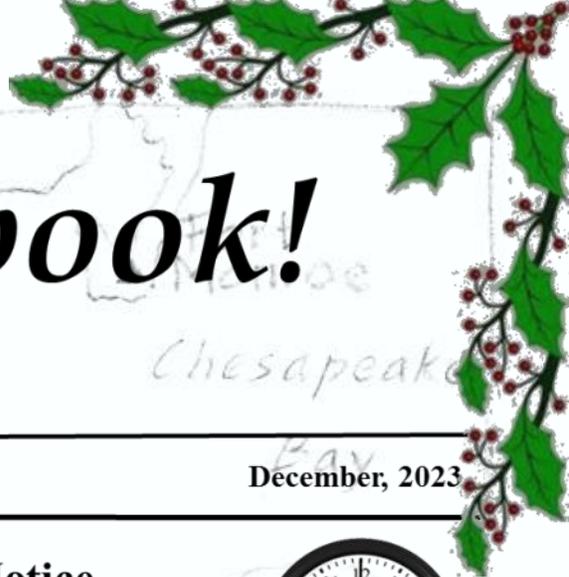


Logbook!



No. 450

WWW.HRSMS.ORG

December, 2023

From The Bridge



Meeting Notice

The meeting will take place at 1000 hours
December 9, 2023



Captain's Log 12.09.23

Wishing everyone a fulfilling Holiday Season.

The upcoming year promises to be productive. Ron's effort to fill our agendas with informative programs and the opportunities to show off our latest creations at the plethora of events should keep everyone busy.

Starting in January, there is the annual Cabin Fever show in PA then followed closely, by one of my favorites, the IPMS program, in Richmond. A new appearance to the calendar will be the inaugural Deltaville

Ship Modelers' Guild show with the Deltaville Maritime Museum in April. Don Good has been instrumental in helping to organize this bill. Get ready to attend and help make it a success. Philadelphia in the summer and Oxford in the fall; these are but a few happenings in our own backyard. Throughout the year there are lots of chances to support our vocation. Plan your calendars now. Don't make me call out the press gang!

Have a very Merry Christmas.

SD



Letters to The Editor



On Tue, Nov 14 at 7:41 PM Don Good wrote:

John
Please distribute .

Thank you !

Don

And here it is. Make your plans to attend—Ed



Model Boat Show

Hosted by the
Deltaville Ship Modelers' Guild

And the
Deltaville Maritime Museum and Holly Point Nature
Park

On Saturday, April 27, 2024 - 9am to 3pm

Doors open to visitors at 9am

The Deltaville Maritime Museum will also be hosting its Holly Point
Market from 9am to 1pm

The Museum is located at 287 Jackson Creek Rd, Deltaville Va. 23043

Set-up starts at 8am Take-down after 3pm

Register at deltavillemmmodelshow@gmail.com

Model boat builders come, set up and show your models. You will meet fellow modelers, be able to discuss techniques and share your work with the public. All skill levels and mediums are invited to participate.

Things to Know:

There is no charge for table space.

We will have a Food truck on site.

Registration will open February 12, 2024 and information sheets will be emailed out.



In a side note, your Skipper wants more members to consider attending the Oxford Ship Model Show and exhibition next year. He says it's great fun, but needs more representation from the crew.

Sad news to report

From: Ryland Craze

To: John Cheevers, Gene Berger, Timothy Wood

Sat, Nov 18 at 1:08 AM

From Chuck:

I can not explain how devastated I am to be announcing this. My dear and close friend Jim Byrnes has passed away way too soon. Many have you know and have met Jim. He was a fantastic guy and true original. Many of you own his tools which are second to none in the hobby. I have been speaking with his wife Donna who many of you also know. Jim was diagnosed with ALS in February. ALS is a nasty disease and there is no cure. Jim had a particularly aggressive type of ALS and he passed away last month in October. He was just 64 years old.

This news will be devastating to many...but Donna has asked that everyone would have patience and give here and their family time to grieve. As you might expect, the business will continue to be shut down, but will reopen at some time in the near future. Donna will continue supporting the hobby and their customers when the time is right. But please have patience and allow the family to grieve at this sad time. Donna will let me know when the shop will reopen. I will make an announcement at that time.

I am so devastated by this...I just spoke to him not too long ago and it breaks my heart.

Jim is survived by his wife, Donna; son, James William (Krystal) and grandchildren Julian and Sloane; brother, Peter (Cindy) Byrnes and sisters, Mary (James) Hayman, Catherine Byrnes, Veronica Byrnes and Elaine Byrnes (Robert Campbell); brother-in-law, Eddie (Marcia) Grissom; brother-in-law, Frank Marzovilla, and many cherished nieces and nephews. Not to be forgotten is his beloved English Springer Spaniel, Becky, who is waiting every day for him to come home to her!

