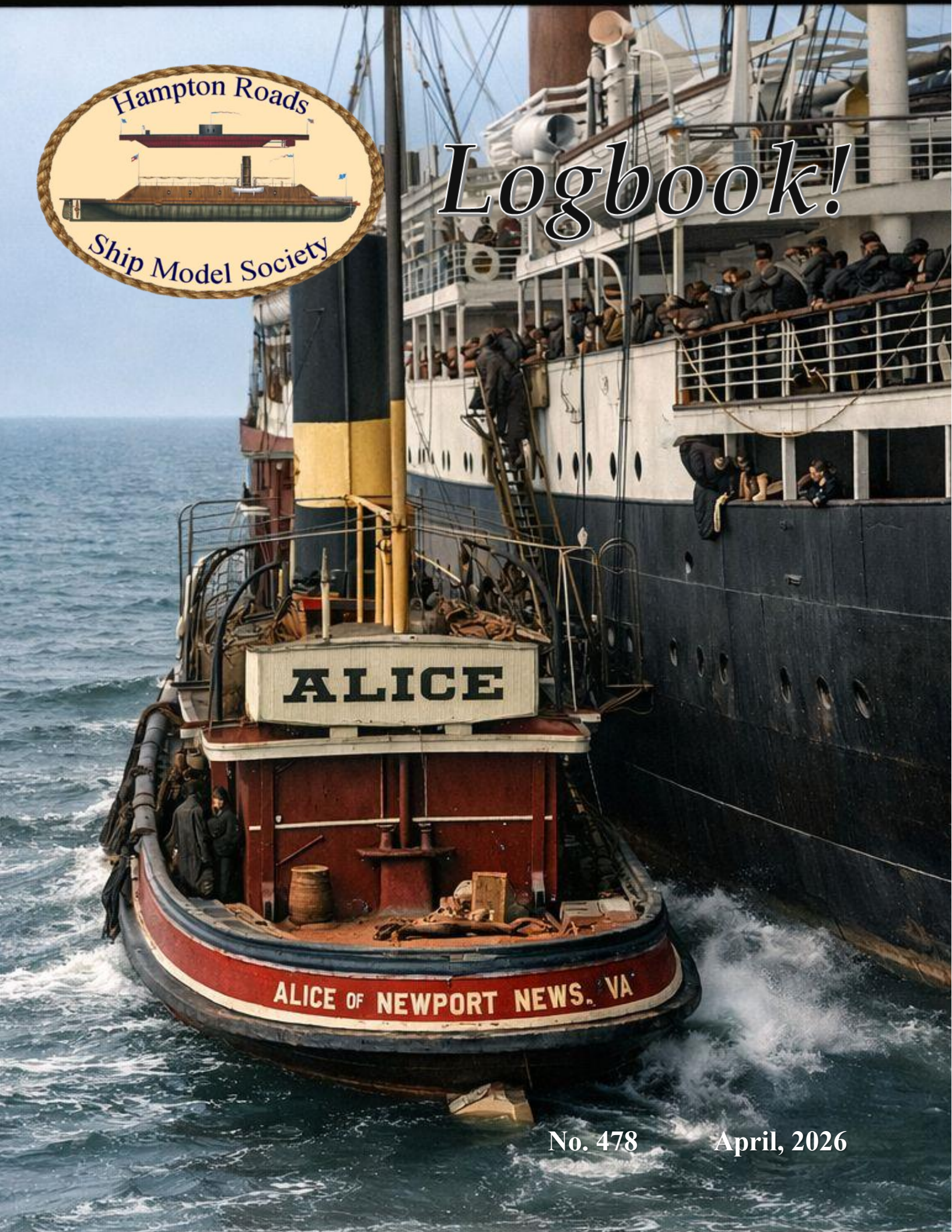




Logbook!



Hampton Roads Ship Model Society

No. 478

WWW.HRSMS.ORG

April 2026

View From The Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

April 11, 2026



Captain's Log 4.11.26

I really like and look forward to our meetings even though they involve a 75-minute drive each way. I have also really come to appreciate the official and unofficial things the club does outside of our regular meeting schedule. I was thinking about this a lot when I was sitting with other club members at our club table at the Old Dominion Open in February. As a club we also had an official presence at IPMS nationals in Hampton last summer and an unofficial trip to Cabin Fever, a model engineering show in Lebanon, PA in January. Several club members are going to the Joint Clubs annual meeting in New London CT later this month. I won't be able to attend, but am hoping to go next year.

I've found these activities really add to my experience as a modeler. Each brings opportunities to show what we do as model ship builders, to see techniques from other related hobbies that we can apply, and to see new tools and kits (which usually means buy new tools and kits). The Old Dominion Open (ODO), which we attended in February, is a particularly easy opportunity. For at least the last 10 years, the club has been invited to have a table where we display our work and get the opportunity to talk with other modelers. Until this year, the DC club had an adjacent table and we were able to connect with other ship modelers.

ODO is the International Plastic Model Society (IPMS) regional show and has tons of tool and kit vendors and usually over a thousand incredible quality

mostly plastic models on display in competition. For club members who have not attended before, particularly those of you who build plastic, there is a ton to see and learn. I will admit that I build plastic planes on the side and since my going part time at work have joined the Richmond IPMS chapter. This is the club that sponsors ODO. I've been enjoying the meetings and have learned a few things that have helped my skills. The models on display are incredible: cars with mirror finishes, armor with incredible weathering, dioramas, and even a full size 3-d printed Tyrannosaurus Rex skull.

There are wooden ship and scratchbuilt categories in the contest. The wooden ship category has traditionally been dominated by HRSMS members and this year was no exception, with Craig Moore's beautifully kit-bashed Willie Bennet deservedly taking top honors. Gene Berger branched out and entered his Zircon in the scratchbuilt category and also placed first. In the past, our models were considered for best maritime and best of show, and were frequent awardees. The show organizers have chosen to focus on their primary mission of plastic scale models and now only include plastic models for consideration for these awards.

This decision to me really reflects in a good way how different what we do is from plastic kit building. I say this without in any way taking away from the amazing work done by the plastic modelers (and as one myself – I entered 3 of my plane models). Both hobbies start at the same place – trying to do the best workmanship

Letters to the Editor



Editor's note: Did you happen to see the hands on last month's Logbook cover? It was mentioned in the cover explanation. Well someone did. Read on...

From: **Charles Landrum**
To: **Editor**

At first glance the change of command pic looks more like the kindly doctor escorting "Commodore Dewey" to a padded room, having coaxed him to finally relinquish command. "Yes Commodore, we will fire when ready"...which we did.

Well rendered!

Charles

Glad you caught that...—Ed.

I suppose we have to blame AI for the gaff. You see AI is a learning routine and apparently it hasn't mastered the handshake....yet. What was probably intended as a handshake representing the peaceful transfer of power, looks all the world like a kindly doctor leading a tired, feeble old Captain away from the helm, and back before the mast, before he causes (some, more, any?) damage to the vessel and crew. The eagle eye of Charles Landrum spotted this. He, being a Navy man, perhaps is recalling an incident from his own time in service.

