



Logbook!



No. 484

October, 2026

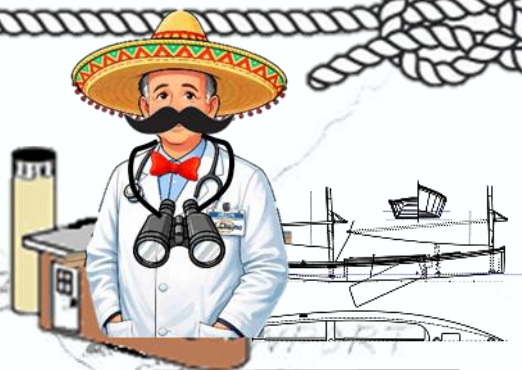
Hampton Roads Ship Model Society

No. 484

WWW.HRSMS.ORG

October 2026

View From The Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

October 10, 2026



Captain's Log

10.10.26

It was great seeing everyone at the cookout last month. I've been a member of the club for 15 years, but because of a recurring professional meeting conflict, this was my first time to attend. It was a great event. I'm particularly grateful to Kevin for all his hard work organizing the cookout. Ryland has organized it for many years, and guided him through it. As club officers, we're working hard to make sure we have more than one club member with the content knowledge to keep all of our activities going. Kevin did a ton of work shopping and organizing what people brought. His skills on the grill rival his skills on the ropewalk. Thanks to everyone who brought things. I really enjoyed some of the homemade salads and desserts. I also enjoyed seeing members that I hadn't seen in a long time.

I try not to get too serious in these columns, but it is hard not to with the passing of Dave Baker. I've been skipper for six months, and this is the third passing of a member during my watch. For a club of around 40 members, this is a lot. As with the recent passings of Tony Clayton and John Proudley, I read Dave's obituary (included in the September logbook) and was amazed by all Dave's accomplishments that I was not aware of including his 31 years of service with the Department of the Navy and his significant contributions to our hobby, especially compiling the US Naval Institute's book on Combat Fleets of the World for 25 years. Many newer club members did not get to know him as he covered the model shop at the museum dur-

ing meetings. His family suggested donations to the museum in his honor. The club made a donation in his name, as have a number of individual club members. All three members who passed recently were long term members who many of us knew well and were close to. We are all feeling the loss and I hope we can keep the members and their family members in our thoughts. One of the things that has balanced the loss for the club is the joining of three new members over the same time period. We welcome Dave Kern, Steve Milne, and Stan Stocker. Over the club's almost 60-year history we have been very fortunate to have a steady stream of new members bringing new skills, enthusiasm, and passion for ship modelling to continue to propel the club forward as older members pass.

It isn't only individuals that pass. Last week Sherline Products announced it will cease operations at the end of October. Sherline makes a bench top lathe and mill that are perfectly sized for making the parts we need for our ships. A number of us have these tools in our workshops. For others that want to use them, we have them in the model shop. On the heels of Jim Byrne's passing and the closure of Model Machines three years ago, the hobby has lost another of its key sources of high quality miniature tooling. Sherline was in business for 52 years so I'm not worried about getting parts and accessories – there will be tons on ebay. I'm still able to get parts and accessories for my unimat 3 lathe and that went out of production in 1990. I do worry about what this most recent closure means for the small companies that support our hobby. They seem to be steadily disappearing (in addition to Model

Captain's Log 10.10.26 (cont.)

Machines and Sherline, Hobby Mill and Thurston Saw Blades jump to mind).

October's Meeting will be the annual auction. Unlike in recent past years, we do not have a donation from an estate and are looking for donations from club members. Please bring your kits that you will never build and extra tools to the October meeting. If possible, please send John Cheevers pictures or a list in advance of the meeting. The auctions have always been great opportunities for club members to expand their workshop and get new projects at very reasonable costs, and

for the club to keep the treasury healthy while keeping membership costs low. We also deeply appreciate the museum's letting us use their facilities and use the auction to help raise money for an annual club contribution to the museum to show our gratitude. I'm also very grateful to Heinz Schiller, who made a generous donation to the club to allow us to continue our missions.

I'm looking forward to seeing everyone at the meeting.

Dave

Minutes



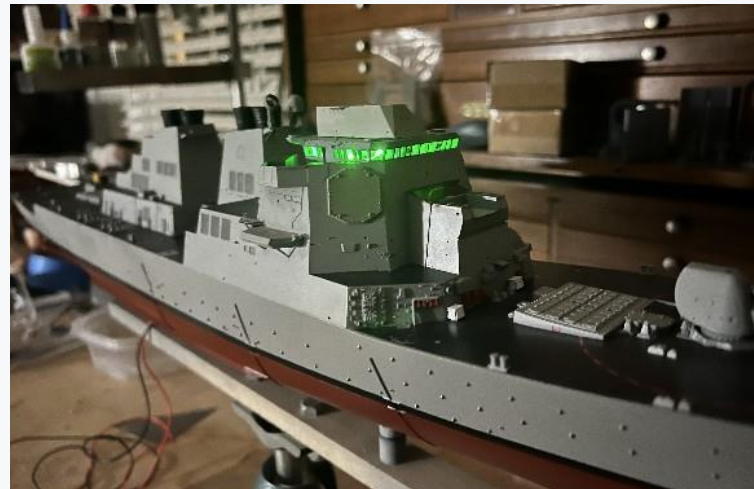
"Hail, hail, the gang's all here..." and so began this year's annual HRSMS picnic at Newport News Park. Even Dave, whom many of us assumed was still somewhere on his grand vacation, appeared as if he had been navigated by the smell of grilled hamburgers. The usual crew arrived bearing an impressive cargo of burgers, hot dogs, salads, desserts, and enough assorted treats to make any diet wave a little white flag. We were especially pleased that Ryland, still on the mend, was able to join us under the shelter.