He was preceded in death by his parents, James and Lorraine Byrnes; brother, Robert Byrnes; nephew, Michael Byrnes; brother-in-law, Pete Stuffer; and mother-in-law, Opal Grissom.

Along with restoring vintage cars, from a very young age Jim had a true passion for model ship-building. For many years he had done extensive research on the U.S.S. Constitution and was in the final phase of completing his scratch build of the Constitution as it was originally launched in 1797. Following a career of working with Defense contract companies, Jim worked many years with and became a partner with Conceptual Engineering in Sanford FL. In 2002 Jim and Donna formed Model Machines LLC. Jim designed and developed small modeler's machines that are now purchased worldwide

and used in many high school and college machine shops and in museums for their restorations. There have been numerous reviews and articles written about Jim which were published in various modelers' magazines. Modelers using Jim's machines range from ship, railroad, doll houses, doll house furniture, pen turners, segmented bowls and architects. In recent years guitar, harp and violin makers were added to this list. Jim was a remarkable craftsman and had many more machines in development stage for modelers. He was always ready to help and mentor others, many of whom soon became his very close friends.

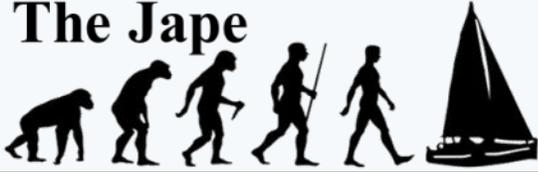
Jim was also a member of the Nautical Research Guild and attended conferences throughout the U.S. for 20 years, developing many close friendships within this organization.

Jim was a humble, quiet man who was deeply loved and will be missed by so many. Our hearts, as a family, are broken. Thru this profound loss, if we can ask one thing from this place of despair, it would be to embrace your loved ones every chance you get.

Chuck Passaro



The Jape



Greg



"Yes, I'm positive the eggs have gone beyond their expiration date."

RUDDLPH BEGINS TO RETHINK HIS AGREEMENT TO LEAD SANTA'S SLEIGH





Minutes



For **show and tell**, Mike Pelland showed his model of a skipjack, and another smaller model of a schooner he built almost 50 years ago.

John Jones brought it his model of the *Charles W. Morgan* and discussed the copper plating of the hull.

The remaining Show and Tell is on the next page—Ed.

After a brief recess, Ron Lewis gave a presentation on August Crabtree and his models.

MEETING MINUTES 11-7-23

The meeting was called to order at 10:05 by the Purser, Ryland Craze who was acting in the place of our skipper who was attending the model show in Oxford, MD. There were three visitors today: James Fair and Joe Diarco, each for the 2nd time, and Wayne Richards, formerly of Orlando, FL, and now of Smithfield, VA.

Tim Wood was back after his bought with surgery, as full of you-know-what and vinegar as ever; welcome back Tim!

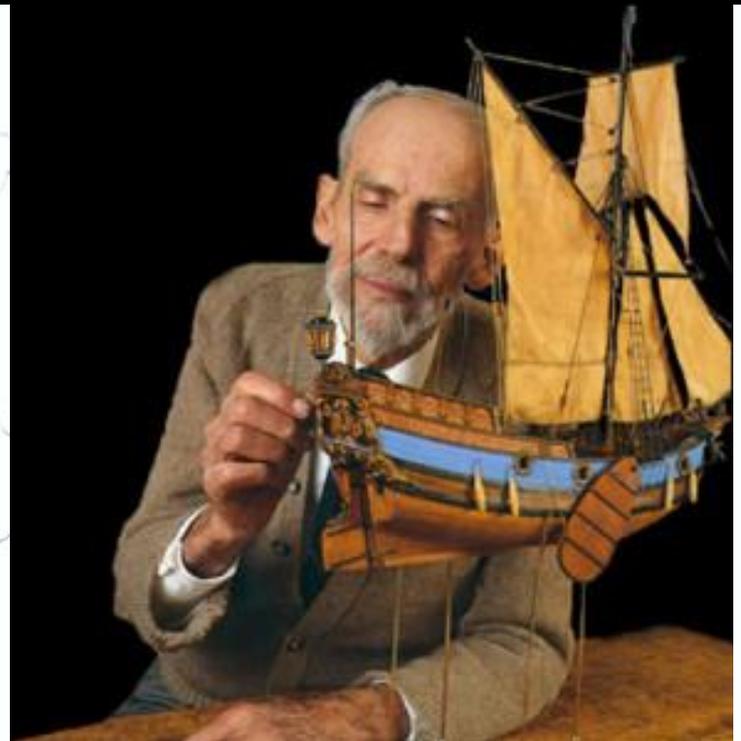


There were no corrections to the previous minutes, and the Purser reported that we are still solvent, having received an income from last month's auction of over \$900.