From: **Charles Landrum**
To: **Editor**

[A century-old ship faces an uncertain future](#)

The former retiring and the other taking her place in the World Ocean School.

Charles

Excellent video of a schooner doing worthwhile things. What better way to develop hands-on skill and teamwork.—Ed.

From: **Charles Landrum**
To: **Editor**

[BTS \(방탄소년단\) 'SWIM' Official MV](#)

For the next Log. Here is a blend of nautical and popular music for fans of schooners. BTS is the most popular Korean Pop (K-Pop) group and has been for several years. The last group that I know of that filmed a music video on a sailboat was Duran Duran for the song "Rio"

Charles

Don't let the foreign language characters fool you, it's an interesting video. Charles says K-Pop, I say techno, but what's the difference. It has an interesting beat to it. Not my style, but you could dance to it. And let's not forget the Madonna video "Like a Virgin."—Ed.



April Cover:

It was in all the papers when the lease ran out! The image, initially found at the Hampton History Museum Facebook (FB) page, was colorized by Tommy Stickle using chatgpt and re-posted on the Hampton Roads & Chesapeake Bay Ship Watchers FB page. The March, 1915 image reportedly shows the C&O tug Alice with this caption: "Prinz Eitel Friedrich anchored off Newport News in March 1915, Library of Congress." which would lead you to believe that the vessel with Alice is the Prinz Eitel Friedrich, but don't be April fooled. See page 10. —Ed.

The Jape



Scuttlebutt



Nautical slang for April

“**Buttload**—often used colloquially to mean “a large amount,” actually has roots in old English wine measurement systems.

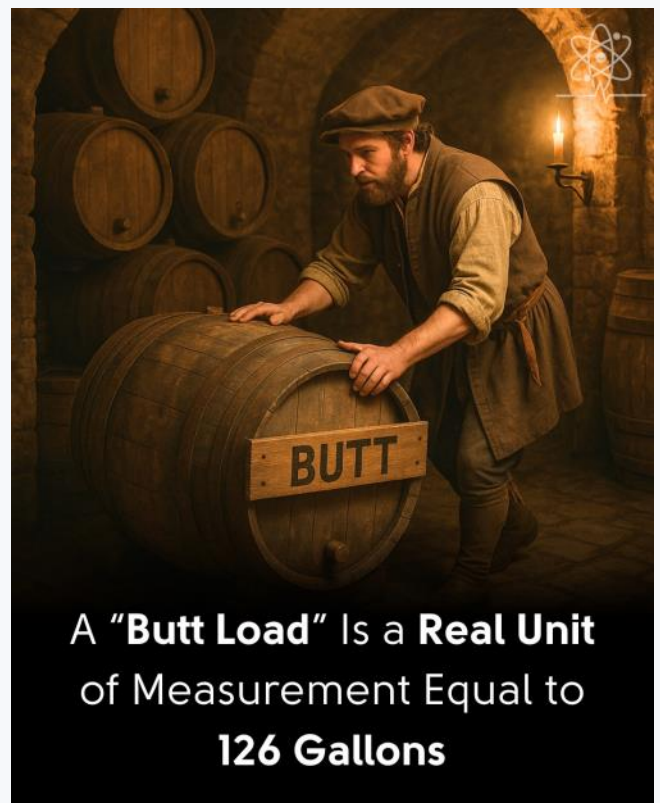
A “butt” was a real unit used to measure large quantities of liquid, especially wine or ale, during medieval times and into the early modern era.

One butt equals two hogsheads, and each hogshead typically holds 63 gallons (in the imperial system), making a butt exactly 126 gallons.

This unit was most commonly used in England and parts of Europe, especially in reference to shipping and storing wine, beer, and other liquids in wooden casks or barrels.

These massive barrels were known as butts (yes, that’s the actual term), and they often appeared in old taverns and ships’ cargo.

Today, the term survives mostly as slang or humor — “a buttload of something” — but it does in fact originate from a formal measurement that once held legal and commercial significance.”—Ed.



A “**Butt Load**” Is a **Real Unit**
of Measurement Equal to
126 Gallons

Minutes



The plaque was presented surreptitiously at the O.D.O during the show. Thank you.

Greg continued to discuss minor changes and updates the website making it easier to find and post photos of members' models.

Meeting Minutes, 3-14-26



With legs crossed, arms folded and leaning back in his chair like it was his favorite lazy boy, Captain Dave a.k.a. El Chelmo conducted his inaugural session as Skipper of HRSMS with aplomb. Any anxieties about expectations rapidly dissipated as

the confident hand of experience conducted the club from its mooring.

At the appointed hour, Dave brought the vociferous mob to order and thus started his tenure. A call for guests to identify themselves yielded one soul brave enough to admit to being in our presence. A friend of Don's, Stan Stocker, boldly stated his intention to stay the course with now two meetings under his fearless belt.

The recent election results were acknowledged by Dave with thanks and humility that permeates his demeanor. The changes to the helm were Dave Chelmo as Skipper, Kevin Ritton as First Mate, and Gene Berger serving as the clerk. Praise was lavished upon Greg, who created and maintained what is probably the premier website of any model club on the planet. A brief discussion was held about our recent participation at the annual Old Dominion Open with accolades for the winners of prizes in various categories at the annual event. Dave, Craig and Gene took home trophies for their models.



With his usual degree of detail and craftsmanship, Greg showed a plaque and challenge coin holder which he crafted in honor of the Gene's tenure as skipper for the past several years.



Ryland was up next to speaking of our financial stability, dues owed, and the need for updating officers to access our bank account for contingencies.

As is the prerogative of all administrations, fine tuning the flow of the meeting's agenda to reflect more the interests of the membership Dave moved the presentation feature forward of the show and tell. Business remains first. He promises brief...



As acting presentation coordinator. Kevin called for monthly presentations to be relayed to him. He'll organize and ensure we have interesting and learned productions to educate and amuse the masses. With this, the business was completed, and as promised, the feature presentation queued up after a brief break.

Following the Presentation and Show and Tell, A new open discussion Q&A feature was inaugurated for discussion of any subject. AI was the question de jour. The pros and cons, value or detriment. It's in the eye of the beholder. It's a deep rabbit hole...go ask Alice.

