



Logbook!



No. 473

November, 2025

Hampton Roads Ship Model Society

No. 473

WWW.HRSMS.ORG

November 2025

View
From
The
Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

November 8, 2025



Captain's Log 11.8.25

Over the years, I've built many ship models. Some still patiently await their turn in drydock. Each model represents a part of my life: time investment, a challenge, a lesson learned and a few quiet victories. The models are more than wood, resin, and brass. They're chapters of history seen through a modeler's eyes.

Recently, I've found myself thinking about what will become of my fleet when my watch comes to an end. Like most of us, I've spent years researching, building, and occasionally muttering at small pieces that refused to fit. I'd like these ships to continue their journey, not packed away or forgotten, but displayed, studied, and appreciated for what they represent: craftsmanship, patience, and a love of naval history.

We don't often talk about legacy in this hobby, but maybe we should. Each model we build carries a story not just about the ship, but about the builder and the time, care, and perseverance put into them. Every glue finger-print or misplaced part tells something about us.

These ships are witness to years of patience, mistakes, learning, and triumphs. Each one carries a memory: the research rabbit holes, the late-night

glue disasters, the pride of accomplishment that only another modeler would appreciate. They're more than just ship models; they're a record of who I am and what I love doing.

I've started compiling a plan. My web site is a good start, however not the lasting, tangible solution I have in mind. To that end, I'd like my models to find safe harbors, perhaps with family, museums, maritime organizations, or individuals who share the same passion for detail and storytelling. I hope the models serve as reminders that this hobby isn't just about accuracy or perfection, but imagination and the joy of bringing history to life at scale. What matters most is that they continue to be appreciated, that the stories behind them don't fade when I eventually "exit stage left."

When someone looks at my body of work, I hope they see more than models. They'll see a lifetime of curiosity, craftsmanship, and a little bit of stubborn pride. And if they notice a few crooked railings along the way, well, that's just proof that the builder was human. Maybe they'll see a bit of themselves in it too: a fellow tinkerer, a student of history, a dreamer.

That, to me, would be the best kind of legacy.—SD



Letters to the Editor



After you go to the website Mike posts, see the wall for an example.—Ed.

From: Marilyn Barton
To: Editor
Thu, Oct 2 at 7:10 PM
Ed, another magnificent log book.

Thanks,
Marilyn

From: Maureen McCormick
To: Editor
Sat, Oct 4 at 4:27 PM
Here is Caelan's submission for your next newsletter"

(See... Caelan's Corner —Ed.)

Let me know if you need a longer submission or any other details from him.

Thanks for giving him this opportunity.
Maureen McCormick

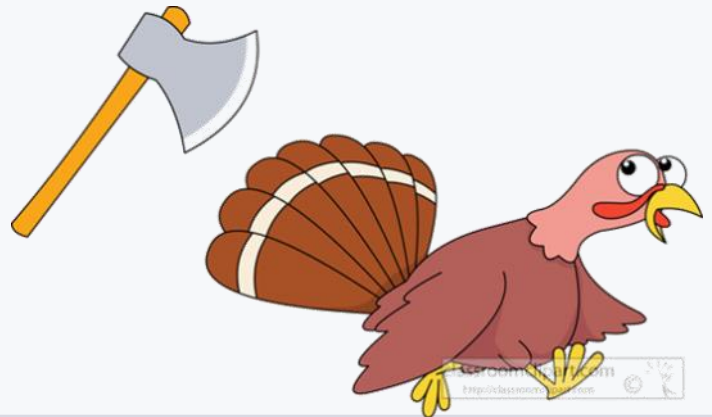
From: Mike Pelland
To: Editor
Fri, Oct 10 at 7:47 PM
<https://rusticedgeco.com/products/time-for-bourbon>

From: Jim Gower
To: Editor
Tue, Oct 21 at 12:28 PM
Good afternoon John,
I have a friend that belongs to the Tampa Modeling group, that is looking for plans on a 1885 side wheeler the Scottish Chief or the sister ship Maple Leaf built around 1885.
If any of your members have such a item, please have them to contact me.

Your Exhibit was second to none according to my members who were able to attend.

Best regards and thank you for any help you can give.

Jim Gower
NBMMG



November Cover:

This month's cover shows the symmetry of a beautifully faired and planked hull—I blame the parallax of the frames on the camera. This is a very fine, first time effort from a new modeler and shows what can be done building a kit straight from the box. When the final parts are in place the model will be a real showpiece. Perhaps we can entice the owner to showcase it in the Taco Stand display case.—Ed.

