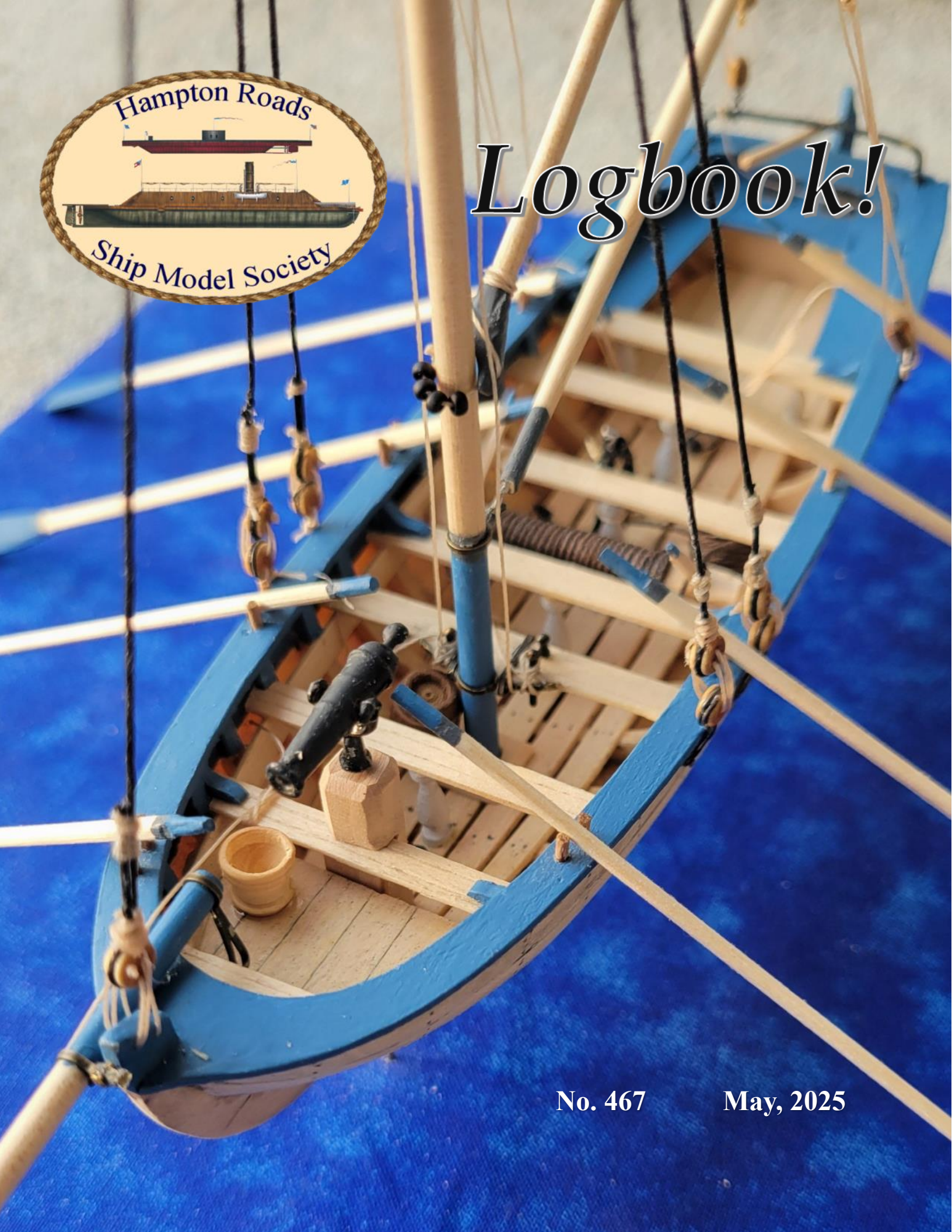


Logbook!



No. 467

May, 2025

Hampton Roads Ship Model Society

No. 467

WWW.HRSMS.ORG

May 2025

View From The Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

May 10, 2025



Captain's Log 5.10.25

Measure once and cut twice...No wait, cut once measure once... wait, wait, I think I got it now!

Rulers, I know they have their place. Usually, you'll find them buried under piles of other tools or safely tucked away in a drawer. Perhaps it's time to pay a little more attention to the monarch of measure.

The tale begins some time ago when attempting to redraw plans for a 24-foot scale lifeboat destined for the decks of my Zircon project. As usual I employed a computer and graphics program to ensure accuracy and ease of amending the lines. I then printed out the boat's lines for cutting lifts and produced a nicely rendered lifeboat. My intention was to carve a pattern to use in a mold. As I had completed this part of the construction and was satisfied with its accuracy, not another thought was spent on the measurement.

Time came to start cutting wood from the carefully drawn plans. All that was needed was to cut wood and assemble. I spent the best part of two days carving, sanding and smoothing the hull to perfection and was satisfied with my achievement. As I proudly surveyed the completed pattern, ready for the mold, I wanted to see how it would look in place. I placed it where it would be located on deck and stepped back to admire my craftsmanship. I shifted it a bit fore and aft to ensure it was in the correct place. I had studied wartime photos to make sure it was in the right spot...

nope, that wasn't right either. Something was amiss! So, I went searching for my ruler. Considering the plethora of rulers distributed among club members over the years, I found it perplexing that I would have such a hard time locating at least one of a dozen strewn about the shop. The shop gremlin, no doubt, at play. Now, armed with the definitive answer in one hand and the little boat in the other, I compared the two. 5 inches in length. Ok, let's redo the math...1/4 scale, 24-foot boat...mmmm? Measure again! 5 inches didn't grow any! Aaahhhhh! I have a 20-foot boat. WHY!!! Let's rewind to the beginning.



