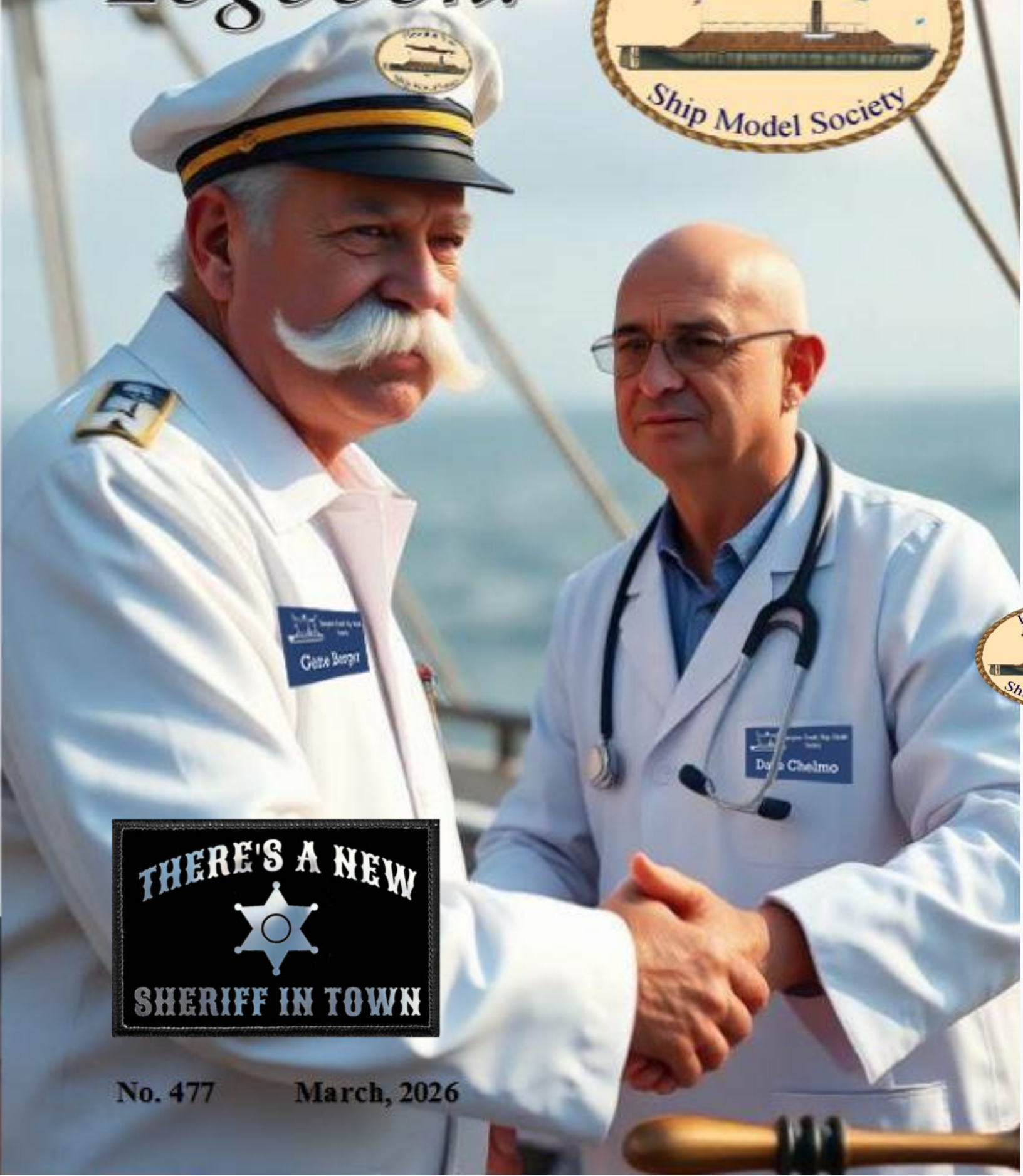


# Logbook!



**THERE'S A NEW**  
  
**SHERIFF IN TOWN**

No. 477

March, 2026

# Hampton Roads Ship Model Society

No. 477

WWW.HRSMS.ORG

March 2026

## View From The Bridge



## Meeting Notice

The meeting will take place at 10:00 hours

March 14, 2026



### Captain's Log 3.14.26

I am very excited to start as club Skipper. We just had a great day on a club field trip to the Old Dominion Open. I'll write about ODO for the April newsletter, but for this one, wanted to focus a little on my thoughts about starting as Skipper and most important, to express some incredible gratitude for the people who have been carrying the ball for the club for a very long time.

I've spent some time looking at the website, and am extremely grateful to Greg Harrington, who spends a huge amount of time updating and improving it. If you haven't spent some time on it, it is well worth exploring with many resources including back issues of the logbook back to 1986, pictures of amazing models by club members, recordings of club show and tell and past presentations, and modeler resources. It is probably the best model club website anywhere, including national clubs like IPMS and NRG. Likewise, our logbook is incredible – big thanks to John Cheevers for his many years as editor and to the regular contributors.

One of the website pages includes the officer list going back to 1967. When I looked at it, I was impressed by the small core of people who have lead the club. I first joined 15 years ago, and in that time we've had 5 skippers. Gene Berger, Greg Harrington, Tim Wood, and Ryland Craze all served multiple terms, as well as filling many of the other officer roles. Ryland has served continuously as purser since 2016. Because of their incredibly strong work, I get to step in to lead an organization that is financially strong, has great members, and strong traditions.

I'm particularly grateful to Gene Berger, our immediate past skipper, who just completed his third consecutive and fifth total term, which was in addition to several terms as

First Mate. He was recognized by the club at the Richmond Old Dominion Open last weekend with a beautiful wooden plaque designed to hold the many challenge coins he has been getting at shows for his incredible models. It was a beautiful gift that captures the club's respect for him as a master modeler and our appreciation for his dedication and leadership. Now that he can step away from his leadership commitment, he should have time to finally take on a large and complex project. I'm looking forward to seeing his next model and his plaque fill with challenge coins.