Standing watch over the grill was First Mate Kevin, who turned out burgers and dogs with the efficiency of a seasoned galley chief. Thanks to his efforts, no one went home hungry, and several may have needed tugboat assistance leaving the picnic tables.

With no official meeting on the schedule, the Clerk's duties were uncomplicated. The minutes, such as they are, can be summarized in three topics: model building, ship modeling, and 3D modeling. There may have been a brief interruption to discuss eating, but only long enough to refill our plates before returning to the important matters at hand. The desserts received the same level of scrutiny as any contest model, and I'm pleased to report that my personal Best in Show ribbon goes to the cherry pie.



The weather gods, perhaps ship modelers themselves, graciously delayed the forecast downpour until our festivities had safely concluded. Once again, they allowed us to enjoy another memorable picnic filled with good food, good company, and enough modeling conversation to last until next year's gathering. I, for one, am already looking forward to it.



Letters to the Editor



The 3D conundrum continues:

From: Don Good
To: Editor
 Sep 2, 2026, 5:47 PM

To Editor

There is a great disturbance in the Force. At one time several months ago, I was disturbed by it. I felt the temptation from the disturbance and if I went to the dark side, it would be cheating. After spending an evening with an old fashioned ok it was two, but I came to the realization I too was cheating or was I. I had embraced the change a long time ago. It started when I used my first calculator to figure soil density at work it came home with me. Then it was Auto – Cad that made me angry because I had coworkers who could not put a straight line on a drawing. Digital cameras replaced Polaroid cameras in the field. Then it was Photo Shop and all of the other advances in technology and a lot more followed me home and into my life.

I have been building model boats for eight years I love the challenges and stimulation. I started with hand tools a 30-year-old Dremel tool and a contractor's table saw that I use to cut planks and other wood parts. I have never built a kit I scratch build from plans and pictures. I have up graded some of my tools. I buy

some premade wheels props and other small embellishments for my models was this cheating? I know a modeler that makes his own props lines and so many other parts. I have not learned some of those skills nor can I invest in the tooling required so I create as my hands and skill level allow and buy what I need to complete my models but sometimes, I am not totally complete my vision with commercial parts. If 3D printing completes my vision, I will now use it.

I have now reasoned that I have gone the dark side by default because I use purchased parts to complete my vision of what my model needs. As the creator of a model, I am still the creator and builder, and I visualize the way my models need to look for their purpose and function and to complete that vision. So will I use 3D printers as a tool just as I would use a cast metal part to complete my model.

So, is there a disturbance in the force or are we dealing with Skynet?

Don Good

From: Editor
To: Don Good
 Sep 3, 2026, 2:12 PM

Don,

Nice letter! Unfortunately, this month's Logbook is full so I will publish this in the October newsletter. Not to worry though, this debate will continue for a while.

Ed



October Cover:

Sunset on the Ohio. Nothing like a soothing ferry ride to calm the average beast. And there's nothing like capturing the vessel on it's last run of the day with a beautiful sunset beginning in the background. That's the Augusta ferry *Jenny Ann* coming to the Kentucky side to tie up. Augusta is about midway between the bridges of Cincinnati and Maysville, and is the only crossing available for that 66 odd miles of river, so she provides a vital service. A ferry has been in service there since 1798 according to their website. The photo was taken by my old friend from high school, Doug Studer. If you find yourself in that area, I urge you to visit Augusta. You might find some interesting history.—Ed.

The Jape



**ONE DAY I WILL START
BEHAVING MYSELF.**



MAYBE TOMORROW.



Mutants on the *Bounty*

Scuttlebutt



Nautical slang for October

“Cardinal Points ”

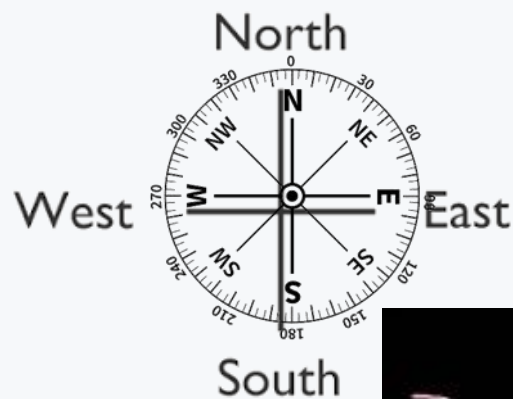
The four principal points of the compass. The term is difficult to trace but its use probably goes back to the XVI century, then relating to the four winds. Its current meaning is from the XVIII. The word comes from the Latin *cardinalis*, principal.

—Tin Wood.

The four winds: think of a quadrant. The four winds are north-east, north-west, south-east, and south-west. The Cardinal Points are the bounding edges of these quadrants: north, south, east, and west; or 0 degrees, 180 degrees, 90 degrees, and

270 degrees. Now with all this Cartesian information, you cannot get lost especially when a Cardinal points.—Ed.

Cardinal Points of the Compass



Abbreviations
N (North)
S (South)
E (East)
W (West)



Mystery Photo

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

If you know the answer to the Mystery Photo below, by all means send in a reply. All answers will be blended into the solution and be presented as a colorful essay.

Also, If you would like to submit a photograph that asks these questions: who, what, when, where, and why, send it on to the Logbook editor for consideration. If you do, 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.



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

Mystery Photo Explained

This month's Mystery Photo takes me back to my roots. To a time when I played along the banks of the Ohio River and spent some time on the Cincinnati (Queen City) public landing and the steamboat you see in the Mystery. So even though the scene is just a little before my time, there is a personal connection and a story or two worth telling. So buckle up buttercups, we're going around the world with this one.