Measure once and cut twice...No wait, cut once measure once... wait, wait, I think I got it now... I made a fundamental boo-boo right from the git-go and was so confident in my work that I never considered such a monumental blunder. But consider this.

In 1999 the Mars Climate Orbiter crashed on the surface of Mars while attempting to orbit. It is not unusual considering the vast complexity of computations necessary to pull off such a stunt. But wait! Do you remember the root cause of the ultimate embarrassing blunder? Wait for it...NASA used an inch ruler and JPL used metric. In this case they did indeed measure twice, cut once...how did that work out for them? I am vindicated!

Find your ruler before starting any cutting, or in my case miscalculating on a computer. —SD

Letters to the Editor



From: John Jones

To: Editor

Sun, Apr 13 at 2:53 PM

John ,
spent a very productive time at Woodcraft here in JA-NAF mall with the Tidewater Wood Working Group. They are making 40 birds that will go to the VA Hospital in Charlotte NC - will send a total of 100 to them, another 100 to go to the Hampton VA Hospital later in summer. Currently finishing the last of 50 that are going to NC for Military Victims of Sexual Trauma (hosted by DAV) for a total of 250 birds in the works. Have made 400 so far (since last Thanksgiving. Any one pick up any of the cherry blocks to make the comfort birds? Thanks for all your help!!!

JJ

John,

Jimmy Colangelo took three and I took the rest.

Ed.

(If the rest of you hands wan to participate in this, contact John Jones directly.)

From: Charles Landrum

To: Editor

John,

In the calendar, please add the IPMS-USA National Convention, August 6-9, Hampton Roads Convention Center.

Charles

Charles,

Consider it done!

Ed.

From: John Jones

To: Editor

Fri, Apr 18 at 10:18 AM

John ,

I received an email from James asking for help to restore his model of the President. I told him that we had members of the group who have done restoration in the past and invited him to the next meeting so he might talk to someone about it. As always, Thank You for all your help!

JJ

John,

A notice for this was sent to the club members via email.

Ed.

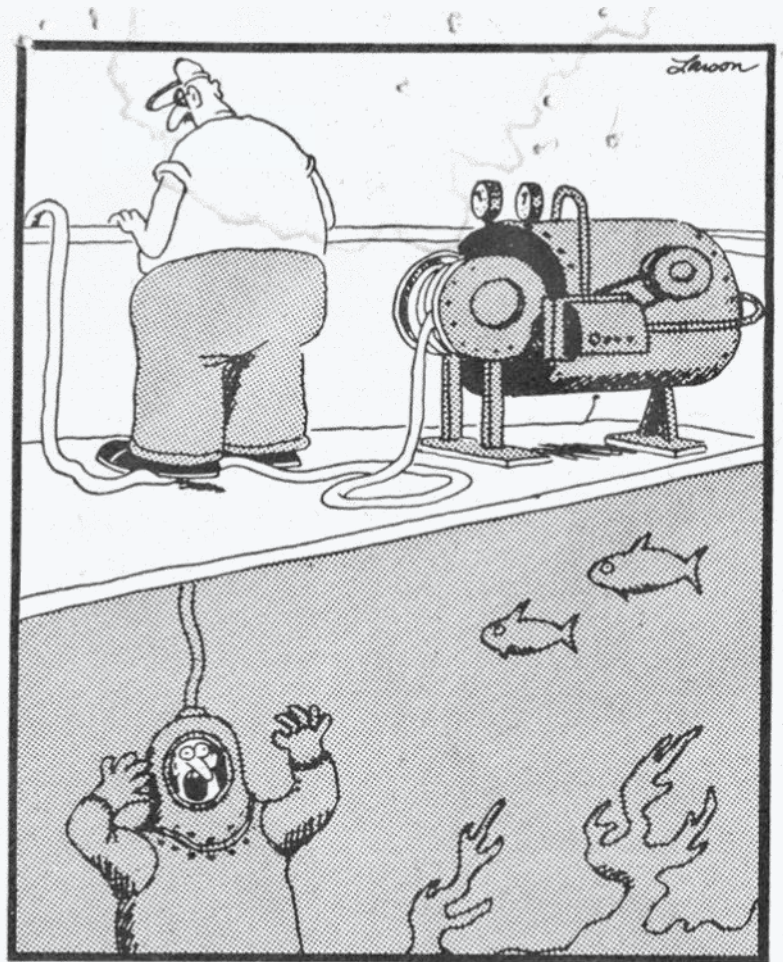
If anyone else can help get this model restored, please contact John Jones. His contract info is on the roster on the club website..



April Cover:

This month's cover highlights the Model Shipways kit of the Longboat. This example was built by Mike Pelland, and he finished it in a unique blue livery. The kit is modeled at 1:48 scale and measures in at 11-3/4" long. Mike began the model while he was still local to the area so we got to see its progress. He finished it at his new place down in Georgia. Perhaps he will bring it to Virginia and place it in our display case adjacent to the Taco Stand for some long term exposure.—
Ed.

The Jape



Scuttlebutt



Nautical term for April

Channel Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats.

—Tim.

.....Or one!



Minutes



Meeting 4-12-25

The meeting was called to order at 10:10 by the skipper; there were several boxes of miscellaneous tools available to the members, at prices ranging from free to \$2.