There being no old business, new business was brought up. Ron Lewis asked for volunteers to build models of monitors, and asked if anyone had information on ships-in-a-bottle; Bill Fox responded that he had one, and showed it via zoom. He will talk with Ron about its use. Bill also said that he intended to become active in the organization again.

Skipper Gene showed pictures via zoom of the show in Oxford which was on-going at the time.

John Cheevers announced that Tony Clayton has decided to relocate back to England, probably in January. He donated the contents of his workshop for the next auction, which John proposed to have in February. John, Gene, and Stewart met at Tony's house on Monday 11/6 and packed two cars full of tools, kits, and miscellany, which will reside with John until the auction. Several larger items of furniture, including storage cabinets, bookshelves, a display cabinet, and a butcher-block table are still at Tony's, and anyone interested in them should contact Tony directly.



The meeting adjourned shortly after noon.

Stu

Show and Tell (cont.)

Stewart Winn showed his model of a Greenland trawler/whaler (GR-99) that was scratch built from a series of photographs.

Sean Maloon showed progress on his model of the *Winchelsea* (*Pearl*) and discussed planking techniques. *right*

John Cheevers showed his model of a lighthouse tender, with emphasis on its modular construction.



The Scene



return to The Scene with an image that highlights the transfer of goods back before we had a National Highway System. Tell me what you see and why? Also, if you can, try and locate the scene and give an approximate date.

What in the world? With the November Logbook we



The Scene Explained



you get the picture. But transportation is more than just moving people about, its about moving goods. And this scene, highlighted in a photograph that is new to me, covers that in spades. Here we see automobiles loaded on barges for shipment to their point of sale. (steamboats and cars together, really—who knew?)

This scene, above, covers the topic of transportation in a different way. Most people when they hear the word “transportation” conjure up a vision of people moving about the country or the planet using some means. Originally, transportation I guess was on foot. Then it evolved to the backs of animals, then to dug-outs, boats, wagons, railroads, then cars and planes;

I always ask for comments and feedback for these scenes, but I rarely get them. No matter, you get an essay anyway. This time Dave Baker kindly lent a guess when he postulated that the scene was the public landing at St. Louis, Missouri, on the banks of the

Mississippi River. Right idea; wrong place. This scene shows steamboats and barges queued up at the public landing in Cincinnati, Ohio. While the steamboats remain unidentified, we know that one of the barges answers to “Earl”. The scene is looking upriver with the Central Bridge prominently featured in the background. The L&N bridge is beyond. The photograph was taken from the Ohio (Cincinnati) side of the river.

The cars are probably Model T’s (I’ll tell you why I think so later in the essay). While researching the car I decided that the soft top best fit what was billed as the touring version of the make. The color of the vehicles seems to be optional as long as your option is black.

Model T’s were manufactured from 1908 to 1927. The model in *The Scene* looks to be one from the late teens to the early 20s which will help date the image. There are aspects about the radiator that might drive the in-



vestigator to a more accurate date, if you wish to pull that string.

Keith Norrington, in an article titled [Automobiles By Barge](#), had this to say about our Scene: “Nearly a century ago, the automobile was coming into vogue as a common means of transportation for the American people. When cars were made affordable thanks to mass production, the economic effects for the United States were astounding.



“Before paved roads were plentiful, delivery of cars from factories was done largely by railroad and riverboat. Lee Line Steamers of Memphis often delivered autos to purchasers via its packet boats, and the famed towboat Sprague regularly towed barges laden with as many as 300 automobiles aboard.”

And the process wasn’t limited to railroads and riverboats. There are scenes of Great Lakes bulk carriers filling their decks with Detroit’s finest for the return voyage to the ore stations like Duluth, Minnesota. Later, specially converted bulk carriers filled the role.



Norrington continues: “This practice abated in the 1920s, but resumed following the Great Depression when Greene Line Steamers removed the passenger staterooms from their packet steamers Tom Greene and Chris Greene to handle auto deliveries between Cincinnati and Louisville until 1947.

landing for loading on the barge for delivery.

The second avenue of thought comes from one of the commenters about the Scene which was found on the “Old Photos of Cincinnati” Facebook page. Here, a guy named Brian Schultz says, “I’m not much on pre-WWI cars, but I think those are Buicks. Check out the shape of the radiator and the square



Buick emblem from this photo of a 1918 Buick.”

“Following World War II, automobile production proliferated and Union Barge Line, Commercial Barge Lines and Ashland Oil Company were heavily involved in the transporting of autos by river until the early 1950s, when semi-trucks offered quicker and more direct service between auto manufacturers and dealerships. “

If Schultz is right, then the cars are either being delivered to Cincinnati or the barges are being shifted during a stopover for further shipping elsewhere.