The Jape



Today I learned if you turn a canoe over, you can wear it as a hat.

Because it's cap sized.

Where do Pirates buy their hooks at?
Second Hand Stores.



Scuttlebutt



Nautical slang for November

When in Egypt, it is customary to walk like an Egyptian. With that idea in mind, when dealing with ships, shipping, the sea, and ship models, you should talk like a sailor.

First lesson:

Above board - Anything on or above the open deck. If something is open and in plain view, it is above board.

In legal terms (but who cares!) it means to be open, honest, and legal. But aren't we all pirates at heart?

—Ed.



Minutes



Meeting Minutes, 10-11-25

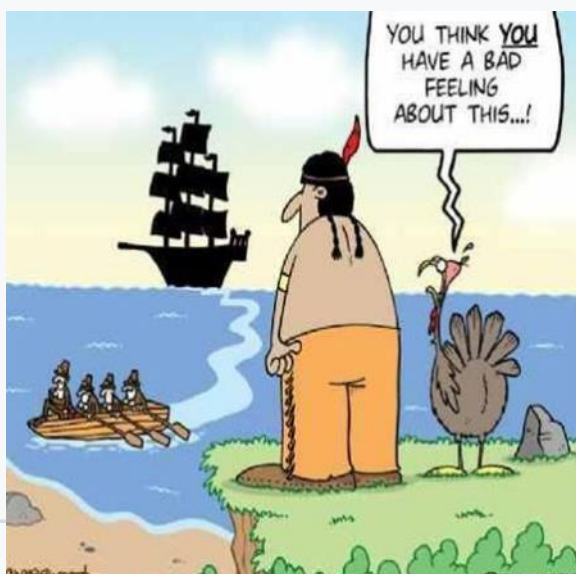
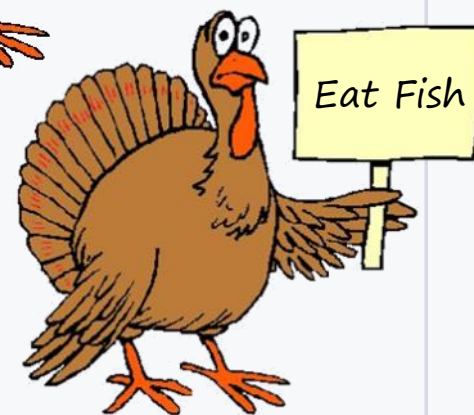
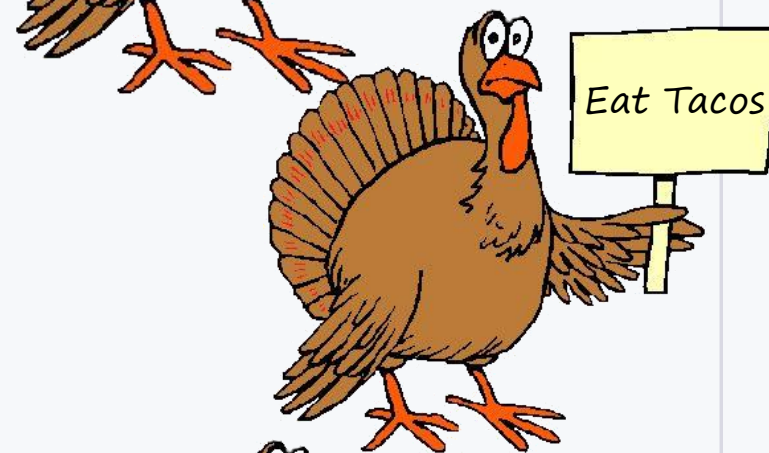
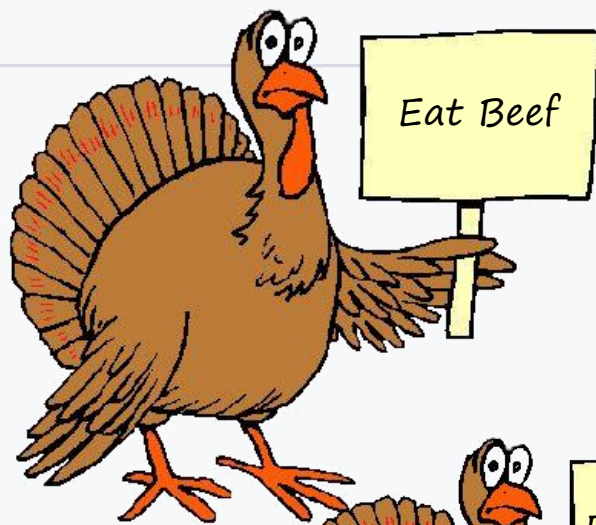
Stewart continues to play hooky, and we really need him back.