Bob Coffeen and Wayne Richards were present for their third meetings as guests, and were both welcomed into full membership.

Al Morrone was present for his second visit, and Craig Moore was presented with his membership certificate.

There were 24 persons present, plus 9 online.

There were no corrections to last month's minutes.



Due to the purser's absence, his report was given by the skipper. It covered both February and March, and thanks to revenue of almost \$3000 from the auction, we are pleasantly solvent.

OLD BUSINESS

John Cheevers reminded the membership of John Jones request for assistance in partially finishing duck blanks for the wounded warrior project. Please contact either John to volunteer.

Charles Landrum reminded everyone about the IPMS national convention in August. We have a table there for display, and it was voted to sponsor two awards: Early Steam and Sail, and Conversions and Scratch.

Greg Harrington announced that he has about 150 nautical books available, but rather than including them in an auction, he will plan to make them available through the website. Details of a bidding process

will be forthcoming.

NEW BUSINESS: none

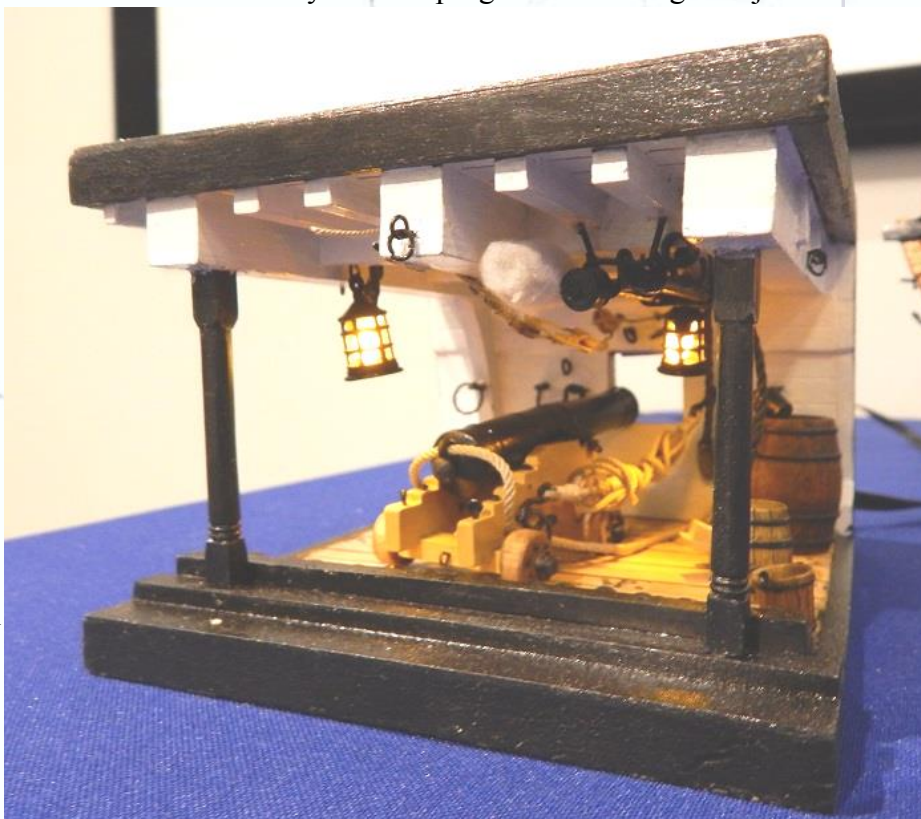
PRESENTATION: A partial video and in-person presentation on the history of the Jamestown Ferry was made by Bill Fox.

The meeting adjourned at 12:15 pm.—Stu

Show and Tell:

Mort Stoll showed progress on the captain's cabin on his model of Diana.

John Proudley showed progress on the frigate Ajax.



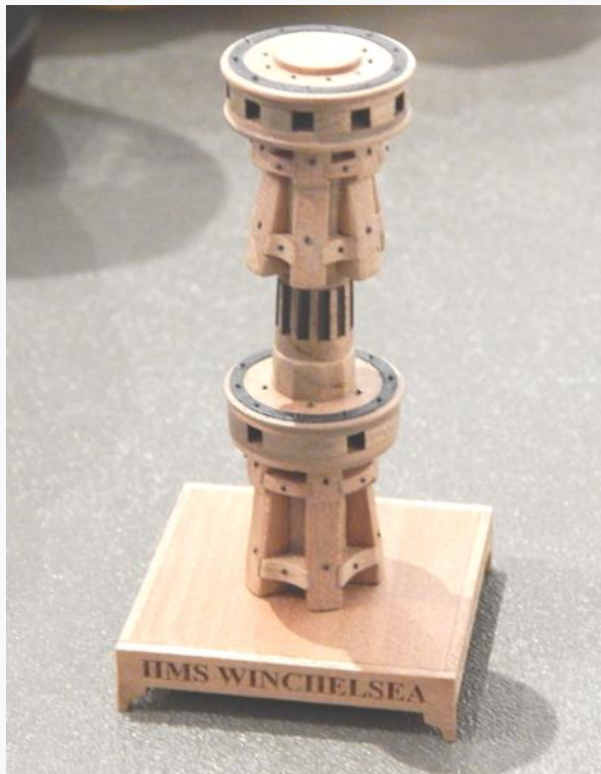
Bob Zinnen showed his Bluejacket models of cannons from the CSS Virginia.

Kevin Ritton showed samples of rope he made on his ropewalk.

John Cheevers showed a lifeboat and tender built from holly.

