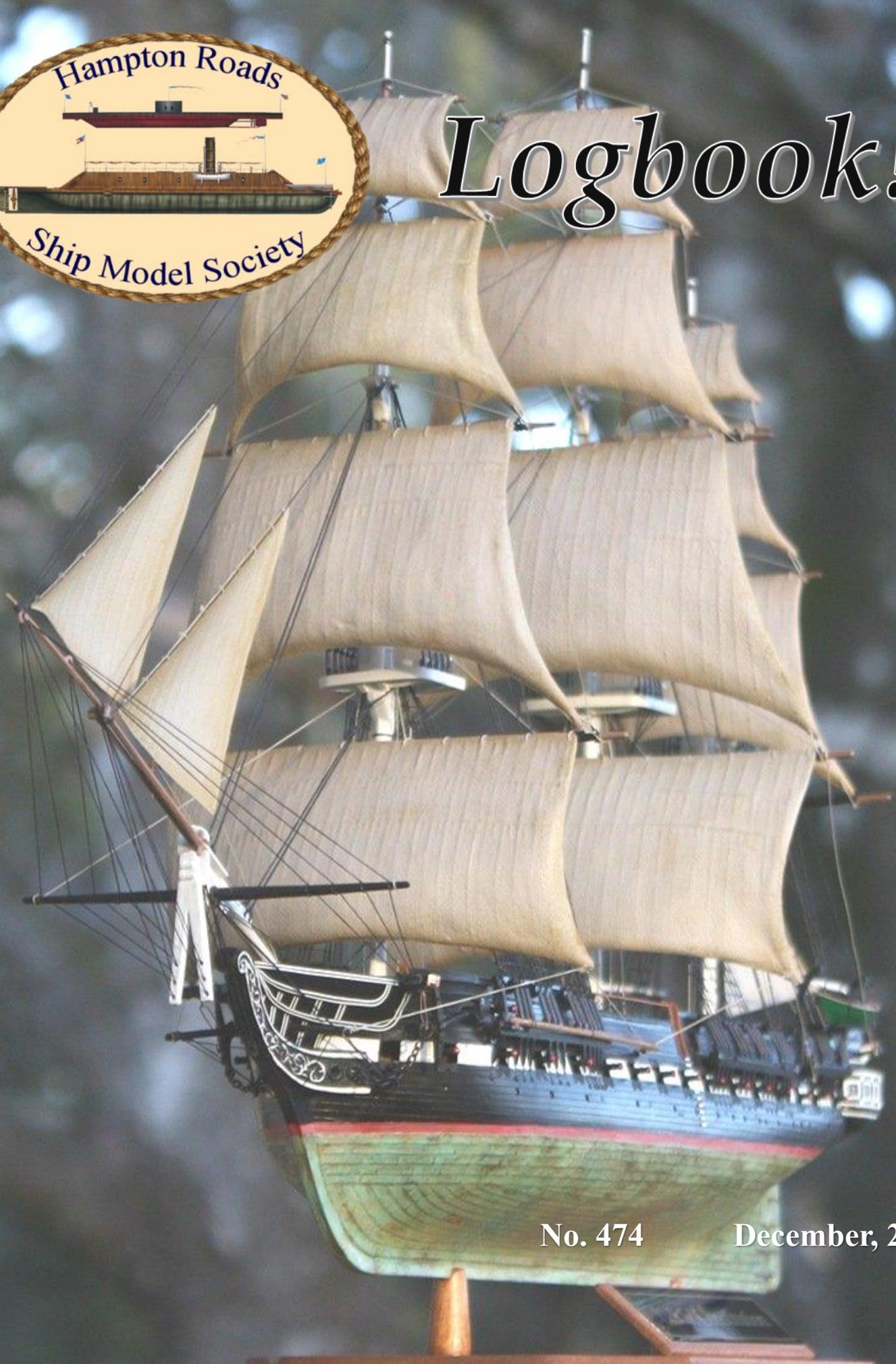


Logbook!



No. 474

December, 2025

Hampton Roads Ship Model Society

No. 474

WWW.HRSMS.ORG

December 2025

View From The Bridge



Captain's Log 12.13.25

It's the time of year when I look forward to a merry season and find hope in the happiness of the coming new year—well, at least the hope of a new model or two showing up on the workbench. Let's be honest: nothing says *holiday cheer* like another kit. This past year has been very good to HRSMS, and I'm genuinely thankful for the chance to have been part of our success.

My time at the helm is coming to an end. Nominations for Skipper and officer elections will be held shortly. I've served six-plus years in this role since joining the club back in 1989, so it's time to pass the torch—preferably gently, since some of our torches are old enough to be antiques. HRSMS wants **you!** (Yes, *you*. Don't look behind you.)

Math and modeling—now *there's* a combination I never expected to survive, let alone enjoy. How did I end up here, and more importantly, where exactly am I going? Building models accurately demands precise measurements and solid plans. Rulers are great, proportional dividers are handy, and if the drawing isn't scaled to match the model, well... congratulations, you just entered the danger zone. Of course, you can always avoid the dividers entirely by rescaling the drawing to match your model. I use this method myself, and it's the easiest way to create parts in perfect scale... **HOWEVER!**

If you're lucky enough to have a complete set of plans, you're golden. But when the drawings leave out details—or show mysterious blank spaces where details *ought* to be—your only hope may be the Great Mathematical Unknown. And believe me, I never expected to utter "math" and "modeling" in the same sentence. My

Meeting Notice

The meeting will take place
at 10:00 hours

December 13, 2025



SEWELL'S

math skills were forged in the age of slide rules and pencils sharpened down to nubs. Sure, those slide rules got us to the moon but give me a Texas Instruments gizmo that beeps reassuringly.