The image captures a steamboat tied up to a wharf boat at a river town public landing. In the distance you can see the cobblestone landing partially being used to park cars for commuters who work in the city. At the water's edge you can see a hard topped cabin cruiser nudged bow in to the bank. Several runabouts are there as well. Further up the scene, you can see the Coney Island Wharf with more pleasure boats docked around. And then more of the same as you go more up river. Two bridges are in the distance, both recognizable if you are familiar with the location.



at the foot of the first bridge pier you see on land, putting nearly a third of the public landing permanently under water. The lower dam (Markland) was completed in 1963 while the up river dam (Meldahl) was completed in 1964. The cars in the image all seem to date from the late 1940s to the early 1950s. So that really narrows the time window.

The steamboat might be familiar to some of you. It had a long history of traveling up and down the river entertaining guests on tours of the Ohio and Mississippi Rivers. But before we get to all that, let's see if we have any replies.

We have one and he immediately zeros in on the location. Our old friend Rob Napier was intrigued by this photograph. He writes: "As I've said before, I love it when I know the Mystery Photo without having to look it up. This one is of the enormous sloping cobblestone public landing in Cincinnati, Ohio. As recognizable as the Bund in Shanghai." This remark caused me to look up the Bund in Shanghai.



The level of the river is lower than I remember so the photograph must date sometime before 1964 when the second of two dams that govern the water level was completed. The level of the river today is almost



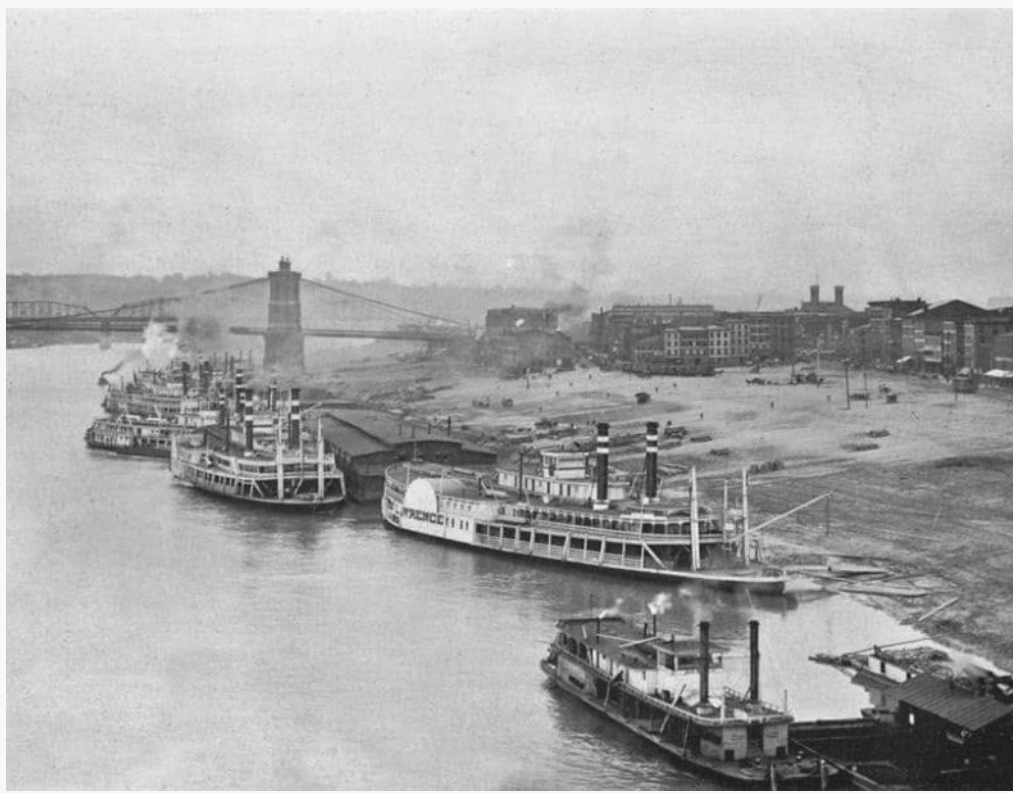
According to the dictionary, a bund, among other things, is a protective waterfront embankment or it could be referred to as a levee. The word used this way, describes a raised wall of earth or stone to hold water or prevent flooding. Levee, landing, bund....the words are often used interchangeably.

Rob continues his reply by stating that “The ship upon which the photographer stands is tied up at the landing, about abreast of the location, today, of The Great American Ball Park, home of the Reds.” And he is correct in his location and modern use of the space.

And he adds more background: “In 1965 or 1966 --- quite a while ago --- I sailed in this area on the Ohio River in an intercollegiate sailboat regatta. I was staying in Cincinnati at the home of one of my teammates. Our host took us on a great drive around the city. Part of fun was driving down and around this huge landing area. It looked to us a lot more like it does in the MP than it does today. That's because we were probably there only about 20-30 years after the MP, but that was 60 years ago, now. I see in Google Maps that the area is now all congested with stadiums and highways and parks and blah, blah, blah.”

And he goes on to name the bridges in the scene. “The near bridge in the MP is the famous Central Bridge, built in 1890. It was replaced in 1995 by the Taylor Southgate Bridge. The farther bridge in the MP is Newport and Cincinnati Bridge, built in 1872 and now called the Purple People Bridge.” Actually, the second bridge is the second bridge to rest on those piers. The original Newport and Cincinnati bridge was rebuilt into the configuration we see in the Mystery Photo in 1897, and in 1904 was renamed the L&N Bridge when that railroad bought it. It retained that title until decommissioning 2002 and being renamed and painted purple in 2003.

Nice job, Rob, you nailed everything but the big boat. Thank you!



Now, let's look at the Mystery photograph again and discuss other things that we mentioned earlier.