Show and Tell (cont.):

Sean Maloon showed the double capstan he has made for his Winchelsea.



Caelan McCormick showed the hull of the CSS Virginia, a Dapper Tom hull, plans for a lighthouse tender, and the John Rogers side wheeler.

Bob Coffeen showed his model of the pilot boat Swift.

John Wyld showed his model of the USS Hornet and the B-25's of the Tokyo raid.

Hank Ghittino showed progress on his model of Royal Caroline, a Panart kit.



Gene Berger went over his progress on the USS Zircon, with emphasis on the guns.



Mystery Photo

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

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

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

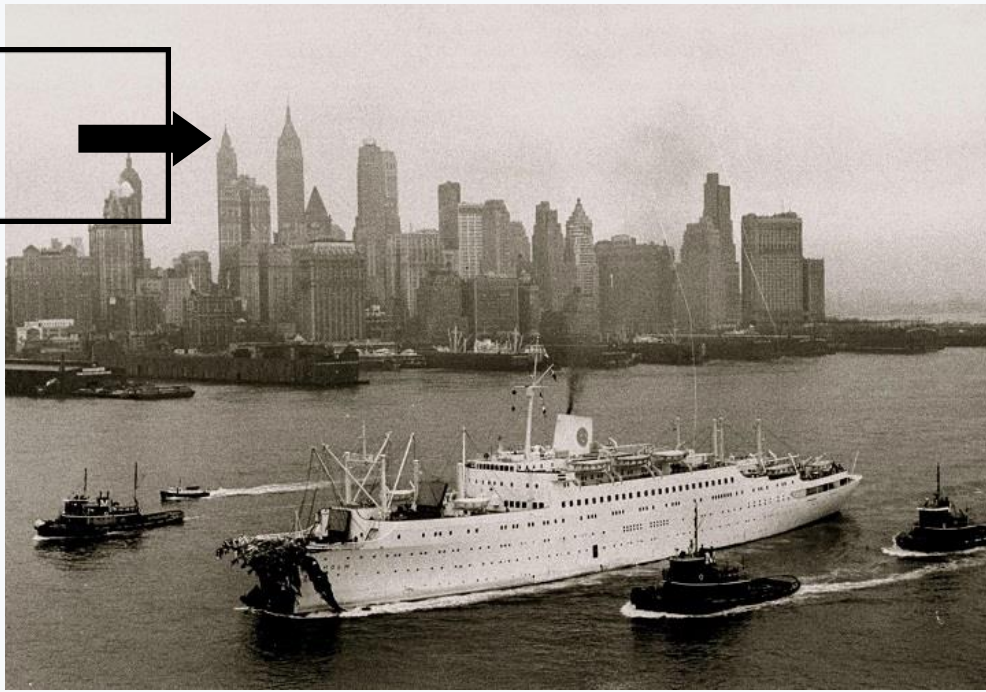


Books for the Ship Modeler
www.seawatchbooks.com

Mystery Photo Explained

As a young man,, I remember reading a book about the collision and subsequent sinking of the Italian Liner Andrea Doria. It was a fascinating read, I don't remember the name of the book or the author, but I remember the chapter about a young child who went to sleep in their berth aboard the Andrea Doria. After the collision, when she could not be found among the passengers on the Italian liner, she was presumed dead and lost at sea. However, "When the Swedish liner tore through the Italian ship, it inadvertently scooped up Linda's bed and carried it into the Stockholm. As the Stockholm's bow retracted, Linda and her bed were pulled onto the Swedish ship. Miraculously, she survived the ordeal with minor injuries, including a broken arm." Wow! Her name was Linda Morgan

What a harrowing experience; not something that I would have on my bucket list—witnessing a funnel fire aboard the Carnival Freedom is as close as I need to be to a sea disaster! Thankfully, disasters at sea are rare today. But they do happen and often occupy the news cycle until the next big thing "comes down the



pike." Many of you, I'm sure, remember the ship that grounded in the Suez Canal (see page 4) and you can see how the news amps up for a disaster at sea. The last big disaster at sea of note was the grounding and sinking of the Italian liner Costa Concordia. Lives were lost due to human err and folly. It happened within sight of land and was recorded for all to see and study. It shouldn't have happened.

The same can be said of the ship and the circumstance that surrounds this month's Mystery Photo. The Mystery didn't fool anyone who responded and it wasn't intended to, but it did elicit some good responses and an anecdote or two.