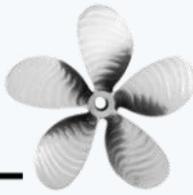
Regardless, The Scene captures something that we no longer see on the inland rivers and lakes. Today, if you want to see cars transported by water you need to watch the car carriers arriving from Japan and Korea,, or look at the deck of an aircraft carrier when it changes homeports. —Ed

Back to the Scene. It’s not clear whether the automobiles we see are being loaded for delivery elsewhere or arriving for sale in Cincinnati. There are two avenues of thought we can pursue.

The first which is my thought, is that the cars are Ford Model T’s as mentioned earlier. In Walnut Hills, a burb of Cincinnati on the east side, is an old four-story industrial building, “now used as office space by Children’s Hospital. The building began life in 1914 as an assembly plant for the Model T Ford.” It’s conceivable to think that cars from this plant made their way to the public



What's Happening at The Museum



You knew it was coming! And, with the green light on the left side and red on the right, you knew it was going to be a head-on collision! I'm speaking, of course, of Christmas, Xmas, Hanukkah, the Holiday Season. Well, I'm ready! And I hope you are. My wife, Chris, and I have pledged a four-gift maximum (clever, huh?) so the gift pile under the tree is as shallow as a farm stream at low tide. We're preparing five friends and family cards every morning at breakfast so that's almost done. With a depleted stock of family we'll pretty much be on our own! What to do? How about our favorite Museum? Mrs. Cinda Hoege (yes, the President's wife and a professional decorator/event creator!) has made our Grand Concourse a Winter Wonderland!



If you haven't seen it, you must! It's totally professional and absolutely beautiful! Your kids and grandkids will love it. Speaking of whom, if the young ones missed Breakfast with Santa last year here's a suggestion: Open the Museum website (marinersmuseum.org) and look at the Santa appearances. There's bound to be at least one you can enjoy with the kids this year! And take Museum Drive down to the Lion's Bridge to see the huge wreaths draped around the four Guardians of the Bridge! If you don't have kids, or feel a little philanthropic, there's a "Toys for Tots" collection box in the Eagle Lobby. And remember your discount when you visit the Museum Shop! Some select items are 20% off! Well, I still thrill to the prospect of a celebratory Christmas and a New Year filled with promise, a promise that is believable. That's a full lid for 2023. May your holidays bring all the joy you can contain! A Very Merry Christmas to all and a happy and prosperous 2024!—Ron

American Naval History The Civil War

THE CIVIL WAR 1863

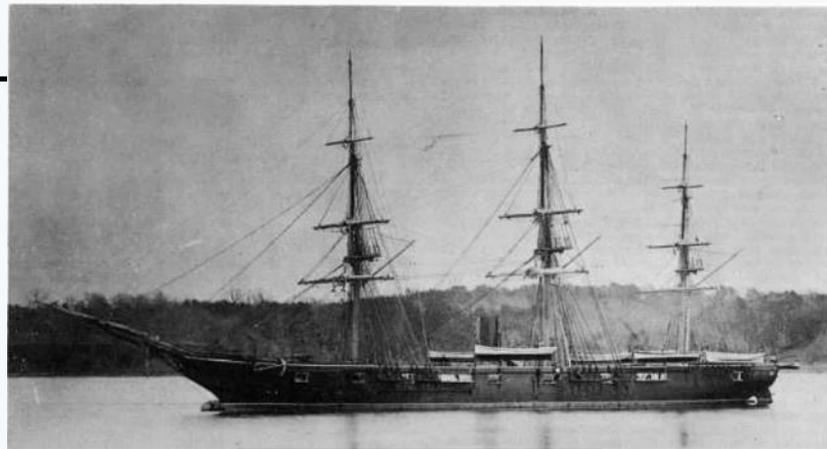
July 4: Vicksburg surrenders.

July 4: Fire support from the gunboat Tyler aids the Union garrison in repelling a Confederate attack on Helena, Arkansas.

July 16: Commander James Bulloch, the Confederate purchasing office in Europe, contracts with the Bordeaux firm of Lucien Arman for the construction of wood double-turreted ironclad rams, one of which will become the CSS Stonewall.

July 16: Shimonoseki incident. On June 25, the American merchant steamer Pembroke was fired on while passing through the Shimonoseki Strait, between the Japanese islands of Kyushu and Honshu, by ships belonging to a feudal lord, Prince Nagata. In retribution, the screw sloop Wyoming, enters the straits and although outgunned, sinks all three of the prince's war-

ships present and shells the forts ashore.



Screw sloop Wyoming

July 19: Morgan's Raid.