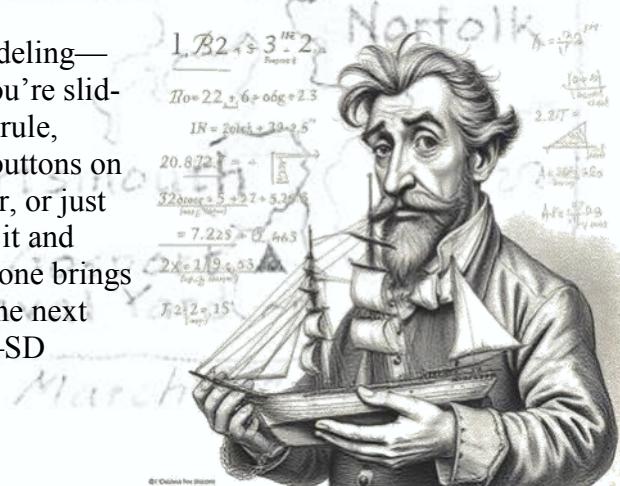
I once had a math teacher insist that you should always know roughly what the answer should be *before* doing the calculation. If I already knew the answer ahead of time, what was the point of all that pencil-dulling, paper-wasting arithmetic torture? But I digress. (I do that a lot. It's a hobby.)

Of all the formulas ever scribbled on a blackboard, one has clung to me like glue—maybe because it's the only one I understood before retiring the slide rule. The proportion formula:

$$\frac{a}{b} = \frac{c}{d}$$

Cross-multiply and you get $ad = bc$. Simple. Elegant. And unexpectedly useful when you're trying to figure out the size of some odd-looking object in a photo because the plans decided to take a day off. As long as you know one measurement, you can derive the rest without sacrificing your sanity. Well... most of it. Humm! Smart so I am...

Happy modeling—whether you're sliding a slide rule, punching buttons on a calculator, or just eyeballing it and hoping no one brings a ruler to the next meeting.—SD



Letters to the Editor



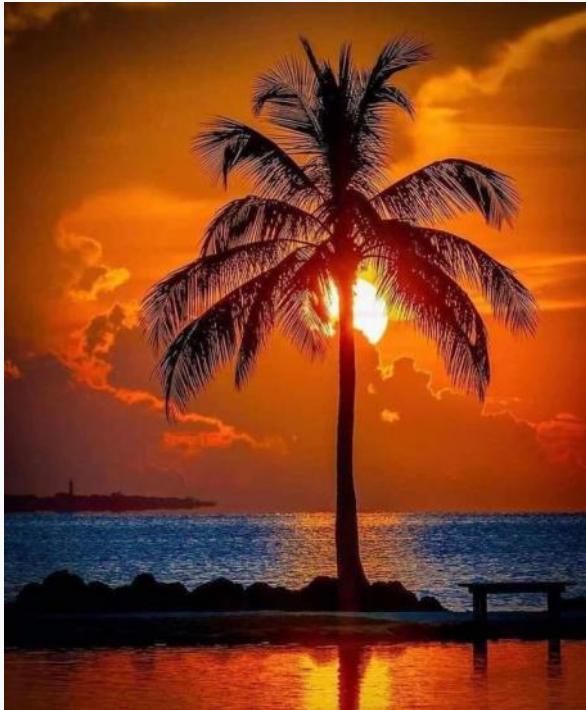
No one dared to write the editor over this Holiday Season. And if you did, I lost it. As you were.
Happy Holidays!—Ed.



December Cover:

This month's cover shows the USS Constitution and what can be done with a Revel plastic kit in the hands of a competent modeler. The image was found on Model Ship World (MSW), and the model belongs to a fellow who goes by OldDan on that site. He graciously granted permission to use the image, and you can read more about his build by going to his log at MSW—type “USS Constitution by OldDan” to get there. The model is at 1:196 scale in —Ed.

The Jape



“...then I found out the elves hadn’t made a toy in years - they’ve been buying them in bulk on Ebay.”

Scuttlebutt



Nautical slang for December

When in Egypt, it is customary to walk like an Egyptian. With that idea in mind, when dealing with ships, shipping, and the sea, it pays to speak the lingo...

Second lesson: **Fathom** - A nautical measure equal to six feet, used to measure the depth of water at sea. The word was also used to describe taking the measure or “to fathom” something. Today when one is trying to figure something out, they are trying to fathom it or get to the bottom of it. —Ed.

An example...

Think about it...HARD!

In January the Skipper will begin asking for nominations for office. Both the Skipper and First Mate have been in office for the past 9 years or so; made effective by swapping positions. It’s time they step down and return to their place before the mast, so we need for you to step up and have a go at running this well oiled machine.

Think about it, talk amongst yourselves, and come up with some names of folks to lead us into the future. —Ed.

Minutes



Meeting Minutes, 10-11-25

After two months away from our usual forum and meeting structure, the November meeting was a welcome return to ordinary. But not so fast...Stewart continues to play hooky.

The meeting was called at 10:02 with 18 members present and 6 online. There were no additions or corrections to the October minutes.

The Skipper began business a little out of order, but you trusty scribe will attempt to put the subjects in their proper place. One thing mentioned here is the Skipper wants to know who, if anyone, does not have a membership certificate. He is anxious to make and distribute them.

 Ryland Craze announced that the club is very healthy and then listed the monthly transactions and final balance.

 Greg Harrington reported on many changes and new items of note concerning our website. In addition to noting the things he moved around, as in *where is the button to get me there* now, he mentions numerous new photos of events and models, as well as adding the Bill Fox's article on the first 25 years of the Society.

Old Business:

The Skipper took a moment to recognize Pat Derby who passed away. He also recognized Greg Harrington and John Cheevers for all the work they are doing with the auctions and book sales.