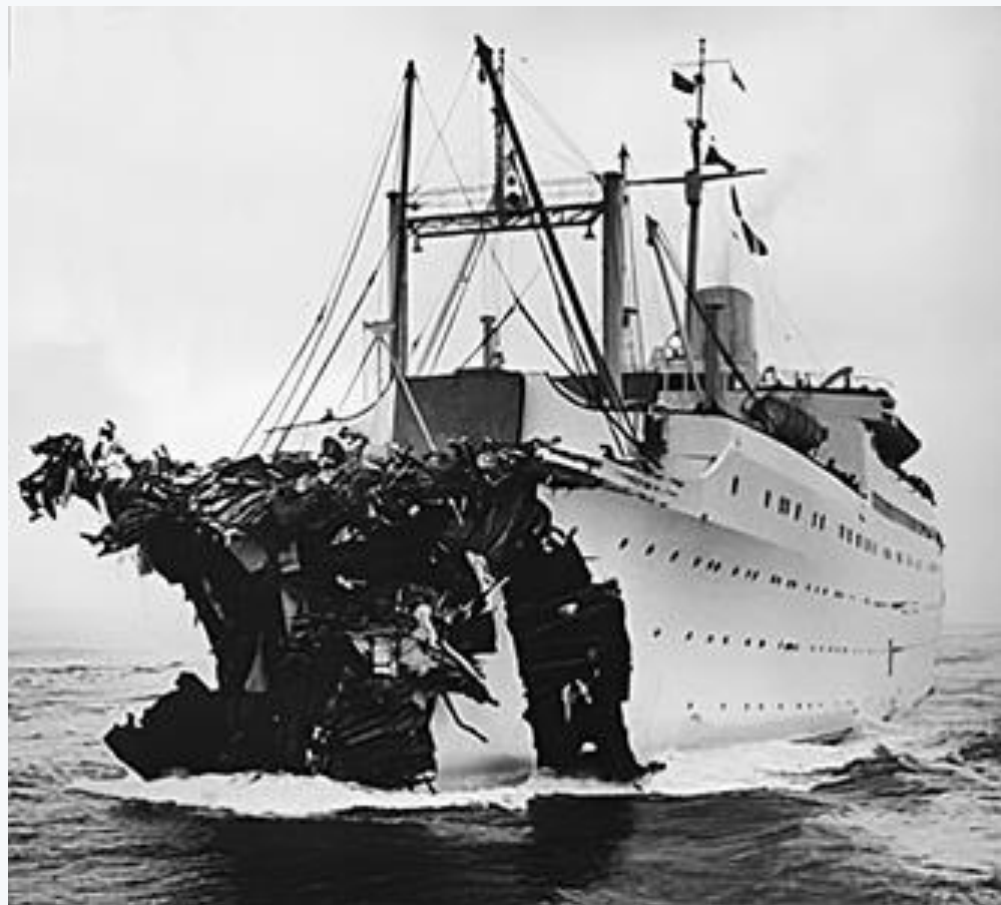


Let's begin with the first response supplied by Rob Napier; his story sells itself. "Well, I can't resist responding. After all, *Stockholm* rammed *Andrea Doria* basically in my back yard, 25 July 1956. I was 11, and was probably getting ready with my family to head from our home in New York to Chatham, on Cape Cod, for August. It was *Big News*. All I remember of the event was that it evidently happened in thick fog. (Back in those days, at least, the foggiest place in the United States (most days with visibility 1/4 mile or less) was Chatham. One morning in the early 60s, I went out my aunt and uncle's door to go to work and the fog was so thick that I could not see my feet (I am not kidding!)) The other thing everyone was amazed about was that so few lives were lost in the collision."

Not to be outdone by Rob, our second reply from Charles Landrum offers this: "this month's mystery ship is *MS Stockholm* sailing into NYC on July 27th after her collision with the *Andria Doria*. The damaged bow, the Swedish American Line emblem on the stack, and the king posts and booms are key identifiers. The collision occurred in dense fog off Nantucket at 2310 July 25, 1956."

Charles continues with more detail and facts that echo Rob's and my remarks: "Both ships were travelling too fast for the weather conditions. 46 passengers and crew died on *Andrea*

Doria and she subsequently sank, but the rest of the passengers and crew were rescued. Linda Morgan was a 14-year-old passenger traveling with her family in two of the cabins that were at the point of impact. She was lifted by the collision and deposited on the deck of the *Stockholm* with only a broken arm. Her step sister, sharing her room was killed as was her step dad next door. Her mother also survived, but severely injured."



And finally, we hear from a Mariners' Museum Navigator (Docent) named Dom Bevaqua. Dom reads a copy of our Logbook that is printed every month for the Navigators and available in the Docent's Lounge. He identified the vessel in the photo as MV Stockholm steaming into New York Harbor after her collision with the liner Andrea Doria. His interesting anecdote is that he grew up in New Jersey and that his neighbor was on the Andrea Doria when the ramming occurred. Rob adds that "A member of the USS Constitution Model Shipwright Guild told me within the last year that he had tickets to emigrate from Naples to the States on the *Andrea Doria's* fateful trip. But something changed his plans, and he sailed on a different trip." and this: "My much-older sister later dated an Italian fellow who had been a crewman on *Andrea Doria* at impact, and they were at our house for supper. My dad, trying to be cool, asked the crewman why he thought the ship had sunk. Not believing anyone could not know that the ship had sunk because it had been rammed, spread his arms wide and, with thick accent, said, "Suuch a beeeeeeg hooooole!" " Talk about your 6 degrees of separation!

Rob continues with the story by recalling "that *Stockholm* made it to New York on her own power, had a new bow installed, and returned to service." He dates the Mystery Photo image to 27 July, 1956 when the ship entered harbor. Backdropping the vessel we have a nice view of the New York skyline before all the fill and building that today dominates lower Manhattan .

Stockholm was built as an ocean liner. She was ordered in 1944, launched in 1946, and entered service in 1948. She was built at the Götaverken Shipbuilding company located in Gothenburg, Sweden . At 525 feet in length and grossing only 12,165 tons the diesel powered ship was small by transatlantic standards. In fact she was the smallest contemporary passenger ship operating on the North Atlantic route. Changes to her layout over the next few years allowed for an increase in passenger capacity, but in 1959 by not meeting the standards of the line she was sold to a German company. That's how the Wikipedia entry for "Stockholm" reads. And it glosses over a significant event.