The leadership page also shows that as Kevin Ritton and I step in as First Mate and Skipper, it is the first time in about 20 years that new people have stepped into these roles. New leadership is an opportunity for change. We do not have anything radical planned. We are appreciative of how much our members like our meetings, out of meeting activities, work in the taco stand, and after meeting lunches. We are deeply committed to the many great things the club continues to do that drive the club's missions of making us better modelers and finding joy in our hobby. Having made similar commitments to tradition with three professional organizations that I've previously led, I've also been able to reflect on the changes they went through during my time as I listened to great suggestions from members and tried them out. If you have ideas for new things we could do or ways to improve things even further, please come speak to me or Kevin. I'm very much looking forward to working with Kevin, Ryland, and Gene, our new First Mate, Purser, and Clerk, to make sure the club and all its members have an awesome 2026.

Dave



# Letters to the Editor



From: **Ryland Craze**  
To: **Editor**

The **43rd Annual Northeast Joint Clubs Ship Model Conference** will be held on Saturday, April 25th, 2026. It will be hosted by the USS Constitution Model Shipwright Guild. Here is a link to last year's show: <https://www.youtube.com/watch?v=gaV0lQab-XA&t=1185s>

I have attended this Conference and Show since 2010 and it is always a great time to meet up with other ship modelers. I have attached the Conference Flyer to this email.

For more information, please do not hesitate to contact me. I hope to see you there.

Ryland

From: **Mike Ellison Sea-EO**  
[mike@seawatchbooks.com](mailto:mike@seawatchbooks.com)

To: **Editor**

Great seeing you (virtually) at the meeting yesterday and for letting me talk about what's happening! It was great to see 2 young kids getting into the hobby! Is Caleb a good modeler? It might be interesting to do an article on him

for SIS as a youth focus.

Also, a few other topics cropped up that I thought might make good pieces:

Someone offered to do a tech session on photography - would he be interested in turning that into an article?



I think it was Eric

who was doing the whaling boat - do you think he'd be interested in writing about this for SIS?

Who was it that discussed scalpels? Stan? I turned that into a Tool Tips section for SIS and want to see if he wants to be the author.

Gene's build of Zircon might also be a good article.

What do you think of the above and would you mind making introductions to me so I can discuss with them?

Finally, I'm thinking of doing a regular column on Club Profiles - do you think your club would be interested in being covered?

Thanks!  
Mike

From: **Charles Landrum**

To: **Editor**

<https://youtu.be/OR7V8wvflh8?si=5qAGHGpVPaEc-3dZ>

A good overview of the recovery and conservation of this important shipwreck

Charles

From: **Stewart Winn**

To: **Editor**

I am forwarding this email so you can see the article on page 2 of the attachment, and comment on it in the next Logbook if you wish. Or better yet, we could forward the entire issue of the Ketcher to the whole membership; I think they might actually be interested in most its content.

Stu

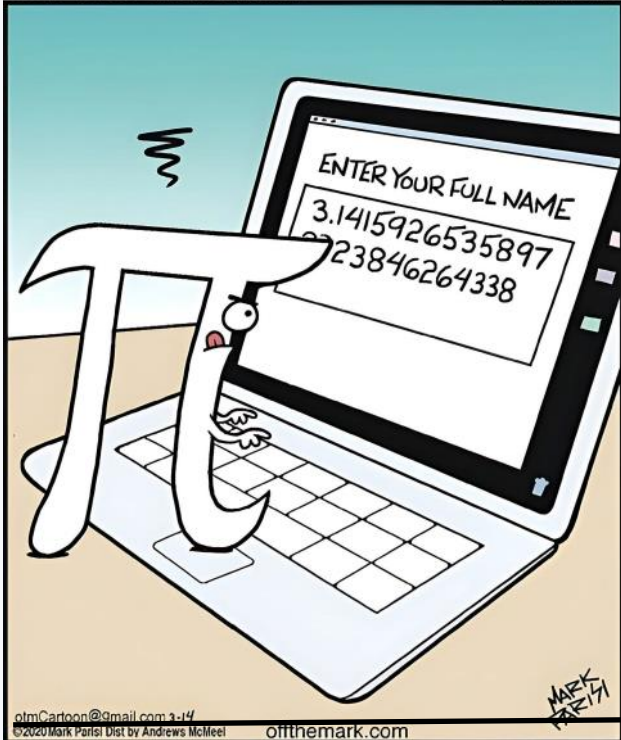
Great article on Stu's model of the first Intrepid—heck, the whole Newsletter is good!. See separate attachment to Logbook—Ed.



## March Cover:

So here we are, celebrating our monthly meeting with a new Skipper on PI day, of all days. The image on the cover is obviously AI generated, and the handshake symbolizes the peaceful change of power to a new and untested regime. But that regime is forward thinking and, more symbolically, the AI generated image and new tools like 3D printing will drastically change the ship modeling landscape as we go forward. So let's get behind the new Skipper as he leads us through these uncharted waters. And don't question the hands—Ed.