New Business:

The Skipper wants the club to think about obtaining our own custom -made tokens (Challenge Coins). He and other club members received these for exceptional work on their models at the IPMS International Convention in Hampton several month's ago. They

symbolize achievement and excellence in your craft when awarded. His reasoning is that the HRSMS needs these to reward the achievement and excellence that we find in our craft when we attend a show or convention. The Skipper is looking into the feasibility of this and will report at a later meeting.

Ron Lewis mention that a Mariners' Museum volunteer Marty Moynihan, USCG Cap. Ret. Has two ship models (a Constructo kit of the bark Eagle, and a Revell plastic kit of the Roger B. Taney) that he would like to find a home for. Ron will email the roster for interest. If you are interested, see Ron.

Show and Tell: There was a bit of a stir when Gene wanted to go first. As you well know, you don't want to follow Gene. That sentiment may quickly change with our first presenter...

Sean Maloon showed progress to date on the frigate Winchelsea. The stern is now complete with all the friezes, windows, and carvings in place. The rudder is shipped and the gudgeons and pintles are there now. The main cabin parquetry is finished but may be replaced by a similar one made from ebony and holly. He also started the inner bulwark planking .



Show and Tell (cont.):

Dave Chelbow brought along his New Bedford Whaleboat hard on the building jig. The model is made from Holly and Ebony and is being scratch built following plans drawn by Erik Ronnberg Jr.

Caelan McCormick brought his finished model of a Dory, and showed progress to date on his Dapper Tom. (See his column for more on his activities.-Ed)



Hank Ghittino had a slide show revealing the completed, very fine model of the Royal yacht Royal Caroline.

Here is a shot:



Show and Tell (cont.):

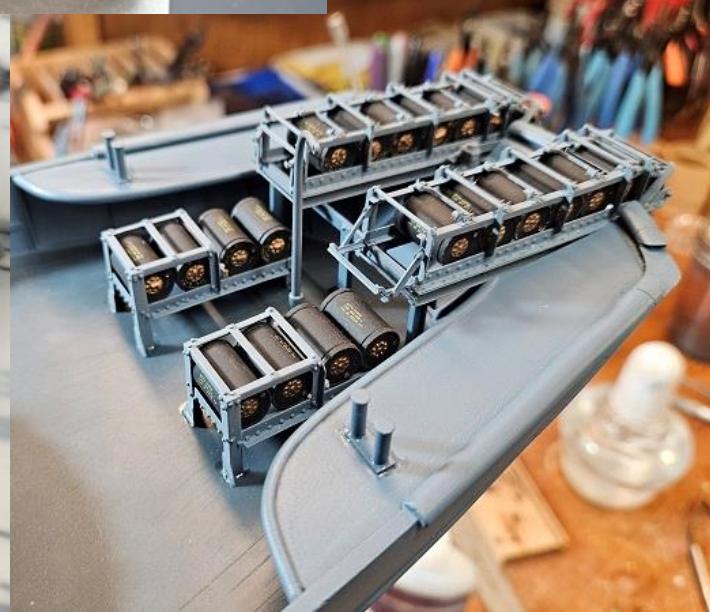
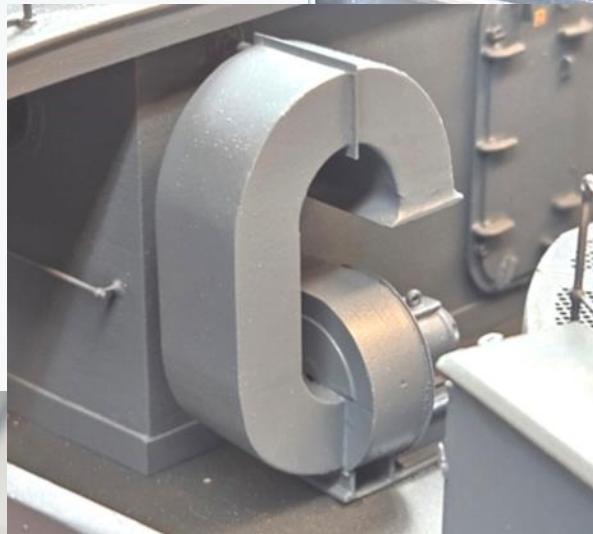
Bob Zinnen brought his pair of Bluejacket kit iron-clads, Monitor and Virginia. He also commented on learning how to use an airbrush and what a difference it makes. He is enamored with the pistol grip type.

Al Sutton brought along his Dean's Marine model of the fishing boat Ajax which he is outfitting for R/C.

John Proudley brought his finished model of the 38 gun frigate Ajax, named after the Greek warrior. It's an Italian kit manufactured in 1976. He says it is a fictitious representation of the frigate. He mentioned that the kit was so old that some of the fittings had corroded and were replaced.

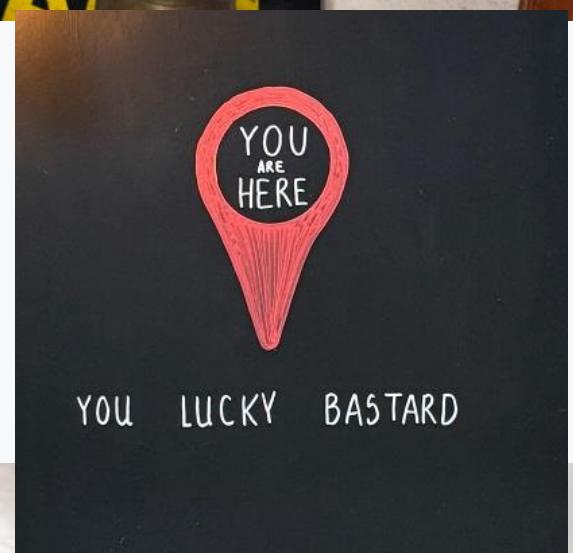
And then along came Gene showing progress to date of the Patrol Yacht USS Zircon. On tap were some finely detailed depth charge racks, an overly detailed life raft, and some complicated vent plenums and wave guide enclosures.