Not not really. Because in the next Wiki chapter, there is the chronicle of her collision with Andrea Doria. We're not going to do a play by play of the event as it is somewhat well known in nautical circles. Suffice it to say, Stockholm rammed Andrea Doria losing her bow in the process, lives were lost, and the Andrea Doria rolled over and sank the next



day. Stockholm made her way to New York Harbor and her arrival was captured in our Mystery Photo.

Here Charles picks up the thread: "Stockholm was repaired and returned to service." In 1960 her title passed to a German company—one from the German Demokratik Republik (GDR). They named her the Völkerfreundschaft, and this signaled the start of many, many name changes, but that is getting ahead in the story, Charles adds that during her GDR career "she also collided with a Bundesmarine U-boat in 1983."

If you remember it was in 1961 when the Berlin Wall went up. This greatly restricted the ports where the Völkerfreundschaft could visit, but Cuba was a port of call. The ship steamed through the US Naval blockade set in place during the Cuban Missile Crisis, but not without a US Navy Destroyer as an escort. In 1964 the East Germans leased the ship to Stena Line, a Swedish



In 1979 the ship made an appearance as the luxury liner Astoria in an East German Film. Ironically, in the film, she collides with a coal freighter in fog and threatens to sink.

In addition to the ramming that Charles documents, in 1968 the ship rammed a submarine chaser Najada.

In 1985 she was transferred to a Panamanian company and renamed Volker. Also in 1985 her name changed again to *Fridtjof Nansen* and she became a barracks ship for asylum seekers in Norway.

Again, from Charles we learn that “In 1993, she was converted from an ocean liner to a cruise liner, ironically in Genoa, the port where Andrea Doria was built and was homeported.” She was bought by the Italian Star Line and when she arrived in Genoa, the Italian press “labeled her ‘The ship of death’ (La nave della morte) due to her [infamous] collision.”

She was found to be in very good condition. So she was “gutted on the interior, and rebuilt from the promenade deck up. New diesel engines were installed, and a new bridge was built, extending the superstructure forward. The aft decks were built up, giving her a more modern cruise ship profile. A large ducktail was added that significantly altered the stern appearance.” (In my neck of the woods, it would be called a blister or a sponson depending on who you talk to.) Her stern notwithstanding, overall she became totally unrecognizable in her new appearance.

Now designated as a cruise ship, she changed hands, and names, five more times between 1994 and the present.

Currently she is named Astoria (which is ironic) and laid up in Rotterdam. And along the way she found herself in more strife. She was caught in two hurricanes in 2005. One causing a fatality and a near mutiny by the passengers. In 2008 she was attacked by pirates in the Gulf of Aden. And in 2019 “during the Covid 19 pandemic and the bankruptcy of [her owners], 47 crew members of the Astoria began a hunger strike demanding the wages owed to them and repatriation home in mid-June.”

Finally, “the ship broke loose of her moorings in February 2022 and crashed into the container ship *Seatrade Orange* during a



storm. Currently the ship is for sale and you can have her for a cool \$5 million.

Charles finished his remarks with, “It would be safe to say that *Stockholm* has been a survivor.” Rob contends that the [collision with Andrea Doria] was “mired in controversy [requiring] lots of lawyers.” I agree with both assessments and think that any vessel, at around 78 years of age, would find itself in plenty of contentious, legal situations, if not many a news cycle. But I would add that she is like that bad uncle you have who appears cool but is always finding trouble and always getting away with it. Or maybe she’s like that Forrest Gump “box of chocolates”...Ed.



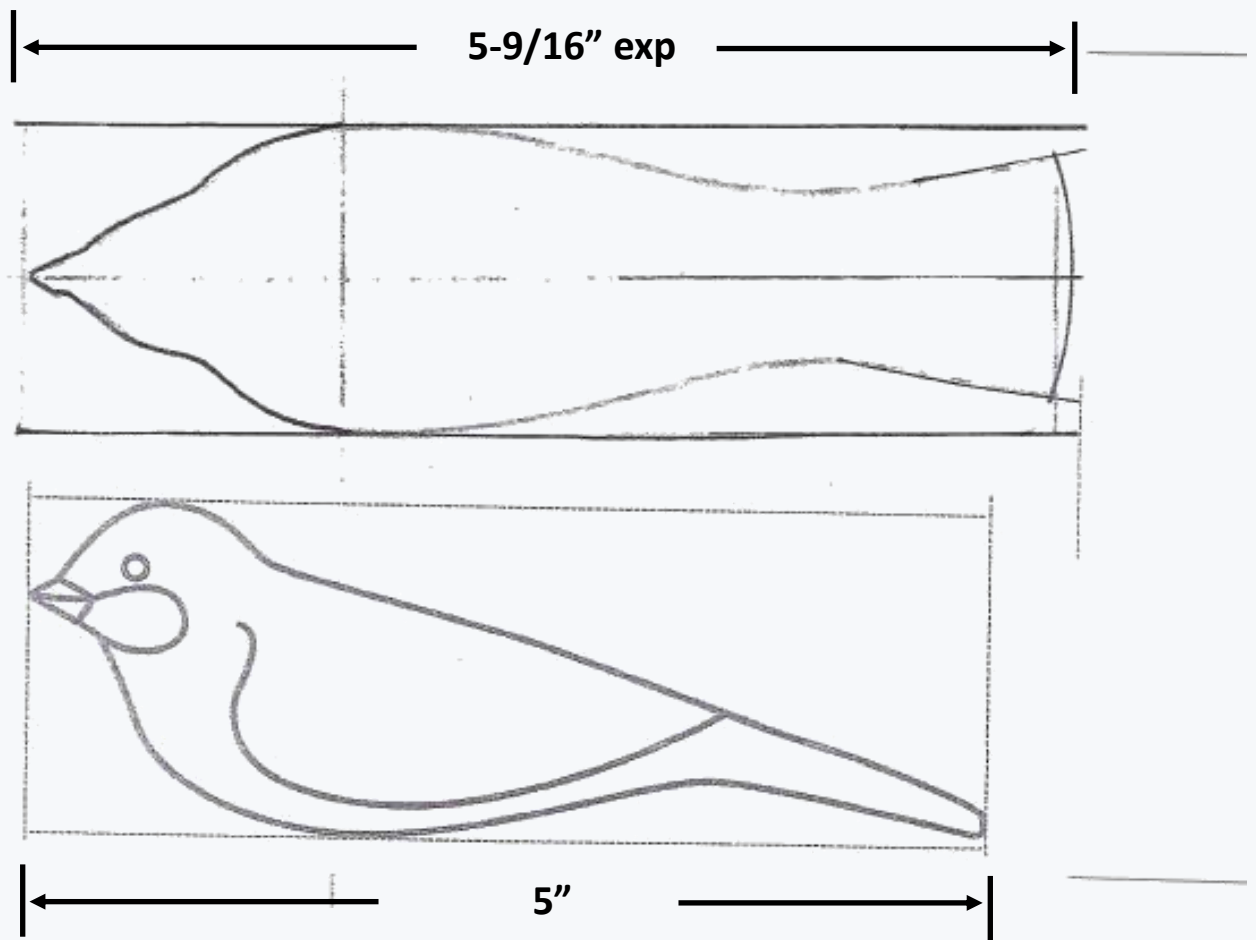
PTSD All hands; Lend a hand...