The picture at the bottom of this page shows the excursion steamer *Island Queen* loading passengers. These people are leaving the Coney Island Amusement park located upriver from the Queen City for the trip back to the public landing. The steamer operated from the wharf we see in the Mystery Photo. Daily, crowds would gather at the landing for the river ride to the park for a day of fun. The steamer ran from 1925 until being destroyed while under refurbishment in 1947. The wharf boat remained on the waterfront for several years after.

Just upriver from that we see a marina. The head boat reminds me of the showboat *Majestic*. That may be it in the photograph. Several workboats are seen up-



river from there, nestled between the bridges. A real sharp eye can pick out the three ice piers located just down river from the L&N Bridge pier. These aids to navigation conveniently have depth marks on them to help inspectors gauge the river depth and ice depth. Ice piers are intended to break up ice flows and prevent ice jams that damage riverboat hulls. You will notice that they are located just upriver from the public landing and wharf boats. A Google map search today will only show one in this position, but the Army Corp of Engineers say that none were removed.



The CITY OF LOUISVILLE sank in the ice at Cincinnati in 1918.

caught in the ice and reduced to rubble. Alongside her, the *City of Louisville* (1894 Howard Shipyard, 301 ft × 42.7 ft) also sank in the ice. Both were “brag boats” of the Louisville & Cincinnati Packet Line, serving the city’s main passenger route.” The term “brag boat” was used to describe a steam-powered riverboat built to show off speed and performance rather than just carry cargo or passengers efficiently.

That brings us to the principle part of the Mystery Photo, and it has to be a ship or a boat to satisfy this crowd. Rob never mentions anything about the big boat that occupies the lower half of the frame, but that was the vessel I was hoping for an identification.

In the middle left of the image you can just make out the corner of a wharf boat. I will tell you that it is for servicing the steamboats of the Greene Line. We’ve written

about it before when we explored the beached hull of the Chris Greene. When I first saw this image I thought, in my haste to solve the Mystery, that we had the bow of either the Chris Greene (withdrawn from service in 1951), or maybe the Gordon C. Greene (withdrawn from service when sold in 1950) tied up to this wharf boat at the Cincinnati Public Landing. And the ages of the cars supported this thinking

I was sure that the bell, deck railing, and mast were part of a Greene Line boat. But when I saw that Gordon’s gangway mast was an “A” frame and Chris’ mast,

Cincinnati’s 1918 ice disaster. From an article in *Waterway’s Journal* we learn that “In the winter of January 1918, Cincinnati experienced one of the most destructive ice events in Ohio River history, when a massive ice gorge sank the *City of Cincinnati* and many other steamboats

The Ohio River froze so severely that razor-sharp ice sheets sawed through wooden hulls at the waterline, then piled up on decks, either sinking vessels from the weight or crushing their superstructures. This “big ice” was the worst ice blockage ever recorded on the Ohio River, surpassing earlier disasters in the 1850s

At Cincinnati, the sidewheeler *City of Cincinnati* — an 1899 Howard Shipyard build, 300 ft long and 38 ft wide, powered by six boilers and recycled engines — was



while similar to our Mystery, was beefier and carried a searchlight, I knew it had to be another riverboat. Another difference that is important is the shape of the forward end of the Texas deck rail. It does not follow the rounded shape of the deck below, like on Gordon or Chris, instead there is a small corner radius and then it runs straight across the boat to the port side. And a searchlight is mounted there in the starboard corner.

The Greene Line acquired their last steamboat in 1947. She is the very familiar riverboat named Delta Queen. You can see from the pictures on this page that the vessel in our Mystery is the steamboat Delta Queen.

I had the good fortune when I was 15 to get a keel to truck tour of the boat while she was tied up to the wharf in Cincinnati. Dad was good friends



tured in Louisville, Kentucky for the City of St. Louis in 1883. When that steamboat burned in 1903, the bell was installed on the steamboat Queen City where it remained until 1940. Following service on two other packets, it was installed on the Delta Queen in 1948.

Times change, things disappear, and memory fades. Take advantage of the now to study what's around you, so you have great memories, and maybe a story or two to tell the next generation. And take pictures!

Til next time...Ed.



with her skipper, Ernest Wagner. He had the chief engineer escort me throughout the boat and let me go wherever I wanted to go. You don't get too many tours like that. But when you do, you make the most of it. There is more to the story of this tour, but that is for another time.

The bell, however, has its own story to tell. It was originally manufac-





Shop Talk

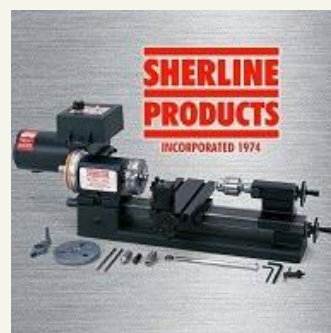
Some interesting items came across the editor's desk this month. And once again we see a shift in the hobby. But I've been around long enough to have seen this shift before.

The first item is something you may or may not know about, and that is a huge Model Expo sale—I hope you saw it and took advantage. Almost everything was on sale for 50 percent off: kits, tool, supplies, and stuff. But a lot of items are already sold out as of this writing. Along with this sale, all Proxxon tools are on sale through Model Expo. The Proxxon prices I see quoted are cheaper than what the guy in Hickory, North Carolina charges (And he had the best domestic prices, including shipping. Check him out before you buy Proxxon.)