# The Jape

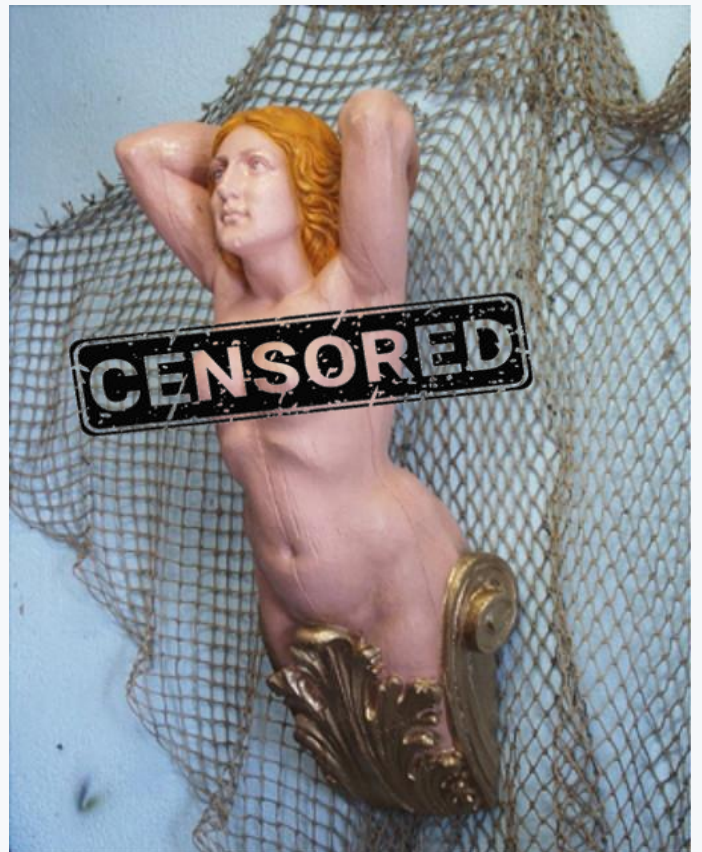
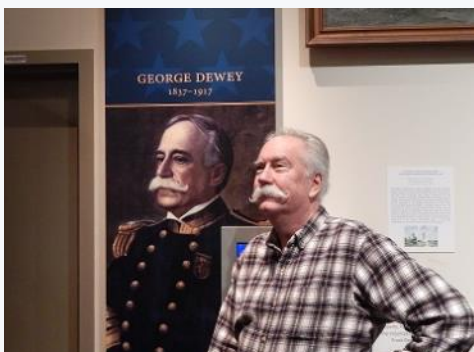


# Scuttlebutt



## Nautical slang for March

**Figurehead** - An ornamental figure placed on the front of a ship, under the bowsprit. Originally a religious and/or protective emblem. The custom continued but for purely decorative purposes. Hence the term figurehead – a leader with no real power or function except to ‘look good’ or appeal to a certain group.—Ed.




# Minutes




## Meeting Minutes, 2-14-26

We had the (un)fortunate scheduling conflict to have our meeting occur on Valentine's Day. But since it was early in the day, I suppose no harm was done to latter day plans. The meeting began nearly on time when it was called for the last time by outgoing Skipper, Gene Berger. There were four guests attending.

### Business Meeting



The purser gave a recap of debits and credits and announced our treasury balance. He took in monies associated with our continuing book/plan online auction, and disbursed money to cover the challenge coins. We continue to be healthy.



The webmaster reported on some changes and improvements to the website—notable; the addition of photographs from past events and additions to the models page. Go there and check it all out.

### Old Business:

The Skipper presented our newly minted challenge coins. They are available to members for \$5.00 a challenge. The idea is to use them at model shows and events; to present to deserving individuals or award them to models that represent excellence in the hobby.

John Jones thanked those of us who helped him craft the many comfort birds that he makes to give out to at-risk people. The birds carry the suicide prevention hot line number.

Ryland Craze mentioned the New England Joint Club Meeting. It is scheduled for the last weekend in April. More about in elsewhere in this Log (Pg.12).

### New Business:

The Skipper seeing no additional nominations for the elected positions, directed the Clerk to cast the single vote electing the nominated slate to office. The new Bridge will be piped aboard at the March meeting.

New officers are:

Skipper—Dave Chelmow  
First Mate—Kevin Ritton  
Clerk—Gene Berger

Kevin Ritton, our new Presentation organizer, made a call for papers and topics. If you have a presentation or would like to see a presentation on a topic of your interest, contact Kevin.

**Show and Tell:** The on-line gang went first.

Mort Stoll brought us up to date on his frigate Diana.

Mike Pelland showed continuing progress of his USS Constitution cross section model.

John Proudley revealed his model of the destroyer escort USS Naifeh, DE-352, a Butler class.

And recently relocated to New Mexico, Gene Andes showed off his model of the clipper Flying Fish.

And in person:

Sean Maloon brought in Winchelsea revealing continued progress, featuring some upper deck beams and copper scuppers. He mentioned that scuppers are not featured in the kit or plans but he added them based on research and common sense.



Master Caelan brought in this Dumas PT-109 and showed progress of the a completed deck structure and completed propeller shafts and struts.

John Cheevers presented Caelan with his very own hard hat complete with HRSMS Logo decal and spinning propeller.

Hank Ghittino brought in the fine beginnings of a Flying Cloud clipper ship model. We look forward to seeing more progress.

Gene Berger showed a completed PY Zircon. He also showed his work at restoring a pelorus that he found for a ridiculously low price at this year's Cabin Fever show. The tie in is that his Father-in-law served aboard Zircon and they have a family photo of him leaning against the same model pelorus. It now has a coveted place in the Gene Ship Model Gallery.

### Presentation:

The presentation was scrubbed when the requisite memory stick could not be found.

# Some images from the 2026 ODO....there is some good work going on!

The Skipper should recap the event and announce HRSMS medal winners at the March meeting.



Model Entry Form  
Category # 44  
Scale 1/25

## Road Trip?

This image is one of the ship models in The Thompson Collection on display at the Art Gallery of Ontario, in Toronto, Canada.

The image was copied from a FaceBook page called Nautical History and Ship Modeling—I suggest you friend it, if you haven't already.

The Gallery has been discussed before at our monthly meetings and at least one member has visited it.—Ed.