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

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

He begins with 2" x 2" x 6" blanks. He glues (use spray adhesive if you can) the

templates to the wood and then uses a 2-cut technique to rough out the bird. Then he finishes it to the shapes you see below. If you cannot carve you can rough cut the birds and give them to John for carving. —Ed.



The Great Grab box sale...

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

The Veritas Carver’s Bench you see below is being listed on Facebook Marketplace in hopes of enticing a buyer.



Grab box rules and structure:

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

Free

\$.50

\$1

\$2



Club gear:

If you need a shirt, hat, or name badge, be sure to see either Ryland Craze or Tim Wood. They have all the details on what’s available; pricing and so forth. And I will say that most of the gear comes with our embroidered logo

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



Bonne County Water Rescue

Was in Kentucky a few weeks ago and had the opportunity to see a training evolution for divers who volunteer for the Boone County Water Rescue Organization. This training session was a refresher and practice for the divers who have to enter and navigate some very murky waters. I don't know about you but I have a real aversion about going into water

Turns out the training was not just for the divers. There are many ground support people involved in each dive. The divers typically do not free dive unless they know the water they are going into.

For dives in places like the Ohio River, they use air supplied through a tube in the umbilical that also has a communications wire and a cable tether. The dive is supervised by a surface operator who monitors gauges for air pressure, time, and other things. A dive sup-



that I can't see through—kudos to these guys!.

The training session was held at the Kenton County Aquatic Center located at Scott High School, and it, apparently, is the only high school with a pool in the Northern Kentucky area. The pool is Olympic caliber and serves the three Northern Kentucky counties.

The same can be said of the Boone County Water Rescue organization. It draws volunteers from all three counties, Boone, Kenton, and Campbell and serves the entire area.

port person handles the cable/tether bundle and keeps track of the diver while looking for signs of distress, fouling, and other things.

The divers will dive with just a face mask if the water is safe or known to not carry contaminants. If the water is dirty or contaminated, the diver will use a sealed commercial helmet.

On this day there were two divers and they practiced with tanks and surface supplied air and with both the face mask and diving helmet. The session began



with blood pressure and other vital checks and then the divers were suited up, test fitted with the mask, and then communications and air supply checks were made. Finally when all was ready they jumped into the pool and the dive was directed by the commander and aided by a watcher.

On the far side of the pool, were new divers. Their training regiment is demanding. They begin their

ew and Ed Kuehne for sharing the processes and procedures. Check out the Boone County Water Rescue Team at team.bcwrky.org—Ed.

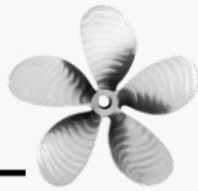


training by following a specified course of action with increasingly difficult levels of activities designed to test endurance, claustrophobia, and the ability to follow directions. It was explained how many sport divers find that they cannot do this type of diving and opt out of the diving program.

Watching this training session gives you a true appreciation of what these guys do and you really have to respect them for it—and they're just volunteers. Hats off to this organization and what it does to help keep the community safe. Special thanks to Jeff Hightch-



What's Happening at The Museum



May 2025

By now, I hope, we've all noticed the vast changes taking place in the Museum. The major change, in line with the "Center for Collections" objective, has to do with the tons (literally!) of artifacts, art, documents, models, etc. that we have hidden behind walls, in some cases, for nearly a hundred years. I addressed this unintended consequence of hiding history from the public last month. The act of pulling an artifact from its warm, dry bed and bringing it into the light of day is not a simple task. On Sunday, April 27, the annual Bronze Door Garden Party gave those who attended a behind-the-doors look at the highly successful programs that the Ed and Park department have provided for public school kids and the collections department folks brought out a 3-D device and actually scanned

one of our smaller billethead as we watched and heard the explanation of the process. Then Will Hoffman, our Conservation Chief, showed a smaller 3-D model of the billethead which took two days to print from a scanned copy! The tech end of conservation has become exciting, near miraculous and very expensive! If you are at all interested in the process and, especially wish to help with the funding, we can talk. In the meantime, here's an invitation to gain some rare knowledge of what happens when we decide to bring out a 200-year old ship's timber.