The second item concerns Sherline Machine Tools, their management announced that they will close their doors on October 1st of this year. I don't have many details other than

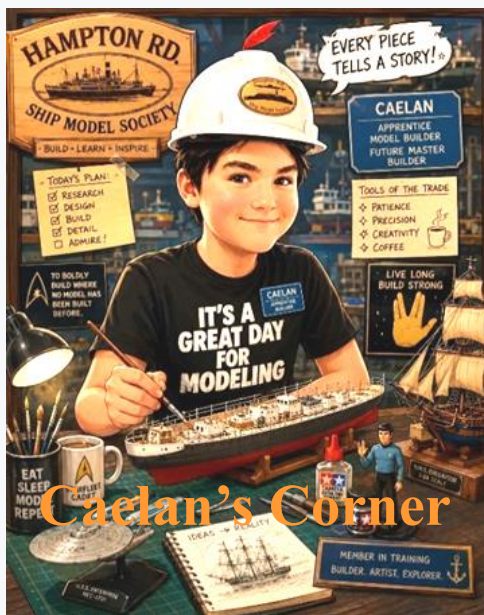
they find the business no longer sustainable. As more information is released, like the disposing of inventory I will try and get it to you. But for now, I hope you have the tooling and accessories you need to support your Sherline lathe and mill.



Lastly, this item does concern some tooling for your small lathe. Small lathes like Sherline, Taig, and Unimat are set up to use 1/4 tool bits. You can use smaller bits but they require shims to get the cutting edge to reach center. I recently needed a few bits and found an excellent source on line. It's Bill's Billiards (billsbilliards.com). His prices are good; his service is quick, and the tools come sharp and ready to cut. You can get individual bits, or a set of six. Check him out.

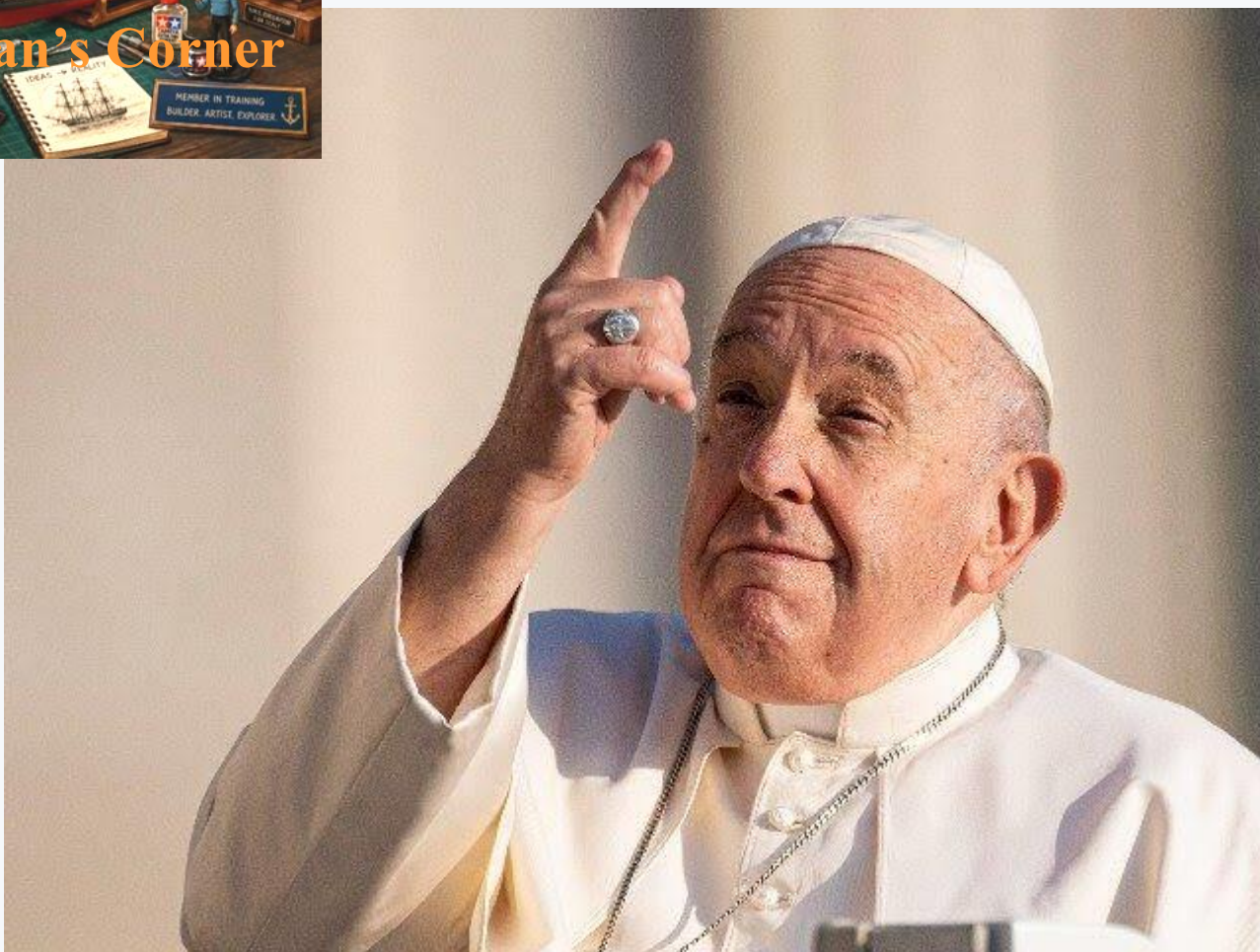


Stay modeling my friends...—Ed.



Last week, I officially joined IPMS (International Plastic Modelers Society)! Huge thanks to Charles for advice! In other news, I had bought epoxy so I could finally glue brass and metallic parts to my PT boat (mufflers, lights, etc.). I will mention earlier about a month ago, that the cradle holding the model was in disrepair. Even after applying crazy glue, and epoxy, it wouldn't stay together! John then came in with screws one time, and for once it finally held together. The men at IPMS would be stunned for a person like me building a 4 foot model of a PT boat.