As you know he is fond of saying that "anything worth doing , is worth over-doing."Well, here ya go!



Show and Tell (cont.):

After a pause in the action to let the projector cool and recalibrate, Greg Harrington had a short slide show revealing further activities from his and Gene's Excellent Denmark adventure. My favorite slide was an evolutionary display of ships built in a Danish shipyard in Copenhagen. It depicted their builds in chronological order showing the number built each year (with names) and a representational model from each year. That is not shown here as it was a video, but here are some other samples including one Gene-sized model.—Ed.



Presentation:

Charles Landrum took the helm to give us a much needed primer on 3D printing. He began by stating that he was not a designer nor a printer, but a consumer of the product. That put him in the same category of most of us—so we had to listen .

To put 3D printing into the context of ship model makers, he (correctly) stated that it is “fastly supplanting traditional pattern-making and casting in the hobby.” But he cautions that you had better know a bit about the methods and materials used before you sink your hard earned cash into pieces and parts.

He mentions the two most common processes used in ship modeling:

- Fused Deposition Modeling
- Stereo Lithography (SL) / Masked SL / Digital Light Processing (DLP)

And then goes on to describe the different material used for each, how each process works, how they differ from each other, and he offered pros and cons for each.

Then he essentially reviewed a 3D printed kit that he was building by describing what was good about the kit and what was lacking or needed improvement.

Excellent presentation.—Ed.



TAKR BAKU 1/350

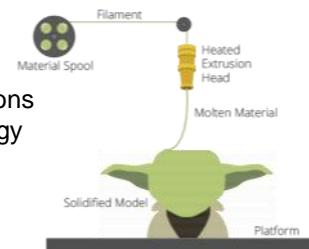


- SL or Masked SL printed
- Hull Printed in 4 parts due to size
 - Build plates on all parts
 - Lots of supports for detail



FUSED DEPOSITION MODELLING (FDM)

- Uses spools of soft plastic (heated) to build up structures
 - The melting plastic filament is deposited, via a heated extruder a layer at a time, on and upright model
 - Deposits onto a build platform according to the 3D data supplied
 - Each layer hardens as it is deposited and bonds to the previous layer.
- A slow build process
- Good for large items
- Has less detail and more striations
- Lower resolution results in stringy appearance

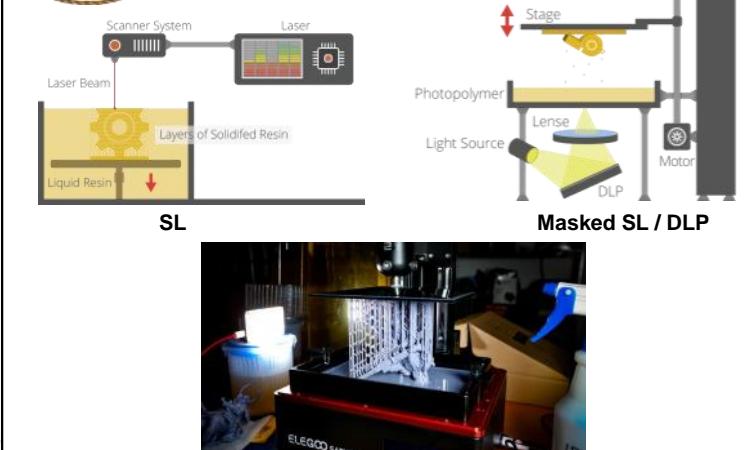


STEREO LITHOGRAPHY (SL)

- SL / Masked SL / DLP are similar in process, differing by light sources used
 - SL uses lasers
 - MSL uses UV
- Parts are printed in layers (thousands) from a resin bath
 - Upright in SL, Inverted in Masked SL
 - A base layer is created then the other layers are added
 - It's a slow build process defined by resolution and size
- The more layers the finer the detail
- The resin used matters,
 - Standard resin gives good detail but is more brittle
 - ABS provides a more durable model



