand usage - as of 07/25/26									
	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00
Sunday (odd)	Ron	Ron	Ron	Ron	Ron				
Sunday (even)	Tim/Warren	Tim/Warren	Tim/Warren	Tim/Warren	Tim/Warren				
Monday	John C/ Caelan	John C/ Caelan	John C/ Caelan	John C/ Caelan	John C/ Caelan	John C/ Caelan	John C/ Caelan		
Tuesday	Tim/Cheevers	Tim/Cheevers	Tim/Cheevers	Tim/Cheevers	Tim/Cheevers	Tim/Cheevers	Tim/Cheevers		
Wednesday		Ron	Ron	Ron	Ron	Ron			
Thursday	J Cork	J Cork	J Cork	J Cork	Stu	Stu	Stu	Stu	
Friday	Kevin	Kevin	Kevin	Kevin	Kevin	Kevin	Kevin	Kevin	Kevin
Saturday									



Earlier this month, I took a ten day trip to Seattle, Washington. On our first day, we visited the glorious Space Needle. The scenic view around the city was beautiful and the wind was colder than we thought. (I was not afraid of heights). On our second day, we arrived at the waterfront and stopped at a seafood restaurant called Ivar's. (They've been serving the best seafood in the pacific northwest since 1938). The restaurant had an entire collection of ship models of ferries and fireboats. On the menu, I ordered the restaurant's world famous clam chowder. After the first bite, my stomach went haywire. (IT WAS GOOOOOD). On our third day, we stopped over at a very famous burger joint called Dick's Drive-in. I could not stop eating their burgers. On day four, we headed over to Lake Union, where we rode on board an historic steamboat named Virginia V. The boat was one of last steamboats from the early 20th century. The engineer's allowed us to go into the engine room. (It was loud and hot down there). After the ride, we headed over to the Historic Ships Wharf. There, we visited the Arthur Foss tugboat, one of the oldest wooden tugboats in the world. And we visited the fireboat Duwamish, one of the oldest fireboats in the world. Fast forward to our ninth day, we rode on the Edmonds to Kingston ferry (Washington State Ferries).

I was thrilled to see that they had Ivar's clam chowder in the food court. The rest of the ride went smooth and good, and the wind was blowing hard in our faces. It felt like a cold winter's morning. On our last day, (for those of you who know about Boeing), we visited the museum of flight. Actually, our hotel was right next to the Boeing airplane factory. In the gift shop, I bought several model airplanes because why not? (It's my own little fleet). After waking up at 3:30 in the morning, it was time to fly back. (Or should I say, to put an end on this vacation). I will never forget the scrambled eggs at the hotel for breakfast ever again.—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



For August, you have a selection, a choice really, of Adult libations that should pair nicely with our savory dish. Any of these should go well with the Shrimp and Grits offering for this month.

Gin & Tonic: Highball glass fill with ice. Pour in gin to about 1/3 of the way up. Fill the remaining way with tonic water. Squeeze in some lime juice, or twist a lime wedge and drop into the glass.

Bloody Mary: (Best Tim Wood recipe that I remember.) Rim glass with Cajun seasoning. Fill glass with 8oz. Can of spicy V8 juice. Add 2 oz of Vodka. Add in your favorite hot sauce, Worcestershire sauce, horse radish, little salt and pepper, lime juice. Add ice. Garnish with olives and a dill pickle spear.

Pilsner: The Internet suggested a nice Pilsner or Pale Ale to pair with the Shrimp and Grits. I'm not fond of Pale Ales, so I suggest you go for the pilsner. My choice, if you can find it, is one called Fish-town Lager. The one in the picture is from the Benchtop Brewing Company in Richmond.



Cajun Seasoning



This Cajun seasoning is a blend of herbs and spices, all mixed together to form a flavor base for a variety of Cajun inspired recipes. This spice mix will last for months, and can be used to season seafood, chicken, soups, vegetables and more.

INGREDIENTS

- 2 tablespoons sweet paprika sometimes just labeled as "paprika", you want to avoid the hot variety
- 1 tablespoon smoked paprika
- 2 tablespoons kosher salt
- 1 1/2 tablespoons garlic powder
- 1 tablespoon onion powder
- 1 tablespoon ground black pepper freshly ground is best
- 2 teaspoons dried oregano
- 1 teaspoon dried thyme leaves
- 1 teaspoon cayenne pepper

INSTRUCTIONS

Combine the sweet paprika, smoked paprika, salt, garlic powder, onion powder, black pepper, oregano, thyme and cayenne pepper in a bowl.