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

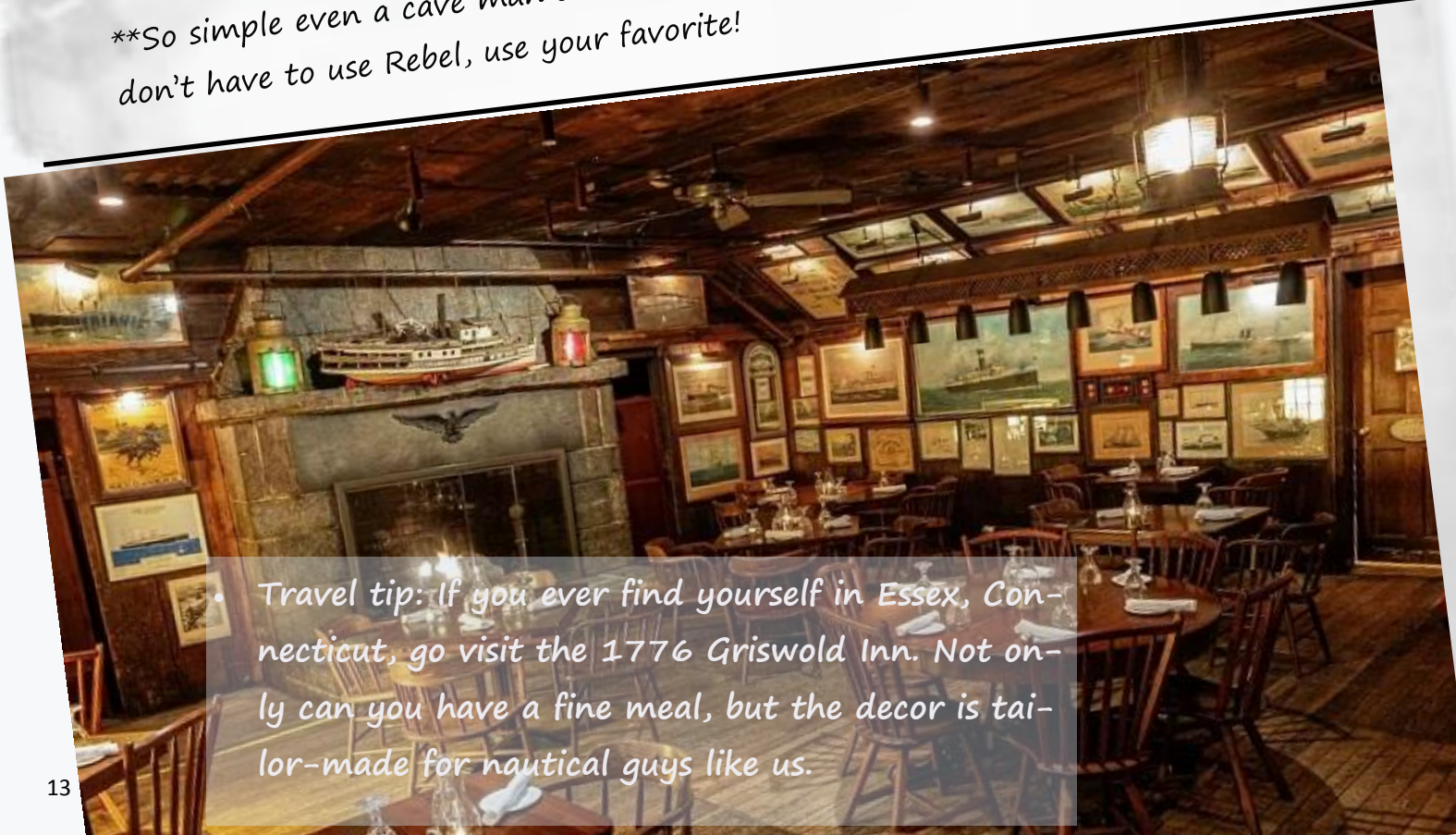


Kentucky takes a bad rap for a lot of things, but bourbon ain't one of them. Time was when you could not call your corn squeezins bourbon if it wasn't made in Kentucky. But that 's changing. So, with that thought in mind, it's time of the Bluegrass State to kick back and exert dominance. And what better way to kick back than with a Kentucky mule.

The Kentucky Mule

- - Add 2oz Rebel Bourbon 100**
- - Add 1/2 oz fresh squeezed lime juice
- - Add one can of Ginger beer
- - Add ice
- - Garnish with a lime

**So simple even a cave man can do it. You don't have to use Rebel, use your favorite!



- Travel tip: If you ever find yourself in Essex, Connecticut, go visit the 1776 Griswold Inn. Not only can you have a fine meal, but the decor is tailor-made for nautical guys like us.

Mess Call



For October its time to celebrate and try one of Ellen's favorite chowders—can you say chow-da? It'll warm you to your bones after an afternoon of raking leaves. It's also a quick and easy recipe.

Easy Corn Chowder with Bacon.



Ingredients

- ½ cup butter
- 1 yellow onion, diced
- 1 tablespoon garlic puree
- ½ cup flour
- 10.5 oz can condensed chicken broth
- 3 cups half and half
- 17.5 oz canned whole kernel corn, (2 x 8.75oz cans)
- 8.25 oz cream style corn
- 1 cup real bacon bits
- ½ teaspoon salt
- ½ teaspoon pepper
- 1 tablespoon dried chives

Instructions

1. Dump butter, diced onions and garlic puree into a large pot over medium-high heat.

2. Cook until onions are translucent.
3. Add the flour to the pot and stir well. Leave flour to cook for three minutes, stirring occasionally.
4. Add chicken broth to the pot and whisk well.
5. Add half and half and whisk again.
6. Bring the liquid to a boil.
7. Add the canned corn, cream style corn, bacon bits, salt, pepper and chives to the pot. Stir well.
8. Reduce heat to medium and leave soup to simmer for ten minutes, stirring occasionally.
9. Serve and enjoy!

At The Mariners' Museum

Keep the date of November 7 open, you'll want to attend this event. The museum itself will be closed that day, so no one has to man the Taco Stand.