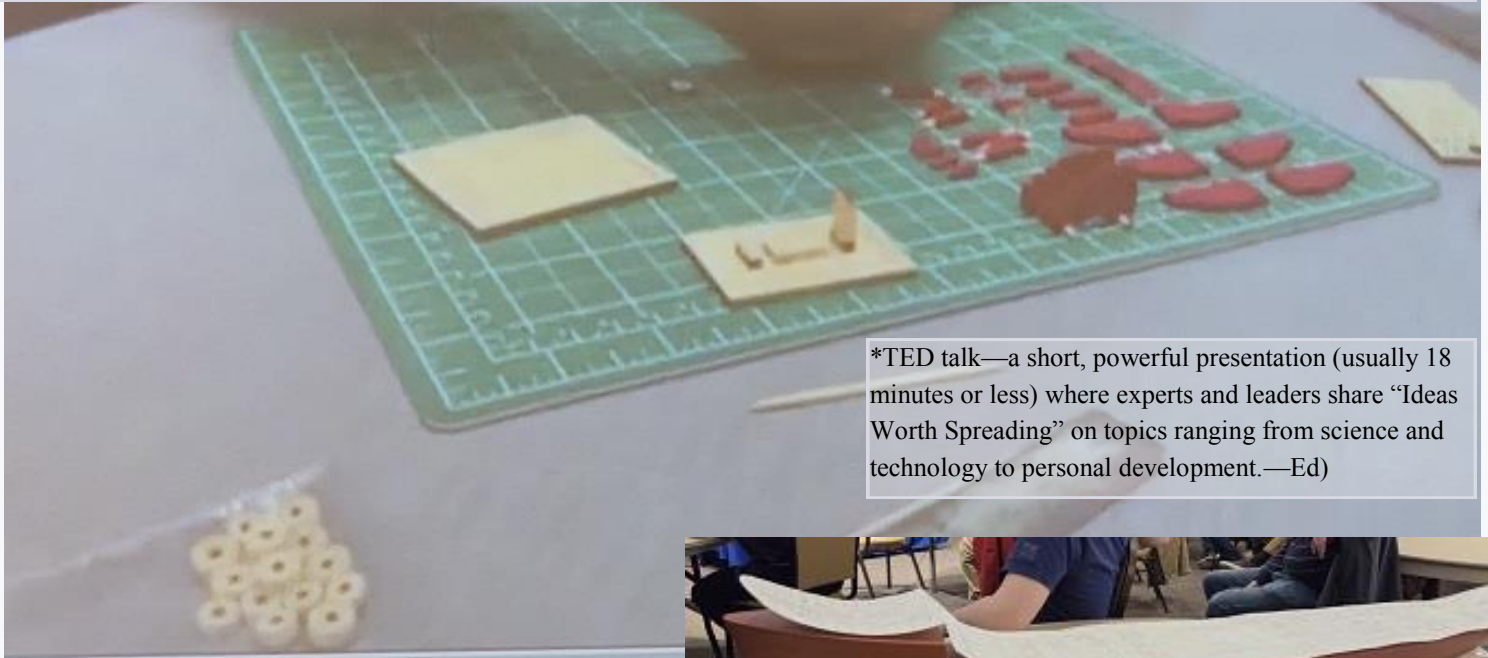


US Navy LSB

Presentation

Chuck Passaro gave a well-orchestrated audio-visual TED* talk on constructing carriage cannons. “Building a Cannon Carriage” was interesting with details and suggestions for removing laser char, paint-

ing, and making the task easier using templates and assembly line techniques. When faced with a 76-gun vessel, that could make a difference. (He worked the demo using his 3D printed cannon and Laser cut gun carriage, available from Syren Ship Model Company. —Ed)



*TED talk—a short, powerful presentation (usually 18 minutes or less) where experts and leaders share “Ideas Worth Spreading” on topics ranging from science and technology to personal development.—Ed)

Show and tell was next up on the block and went to the members online. Tom Ruggiero shared in some detail an account of AI’s use in research for ship’s colors, paints and features. A cautionary tale of querying methods to yield verifiable results was discussed. AI can be just as easily a bag of worms.

Mike Pelland exhibited his USS Constitution cross section model illustrating multiple gun decks and bilge pumps. A project nearing completion. He inquired about suggestions on rigging of the guns and the making of miniature dowels using either wood or as suggested by Ryland, wire of appropriate diameter.

John Proudly showed the framing of his US Frigate Essex of 1799. Based on a Model Shipways kit, he hopes to start planking soon.

Moving in-house now...

As was my prerogative to go last, no one wanted to follow me...Dave, as was his choice determined I go first. So, I updated the progress made on my newest project, USS Reluctant. But first, I had to roast our youngest member, Caelan, with photos of him at the Q.D.O. surveying a model gifted to him by Bill Gass.



Like he needs another project. He spent a couple of days at the renowned Berger Boat Yard working on a USS Monitor boat leaving with spirit intact and most importantly all his fingers.



Caelan next showed his Monitor and PT boat day cabin and cockpit to us with his intention to finish them... eventually.

Taking a cue from my play book, Dave went last. His work on the whaleboat is first rate. With Swiss pear framing and meticulous workmanship this model promises to be amongst the finest built by our members. With that show and tell ended.—Ex SD

El Chelmow (cont.)

we can with meticulous assembly and finishes. We are set apart by some really key things that singly or all together make our model ships different from the best of the plastic builds.

Not being restricted to what is available as a kit.

Many of us scratch build, and once we decide all we need are plans, anything can be built.

Not being restricted to a single primary material.

With plastic, you can supplement with after-market resin and photoetch, but the core of the work is the injection molded or 3d printed plastic. The plastic modelers spend a lot of time making plastic look like wood and achieve some pretty spectacular results, but at the end of the day, why not just use wood when you want the part to look like wood?

Complexity. I think this is what really sets us apart. Many of our members build from kits.

When you put one of these models, fully planked, detailed, and rigged, next to even the

best of the cars, planes, and Gundams, it is really clear that we do something really different. We don't just assemble our parts, we make our parts. Our models typically take several years compared to the usual few months for a complicated plastic kit.

Because it takes so long for us to finish our models, there are typically far fewer entered in the wooden ship category than in the others. It is important that we continue to promote our club and hobby and keeping this category active is an important way to do this. I really encourage those of you who haven't participated in the past to consider entering your models or at least joining us next year and showing off your work at the club table.

I've spent most of the column talking about why ODO (and the other activities) are great for the hobby and our modeling skills, and need to conclude by pointing out that separate from these things, they are a great way to spend a day and a ton of fun.

Dave



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 opportunity 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.