The only order of business was voting in new member George Shoemaker. Welcome aboard!

Meanwhile the October auction was a huge success! We managed to find new homes for everything that was on offer, and through spirited and competitive bidding we managed to fill the club coffer with much new specie. Now all we have to do is keep the Skipper from spending it all. But if he's in that frame of mind, I have a few suggestions...

With the live auction is over for a while, your emphasis should shift to the on-line book auctions that Greg is managing via the members page of our website and the sometimes sale and grabs at the meetings. The book auction that ended 10/27 is our largest so far, with 85 books up for grabs. When they are offered, don't be shy in bidding, as this is an excellent opportunity to fill in any holes in your library. However, and Greg cautions you as well, we have some really good items coming up—just in time for Christmas, as the season's approach. Did I really just say that?

And speaking of Christmas, there will be a miscellaneous lumber plank sale and grab at the November meeting—everything's a dollar.—Ed.



Now hear this: Sad News

On September 24, 2025 we lost another very fine member of this great Society— Pat Derby.

From his obit:

“Patrick Archie Derby, 83, beloved husband, father, grandpa (granpy) and great grandpa passed away peacefully on September 24, 2025, with his wife, Jane by his side. Words cannot express the loss felt by all of those whose lives he touched. Many thanks to his wonderful doctors and staff who cared for and supported us through Pat's long fight with MDS.

Born in Lebanon, Oregon, to Alice and Harold Derby, Pat was the youngest of three siblings, Betty and Bob, who passed before him. He is survived by his devoted and loving wife of 51 years, Jane, and their blended family.

Pat started school in Sweet Home, Oregon and then his family moved to Bandon, Oregon where he enjoyed playing baseball with his teammates at Bandon High School. From the stories that were told, Pat was a pretty sharp shortstop helping with his "Bad-Hop Single Gains Legion Title Tie". Bandon's Class Reunion was in September this year. Pat and his classmates had a wonderful telephone conversation all about the good times they had and even exchanged pictures to share with other members of their class at the reunion.

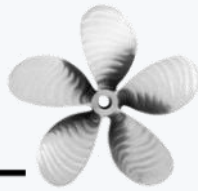
After High School Pat went one year at Southern Oregon College of Education and then decided to join the Army. That was his ticket to Fort Monroe as a U. S. Army Personnel Administration Specialist 5th Class for 8th Data Processing Unit from 1962-1965. After an Honorable Discharge he decided to take his IBM experience to Newport News Shipyard where he retired in 2004.

Pat was also very active in the Hampton Lions Club for many years and also a very active member of



Hampton Roads Ship Model Society from 2015 until his passing. Pat built a workshop in his backyard some years ago with the help of family and friends and built much of the furniture in his home. He also turned many ink pins on his shop lathe that he enjoyed giving to his many friends. Building the model ships was a real challenge and the finished projects are still on display in his home. But one of the most important pleasures in Pat's life was being an active member of First Presbyterian Church in Hampton. When Sunday mornings came, he was dressed and ready to go an hour or more early so he could turn on the lights, light the candles and open the doors so he could greet his Church Family and any guest visiting, with a warm smile and even hugs, especially for the ladies. Yes, and even mints for the kids that he kept in his coat pocket just for them. He will be sadly missed by all who knew and loved him.