SL VS MASKED SL



What's Happening at The Museum

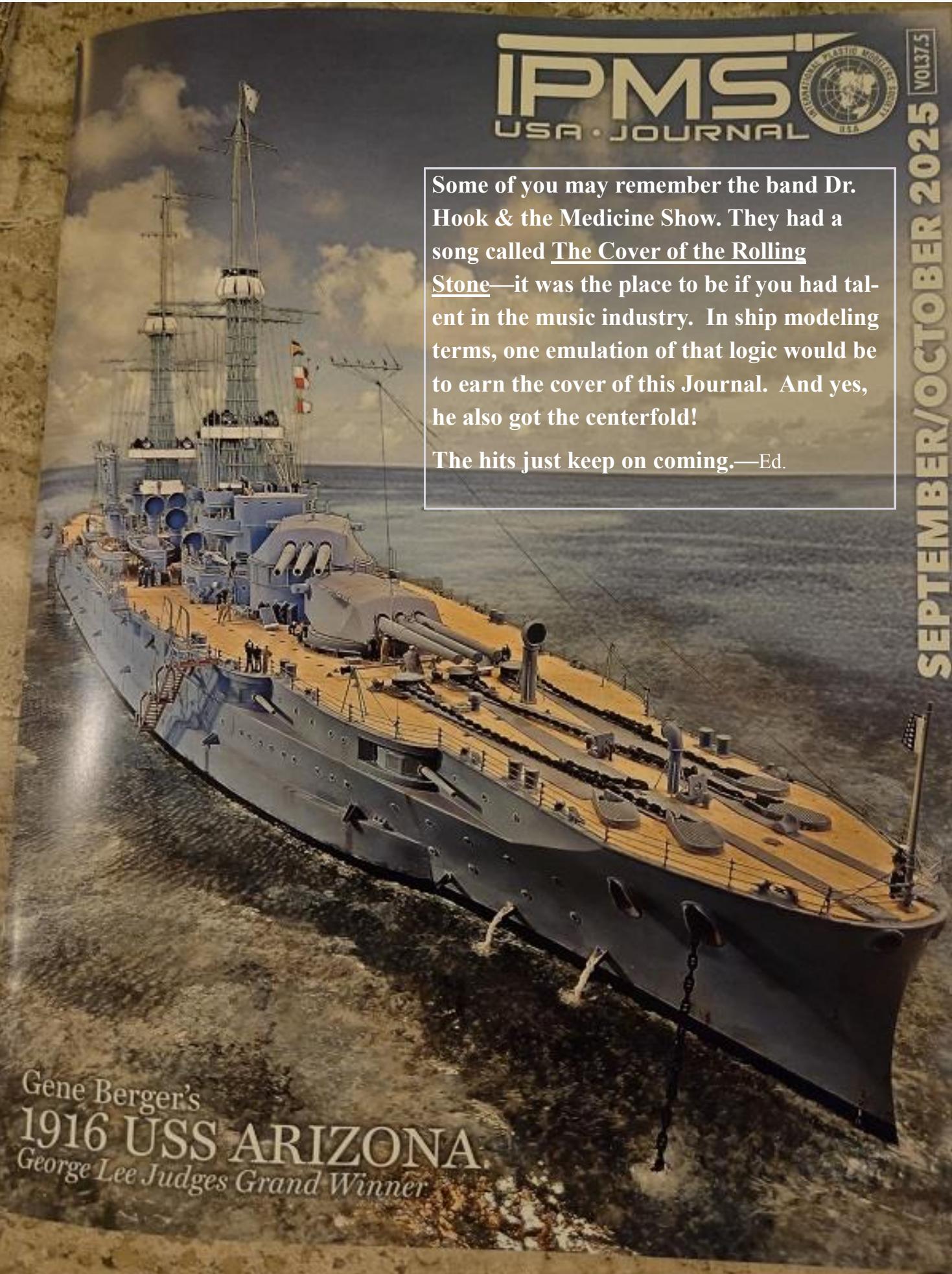


**MERRY
CHRISTMAS**



December 2025

John - Please continue to remind members of the Mariners' website to keep up with what's happening and I'd like to include this picture of the beautiful Christmas Display Mrs. Hoege built for the Concourse. It would make a great custom Christmas setting!— Ron



Some of you may remember the band Dr. Hook & the Medicine Show. They had a song called The Cover of the Rolling Stone—it was the place to be if you had talent in the music industry. In ship modeling terms, one emulation of that logic would be to earn the cover of this Journal. And yes, he also got the centerfold!

The hits just keep on coming.—Ed.

Gene Berger's
1916 USS ARIZONA
George Lee Judges Grand Winner

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.



Mystery Photo Explained

Back in the day, harbors would be crowded with many ships—too many to count in some circumstances. Shipping lanes were the lifeblood of all transportation and almost all cargo and passengers traveled via some water-born means. Ships then were small in terms of load carrying capacity, very small in today's viewing terms, and manned by large crews. Today, harbors are largely empty of dense traffic and replaced by very few floating behemoths. Look at it this way, a sailing ship from the late 1700's, crewed by maybe 20 to 60 men, might be able to carry about 2 container's or twenty-foot equivalent Units (TEU) worth of goods on a transatlantic route. The ship posted in last month's Mystery Photo, while carrying a crew of 24 to 30 men, is capable of carrying 24,346 TEU of containers.

They call it economies of scale. Bigger is almost always better in this regard. In the 1700's, that amount of cargo would require 12000 ships and about 360,000 men to move the same amount of goods. And if you ask AI Overview how many ships are out there that are 20K TEU equivalent or larger, the answer is "there are 69 ships in the '20,000 TEU Club'". And that is just looking at the big boys.

Cargo carrying ships have increased in size and complexity since the dawn of time. Before the advent of the container ship, cargo was largely carried in what was called break-bulk fashion. This meant that the goods were transported as individual units, whether they were crates, barrels, boxes, or heavy or oddly shaped things. This cargo was loaded by stevedores using cranes lifting pallets or netted bundles and hand packed into a ship's hold. Known as break-bulk shipping, the method was time consuming and labor intensive. And, you could imagine the graft that was there.

Let's just look at a few ships to see this progression:

- The British sloop *Druid* (ex-*Brilliant*) of 1776 was rated at 285 tons burthen, and had a length on deck of 89' 3"ft. Wooden hull, sail powered.
- Cutty Sark, a British clipper ship, from about 1869 was rated at 963 tons capacity, on a length of 212.5ft. Wooden hull, sail powered.
- SS *Lake St. Regis* of 1918 was rated at 2238 gross tons on a length of 253.5ft. Steel hull, steam powered.



Photo # NH 65097 SS *Lake St. Regis*, which was *USS Lake St. Regis* in 1918-19



- The Liberty ship had British origins but was mass produced in the United States during World War Two. Over 2,700 if these ugly ducklings were built in many variations, but the general cargo version was the most prevalent and was rated at 7,176 tons on a length of 441ft. Steel hull, steam powered. Crew size was between 59 to 102 people.



- After the war, better looking, sleeker, and faster general cargo freighters were built like the Mariner Class. In many ways these ships were the ultimate version of general cargo ships. These were built in the United States between 1952 and 1955, and it would be safe to say that similar vessels in design and use were built all over the world. So they were the penultimate in size and usefulness in transporting cargo around the world. They were rated at 14,000 tons and had a length of 564 feet. Crew of 20 to 30.