These aren't your ordinary books...
 Books for the Ship Modeler
www.seawatchbooks.com

Mystery Photo Explained

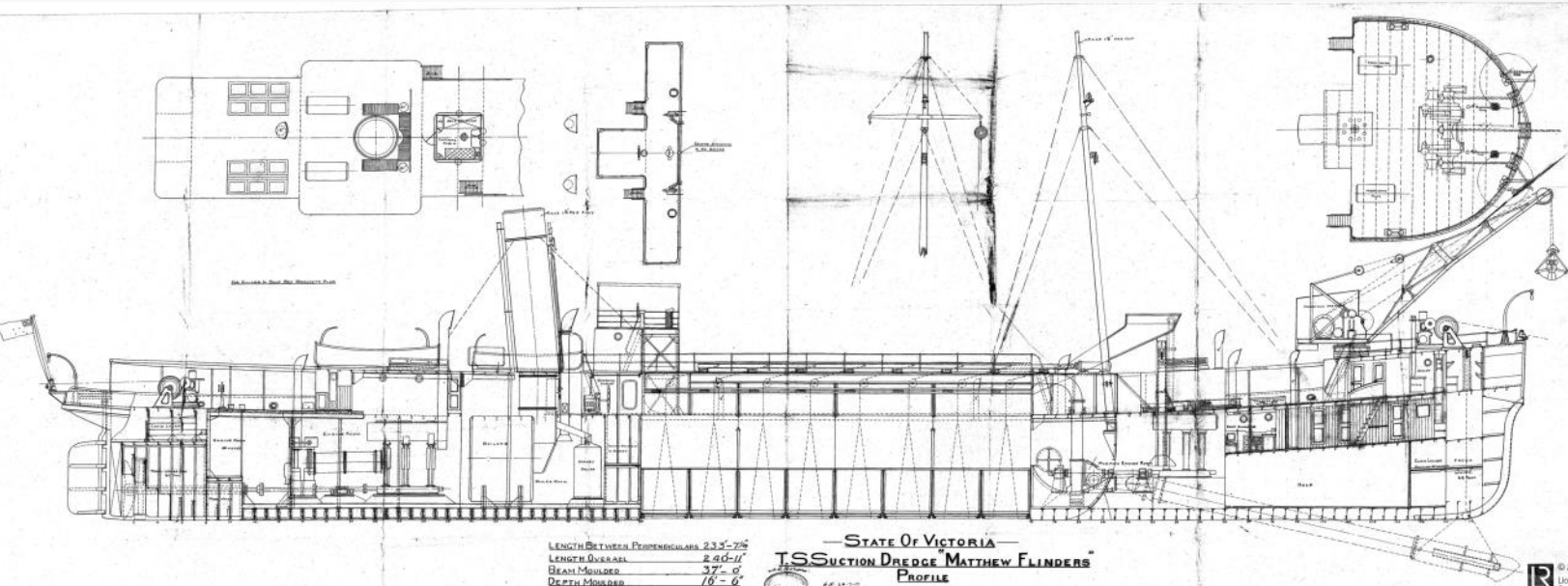
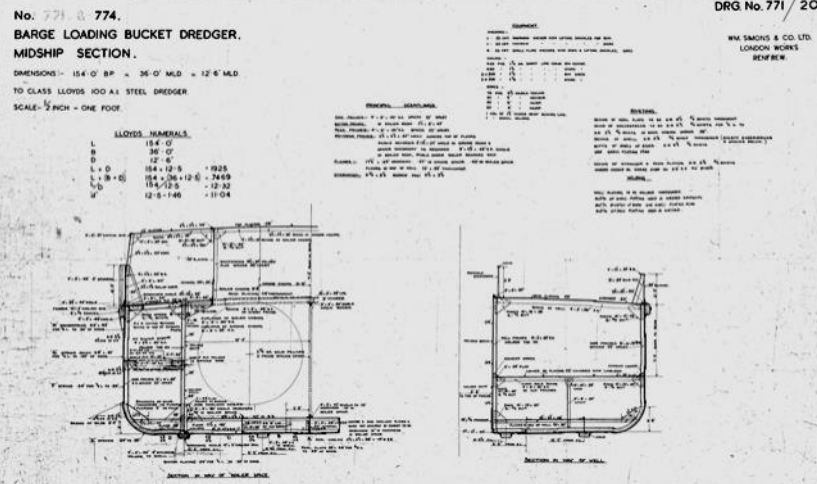
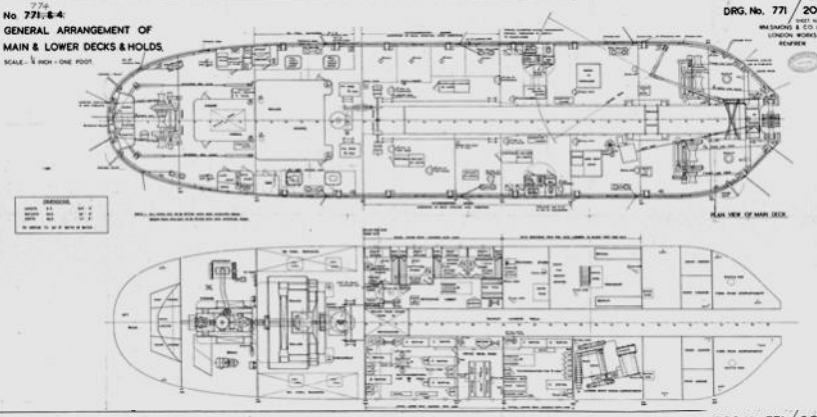
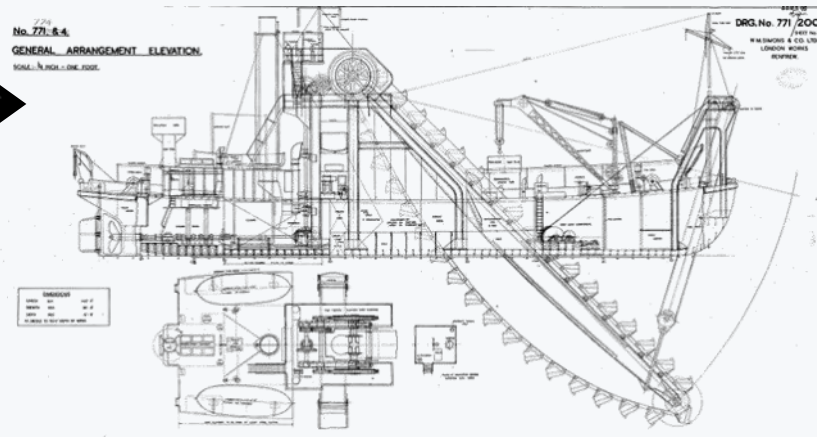


Time for something a little different, time for a plan. This month we're going to look at the U.S. Navy's newest design for a landing craft capable of beaching and un-beaching itself. Also since stealth cloaking is all the rage, the vessel is cleverly made to look like an innocuous working barge or, in this case, a bucket dredge. Image being able to sneak up to an enemy held beach while posing as a commercial dredge only to place men and material, like tanks, on shore. Sneaky, sneaky. Then when the vessel is empty the bucket boom is used to back the vessel off of the beach without anyone being the wiser.

This is April and since we are in funny times, this seems appropriate. In all seriousness though, a self propelled dredge would make for an excellent scratch builders challenge. These mechanical marvels were all the rage in the times before hydraulics replaced gears, and cables, and pulleys. It would be interesting technical build. If you watch the gold show on Discovery, you can see how prospector Tony Beets has resurrected and destroyed several of them, but you get to see how they operate.

Don't want to build the bucket ladder and buckets? Well then, you could always opt to build a hopper dredge complete with a screw auger and suction pipe, or what is sometimes called a cutterhead dredge.

Either way the challenge is there and it's real.—Ed.



April Cover (cont.)