# Mystery Photo

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

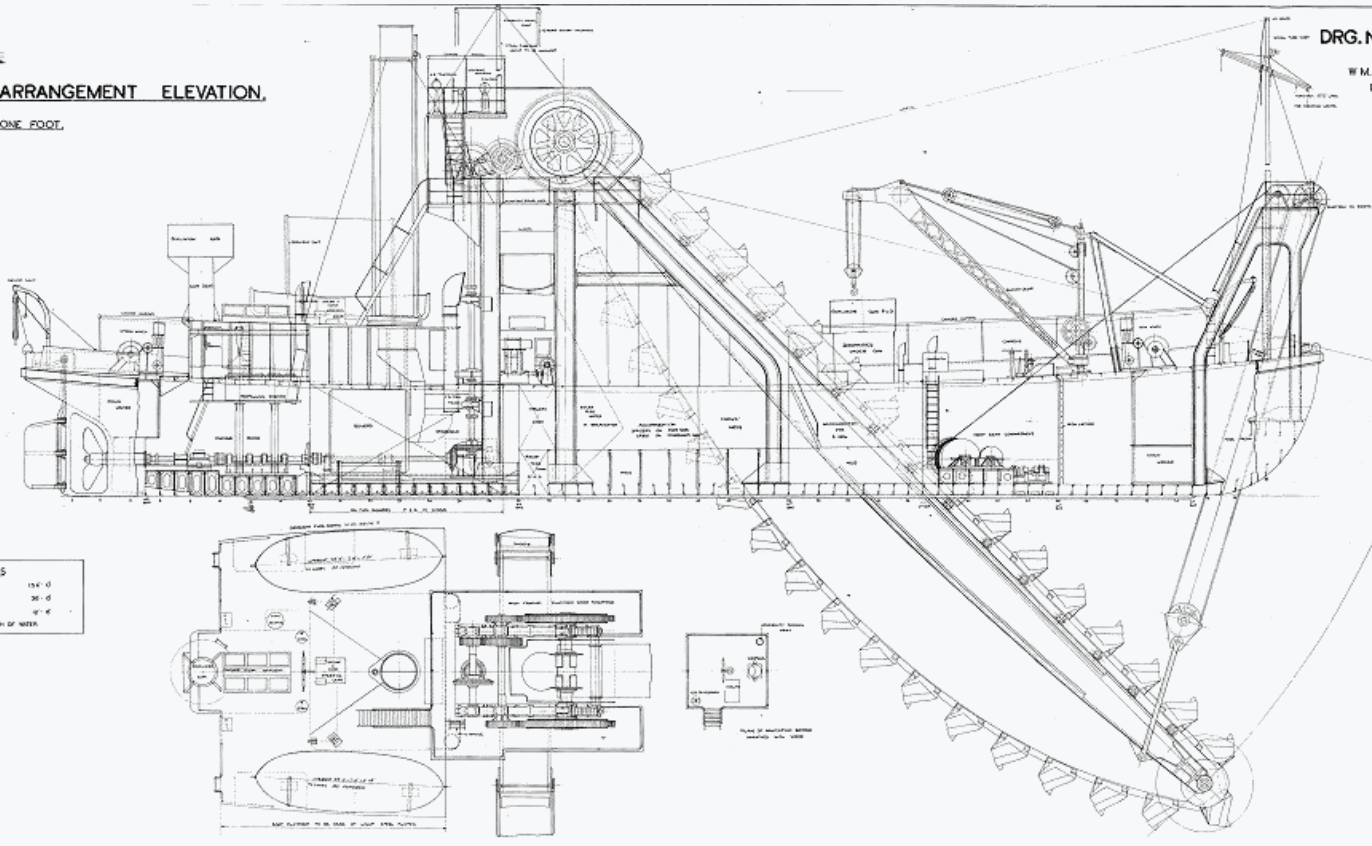
The year is 2026, the year of the 250. Can you guess what this means? Some Mystery Photos this year will have the number 250 someplace in their theme. Your job is to identify where and why? This will provide an excellent oppor-

tunity for you 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 “250” themed photograph that asks these questions: who, what, when, where, and why, send it on to the Logbook editor for consideration.—Ed.

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TO BUNKER TO 60'-0" DEPTH OF WATER	




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## Mystery Photo Explained

Ah, comrade....Dobroye utro! Teper' pogovorim o korable (Good morning, now we discuss ship).

Full disclosure, Most of this was lifted directly from Wikipedia and Naval History, so you get what you get.

“USS *Milwaukee* (CL-5) was an Omaha-class light cruiser built for the United States Navy during the 1920s. The ship spent most of her early career as-



Photo # 19-N-51513 USS Milwaukee off New York City, circa August 1943

Cyrillic and the flag of the Soviet Navy flies from the flag staff.

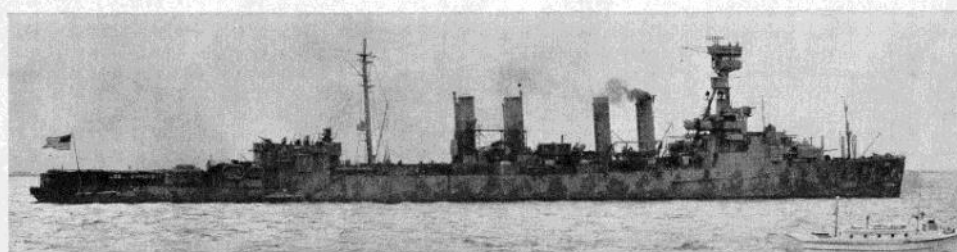
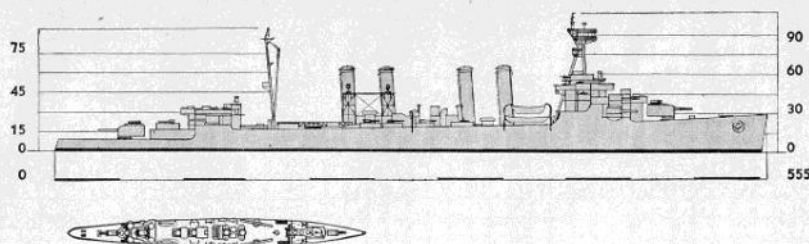
“*Milwaukee* was 550 feet (170 m) long at the waterline and 555 feet 6 inches (169.3 m) long overall, with a beam of 55 feet 4 inches (16.9 m) and a mean draft of 13 feet 6 inches (4.1 m). Her standard displacement was 7,050 long tons (7,163 t) and 9,150 long tons (9,297 t) at full load. Her crew consisted of 29 officers and 429 enlisted men. The ship was fitted with a powerful echo sounder.”



signed to the Asiatic and Battle Fleets. In 1941, she was assigned to the Neutrality Patrol until she was refitted in New York in late 1941. In 1944, she was temporarily transferred to the Soviet Navy and commissioned as *Murmansk*. The ship was returned by the Soviets in 1949 and sold for scrap in December.”