Join us for coffee and conversation at our May What's Brewing event!

You are invited to the Anna Huntington Room on Friday, May 16, 2025 from 10:00 to 12:00 to hear from our Conservation team as they share updates on their work to steward our Collection of world class objects, artifacts, and archival materials. Learn about our team's work to develop a new conservation technique to treat underwater archaeological objects. Please enter the Museum through the Business entrance.

And here's something else we've been awaiting for years! (see below)

Ron

Column 15 at The Mariners'

Join us on Saturday, May 10, from 7 a.m. to 4 p.m. to celebrate the opening of Column 15 at The Mariners'! We invite you to sip, eat, and be among the first to experience our new café.

Special Opening Day Promotion:

Enjoy one (1) FREE coffee (hot, iced, nitro cold brew, and more)! *Available only on May 10, 2025. Limit one per person. No purchase necessary.*

You see? You would be a part of all this if you are a member and, especially, a member at the Bronze Door level or above.



Time for



It's warming up, so I think something with coconut and rum might be in order. So you ask: "what would Garfield drink?" And the answer is: **Miami Vice**. And I know a certain young lady who will have a few far away from where you're enjoying the May meeting. The Miami Vice mixed drink is a layered frozen cocktail with layers of piña colada and strawberry daiquiri. It's sweet, tropical, and refreshing. And oh so hard to enjoy just one.

Ingredients for Piña Colada Layer

- 1½ cups crushed ice
- ½ cup fresh or frozen, crushed pineapple
- 2 ounces pineapple juice
- 2 ounces coconut cream
- 1½ ounce coconut rum
- 1 ounce rum

Ingredients for Strawberry Daiquiri Layer

- 1½ cups crushed ice
- 1 pint ripe strawberries, hulled and sliced (or 1 cup frozen, sliced strawberries)
- ¾ ounce freshly squeezed lime juice
- ¾ ounce triple sec
- 1½ ounces rum
- 3 cherries for garnish

Instructions

To make the piña colada layer, add all piña colada ingredients to the blender and blend until smooth. Pour into a pitcher.

Rinse the blender.

To make the strawberry daiquiri layer, put all ingredients into a blender and blend until smooth.

Pour in alternating layers in a poco grande, hurricane, or Collins glass.

Garnish with 3 cherries on a cocktail pick.



Mess Call



If you're having a rum drink, then you have to garnish it with a flight of tacos. I suggest you kick off the warmer months with some fantastic shrimp tacos. No special recipe; make them the way you like them.

Ingredients for Shrimp Tacos

Shrimp: I suggest peeled shrimp with tails removed

Spices: I use Old Bay, but you can also use your favorite all-purpose seasoning blend.

Slaw Mix: you will need three cups of cabbage mix this can be a bag of slaw you grab at the grocery or if you have extra cabbage in the fridge you need to use just use a vegetable peeler to shred it.

Cilantro: fresh chopped cilantro is needed for the slaw, and it makes a great garnish too!

Jalapenos: I recommend using pickled jalapenos because they add a great tangy kick without a ton of spice, but fresh jalapenos will also work, just remember to remove the seeds.

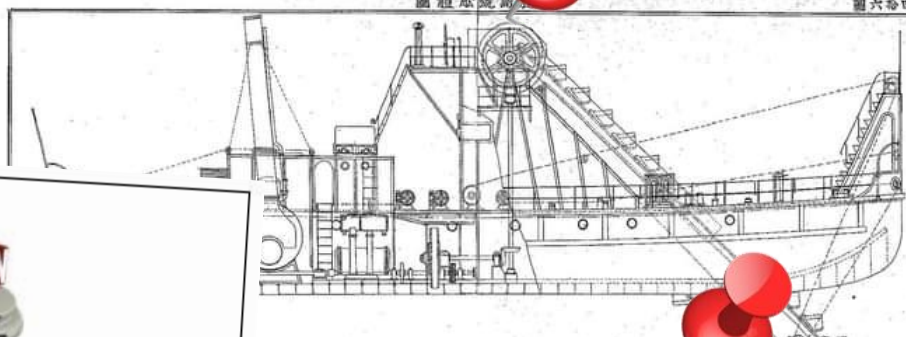
Mayonnaise and Ranch dressing: this is the creamy mixture that makes the slaw irresistible.

Lime Juice: this is used in the slaw, and I recommend serving the shrimp with lime wedges also.

Corn Tortillas: you can also use flour or low-carb tortillas if desired.



The Bulletin Board



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



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

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

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



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

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

TICKETS: \$25 EACH OR
5 FOR \$100

PURCHASE TICKETS AT
WWW.MATHEWSMARITIME.COM



The Deckplate

JANUARY 2025

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

FEBRUARY 2025

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

MARCH 2025

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

April 2025

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

MAY 2025

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

JUNE 2025

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

JULY 2025

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Hank Ghittino—"A Sailmaker's Process."

AUGUST 2025

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

SEPTEMBER 2025

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

OCTOBER 2025

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

NOVEMBER 2025

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

DECEMBER 2025

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

WATCH, QUARTER, AND STATION BILL



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