The cover photograph is an enigma. The caption that accompanies the image at the Hampton History Museum reads as such: "On April 7, 1915 in Hampton History - The U.S. government's ultimatum expires for German raider Prinz Eitel Friedrich to leave American waters. The ship had entered Hampton Roads in March and was undergoing repair at Newport News."

Prinz Eitel Friedrich was built as an 8797 gross ton passenger liner in 1904. For her first ten years she operated on the Norddeutscher Lloyd line serving in the Far East. In 1914 The German Navy took possession and converted her into an auxiliary cruiser. Following her commissioning, she sailed with the German East Asia squadron under the command of Admiral Graf Von Spee.

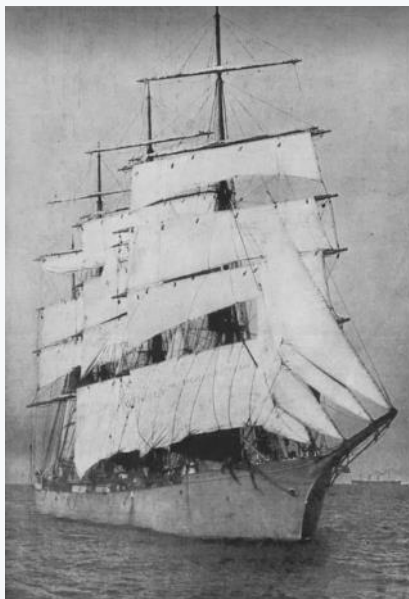
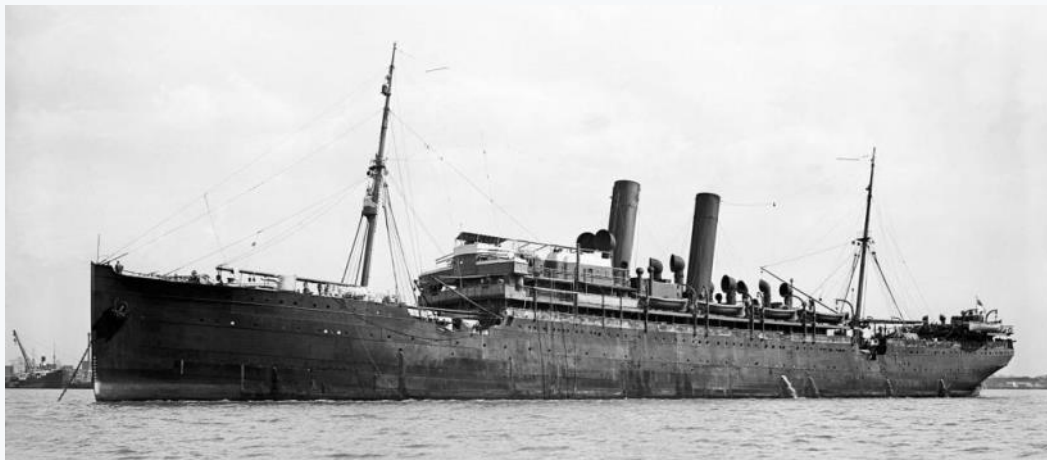
After being detached from the squadron, she operated independently in the Pacific and South Atlantic Oceans.

One of her captures and sinking's was the American sail/cargo ship William P. Frye (a former Mystery Photo). "In March 1915, with her bunkers nearly empty and her engines worn out, [carrying 350 "guests"], Prinz Eitel Friedrich headed for the neutral United States, and on 11 March, 1915 sailed in Newport News harbour."

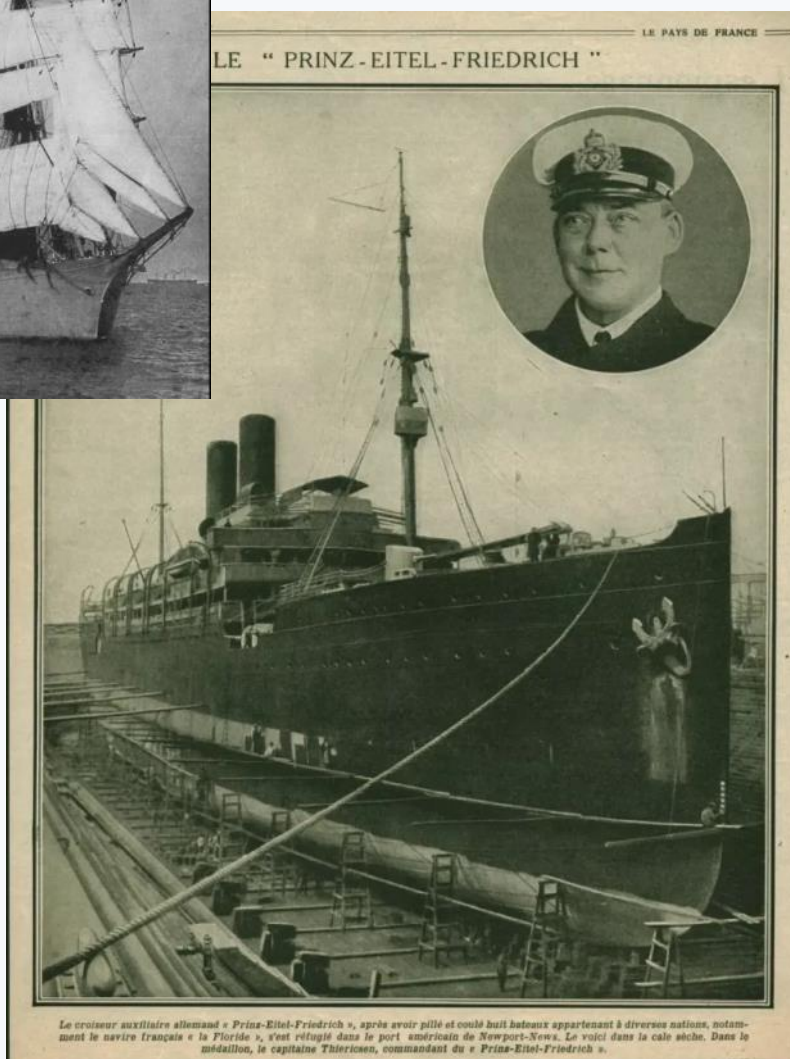
At that time the United States was a neutral non-participant in the Great European War that had Germany and her Allies pitted against Great Britain and her allies. The neutrality rule held that a belligerent vessel could enter a neutral port for limited fueling and supplying once every three months, but their stay was restricted to 24- hours.

However, she failed to leave on time and by law she was interned on 9 April, 1915. At that time the ship, still under German flag, was moved to the Philadelphia Navy Yard. And as a side note, upon the United States declaration of war with Germany in 1917, the ship was seized and taken into Naval service as the USS DeKalb (AD-3010.)

But that's not Prinz Eitel Friedrich tied up with the C&O tug Alice of Newport News. A search of the tug reveals a different ship but a similar scenario. It



seems that many German ships were interned in Hampton Roads and the Chesapeake area before the official US involvement in the Great War. So



what is the ship in the image and how do we know that it's different? A comparison of the aft bulwark openings shows the difference. The opening on Prinz does not have vertical supports and a deck edge coaming over it. The ship aside Alice does. And the radii in the fashion plates differ. That's enough visual



Prinz Eitel Friedrich



SS Appam



proof for me.