What's Happening at The Museum



November 2025

November is chock full of events and opportunities! Did you get a 15-foot skeleton to scare away all the trick-or-treaters last week? Where do you store those things? We tend to welcome the kids and we always buy more candy than we give away but we only buy stuff we like! And, rather than Hallowe'en décor we usually put up Fall décor till the season is over and the Christmas décor goes up! And we're all looking forward to our First Lady's (Mrs. Hoege) decoration of the Grand Concourse. While the Museum's halls and galleries are not as lively as they were during the summer months, activity in the Museum has not slowed at all! On the 24th of October The Bronze Door Society, a group of Museum patrons, having a direct link to the collections through their mission to finance the upkeep and expansion of the collections, held their 28th annual



Selection Dinner. The event allows the collections, curatorial, library and education staff to present their favorite project to the membership and the Society members vote to fund one or more of the projects with revenues collected during the year's fundraising activities. A couple of the items of interest this year included an early 18th century merchant ship's timbers which The Museum is conserving. Named the *Princess Carolina*, she is undergoing conservation that will, eventually, allow a full-size replica of her bow to be built and displayed in the museum. The result of the Selection Meeting was to fund this project and seven others for a Bronze Door gift total of over \$200,000.00!!! If you'd like to be a participant and Bronze Door member, just let me know! It's a very satisfying group to be a part of!—Ron



I always say that ship models are where you find them.

With that said, if you live in Newport News you might have seen on occasion the car/boat (inset) that runs up and down Warwick Boulevard. What fun it must be to transit in one of these creations. Imagine, if you will...you identify as a pirate, you can't afford a pirate ship, so you make a land yacht to

parade around in the neighborhood.

Aarghh!

only the coachwork was originally fitted to the chassis of an 866 Hotchkiss which proved underpowered and not strong enough for the heavy car. So the chassis was replaced with one from a 1937 Packard Super Eight. The car was used to promote the new swimsuit design called the bikini. In 1946 that suit was scandalous so Reard commissioned the "striking" vehicle to provide maximum advertising by having the car drive around with a bikini clad mannequin standing on the aft deck. As you, know the suit design is ubiquitous today.

I understand that a die-cast model is out there.—Ed.

To the right, a fellow in the old country has converted a 1937 Packard Super Eight into an impressive land/yacht. This hooptie is named "bikini" for some unknown reason and appears to be used as an advertising tool. (That was the essence of one photo caption I found.)

Here is another: "The 1948 Packard Super Eight Yacht was a unique custom car built for Louis Reard, inventor of the bikini. Designed by French coachbuilder Henri Chapron, it looked like a luxury yacht on wheels, with portholes, a deck-style rear, and nautical details. Reard used it to promote his swimsuits across Europe. Only one was made, making it a rare and imaginative automotive creation."

And the rest of the story is here: In the summer of 2007, the car was re-discovered in France in the garage of a widow. It was commissioned by Reard and built by Chapron,



Mystery Photo

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

Your opportunity to talk about the photograph. If you know anything about the image, sent that information in to the Mystery Photo. All replies will be blended into an interesting essay.

Also, If you have a 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

A Mystery Photo with identification right in the image fools no one. And it was not the intent to fool anyone. The intent was to get people to study the image and put it in the proper historical context. Here we have a major US Navy warship traversing a narrow body of water—why? The answer provides a great story as to why we study these images. If you're a reader of this column, you'll not be surprised to see that this vessel was featured in a previous Mystery Photo.

The image comes from a Facebook page named Ship Junkies—Lakes, Locks, & Rivers (LL&R). It was provided by a Bruce Jackson who wrote: "HOLY SHIP! This photo was taken by my wife's cousin Jim Rennie." And that's all he offers, so what story does the image tell?

We had a reply to the Mystery Photo from Doug Morgan who says that "CA 132 was the USS Ma-



con. My uncle served on her in the deck force in the late 1940s. I have his cruise and log book from his service." That's the correct identification, but it's Bruce Jackson who places the ship in its historical context saying: "The largest warship to ever transit the Great Lakes."

The 8-inch gun Heavy Cruiser USS Macon came through the Seaway in 1959 to take part in the opening of the new waterway. She is seen here approaching Lock 3 on the Welland Canal. Note the missing radar antenna, removed in Boston to allow passage through the Seaway's lift bridges due to her high air draft."

"Opening of the new waterway..." What waterway is he referring to? Well, I'll tell you. He was referring to the Saint Lawrence Seaway, and converting the Saint Lawrence River into a navigable seaway to allow for shipping into the central part of the United States and Canada was a big deal following World War Two.

We all studied about the Saint Lawrence Seaway during Geography class in grade school. You all might remember geography class where we learned that coffee came from Colombia and rubber came from Brazil—right? Well now we could more efficiently move grain, ore, and other merchandise from the Midwest to places along our coasts and overseas.