The Mystery Photo shows the ship as the Soviet Navy cruiser *Murmansk*. The name is there in

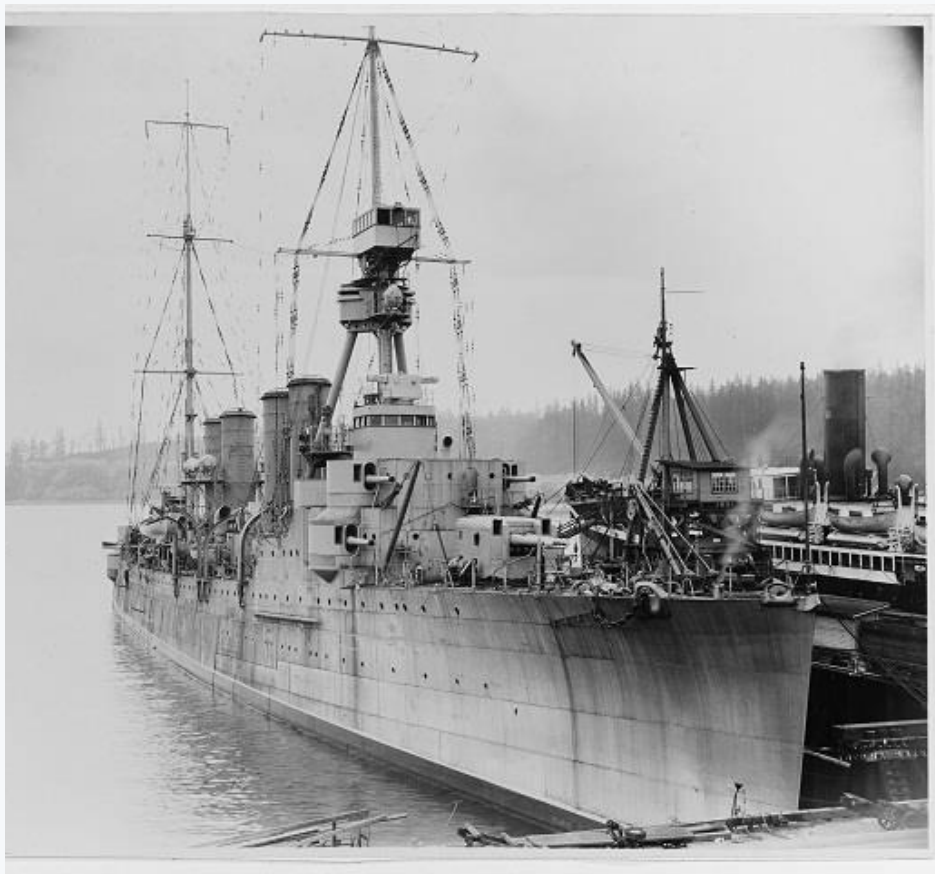
ONI 54-R • RESTRICTED CONDENSED AND PRINTED FOR FM 32-51, NAVAEK 00-00V-37  
SUPPLEMENT 3-14/1948



MILWAUKEE

“On 20 April, the ship was transferred on loan to the Soviet Northern Fleet in Murmansk. She was commissioned in the Soviet Navy as *Murmansk* and performed convoy and patrol duty in the Arctic Ocean for the remainder of the war. Afterward, she became a training ship and participated in the 1948 fleet maneuvers. On 16 March 1949, *Milwaukee* was transferred back to the United States. She was the first of 15 American warships returned by the Soviet Union. She entered the Philadelphia Naval Shipyard on 18 March 1949, and was sold for scrapping on 10 December to the American Shipbreakers, Inc. of Wilmington, Delaware.”

This next part comes from an article titled *Historic Ships - The Red American Cruiser* which appeared in the U.S. Naval Institute magazine *Naval History*, volume 32,