July 21: On the Mississippi, the transport Salle Ward, disabled by Confederate artillery fire, drifts aground on Island No. 82 and is destroyed.

End of part 7 of 1863 of the Civil War.

—Bob

Time for



Bourbon Slush

This adult slush combines tea, lemonade, orange juice, and bourbon for the ultimate Southern cocktail. Because let's face it, down here we have no need for hot cocktails; but a frozen one? That we can get behind.

Ingredients

- 6 cups hot brewed tea
 - 1 cup granulated sugar
 - 1 (12-oz.) can frozen lemonade concentrate
 - 6 oz. frozen orange juice concentrate
- 2 cups bourbon

1 Directions

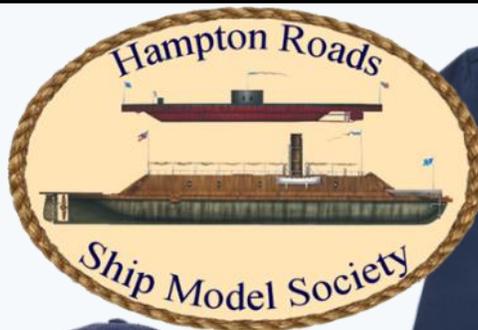
1. Combine tea and sugar: Combine the hot tea and sugar in a heatproof bowl; stir until the sugar dissolves.
2. Add juice concentrates and bourbon: Add the lemonade concentrate and orange juice concentrate; stir until blended. Let stand until cool, about 1 hour. Stir in the bourbon.
3. Freeze bourbon mixture: Pour the bourbon mixture into a large freezer-safe container. Freeze until almost firm, about 8 hours or overnight.
4. Freeze bourbon slush mixture: Let stand at room temperature until partially thawed, about 1 hour. Spoon into glasses, and serve immediately.



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...



Mess Call



Honey Bourbon Glazed Scallops

INGREDIENTS

SCALE 1x2x3x

24 large dry sea scallops

12 slices bacon

½ cup honey

¼ cup bourbon

1 tablespoon soy sauce

1 tablespoon melted butter

Freshly-cracked black pepper

INSTRUCTIONS

Soak 24 toothpicks in water for 30-minutes.

Lay the scallops on paper towels and pat dry. Set aside.

Preheat the oven to 400 degrees. Line a rimmed baking sheet with foil.

Arrange the bacon slices in a single layer on the sheet. Bake for 7 – 8 minutes until the fat is beginning to render, but the bacon is still flexible and not crisp.

Remove the bacon and allow to drain on paper towels. Cut the strips in half and set aside. Reserve the bacon fat.

In a small bowl, stir together the honey, bourbon, soy sauce, and melted butter. Set aside.

Lightly season the scallops with salt and pepper. Using a half slice of bacon, wrap around the scallop and secure with a toothpick that has been soaking.

Using one large cast-iron skillet or six small cast-iron skillets, grease the bottom and sides of the skillets with the reserved bacon fat.

Arrange the scallops in a single layer in the skillets.

Using a basting brush, liberally brush the sauce on both sides of the scallops.

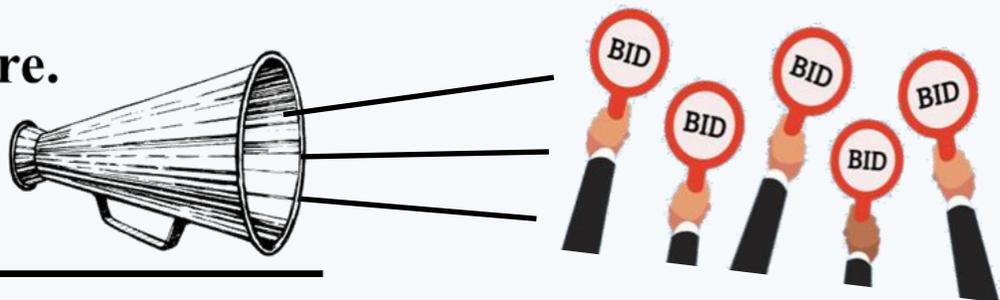
Bake the scallops in the preheated oven for 5 minutes. Remove the pans from the oven and brush both sides of the scallops with more sauce, being very generous.

Return to the oven and continue baking for another 5 – 8 minutes or until the scallops are just opaque and the bacon is very crisp.

Remove the pans from the oven and serve immediately.



D'ye hear, there.



Auction Recap, Recap:

Well, its true that good work and deeds are rewarded. We just finished with one auction and now we find ourselves preparing for another. Just a week before the November meeting, the bridge received a distress call from Tony Clayton. He allowed that he and Dorothy were returning to England to live and that he was forgoing ship modeling as part of the move. He said he had a shop full of tools, kits, furniture, and stuff that he wanted to donate to the HRSMS for the betterment of the members—thank you Tony. Then this past Tuesday (the date is not important) I spoke with John Cork and he has a large grouping of model kits that he wants to donate (I will get them in early December and add them to the auction pile).