To celebrate this grand opening, Canada, which shared a monarchy with the United Kingdom, and the United States sent flotillas and dignitaries to mark the occasion. Great Britain sent the Queen on board the Royal Yacht Britannia and the United States sent Task Force 47 (TF-47). The operation was code-named "Operation Inland Seas." Clever. Anyway, it was a big deal.

TF-47 was "a 28-ship detachment of the U.S. Atlantic Fleet under the command of Rear Admiral Edmund B. Taylor." USS Macon was the largest warship in the group as was designated the flagship. The group consisted of the cruiser Macon, several destroyers,



(BC1)PORT WELLER,ONT.,JUNE 29-CRUISER NAVIGATES WELLAND CANAL-The U.S. Navy's heavy cruiser USS Macon moves through the Welland Canal on its way to the upper Great Lakes. It's the largest ship in a fleet cruising the lakes for the opening of the St. Lawrence Seaway. Seven locks lifted it from Lake Ontario to Lake Erie around Niagara Falls today. At left is Lt. Cdr. Gerard Burchard of Los Angeles, official recorder of the cruise. (AP WIREPHOTO)(rw21700ben)1959



One on-line comment about this picture from Jon Saari goes like this: “Toured the Macon with my aged grandmother, who always entertained me when we visited her in Cleveland (the big city, we lived in WV). I was eleven but remember details to this day: The size of the ship itself. The huge guns. Her going up vertical ladders in her long modest dress. Her telling me that one day I might go into the service, and if so, I should join the Navy, because the food was good and I would wear clean uniforms. The ship was amazing. She, even more so.” Great memories are what this is all about.

There was one curious observer to the transit of this mighty warship through the canal. And that observer probably didn't pay much heed

submarines, amphibious ship, transports, and a tug.

No tankers were assigned as, I presume, fuel would be available at the many convenient port stops that were planned. If you Google the operation, you get the full list of ships involved.

Back to the image. If you have a sharp eye and missed Bruce Jackson's remark about ship alterations for the event you would have asked yourself “why is the cruiser missing her air search, surface search, and every other antenna extending above the yard?” The answer lies in the top picture on this page. Macon had to clear bridge 11, known as the Allanburg Bridge, to traverse the Welland Canal. Since this was a peaceful cruise in home waters, these radars and antennas were not essential to success.

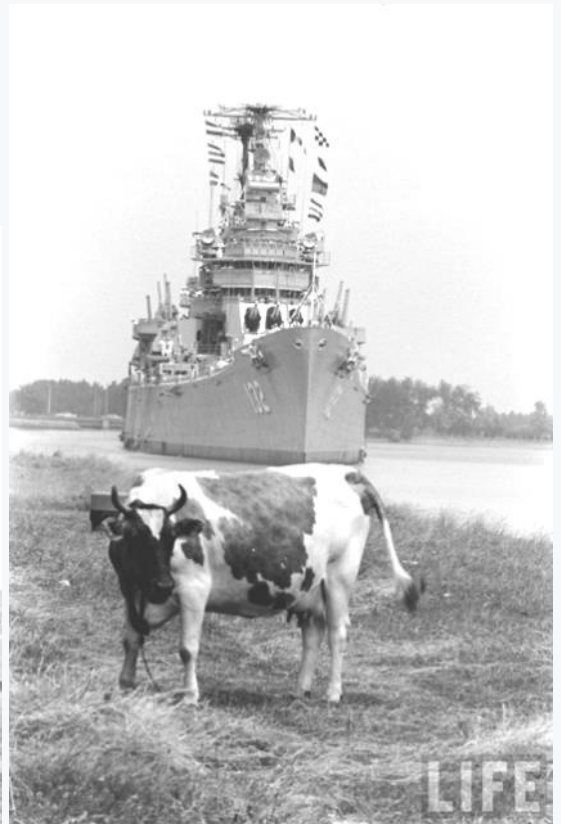
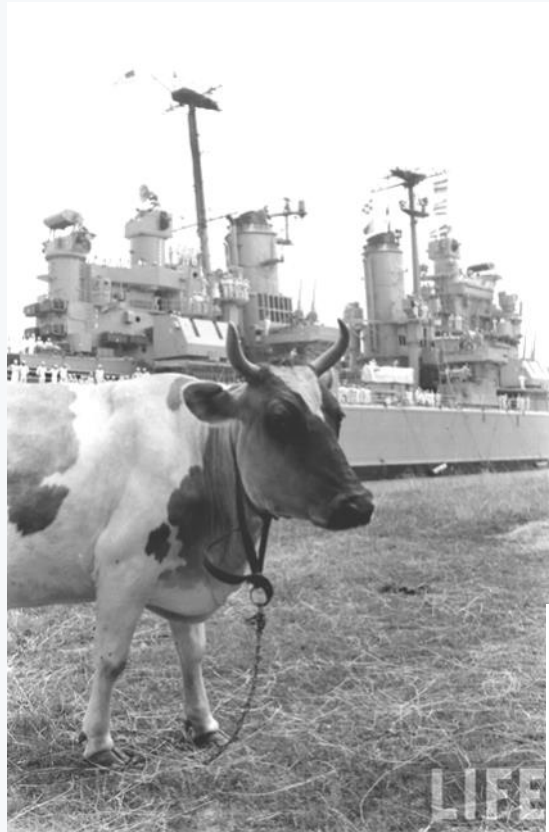
The ship made many stops along the way and provided a rare opportunity for civilians, especially kids, to visit a US Navy warship. The image at left shows Macon docked in Cleveland, Ohio. “As the largest warship to visit the Great Lakes, USS Macon drew large crowds. During her stop in Cleveland she hosted over 30,000 visitors. The long line of people leading to the cruiser and the LST are visitors waiting to step aboard.”