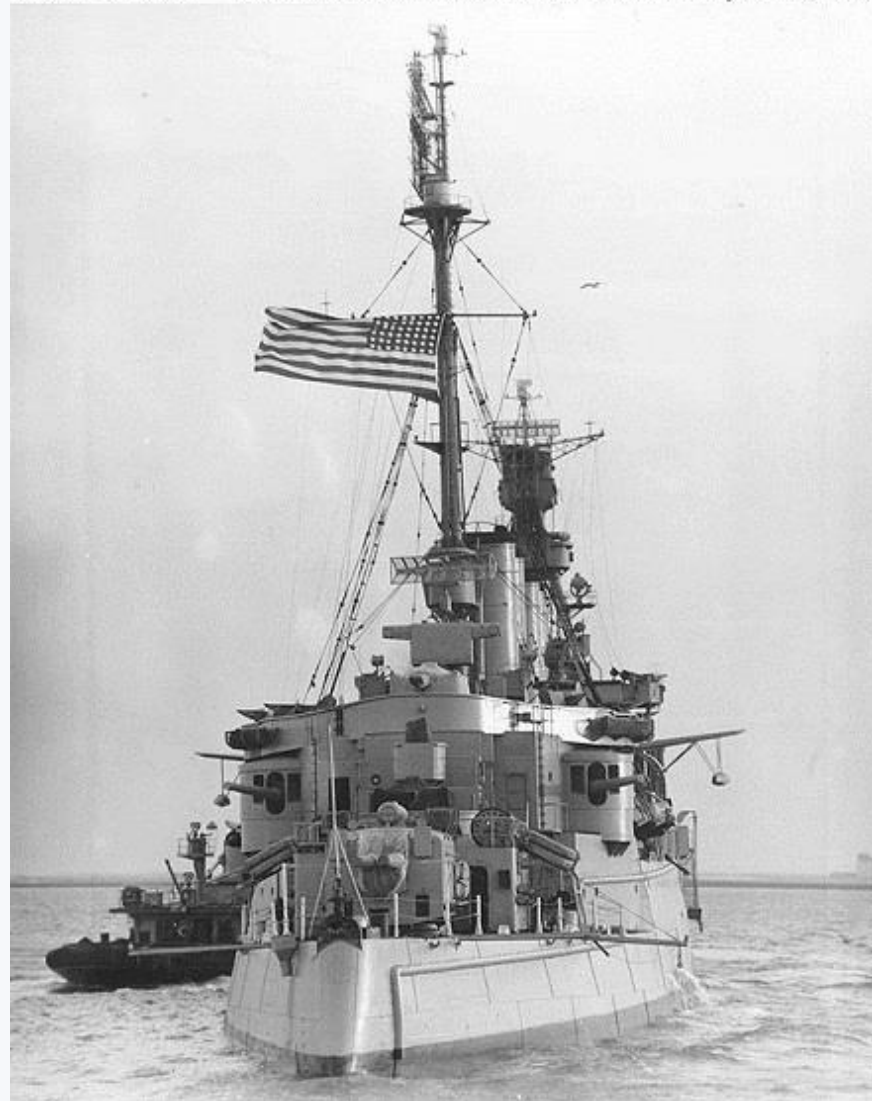
No. 4. Largely the recollection of crewman Lieutenant Jack C. Wright:

“With the Italian armistice on 3 September 1943, the Allies agreed that certain ships of the Regia Maria would be allocated among themselves. The ships deeded to the Soviets could not be transferred immediately, thus the British and Americans agreed to loan them comparable ships until the exchanges could be completed. The U.S. contribution was—as described by one Soviet naval captain—the “morally and physically obsolete” *Milwaukee*. The captain noted, however, that the cruiser was “in no way worse” than the Soviets’ own Black Sea Fleet cruiser *Krasnyi Krym*.

Fifty ships, including the *Milwaukee*, set out as Convoy JW 58 from Loch Ewe on 27 March, bound for Murmansk. For Wright, the voyage was brutal. In addition to fears of U-boats, the “cold was cruel.” To withstand the watch on the upper deck, “we came to the conclusion that the only possible way for us not to freeze . . . is to put on all the clothes . . . you can . . . pull your socks over your feet, wrap your feet [over] the socks with towels and only then shove them into the boots.”

At their arrival at Kola Inlet on 4 April, the Americans were surprised to see that virtually the entire crews of tugs and shoreside personnel were women. They surmised that all the men had been

Photo # NH 71458 USS Milwaukee returns to the U.S. after Soviet Navy service, 1949





drafted for combat. The *Milwaukee*'s hand-over presented some issues for the U.S. crew. Wright noted their first problem was distinguishing Soviet officers from sailors "since all Russians wore gold stripes."

The transition, however, was quick and orderly. Half the U.S. crew, 281 men and 19 officers, shipped out just two days later on Convoy RA 58 for the United Kingdom. Two days later, on the 8th, 249 officers and men of the Soviet Navy reported for duty on board the cruiser. On 18 April, the ship got underway for active instruction. All guns were test fired, with salvos from the 6-inch and 3-inch batteries aimed at surface targets; speed was built up to 31 knots; both planes—Vought OS2U-3 Kingfishers—were launched by catapult and recovered by sea sled; and one depth charge was dropped.

At 1104 on 20 April 1944, the *Milwaukee* was delivered to the Soviet government with Admiral Arseniy Golovko, commander of the Northern Fleet, accepting the ship. With the raising of the Soviet naval ensign, she received her Soviet name, *Murmansk*.

Soviet Captain Second Rank S. Titushkin noted that the transfers of the *Milwaukee* and the old British battleship Royal Sovereign were "more political than military in nature, since our fleet could not yet fully use such large combat units." Over her nearly five years as part of the Northern Fleet, the former U.S. cruiser spent most of her time "on a barrel" (i.e., moored) at Vayenga, making only rare and brief for-

ays at sea for training.

By the summer of 1944, the Soviet crew had become comfortable with their new cruiser and began to conduct joint operations with other ships of the fleet. On 4 July, the *Murmansk* led a detachment of destroyers—the *Gremyashchy*, *Gromky*, *Grozny*, and *Razumny*—from Kola Bay into the White Sea. There, they practiced gunnery using the cruiser's SG radar for fire-direction control. The *Murmansk* remained little used until 25 August, when a new squadron of the Northern Fleet was formed.

That autumn she took part in her only documented combat operation while in Soviet service. On 30 October, a group of 15 transports and 2 tankers left Molotovsk on the White Sea for *Murmansk* with the *Murmansk* in command of the escorts. This group joined an equal number of ships as Convoy RA 61, westward bound for Great Britain on 2 November. The cruiser remained in Kola Bay.

On 3–5 July 1945, a squadron consisting of the battleship *Arkhangelsk* (Great Britain's Royal Sovereign), the *Murmansk*, and six destroyers sailed from Vayenga on the Barents Sea to Kuisky on the White Sea. During the voyage the squadron exercised its defensive capabilities. That November, the *Murmansk* entered the Rostov Shipyard for repairs. After their completion, the cruiser became more active in training exercises, but those had ended by August 1947. With the transfer of the war-reparation Italian cruiser *Emanuele Filiberto Duca d'Aosta*—renamed the *Kerch*—the *Murmansk* was officially withdrawn from Soviet service on 16 March 1949 and returned to the U.S. Navy.