1955: this is where the general cargo freighter began to take a back seat to a new idea in freight hauling—containerized loads. This change in thinking signaled the end of loose palletized cargo and the hand loading thereof. It also cut way down on the graft usually associated with stevedores and shipping docks.

The idea behind using a standardized container lies with Malcolm McLean. In 1956, he and engineer Keith Tantlinger built the very first shipping container. The idea was to get a cargo from a factory or loading point seamlessly “between road, rail, and sea.” A cargo could be loaded at the starting point, the container sealed, and then transported anywhere in the world with minimal to no handling or graft of the goods. Using these containers drastically reduced shipping costs and time. A standard container was identified as being 20 feet long, 8 feet high, and 8 feet wide. That is now known as a Twenty-Foot Equivalent Unit (TEU).

- The world’s first container ship was a converted World War Two T-2 tanker named Ideal X. Rated at 21,100 tons, the vessel was 501.5ft long. Steel hulled and steam powered. It carried a modest 58 shipping containers. (Any of you cats who have T-2 tanker plans can build a model of her.)



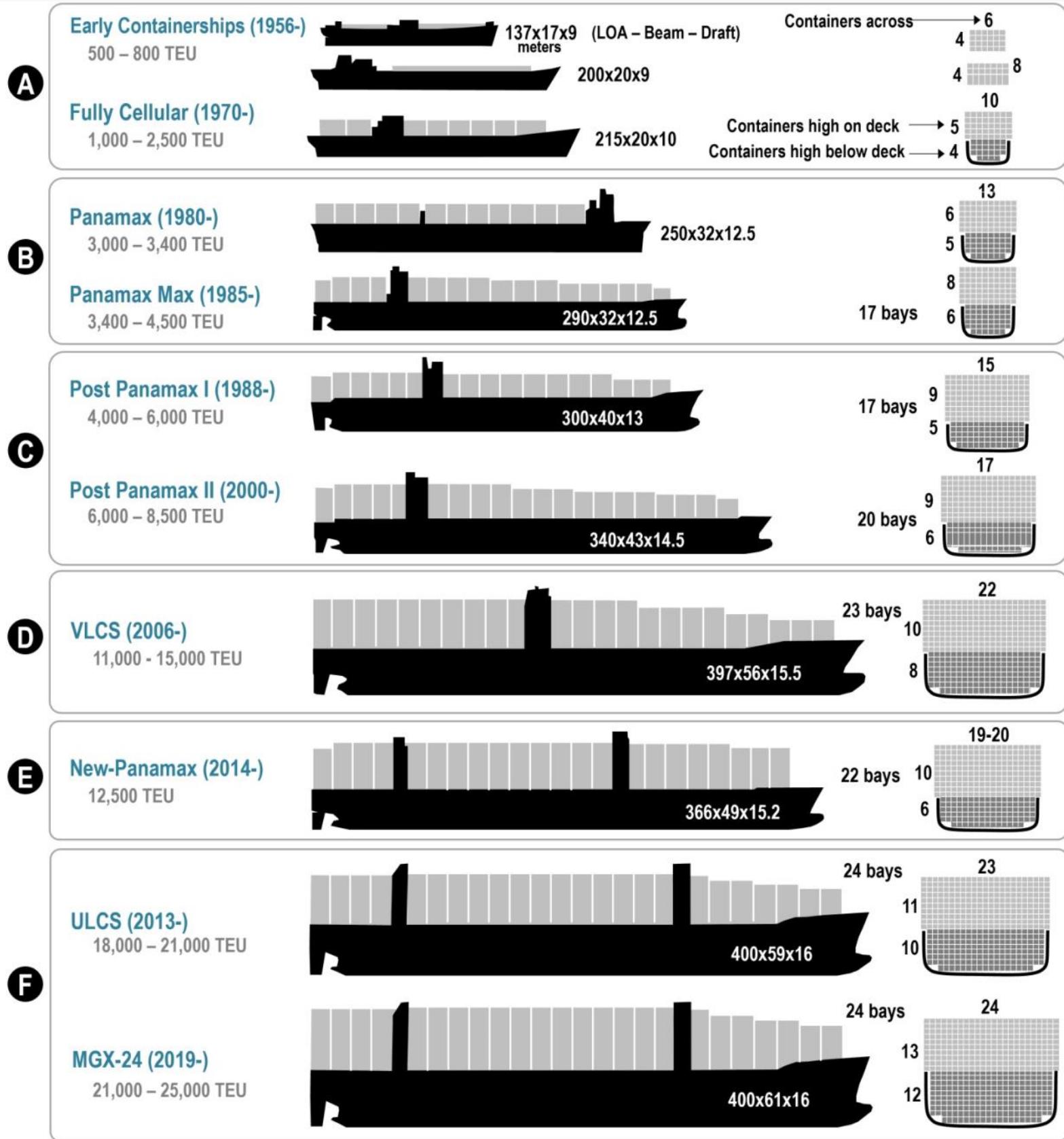
The new idea took off and has “revolutionized ports, rail networks, ships, cities, and countries all over the world, making containerization a standardization in the shipping industry.” And not only has it grown in world terms, the ships themselves have grown exponentially. The photo at right (from 10 years ago) and the chart on the next page show this growth trend.

In 1995, I was in the Odense Lindo shipyard in Denmark on business. While there I took advantage of crawling all over their latest build, Regina Maersk (right). It was huge, coming in at 1044 feet in length. It was rated to carry 6,000 TEU, and was the first of the Post Panamax II vessels. She is operated by a crew of only 15.

That was then, this is now. An AI inquiry shows that there are 69 vessels larger than 20,000 TEU in service today, with more on the way. Which brings us to our Mystery Photo.