So I made an image search of our photo using Google and the results reveal a photograph with this caption: "S.S. Appam. The Appam entered Hampton Roads, Virginia, February 1, 1916 with German prize crew of 22 under Lieutenant Hans Bengé, 429 members of crew and passengers ca. 1916." The slightly smaller British ship, at 7781 tons, was captured on 15 January, 1916 off the Canary Islands by the German cruiser SMS Mowe. A prize crew took the ship and crew from other captured ships to Hampton Roads. She arrived there on February 1. A legal standoff ensued that was settled by the Supreme Court of the United States in July of that year. Interesting case, look it up!. Wow!

Searching for images of Appam yielded the treasure trove of photos showing Alice rafted alongside helping to remove captured crew and passengers. The legal case found in favor of the British resulting in a

decision that a belligerent nation cannot bring war prizes into a neutral port. The ship was returned to them, and was renamed SS Mandingo for the rest of the war . She didn't revert to her original name until 1919.

This is why we solve the mysteries. Now who wants to let the Hampton Museum know?—Ed.

43RD 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)

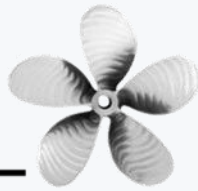
\$55.00 If received by March 10
\$60.00 If received by April 15
\$65.00 After April 16 or at the door

Registration Options

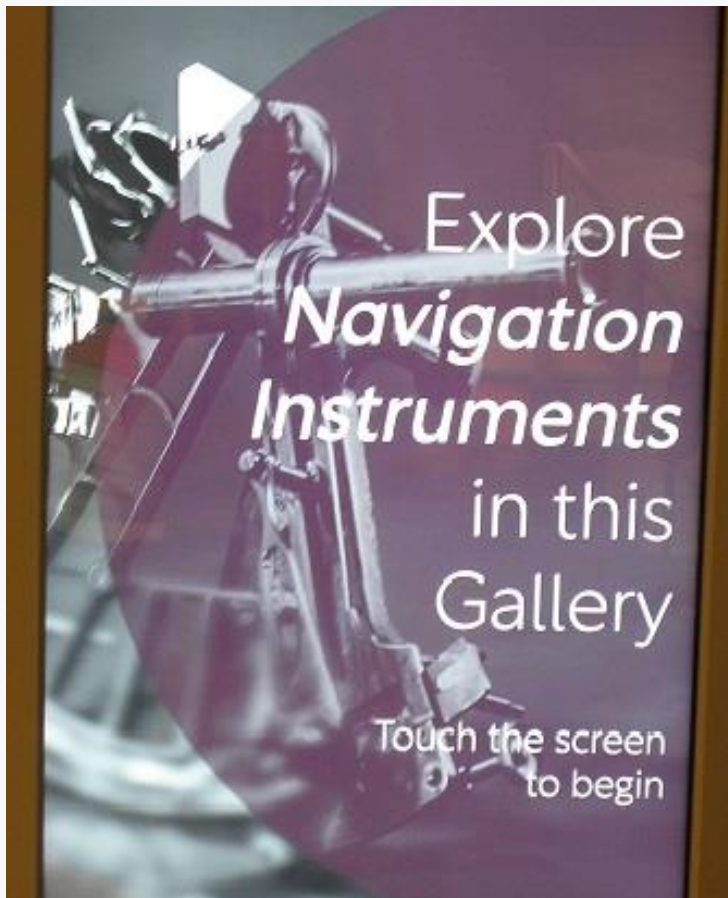
Follow the link below to the Northeast Ship Model Conference page of the Guild's website. Registration may be done online or by mail.

www.uscmsg.org/nsmc

What's Happening at The Museum



I'm sure most have noticed that the Age of Exploration gallery is open as the Explore gallery. Many of The Museum's vast collection of figureheads (and a billethead or two) have been moved into that gallery. We can now show our guests how the figureheads and name boards evolved and what purpose they serve. But my focus today is the gallery that follows the figureheads. It's a work in progress but it will



capture the attention of tons of school kids and those of us interested in the progress of navigation, way-finding, having the skills and equipment to go to a good place, back home, and go to the same place again! Early man (I mean early early) realized at some point that he was surrounded by water on which he couldn't walk, couldn't plant, couldn't even get out to where the best fish were. He was a prisoner of the land till he learned his body FLOATS!! Now we're getting somewhere! Step two: what else floats? Now we're in the log canoe era! Now came the desire to swim as far as he could though that wasn't very far! But wait ... Right! Logs, rafts, etc. all



float and can, to some extent, be persuaded to take a certain direction. Act three: going back to where you came from. In the collection of instruments, their use and some early facts and histories. there was often a matter of luck but getting back was often a matter of life and death! I'll leave you there and advise you to take some time visiting this, the newest gallery in The Museum and soak up some of the history of navigation. The hand-made instruments are works of art and their history and use is fascinating! By the way, it's Titanic month!—Ron



A message from your Taco Stand



Friday, Friday, Friday!!!

No, it's not announcing the Monster Jam or any other commercial ad, but it is a call to arms for one lucky ship modeler with time to spare. While Stewart continues to convalesce, his day at the Taco Stand is open for a model maker, or model makers for those not able to commit to a weekly schedule, who would like to volunteer at the Museum while building good ship...models. It is a great experience and lots of fun. You would be amazed at how much more you know about ship models and model making than you realize. Also, you will be amazed at how little is known about the craft and its history by museum guests. Winner, winner, Friday fish dinner!

As a secondary note, there was a fire drill (at least it was billed as such) on Tuesday, 17 March in which the two guys shown above tested out the proscribed evacuation plan. We gathered up the guests who we were talking with and proceeded to the spot marked "D" on the map. After twenty minutes in the sunshine and cold breeze we were given the "all clear." We passed...as we should have! —Ed.

PS—And the winner is: Kevin Ritton who is moving to Friday....so the base is covered.

It ain't Deft no more....

Trying to keep up with modeling products in this age of corporate mergers, environmental concerns, and just old age forgetfulness is the most daft thing in the world.

Two products that I think highly of have cleverly camouflaged themselves in hopes of never being bought again for model work.

1. Deft Clear Finish. It comes in gloss, semi-gloss, and satin, and is available in quart cans or the ever handy rattle can. I like it, been using it for years. My supply is nearly exhausted and I haven't sprayed it in about a year. Naturally, I would get more at the local ACE when I needed it again. Two weeks ago, Sean Maloon casually inquired about where did I get it. "Ace Hardware," I said. He said that he couldn't find it there...to which I grumbled something about his aging eyesight. Turns out he was right! An AI inquiry into "Deft" shows that during my "buying holiday" the company responsible for the product decided to re-brand it as ProLuxe.