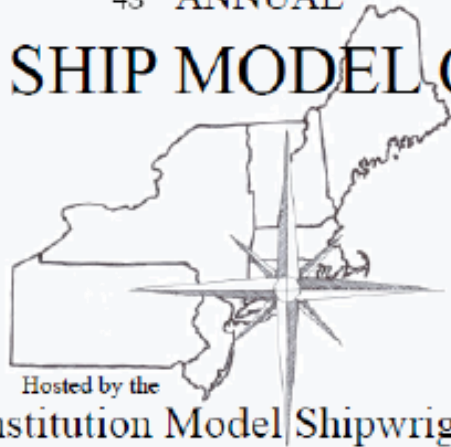
The *Milwaukee* was the last of her class in existence; her nine sisters had been broken up immediately after the war. As the second built, she was the longest-lived of all the *Omahas*. She was sold for scrap on 10 December and broken up in Wilmington, Delaware.

Wright had one lasting memory of his ship. During the transfer, he recalled, "I saw an unusual sight. A group of sailors carrying 20-gallon cans came towards me, in what, as I already knew, Russian 'fiery water'—vodka—is contained. Not just bottles of a liter-and-a-half volume, which we have already learned to sneak aboard, but huge quantities of vodka."

Spasibo, I spokoynoy nochi.—Ed.

43<sup>RD</sup> ANNUAL

# NORTHEAST SHIP MODEL CONFERENCE



Hosted by the  
USS Constitution Model Shipwright Guild

**Saturday, April 25, 2026 - 9:00 AM to 3:00 PM**  
**Port 'n' Starboard Ocean Front Banquet Center**  
**Ocean Beach Park, New London, Connecticut**

- Up to 100 detailed models on display from award winning craftsmen and artists
- The opportunity to display & enter your own model(s) in competition judged by fellow conference attendees
- Vendors offering maritime modeling books, kits tools & supplies
- Demonstrations of modeling techniques & procedures.
- Continental breakfast & buffet lunch
- Renew old friendships and make new ones

Conference attendees who wish to display models must pre-register. We need to know how many models will be exhibited and their display area requirements in order to allocate enough space when setting up the room.

## Conference Registration Fees (All fees are per person)

\$55.00 If received by March 10  
 \$60.00 If received by April 15  
 \$65.00 After April 16 or at the door

## Registration Options

Follow the link below to the Northeast Ship Model Conference page of the Guild's website. Registration may be done online or by mail.

[www.uscmsg.org/nsmc](http://www.uscmsg.org/nsmc)

## A message from your Taco Stand



### Safety First!!

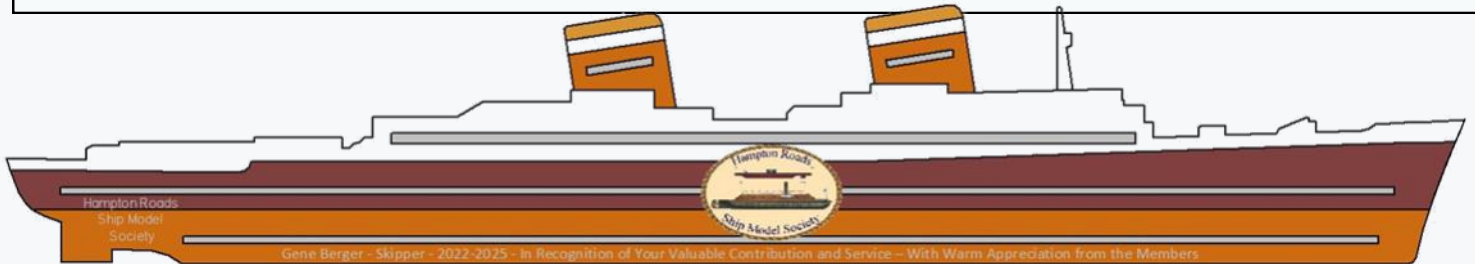
Last Monday (3/2) the Museum's safety officer gave Kevin and me, and the Docents who were there, a brief that covered fire safety (specifically our evacuation plan) and related safety topics. It's important to remember that we are volunteers and not direct employees so our involvement in real emergencies are really limited to calling security, Beth Heaton, or any direct and report a situation and follow their instruction.

Some background: Several months ago I was there when tests were run on the fire alarm system, We were told in advance that these were tests and to ignore them. But, about two weeks later, the fire alarm went off without notice. Since there was no announcement made over the intercom, I headed to the nearest exit only to be confronted by these questions: Where do we go and assemble, and who do we report to?

Monday's brief answered that—we are to head to the nearest exit and assemble at either "B" or "D" on the map above. We are the red "X" and our preferred spot is "D, since it is closest to the back door"—Ed.

**The Skipper's "Thing"**—signifying a job well done. Background: It is tradition for the First Mate to come up with a suitable parting gift for the outgoing Skipper. The easy part is providing something. The hard part is providing something that is suitable and personal. It needs to have that meaning (if you know what I mean.)

Our outgoing First Mate has knocked it out of the park with this gift. It was presented, very informally to Gene at the ODO show. It was placed on his model base, and he was allowed to find it at his leisure. The look on his face when he found it and understood it's significance was priceless. But he quickly got into character when he asked, "Who did it?"—Ed.



Who Did it?





# Caelan's Corner

In late February, I had glued together the deckhouse and day cabin for the PT boat. I then plan to glue them together to the deck, where I can start the engine hatch and gun tubs. I had begun working on another model of the U.S.S. Monitor for the Battle of Hampton Roads commemoration day at the Mariners Museum. Gene helped me build the freeboard, lower hull, and the turret. Right now my next plan is to apply a wood sealer and paint the hull after sanding. Thank you to Gene for making this possible.—Caelan

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 IDEAL FOR SHOW!

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## 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 .....



Today, March 14, just happens to be Pi day. But on the 17th, next Tuesday, it will be Saint Patrick's Day. So for this month's libations, we have a nice selection of Irish stews to go along with our traditional Irish meal.