to the event nor recognize the significance of it in history, but she did get in a good scratch and a fly swat or two.

The interaction was captured for posterity by an intrepid photographer named Albert Fenn. His name may not be well known to us today, but in his time his work was published in the leading weekly magazine, Life. As you can see the cow really didn't care much about the ship after her casual observance of its passing.

(Cont. on next page...)



USS Macon was built for service in World War Two. By the end of the war she was an anachronism in search of a mission. Most of these warships were decommissioned after the war and a few, including Macon were reactivated for the Korean conflict. Then they went back to mothballs. Macon, however, was kept in commission after Korea and had the opportunity to be captured, photographically, in two momentous events—both in 1959. She was captured as the first warship to transit the newly opened Coleman River Bridge on May 7, 1959 and on June 26, 1959 she led her task force to the opening of the Saint Lawrence Seaway, “with a ceremony at the St Lambert Lock in Montreal.

The cow could not be reached for comment.—
Ed.



Found on-line while researching the Mystery Photo:

History, War & Politics ·

Douglas P Cox · March 25, 2021 ·

The Sailor with the Medal

John Forester was an NROTC student in 1954, and on his summer cruise aboard *USS Macon* (CA-132). Rear Admiral Arleigh Burke had his flag aboard as commander of Cruiser Division 6. Forester was assigned to Burke's staff for the duration of the cruise.

On a particular Saturday in port, there was a personnel inspection. The ship's captain and Admiral Burke proceeded down the rows of sailors and Forester tagged along with a clipboard and no idea what he was supposed to do with it. Suddenly the admiral stopped in front of a petty officer 2nd class.

"What is that ribbon?" Burke asked in a rather severe tone, pointing at the first ribbon on the Sailor's chest.

"That is the Medal of Honor," came the reply.

"And where did you receive the medal?"

"I was awarded the medal in Korea, Admiral."

"For your information, young man, no sailor received the Medal of Honor in Korea."

"I was in the Army in Korea," said the Sailor without flinching.

Burke was flabbergasted. He turned to the ship's captain and asked why he had not been informed that a Medal of Honor recipient was on board. According to



Forester, the captain's answer was not persuasive.

Later Forester learned that Burke had the captain bring the Sailor's service record to his office, where he reviewed it, blistered the captain, and ordered that henceforth the quarterdeck would sound bells whenever the Sailor departed or returned to the ship. And that night, the Admiral and the Medal of Honor recipient dined alone in the Admiral's cabin.

Source:

"'31-Knot' Burke" by Lieutenant John Gordon Forester, Jr., USNR (Ret.), *Proceedings*, January 2008, pgs 70-72.

Ed.



PTSD All hands; Lend a hand...

Member John Jones is making these small hand carved birds 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**.



I hope you all continue to help John Jones make these birds —Ed.

A message from your Taco Stand



Byrnes Model Machines

There is noise in the ship model community that the most sought after Byrnes Model Table Saw will be available again. I hope the noise (or rumor) is true as it comes from a very reliable source—not me.