It all adds up quick. So quick, in fact, you can see that we really need to have another auction as soon as possible. At the November meeting I conveyed what news I had on the subject and asked if we could have the next auction at the February meeting. Since this bumped Gene's technical

program on making water to the next month, and he wasn't present to object, the schedule was altered as such. Gene, you're going to have to hold your water a little longer.

In the January Logbook, I will publish a list of what we have, in terms of big ticket items, so you can plan accordingly, and raid your piggy bank in estimation and eager anticipation of securing a bargain.



The auction will operate the same way as it had in October, so there should be no surprises. And again, if you have something that you want to auction then, let me know so the listing can be published before hand.—Ed.





Special Event:

Here is your chance to own the Cadillac of model table saws—The Byrnes Saw. From now until we draw the winning ticket (by auction time or when all the tickets are sold, whichever is later), you can purchase raffle tickets for a chance to own this saw. Each ticket is \$5 and you can enter as many times as you like. Proceeds go to the Hampton Roads Ship Model Society. (Those of you not in the area, can enter as well—just email the Auctioneer and the Purser. Once the purser has confirmation of your payment, you will receive a photo of your raffle tickets.) You do not need to be present to win. An out of town winner will be responsible for the cost of shipping.

The saw is not new, it comes from Tony Clayton's shop. But it runs great and is in good condition. It comes with what you see below plus a blank table insert and 2 more carbide tipped blades. For the price of a few raffle tickets, you have a wonderful opportunity to own a great model table saw. Good luck!—Ed

\$5



WORKSHOP

All-purpose Table Saw



Modeler's Corner



Ship models are where you find them...two items of interest

Model spotting is one aspect of this hobby that requires an eagle eye and special attention for when one unexpectedly turns up. I have learned that parades, especially Memorial and Veterans Day parades, are ripe for the spotting eye.

First Item (in two parts):

This year I've come across posts on Facebook pages that prove my point. At the Memorial Day Parade in Fort Thomas, Kentucky., a model of the submarine USS Cincinnati (SSN693) was one of the floats that came by the reviewing stand. The float was sponsored by the Cincinnati Base (chapter) of the United States Submarine Veterans, Inc. A great group, and the website says it is an organization of QUALIFIED United States Submariners. You can find more information about this organization at WWW.facebook.com/USSVIncorporated.



eran's Day Parade. He is a retired SCPO Machinist Mate Submariner..." This model is of USS Batfish (SS-310). A fellow named John Srader made the post. In the comments section someone asks (and, no, it is not Gene) "Is she RC? Does she dive? I build 1/96 scale RC USN." Mr Srader's reply is good: "If you wanted to spend the money on electronics and equipment needed, it could be. This is a former USN hydrodynamic test model for S class submarines. 1/20th scale."

Second Item:

Several weeks ago, I wrote a letter to the gang that mans the Taco Stand. That text begins on the next page:



The second sighting also comes from a Facebook post. This one appeared at a site called Giant Scale Boat Modeling. The fellow who posted says that "Dads giant model submarine was the #23 float in Tulsa's Vet-



Second Item (cont.):

“Guys,

Last week P.C. Coker was in town and he visited the Hampton Roads Naval Museum in Norfolk. Out of that visit he posted on an International ship model Facebook page photos of the model Pennsylvania that he made for them many years ago. I shared that post to the HRSMS Facebook page.

When he was here earlier this year, he gifted our group 2 incomplete ship models. One of those was a sister ship to Pennsylvania the North Carolina. You may remember when I put it up for adoption in the Logbook. Because of the recent publicity of the ship type and class (which includes a separate post of another sister, the New York,) I put it in the Taco Stand' We can use it for reference as an instructional/conversation aid with Museum guests. You will find it on the shelf along the back wall. Feel free to handle it.

The model is very dirty. I vacuumed what I could and removed the dead stow-away. You are also free to work on it if you are moved to do so. Right now, it needs the enzyme bath.

I hope to have an expanded version of this story in the next Logbook.

John “



The letter may have had more credence had I correctly identified Coker's model in the Hampton Roads Naval Museum as Delaware and not Pennsylvania.

As it is, Delaware was one of the very few Ships-of-

Line grouped in 7 classes that were authorized, only 10 were completed and commissioned. The largest class (totaling 6) was the Delaware class. The three ships mentioned in my letter to the Taco boys are all from this class.