2. I like to finish my models the way I was taught back in the dark ages of ship modeling. Tommy Tragle taught me his process. I use it, and if it ain't broke, why fix it. On a bare wood hull, I begin by applying 1 or 2 coats of lacquer based sanding sealer, sanding between coats. This is followed by the first coat of Rust-oleum filler and sandable primer. (I buy it at ACE and, yes, it is still available). Here is where it starts to go off the rails:

After the primer dries, I start to apply a Spot and Glaze that's compatible with my paints, to begin filling dents, dings, deep scratches, and sometimes larger divots. I have been using a product called DFL1, made by PPG for years, and it comes in gray. It ain't cheap, and the only place I could find it was at Hops Place on West Pembroke Avenue, Hampton.

Just this week, I was asked by a Museum guest what I used to fill dings and I casually told him about this product. My answer activated the announcer curse clause because when I started to use it on my current build last week, I noticed that somehow I had punctured the tin tube and the product was oozing out. Time for a new tube.

Don't know if it's still available or if its rebranded (EPA and all) but I can no longer find it on the Internet. A trip to Hops may provide the answer. In the meantime, there are many 1K glazes availa-

deft spray lacquer satin

Deft 12.25 Oz. Satin Clear Wood Finish Interior Spray Lacquer

Fine for use on rosewoods and other exotic hardwoods. Crystal clear. Dries to touch in 30 minutes. Nonyellowing. Alcohol, fruit juice, and water resistant.

People also ask

What is the new name for deft lacquer?

ProLuxe

New name (ProLuxe), same Deft lacquer.

<https://www.walmart.com>

Deft® Clear Wood Finish Brushing Lacquer, Semi-Gloss - Walmart.com

ble but they seem to come in red, white, and olive drab. You may find some in gray on Ebay but the gray color seems to be disappearing. The best substitute I see is one called USC32046 Pronto Kombi. So choose wisely for one compatible with your primer. Stay tuned.....—Ed.

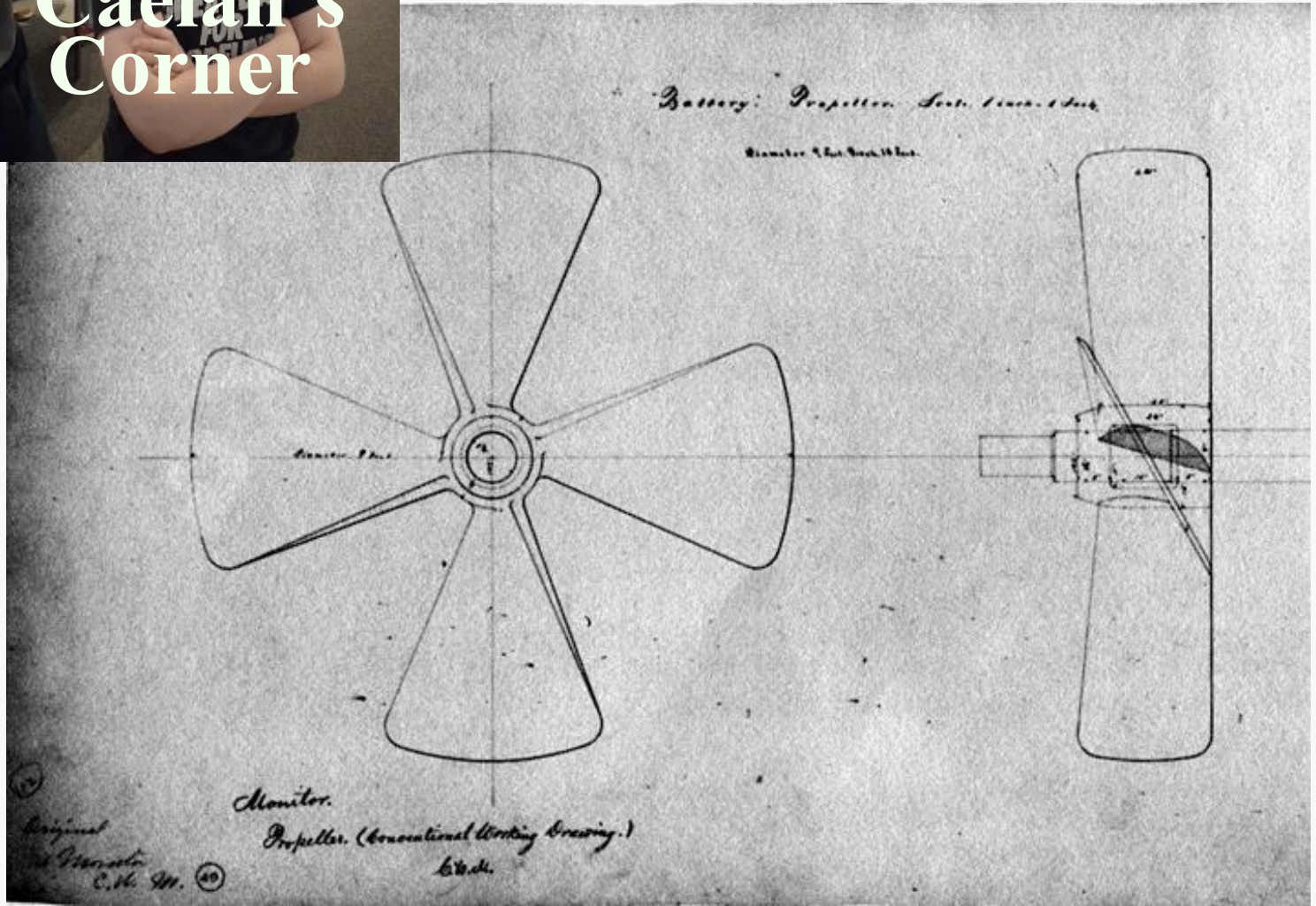




Caelan's Corner

Progress on the USS Monitor and the PT boat have been working side by side. The pilothouse and deck details have been added to the deck of the Monitor. My next task is to make the propeller and machinery at the stern of the ship. Deck hatches and vents have been added to the deck of the PT boat. Hopefully my next accomplishment is to glue the engine hatch and day cabin to the deck. With the goal to have the Monitor done later this month!

—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



April 13 is National Peach Cobbler Day. And to celebrate we present the Peach Cobbler Cocktail.

How to Make a Peach Cobbler Cocktail

Step One: Lay a fresh peach slice on one side of a rocks glass then pack the glass with ice.

Step Two: Pour all the liquid ingredients into a cocktail shaker with ice.

Step Three: Cover and shake the cocktail shaker until chilled to the touch then strain into glass.

Step Four: Garnish with fresh mint, if desired.

How to Serve

Serve this homemade libation cold over lots of ice--preferably crushed, cobbled, or pebble ice. Although peach cobbler is warm, this cocktail tastes best chilled. The peach and mint leaf garnishes give the aesthetic of a fresh peach picked from the tree.