From the very modest 58 containers of the Ideal X, we have our Mystery Photo which shows the largest container ship in the world. This purpose built, first in a class vessel is named MSC Irene and is rated at 24,346 TEU. Her particulars are: 233,328 gross tons, 1,312 feet in length and 201 feet wide. Her crew size is estimated to be from 24 and 30. The ship is so large that her ports of call are limited—for now.—Ed.







A few weeks ago I met Mike Walker, a State Park Ranger, chairman of the Atalaya Arts & Crafts Festival in Huntington Beach State Park, Murrells Inlet, South Carolina, who visited the Mariners' Museum. We had a nice chat. The festival celebrates the legacy of Archer and Anna Hyatt Huntington.

Most of you may not be familiar with the Archer Huntington estate in South Carolina, perhaps being more familiar with his father's estate in Huntington Beach, California. Anyway, the event is held at Atalaya Castle which was the winter home of Archer and his wife Anna. The castle was designed in the Moor-

ish Revival and Mediterranean Revival styles. The brick work is done in the slump-style to mimic the rustic appearance of adobe bricks. If you have a keen eye you will notice that the style mimics that of the original Mariners' Museum. And that was not by accident, as we all know who founded the Mariners' ...

The annual "festival features over 100 artists, live music, food vendors, and offers a unique experience combining art, nature, and history." This year's festival happened back in September, but you need to put this on your travel calendar for 2026.

Look it up, check it out.—Ed.

View of the covered walkway, look familiar?



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



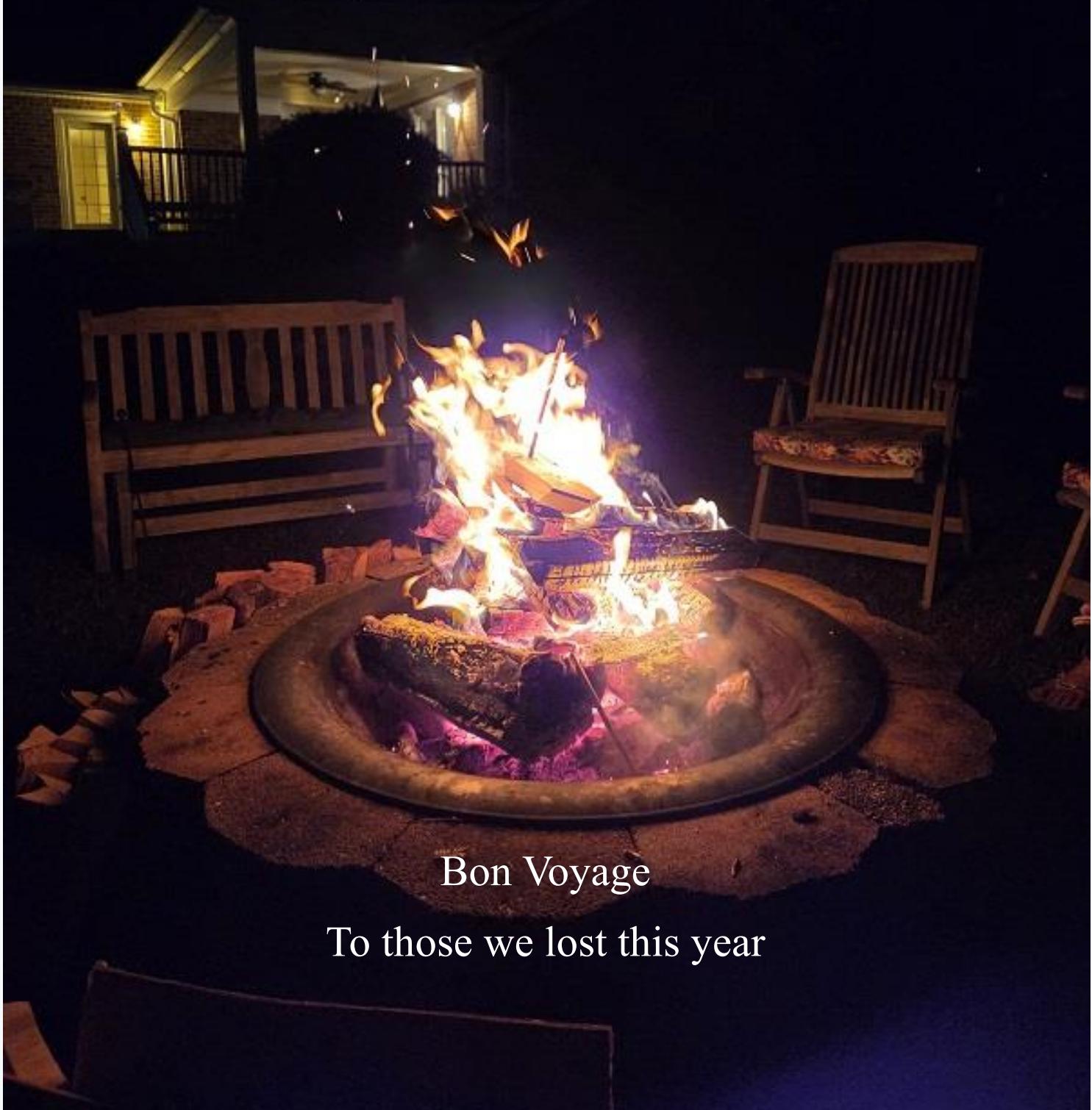
Micro Machining

We have a great set of tools available to model with in the Taco Stand. The only limitation to what they can do is safety concerns and your imagination. Recently, I undertook the task of making harpoons and lances for the whaleboats carried on the Kate Cory. This involved reducing the diameter of 1/16" dowels to just about 1/32" in diameter. Then I had to drill a hole in the end of the shaft to accept the metal part of the harpoons and lances. I think this pic tells some of the story. —Ed.