The Mariners' Park Fall Festival



Presented by  TOWNE BANK

Saturday, November 7, 2026

Time: 1 – 5 PM

Lions Bridge • The Mariners' Museum and Park

Join us at The Mariners' Park Fall Festival for an action-packed day of fun and adventure!

Family-friendly activities

Teeny Tiny Farm

Live music

Beer & cider tastings (MUST be 21+ and show valid ID)

Food trucks

Entrance to the Festival is \$2 per person. Children 3 and under are free.

Festival Admission: can be purchased in advance or on the day of the festival. Music & children's activities are included with Festival admission.

Guests who purchase their Festival Admission in advance will receive a prize upon entry! (*While supplies last. Limit one prize per household.*)

A link for more info:

www.marinersmuseum.org

Advance Tasting Tickets:

\$45 per person (\$35 Museum Members*)

Beer & cider tastings include a souvenir tasting glass.

Purchase a tasting ticket in advance and receive FREE festival admission.

Make sure to bring a valid ID on the festival day!

**Member discount limited to 2 tickets*

Day of Alcohol Sales:

Tasting tickets and single pours can be purchased on the day of the festival at the beer tent. Contactless payment is preferred.

Must be 21 years of age or older and show a valid ID to purchase alcohol tickets.

Notice About Pets:

For the safety of guests and animals from Teeny Tiny Farm, please keep all pets at home.

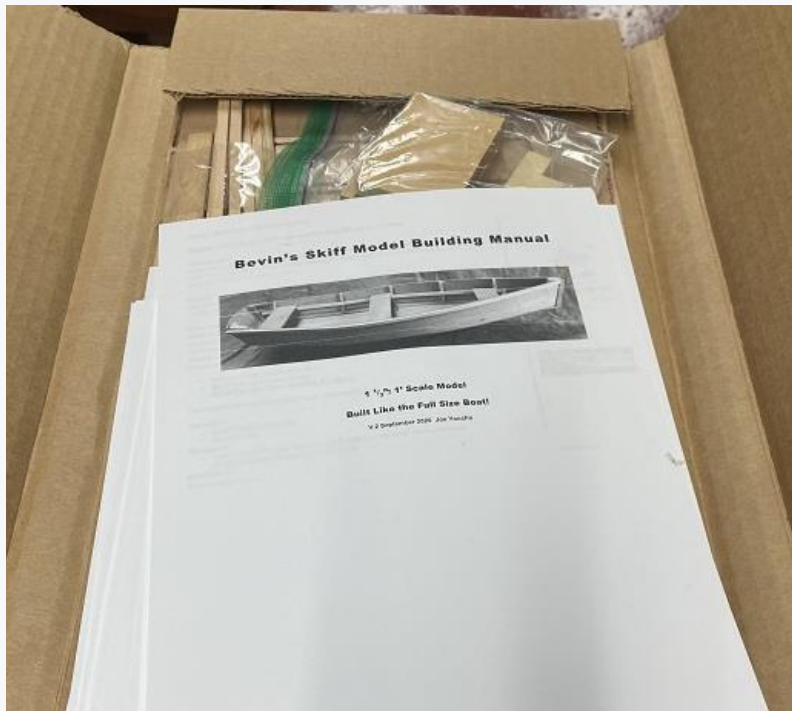
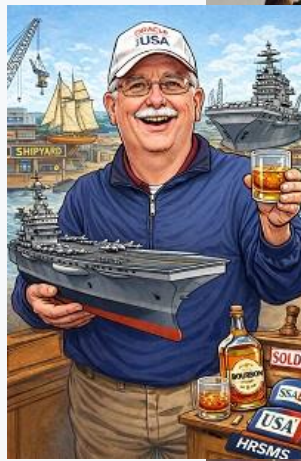
Ship models are where you find them?

How about at an

Auction?

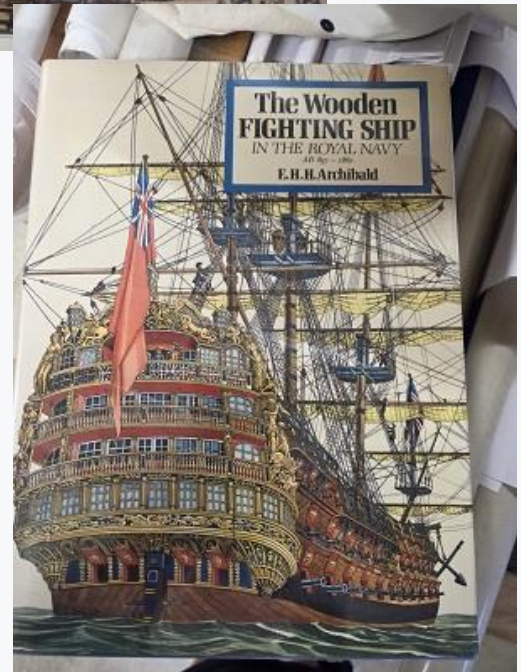
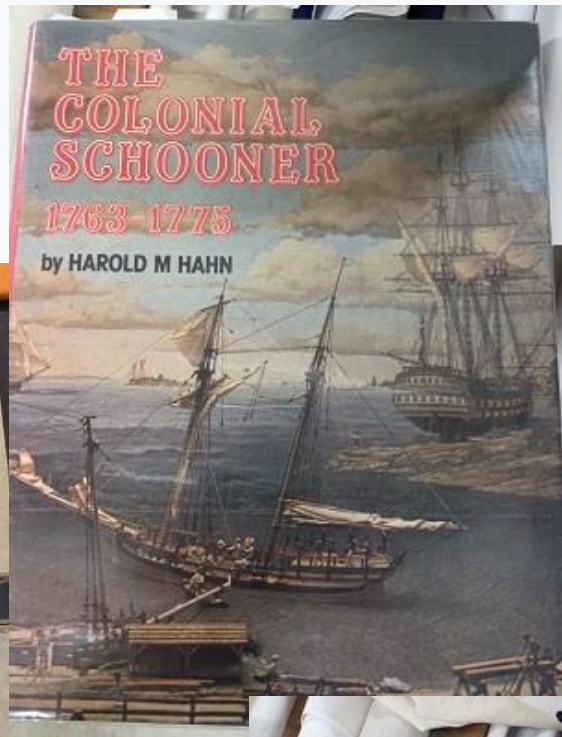
Yes, you will find ship models here, along with tools, books, things, cast-offs, junk, and anything else that walks in the door that morning. We are talking about our famous HRSMS auction.