Stir to combine. Use immediately or store in an airtight container for up to 6 months.

For some time, I was fond of using Absolute vodka for my Bloody Mary. It was nice and smooth and I enjoyed it. Then one of my cruising friends suggested I try Tito's and I have to admit it is better. I made the switch.

The Gin I'm using for my G&T is a 1960s vintage bottle of Gilbey's. You can't find that label or bottle shape anymore. I found mine way back in the liquor cabinet at Mom's. It drinks very well, Thanks, mom!



Mess Call



For August I'm going for one of my favorites, Shrimp and Grits. It's a Southern classic that I hope you like. Here is a slow cooker recipe that claims to be fuss-free. Give it a try:

Shrimp and Grits

Ingredients

- 3/4 pound shrimp, peeled & deveined
- 2 tablespoons Old Bay seasoning (or more)
- 1 cup stone-ground grits
- 2 cups milk of your choice
- 2 cups water (or more milk)
- 1 cup cheddar cheese, shredded
- 2 tablespoons butter (or [ghee](#))
- 1 teaspoon salt (or more)
- 1/2 teaspoon pepper

2 ways to make:

Slow cooker

1. Spray slow cooker generously with cooking spray. Add all ingredients **EXCEPT** the shrimp to the slow cooker. Stir to mix well.
2. Cook HIGH 2 to 4 or LOW 4 to 6.
3. Stir, to mix well and check consistency. Season the shrimp with the Old Bay. Add the shrimp to the grits in a single layer. Cover and cook an additional 5-10 minutes.



Instant Pot

Spray the pressure cooker generously with cooking spray. Stir in grits, milk, water, salt, pepper, and butter.

1. Close lid and seal valve. Set **high pressure** and cook for **10 minutes**. When cooking time is complete, quick release remaining pressure.
2. Turn off the Instant Pot and open the lid. Stir in the cheese.

Season the shrimp with the Old Bay. Add the shrimp to the grits in a single layer. Cover and let sit until the shrimp are cooked, approximately 5 to 10 minutes.

Ship models are where you find them?

There is a great disturbance in the Force.

Recently, I felt the paradigm shift in the ship model universe and I am disturbed, worried, intrigued, and enlightened all at the same time. I guess its me, but I always thought that one of the objectives of ship model making was to develop manual skills; training your mind and your hands to work together to make something great. Something Doug Stowe calls in his appropriately named book, "The Wisdom of our Hands." These skills are sort of a rite of passage and meant to be an individual test of talent and ability. This skill could develop quickly or take a lifetime of trying. But in the end, the promise was there that others would compliment your work and the effort and thought that went into it.

I like the idea of making the parts for a ship model. But do I do it all the time? I could. Like a lot of us though, I sometimes use commercially prepared parts. So I guess I'm not the idealist I purport to be. When making a ship model, the end must justify the means. So maybe I should be more pragmatic about this. After all, there's a new tool in town.

New tools and processes; that is where technology is leading us. Yes, I'm talking about 3D printing. Specifically, how artificial intelligence (AI) has made it possible for anyone to make an incredibly detailed model of any ship, provided enough data can be found to accurately portray the prototype or prototype parts. And even that is no longer a real obstacle to the effort.

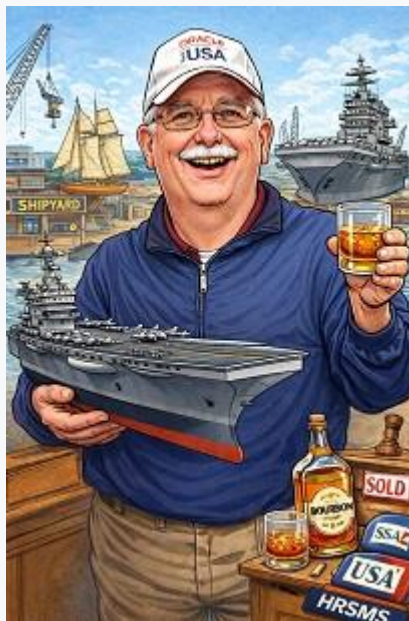
Case in point: I recently built a 3-inch Poole gun for one of my models. I couldn't find one available on the market

as either a cast part or in 3D print form, and I really didn't want to buy it anyway. My challenge was to build one.