Let's see: First there was Burning Man, an event to celebrate art and self expression; then there was Burning Plan, a strategy created by Heinz to guarantee scale model fidelity; then there was the Slinningsbalet Bonfire in Norway to celebrate midsummer's eve or some such thing. And in keeping with these conflagrating rites, we have our Nordic Skipper and his merry band of pyromaniacs who endeavor to offer up flaming water craft in remembrance to those who have departed.

To celebrate this year, we offered up the faux model rumored to have been built by Bill Clarke (if you want to take the time to read about it, you'll have to wade through past Logbooks for the show and tell article.)

This is not a tontine, but in a way we were the last to receive the ship model seen below. So it is offered up in the Norse tradition as a tribute to lost friends and ship modelers. It is also an occasion to hoist the glass and drink the grog for their safe transition.



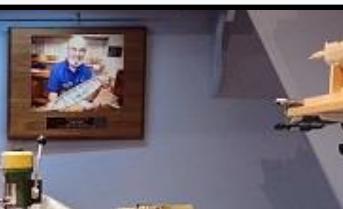
Bon Voyage

To those we lost this year

Caelan's Corner



I recently got some wood at a lumber store up in York County. The name of the lumber store is Earth Resources, it's address is 409 Railway Rd, Yorktown, VA 23692. The store had a variety of wood, including basswood, maple, oak, and cherry. The man who owns the store was extremely nice too. I also spent some time with John at the taco stand early in the month of November for some help building the U.S.S. Yosemite. We also built a model of the S.S. Princess Sophia that I gifted to a friend. I also got some wood filler and a couple of helpful tools from my birthday recently. I will also be planning on building the PT-boat starting this winter break.—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 here we are in the midst of the Holiday season and we are all probably over eating and drinking. It's not for me to judge, but I will offer you a light refreshing alternative to enjoy. This libation was inspired by a vintage bottle of amaretto found way in the back of Mom's pantry.

I give you the Amaretto Rose.

Ingredients:

1-1/2 oz. Amaretto Di Saronno.

1/2 oz. Rose's Lime Juice.

Schweppes Club Soda

Pour Amaretto Di Saronno over ice cubes in tall glass. Add lime juice and fill with club soda. Garnish with a lime wedge



Mess Call



And to go along with all that seasonal overeating and the Amaretto Rose, I offer you this light dessert.

Pears Principessa:

Ingredients:

6 large firm pears, peeled, left whole with stems
 1/2 cup sugar
 1 cup Amaretto di Saronno
 1 teaspoon ground cardamom
 Water
 1 package (6 oz.) semi-sweet chocolate pieces
 1/2 cup Amaretto di Saronna
 1/4 cup butter or margarine

INSTRUCTIONS

Place pears in a saucepan. Add sugar, Amaretto di Saronna and cardamom. Add enough water to just cover the pears. Simmer gently until the pears still hold their shape but are easily pierced. Cool pears in syrup and then chill.

In a saucepan, heat remaining ingredients until smooth. Bring to a boil, then remove from heat, cool, and chill.

When ready to serve, drain pears (reserve syrup for drinks or punches) and place in a serving bowl. Spoon chocolate sauce over pears. Serve at once.

Makes 6 servings.



Post it to the (Bulkhead)

In Caelan's column, he mentions a lumber resource worth investigating and using. The place is called:

Earth Resources—409 Railway Road, Yorktown, VA

Here is an on-line review...

Hardwood Resource In York County, Virginia

[→ Jump to Latest](#)

• 1 reading

3.9K views 2 replies 2 participants last post by hokieman Sep 24, 2018

 hokieman Discussion starter
202 posts · Joined 2008

#1 · Sep 24, 2018 (Edited by Moderator)

For those Lumberjocks members that live in The Hampton Roads area, there is a small lumberyard in York County that I just discovered called Earth Resources that carries various hardwoods in the rough. It appears to be run by a sole proprietor and consists of a small warehouse that carries a small inventory. Red and white oak, alder, african and South American mahogany, walnut, cherry, ash, alder, hickory, sapele, soft and hard maple and more are available. Also available in various thicknesses. The quality of the lumber is very good. And the prices are the best I have seen in the southwestern Virginia area. Like I said, he doesn't carry a large inventory but he said if you need a lot of material, he can get it within 5 days. He does not take credit cards or debit cards. Cash only.

I just came back from my first visit and I have to tell you, I felt like a kid on Christmas morning. For those of us in the Hampton Roads area, the only other sources of hardwoods is in Norfolk or Richmond, which, for me in Williamsburg are both 60 mile drives (not to mention tunnel traffic going to Norfolk). So couple the convenience with the quality of inventory and the prices, this is a great option for wood workers.

The place is Off of US Route 17 in York County. Go down Dare Road off of 17 for 2 or 3 miles, take a left on Railway Road. Go about a mile or 2 and there is a small, paved private road on the left. There is also a small sign that marks the drive that can be seen from the road.



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

All we are is just...

The Deckplate

JANUARY 2026

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

FEBRUARY 2026

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

MARCH 2026

14 HRSMS Monthly Meeting: Mariners' Museum
14 π Day
14/15 Battle of Hampton Roads Weekend at the MM
Presentation:

April 2026

11 HRSMS Monthly Meeting: Mariners' Museum
22 Earth Day / 26 Arbor Day
26 Model Boat Show, Deltaville ?
Presentation:

MAY 2026

9 HRSMS Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation:

JUNE 2026

13 HRSMS Monthly Meeting: Mariners' Museum
22 Sips and Trips at the Museum ?
Presentation:



WATCH, QUARTER, AND STATION BILL



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Columnists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
Photographer: John Cheevers (757) 876-7466

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 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.—Planking a lapstrake hull



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