Here are some items on offer:



Ship models...(cont.)

More Auction stuff....



Plus



And stuff without pics...

- Sander of some sort
- New compressor and airbrush

How much more????

Ship models—what, where?

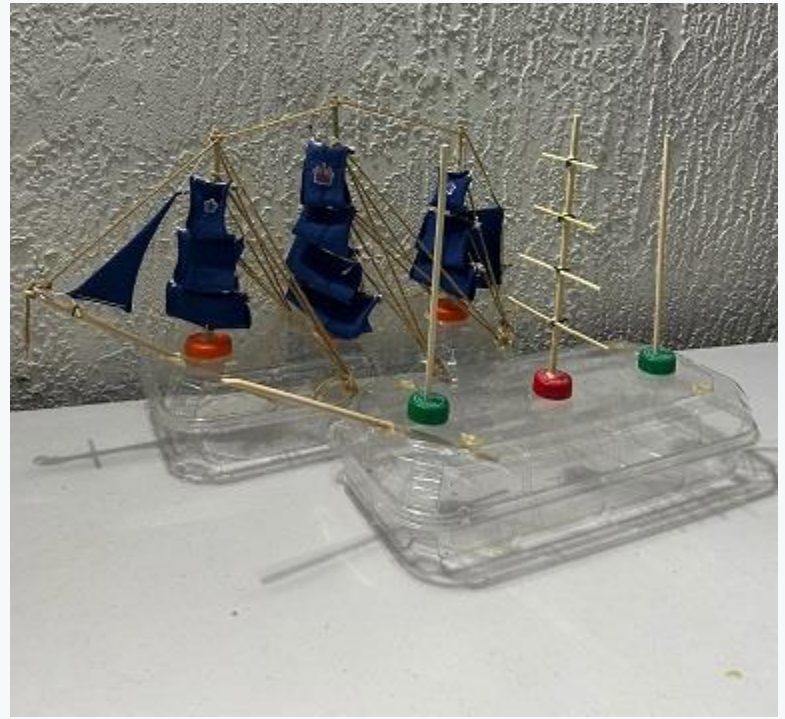
Want more out of the box ship modeling? Did you know that with a kids imagination you can make a ship model out of just about anything? Damn the scale, the fidelity, the realism...we just want ships and to have fun!

Don't throw away the clear plastic container that you brought your apple uglies home in. Wash it out and fashion it into a beautiful, functional pirate ship. Amaze your family and friends with your inventiveness and prowess by operating this beauty in your pool or the rain gutter.

Not since we saw the 2 x 4 Foo-de-Lion pirate ship, complete with little green army men, that Tom Saunders made and blamed on Bill Clarke, have we seen such inventiveness and craftsmanship.

Just imagine what 3D printing can do you?

Fair winds and following seas...and all that —Ed



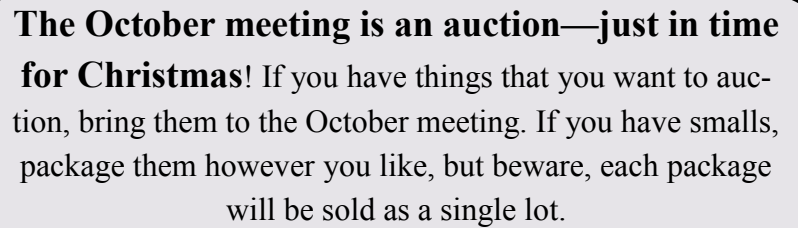
Visiting Augusta Kentucky

This month's cover has the ferry, Jenny Ann, landing at the ramp at Augusta, Kentucky. This river town is located on the southern bank of the Ohio River about 42 miles up stream from Cincinnati, Ohio. And, of course, it is the southern terminus of the Brown -Augusta Ferry that you see on our cover. The town was founded in 1786 by Philip Buckner as a trading post. This was back when the land was still part of Virginia.

The town is known for its historic charm and waterfront feel. It is a great place to visit, have a nice meal and spend time enjoying the small town charm. In fact, as you leave the ferry you almost immediately run into the Beehive Augusta Tavern. The town is filled with historic architecture, but watching river traffic go by as you sit along their river-front might be a better treat!

Augusta is also the place where the Clooney clan calls home (or some of them did before they got famous and indecently rich.) You can visit Rosemary Clooney's house or shop in George's mom's place. Me—I'm going over to investigate the Augusta Distillery. They make several high-end bourbons that they are proud of: Buckner's single barrel, and Old Route 8. They're proud of their prices too. But it's a small craft distillery so the prices are in line for their size. (Incidentally, Augusta is located on State Route 8. It's a pleasant ride from there to the Northern Kentucky suburbs of Cincinnati. You should drive it some time.)—Ed



[illegible]

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: Ryland Craze - stropping Blocks—The Chuck Passaro Way

JUNE 2026

13 HRSMS Monthly Meeting: Mariners' Museum
27 Night at the Mariners'
Presentation:

JULY 2026

11 HRSMS Monthly Meeting: Mariners' Museum
250—baby!
Presentation: Rope Making by Kevin Ritten

AUGUST 2026

8 HRSMS Monthly meeting:
528 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: **Auction**

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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