I recommend for your Pre Dinner Cocktail, (PDC), a nice helping of Bushmills over ice. It's very smooth and will help in setting the stage for what will surely follow.

With dinner I suggest a nice Irish red ale to compliment your traditional meal of corned beef and cabbage. It's fielders choice.

For our younger members there is always the choice of your favorite cola or a nice sweet tea.



# Mess Call



This is a traditional St. Patty's Day meal, according to the Internet. While not a traditional dish from Ireland, it is considered an Irish-American dish.

## ST. PATTY'S DAY CORNED BEEF

### INGREDIENTS

- 2  $\frac{1}{4}$  - 3lbs corned beef briskets, drained, rinsed, and trimmed
- water
- 4 bay leaves
- 2(12 ounce) bottles red Irish ale (such as Killian's or Smithwick's)

- 1 dash crushed red pepper flakes
- 3 cinnamon sticks
- 12 peppercorns
- 3 garlic cloves, peeled
- 3 cloves
- 1 large red onion, cut into large chunks (or other onion)
- 4 -6 carrots, peeled and cut into large chunks
- 4 -6 medium red potatoes, quartered

### DRY RUB

- $\frac{1}{2}$  cup brown sugar
- $\frac{1}{2}$  teaspoon ground cloves
- $\frac{1}{2}$  teaspoon ground ginger
- $\frac{1}{2}$  teaspoon mustard powder
- $\frac{1}{4}$  teaspoon celery salt.



## DIRECTIONS

1. BE SURE TO DISCARD ANY BRINING LIQUID THAT COMES WITH THE MEAT - INCLUDING THE SPICE PACKET!
2. Trim all visible fat from the meat- this may take some time (I use kitchen shears to ease this process).
3. Place meat in a large Dutch oven and cover with water.
4. Add ale, bay leaves, cinnamon stick, cloves, a light shake of crushed red pepper flakes, peppercorns, garlic, and the onion chunks to the pot.
5. Bring to a boil, then lower heat just a bit and boil very gently, with lid ajar, for 4-5 hours or until meat is so tender that it breaks apart when you pull at it with a fork.
6. Keep checking the pot from time to time to prevent boilovers- you will need to keep lowering the heat throughout the cooking process as the liquid reduces, especially in the first hour (It should still be hot enough to still gently boil, but not spilling over the sides of the pot).
7. Meat should be very, very fork tender when ready for the next cooking stage and will have shrunk considerably from its original size.
8. In the last half hour or so of cooking time, boil the carrots and potatoes in a separate pot of water to cover and cook until fork tender; Drain vegetables and set in a small bowl.
9. Remove meat and onion pieces from boiling liquid (discard that liquid) and set into a large roasting pan (I usually pour the liquid through a strainer to catch the onion pieces).
10. Surround meat with boiled carrots, potatoes, and onion pieces.
11. Combine dry rub ingredients in a small bowl and rub all over the meat surface and sprinkle any remaining rub over the vegetables.
12. If needed, make up extra dry rub to coat the vegetables (we often do this).
13. Bake, uncovered, in a preheated 325°F oven for about 20 minutes until the top of the meat begins to look shiny.
14. Remove from oven and wait about 10 minutes before slicing into thin slices along the grain of the meat.
15. Note: The meat will take on a very bright red hue when sliced- this is perfectly normal and is a result of both the brining nature of corned beef and the red ale enhances this color.
16. I often make an extra pan of vegetables sprinkled with a full batch of dry rub and include not only carrots and potatoes, but parsnips as well (treat parsnips the same as you would a carrot.) I have successfully half-doubled this recipe when only larger corned beef cuts were available- larger cuts will take longer to boil but the roughly the same time to bake because the baking stage is merely to cook the dry rub into a glaze.
17. PLEASE NOTE: If you substitute regular brown ale, then you will not get the same result in both color and flavor (You may substitute another Irish ale or even an Irish lager if you must, but we really prefer the red ale).



After that good meal and those drinks, you need a good desert.

How about a nice and easy to make **Shamrock Pie**.

### Ingredients

- □ 1 Ready Made Graham Cracker Pie Crust
- □ 1 Instant Vanilla Pudding Mix, 3.4 oz
- □ 1-1/2 cup Milk
- □ 8 oz Frozen Topping, thawed
- □ 1 tsp Mint Extract
- □ 6 drops Green Food Coloring

### Instructions

In a large bowl, combine pudding mix and milk.

Whisk until dissolved and starting to set.

Add mint extract and whisk until blended.

Add whipped topping and food coloring.

Fold in to incorporate.

If color is too light add one additional

drop at a time.

Spread mixture into pie shell and refrigerate at least two hours.

Garnish as desired.



# Post it to the (Bulkhead)

**In with the new...out with the old**



After six long years in outfitting, The aircraft carrier John F. Kennedy was finally spotted underway on her first sea trial.

Meanwhile, U.S.S. Nimitz was captured departing the Puget Sound Naval Shipyard for the final time. She will soon arrive at NOB to begin deactivation



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

# The Deckplate

## JANUARY 2026

10 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: Ron Lewis—Earth will not see such ships again

## FEBRUARY 2026

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

## MARCH 2026

14 HRSMS Monthly Meeting: Mariners' Museum  
14  $\pi$  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:

## JULY 2026

11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## AUGUST 2026

8 HRSMS Monthly meeting:  
6-9 IPMS-USA National Convention  
Hampton Roads Convention Center, Hampton  
28 National Bow Tie Day  
Presentation:

## SEPTEMBER 2026

12 HRSMS Monthly Meeting: Picnic Newport News City  
Park  
19 Talk like a Pirate Day  
Presentation: **Picnic At Newport News City  
Park....Shelter**

## OCTOBER 2026

10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## NOVEMBER 2026

14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## DECEMBER 2026

12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:



## WATCH, QUARTER, AND STATION BILL



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Bob Moritz  
Tim Wood

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Presentation Coordinator: Kevin Ritton  
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