Luckily, a detailed drawing was available at an on-line website. After that it was a matter of re-

ducing the plan to match my scale, deciphering the component shapes, and machining the parts. The result, shown above while not perfect, is very good.

At the end of this exercise, however, someone who shall remain nameless (Gene), send me a screen grab of a 3D solid model of the same Poole gun. With AI help, that



gun was rendered in about 1-1/2 minutes (he said) using software called Meshy and the scan of a single photograph. After that, he said, it would only be a matter of minutes to prepare the model for printing and perhaps less than an hour to print it in resin. The software that's available on the market for this technology is mind-blowing and time saving! You can see it here: [https://studio.tripo3d.ai/3d-model/5434ec69-48e6-433f-80fd-eb8c64dcb3c7?](https://studio.tripo3d.ai/3d-model/5434ec69-48e6-433f-80fd-eb8c64dcb3c7?invite_code=WaKqqM)

The results from 3D printing are fantastic. The future is here now.

And as more and more people embrace it, the world of ship modeling and the making of anything will change forever.

So why does its use raise so many questions in my mind and maybe an ethical dilemma or two? Quite possibly it goes back to my ship modeling roots. I'm talking about ownership, craftsmanship, and level of fidelity. The ownership part is the ethical part. When the Mariners' Museum ran their ship model contests a generation or two back, the highest category for bragging rites was for scratch built ship models. That was the Big Show, the Major League of the hobby, the place to really show your mettle. Hidden behind the curtain of scratch made craftsmanship and eligibility was a fierce debate about what could be excluded from your own work. If memory serves, it was a short list and included things like cordage, and chain. Photoetch parts were allowed if you could prove that you did your own artwork (this was the days before computers and printers so you had to prepare your own, inked photo master.) And at the end of the day, you kind of knew where you stood amongst the great model makers.

But that was 25 years ago. Technology has changed and impressive new tools and processes have come along to change the hobby, especially 3D Printing. Any modeler can now make a stunning, accurate, and very detailed, rendition of their favorite ship model. The enthusiasm it generates is incredible. Now you can have that overdetailed version of Pop's ship as he fought it in World War Two. The possibilities are endless as you can see from the incredible fittings that Gene is producing. And he has only been at it for a little less than a month now. On the next page you can see some examples of this. So I will not stand in the way of this new technology. In fact, I have used it where I feel appropriate. I had 22 port lights



Ship models...(cont.)

printed for my model of the lighthouse tender Beech. It made sense because I would have bought them had they still been on the market. I was all set to go insane machining them when logic took over and I had them printed from my dimensioned sketch.

That was 1 year ago. Today, all that is needed is a photograph of the object and software called Meshy. And you can go even further down the rabbit hole with new tools like 3D scanners. The one from Creality, called the Sermoon P1, skips the photo completely and allows (their words) you to go from scanning a prototype to 3D printed object in just a few hours. (*Creality is having a summer sale at the moment where they will ship it and a 3D printer with accessories, all bundled up for your convenience.*) But I digress. This new technology can get pricey so buyer beware. We are not in Kansas anymore.

For those of us who just want to get the model finished, 3D printing is a fascinating way to approach the hobby. For those of us who wish to embrace “the wisdom of our hands”, you may only use it where practical. And I would hazard a third option in that it may not be practical to use for period ship modeling from say the 18th century, but that crowd would sail within range and deliver this author a devastating broadside between wind and water. The cute little doggy that you see in the upper left is 3D printed—a practical application of the technology. 3D printing of all the cannon in their various pounder sizes is another good use of this process. And don’t even get me started on figureheads, filigree, trailboards, stern ornamentation, and stuff. Why carve when you don’t have the skill; print instead.