As you can see and understand, the model of Delaware in the museum is finished. Coker says that it was completed in 1991 and he was pleased that his review showed no problems after 32 years. Coker doesn't mention scale, but if it's the same size as the North Carolina then a good guess would be $1/8''=1'$.



the-Line that the United States Navy authorized and built, between the years 1797 and 1854, before the type became totally obsolete. Of the 18 Ships-of-the-



Second Item (cont.):

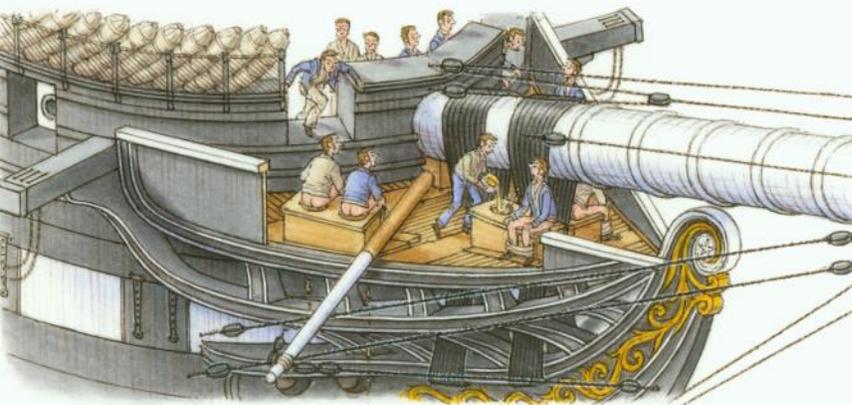
The model in our possession is unfinished and in search of a home or caretaker. A card included in the model when it was delivered says that it represents the ship-of-the-Line North Carolina. Finishing the model could be a nice challenge for someone who likes making minor repairs, cleaning, building boats, and rigging.



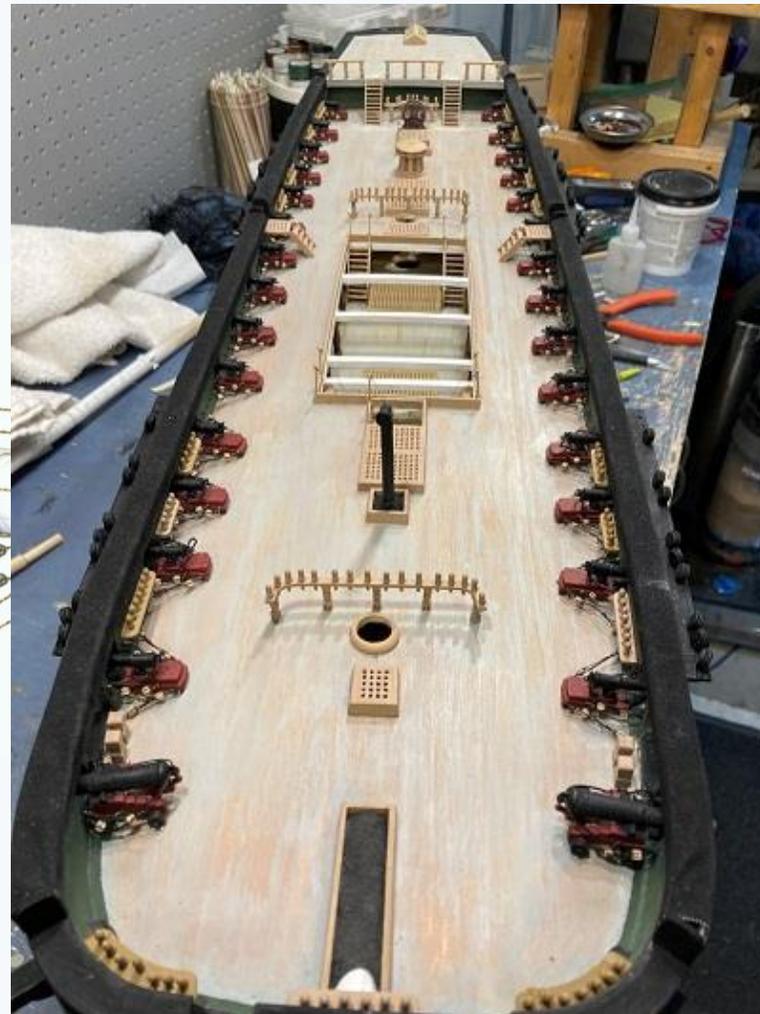
If you want the challenge, you will have to get plans as none accompanied the model. I would check with the Smithsonian's Museum of Science and Technology.