Notes on page 19



Ingredients

- 1 slice of fresh peach optional garnish
- ice crushed and cubed
- 1 ounce bourbon whiskey
- 1 ounce peach syrup
- ½ ounce ginger liqueur
- ½ ounce lemon juice from about ½ a lemon
- fresh mint optional garnish



Mess Call



Never let it be said that those who eat after a meeting skip dessert...but some do. Those that don't often choose a tasty cobbler to round out their meal. Since this April meeting falls near National Peach Cobbler Day, that is what we present this month.

PEACH COBLER

INGREDIENTS

- Peaches
- 4 cups peach slices (can use fresh or frozen)
- ½ cup water (usually need 1 cup if using frozen peaches)
- ¼ cup brown sugar
- 1 ½ tsp cinnamon
- ½ tsp nutmeg
- 2 tsp vanilla
- Crust
 - 1 ½ sticks unsalted butter
 - 1 ½ cups self-rising flour*
 - 1 ½ cups granulated sugar
 - 1 ½ cups half-and-half or whole milk

Notes, next page...



Instructions

Preheat oven to 350. Place butter in 9 x 13-inch dish and melt in oven. Remove dish from oven when butter is melted.

Cook peach slices in water with brown sugar, cinnamon, nutmeg, and vanilla until boiling then turn down to a simmer and cook for about 5 minutes.

Stir together flour and sugar, then stir in half-and-half (or milk). Slowly pour the batter into the melted butter but do not stir.

Gently pour peaches and accumulated juice over the batter. No stirring! Bake at 350 for about an hour or until crust is golden brown.

NOTES (COBBLER)

Tips for making the best Southern peach cobbler:

Use good quality butter as it's the base of the crust.

If using all-purpose flour, add 1 1/2 tea-
spoons of baking powder and 1/4 tea-
spoon of salt per cup of flour.

Be careful not to over-bake the cobbler.

Serve warm or at room temperature.

Store the peach cobbler in the refrigera-
tor for up to 5 days.

How to freeze peach cobbler:

This peach cobbler should be baked before frozen.

To freeze, allow the cobbler to cool, and

then wrap the dish tightly in plastic wrap.

Cover the plastic wrap with aluminum foil and place in the freezer.

For best results, use within three months.

NOTES (COCKTAIL)

Making the Peach Syrup

1. Add two sliced peaches, 1 split vanilla bean, 1/2 inch of fresh ginger, one cinna-
mon stick, 1/4 teaspoon nutmeg, one cup
brown sugar, and one cup water to a
small saucepan over medium heat and stir
until sugar is dissolved.

2. Bring syrup to a boil then remove from
heat and mash and muddle the peaches to
express their juices.

Cool the syrup completely before using.

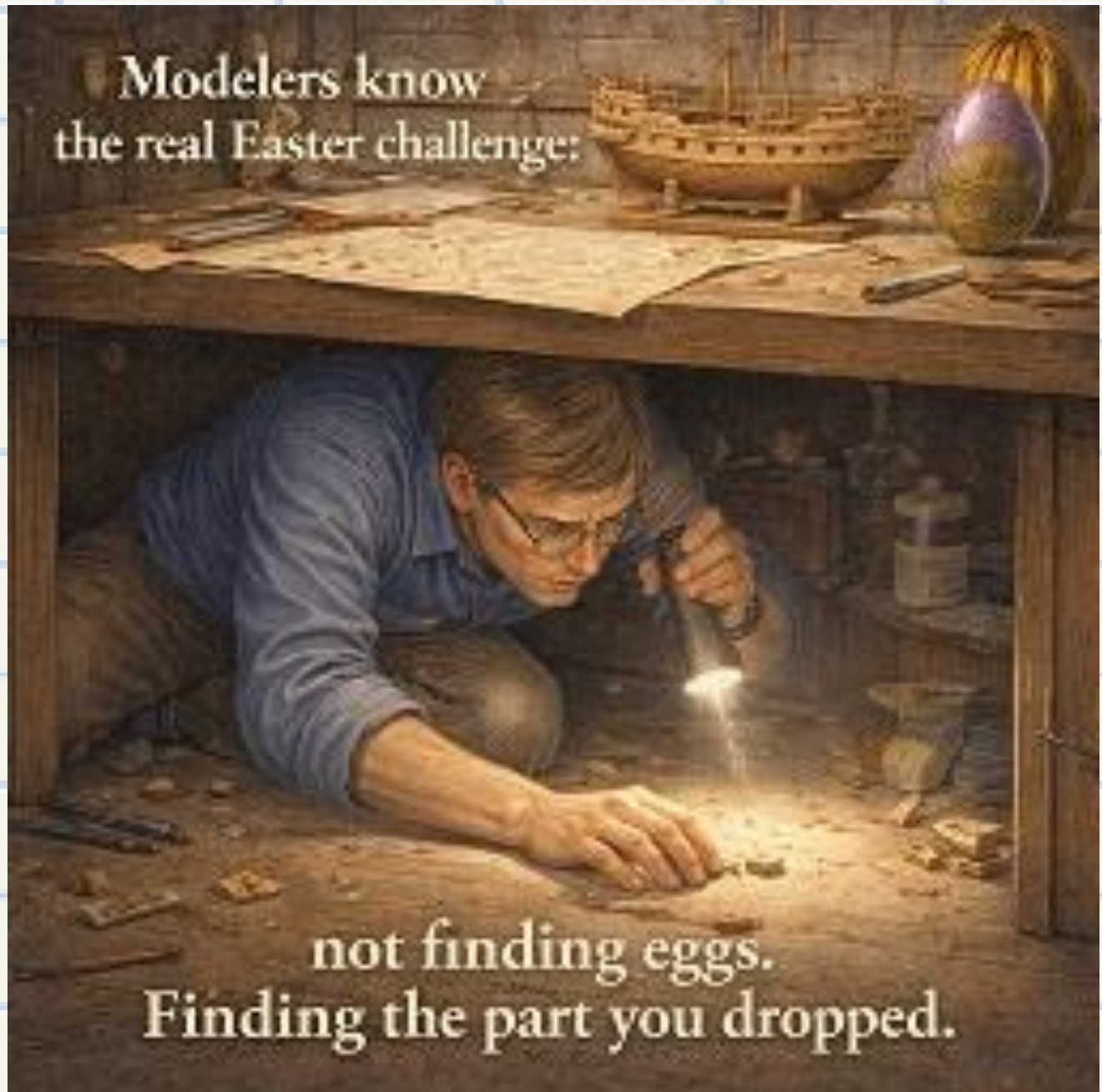
Makes about 14 servings.

Preparation

If you want to make this cocktail ahead of
time, shake up the liquid ingredients and
stash in the freezer until ready to drink.
Just be sure not to add any ice or gar-
nishes until you serve it.

To turn this recipe into peach cobbler
shots, just divide the liquid evenly between
two shot glasses. Each shot will have
about .75 ounce of liquor in it.

Post it to the (Bulkhead)



Modelers know
the real Easter challenge:

not finding eggs.
Finding the part you dropped.

**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 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:

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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