Longevity and acceptance. The jury is still out on whether



fine and dandy to use resin as a filament and chemicals like superglue in your modeling process, but be aware that Museums, at the moment, will not accept items made from these materials into their permanent collections. They may take your models for use in their traveling and educational programs. But that means its no great loss to them is they get mishandled, damaged, or broken. The US Navy has specifications for building exhibition model ships. These specifications exclude the use of plastics and superglue. This is something to think about as it applies to the longevity of your model, and if you intend to professionally build for some institutions. That being said, I remember Tommy Tragle saying that the model only had to last about 20-years as chances are that you would not be around if the model breaks after that. Let the building methods of the 100 year old models in the Museum's Great Hall of Steam be your guide for long lived materials.

Let your conscience be your guide, but don’t let it overload your enthusiasm for the hobby of ship model making. You are in it to have fun, to express your talent, and satisfy your desire to replicate things at scale. It’s going to be real



these parts will stand the test of time. It may be all

Ship models...(cont.)

fun watching to see what these characters come up with as they build their models.

Here are several pictures of the Monitor's turret. If you read "Letters to the Editor" in this rag, you may already know that it is the work of Dave Gaudino. For anyone who wants to know how the real turret was arranged and used, this model will answer those questions.

3D printing is here and at the moment there is great en-



Reflecting on this, it's important to understand that many years ago when photo-etching was coming into the hobby, there was much the same handwringing from some "purists" about it not being "your own" work. That's fine if you want to be a purist or model snob, you are free to choose how you want to pursue the hobby. For me, I think I'll stay conflicted. But just in case, I'll hold The 3D gang close and supply them with a bottle of resin from time to time....

Long live the paradigm!

Ed

thusiasm for using it. I expect we will have a continuing series of tech talks on the subject. We have already scratched the surface with presentations from Gene Berger and John Wyld. Perhaps we need to goad Bob Zinnen into presenting as well. Will it replace all the traditional model making methods? I doubt it. There will always be a niche for the true craftsman as well as the new "modern" craftsman/technician. The tool will slot into the ship modeling process somewhere where it makes sense. These new tools are great for duplicating, and rapid prototyping. Cost can be a factor, so I still see room for the old modeling methods, but 3D printing will replace resin and probably metal casting for the hobbyist.



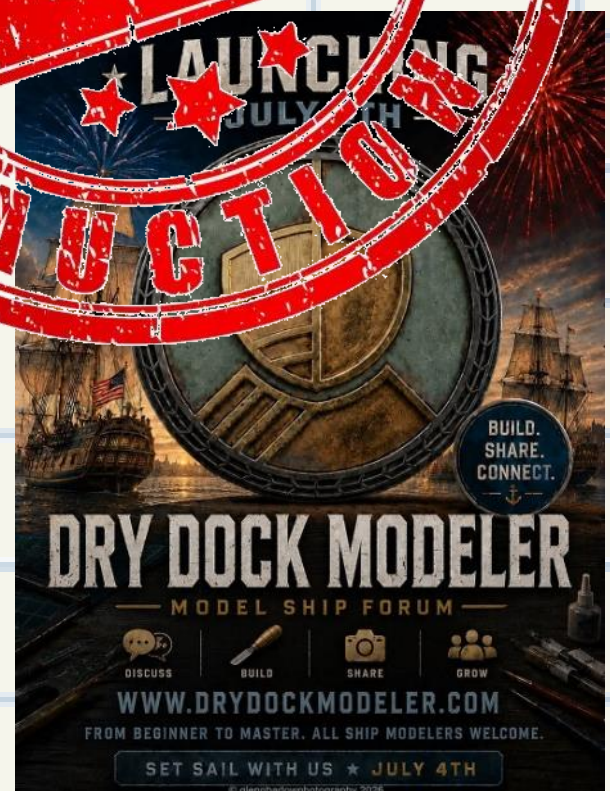
Post it to the (Bulkhead)



The October meeting will be an auction—just in time for Christmas! If you have things that you want to auction, let John Cheevers know, along with a photo, so he can list them in the September/October Logbooks. Do not bring any items early, there is no place to store them. Bring them to the October meeting. If you have smalls, package them however you like, but beware, each package will be sold as a single lot.



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
250—baby!
Presentation: Rope Making by Kevin Ritten

AUGUST 2026

8 HRSMS Monthly meeting:
5-8 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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Columnists: Ron Lewis
Tim Wood

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