A recent post on the Model Ship World website says that the business (Byrnes Model Machines) will be able to produce and sell **all** their machines on or about January 1, 2026. This to include the coveted table saw. According to the source, currently all that is available for the saw are 4" carbide blades with 24 and 36 teeth.

"If you are sure you want a specific tool as soon as it is available, send an email to the business email" at <https://www.byrnesmodelmachines.com>.—Ed.

Caelan's Corner

I had recently got a disc sander and PT boat model from the auction back in October. The PT boat will be one of my biggest ship models yet. I plan on making it by next month. I am also planning on making a model of the U.S.S. Yosemite as well. Thank you to everyone who made my planning possible.—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



I know its after Labor Day, but I just like the white, refreshing color of this drink—and who doesn't want a little mint in their drink from time to time. Besides it was suggested as a great pairing for this month's Mess Call.

The Coconut Mojito:

Simple, simple, simple.

How to Make a Coconut Mojito

- Place mint and lime in a tall glass and carefully muddle together to release the mint oils and fresh juice.
- Fill tall glass 1/2 full with ice over the muddled ingredients.
- Fill cocktail shaker with ice. Use a jigger to pour in simple syrup, rum, and cream of coconut. Shake for 20 seconds then strain into glass.
- Top off drink with club soda and stir carefully.
- Adjust to taste with a squeeze of fresh lime juice if you like.
- Garnish with a lime wheel and a sprig of mint. You can also add a dollop of coconut flakes on top!



Mess Call



Fall means your body has received nature's signal to put on that winter layer, which means you want to eat more and rich foods. Here is a recipe that might just trick the mind into thinking it's getting that winter coat while not really delivering on the extra calories.

Hawaiian Huli Huli Chicken Stack.

For the Marinade:

4 boneless, skinless chicken thighs

1/2 cup soy sauce

1/2 cup fresh pineapple juice

1/4 cup brown sugar

1/4 cup ketchup

2 cloves garlic, minced

1 tsp fresh ginger, grated

Optional: 1 tsp sesame oil, pinch of chili flakes

For the Stack:

2 cups cooked sticky rice (or jasmine rice)

4 slices fresh pineapple (grilled or caramelized)

Reserved marinade for basting

Garnish: chopped green onions, toasted sesame seeds, fresh cilantro (optional)

Cook Mode Prevent your screen from going dark

INSTRUCTIONS

Step 1: Marinate the Chicken

- In a bowl, whisk together soy sauce, pineapple juice, brown sugar, ketchup, garlic, ginger, and optional ingredients. ...Cont...on The Wall



The Wall (Bulkhead)

This is where Paul Harvey gives the rest of the recipe.

Step 1 (cont.)

- Place chicken thighs in a re-sealable bag or shallow dish, pour marinade over, seal, and refrigerate for at least 1 hour (preferably overnight).

Step 2: Cook the Rice

- Cook sticky rice or jasmine rice according to package instructions. Fluff with a fork and keep warm.

Step 3: Grill the Chicken & Pineapple

- Preheat grill (or grill pan) to medium heat.
- Remove chicken from marinade, pat dry slightly, and grill 5–6 minutes per side, basting with reserved marinade, until internal temp reaches 165°F.
- Grill pineapple slices for 2–3 minutes per side until caramelized.

Step 4: Assemble the Stack

- Assembling the perfect layers of rice, chicken, and pineapple
- On each plate, place a mound of rice.
- Slice chicken and layer on top of rice.
- Add a grilled pineapple slice on top.
- Drizzle remaining glaze over the stack.
- Garnish with green onions, sesame seeds, and cilantro if desired.
- Serve hot.

Tips and Variations

Feel free to add small cooked bay scallops or lobster instead of the shrimp.

Replace the green onions with finely chopped shallots.

If desired, garnish the soup with thinly sliced green onion tops, cilantro, or parsley. Or add a spoonful of



This is the shirt that Mike Pelland mentions in his letter to the Ed.

The Wall can also be used to post things you want to sell, or things that you are in need of...It is your page for announcements!



All we are is just...

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 Pro-
ceses."

AUGUST 2025

9 HRSMS Monthly meeting:
Presentation: Ron Lewis—"Let's Take it from the Bottom: Build-
ing 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 At Newport News City
Park....Shelter #1

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



Skipper: Gene Berger (757) 850-4407
1st Mate: Greg Harrington (757) 218-5368
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 508-9881
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 876-7466
Columnists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
19 Photographer: John Cheevers (757) 876-7466



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