The third model, New York, is under active construction by a fellow named Greg Baumgartner. He has a Facebook page that you can find by searching under his name or by going to a facebook page named 'Ship Models'. I suggest you do so, look at his work, give him a few likes, and think about following him on line. This model looks like it is in the same scale as her two sisters. One interesting post on his page shows a sketch of how the seats of ease are used. If you've visited the

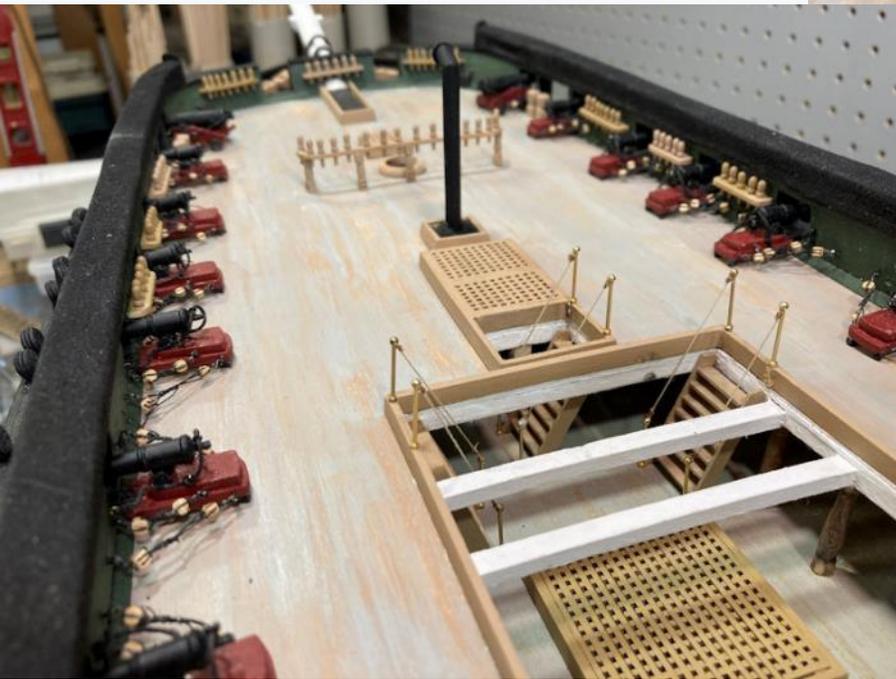


head at the Mariners' Museum and read the instructional graphics on the wall, you can see that it must have been one heck of an act of courage to use them in heavy seas.



Second Item (concl.):

This model is the only one of the three that does not have the raised forecastle deck. This deck is controversial to say the least. In Coker's FB post he is asked about the "platform at the bow". His answer is that it "was a point of contention in building the model. I had seen and had photos of the model of the Delaware in the Smithsonian and she had the forecastle deck. It was impossible to see the deck in any of the contemporary illustrations of the ship as they were all at water level. None of the plans indicated one but I chose to go with the Smithsonian's model since I figured they had researched the issue as Howard Chapelle was curator and historian there when the model was built. Since then, I question the inclusion of this deck more but still have no definite conclusion. Here is a photo of the Delaware's sistership, the North Carolina, model on the Battleship North Carolina. She was built a few years earlier and the Navy may have figured such a deck was necessary and included it on the Delaware."



when you note that of the six ships planned for the class, two were completed in the 1820s, two were completed in the 1860s, and two (including New York) were never completed.

Keep your eyes peeled!—Ed

The actual ships were an anachronism when they were built—the US Navy was very late to the "ship-of-the-Line" party. Their impetus, however, was the lack of an adequate navy to combat the British during the War of 1812. By the time they came along, technology had rendered them obsolete. Paul Silverstone in his reference book says, however, that the class was "highly successful". This is interesting



The Deckplate

JANUARY 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: Ron Lewis - Conservation and Restoration

FEBRUARY 2024

10 HRSMS Monthly Meeting: Mariners' Museum
Election of officers
Presentation: Live Auction at the Museum

MARCH 2024

9 HRSMS Monthly Meeting: Mariners' Museum
14 π Day
Presentation: Gene Berger- Painting Water
Battle of Hampton Roads weekend-

April 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Hank Ghittino -The Oseberg Ship, History and
Build
27 Model Boat Show, Deltaville

MAY 2024

11 HRSMS Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation: Sean Maloon- Gluing and Planking a Hull

JUNE 2024

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Mike Pelland- Building the Chesapeake Bay Skip-
jack

JULY 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

AUGUST 2024

10 HRSMS Monthly meeting:
Presentation:

SEPTEMBER 2024

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

OCTOBER 2024

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

NOVEMBER 2024

9 HRSMS Monthly Meeting: Mariners' Museum
Presentation:
— Oxford Model Boat show

DECEMBER 2023

9 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Ryland Craze- Wood Carving

WATCH, QUARTER, AND STATION BILL



The Logbook editorial
staff wishes you all a very
Merry Christmas and
Happy Holiday Season!



Skipper: Gene Berger (757) 850-4407
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Purser: Ryland Craze (804) 739-8804
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