



# Logbook!



No. 439

WWW.HRSMS.ORG

January, 2023

## From The Bridge



## Meeting Notice

The meeting will take place  
at 1000 hours

January 14, 2023



### My Cup Runneth Over and My Time Runneth Out

My apologies for skipping the December column and my thanks to John for once again plugging a bit in there on my behalf. Since late November, nearly all my spare time has gone into planning and designing a new workshop. This is the primary reason I've been a laggard regarding my HRSMS duties. If the **10 Ten Reasons I Procrastinate** image in the last Logbook was not targeted at me, it should have been. I got a big kick out of it either way.

I say my cup runneth over because my parents have decided they want to do something fun for each of their two children while they're still on the right side of the grass. For me, they specified it should be the aforementioned shed, as I've often complained about how cramped my shop is. Another solution would be to get rid of some tools, but that's just crazy talk.

They offered to have a shed built, but I don't want that much money put spent on it, even if the money is theirs. I'll also be able to tailor it to my specific needs and taste by doing the design and construction myself. At 14'x20', it will be slightly less than twice the space I have now, which will provide the room I need to move about and even add a sorely-needed dust collector (which they will provide with the money saved by do-

ing my own labor). It will also have heating and cooling for year-round comfort. Whoever eventually buys the house from us will get a nice man-cave/she-shed.

Because it is over 256 ft<sup>2</sup>, I had to provide detailed plans showing conformity with the residential building code. Learning the code and producing the drawings has taken a lot of my time. The drawings, which I'll show briefly at show-and-tell, were done using Siemens Solid Edge 2D. I demonstrated this program for a previous meeting presentation. I am getting more excited as I progress, but I am also counting my chickens before they hatch – I just submitted the plans for approval today and I have no idea how long that process will take. Also, pouring the concrete footers will require a solid week above 50 deg. It doesn't look as if



I can *hatch* my plan any time soon. If and when it happens, I hope my modelling productivity will increase a bit. I know that when it comes to milling wood or building a jig, I've often put it off, not being willing to deal with the cramped mess in the current shed. And of course, anyone in the club will be welcome to come and use it. I would not be mentioning it in the Logbook otherwise!

The column's title referring to my time running out had nothing to do with this project. That time is what I have left as skipper of this motley crew. My 3-year

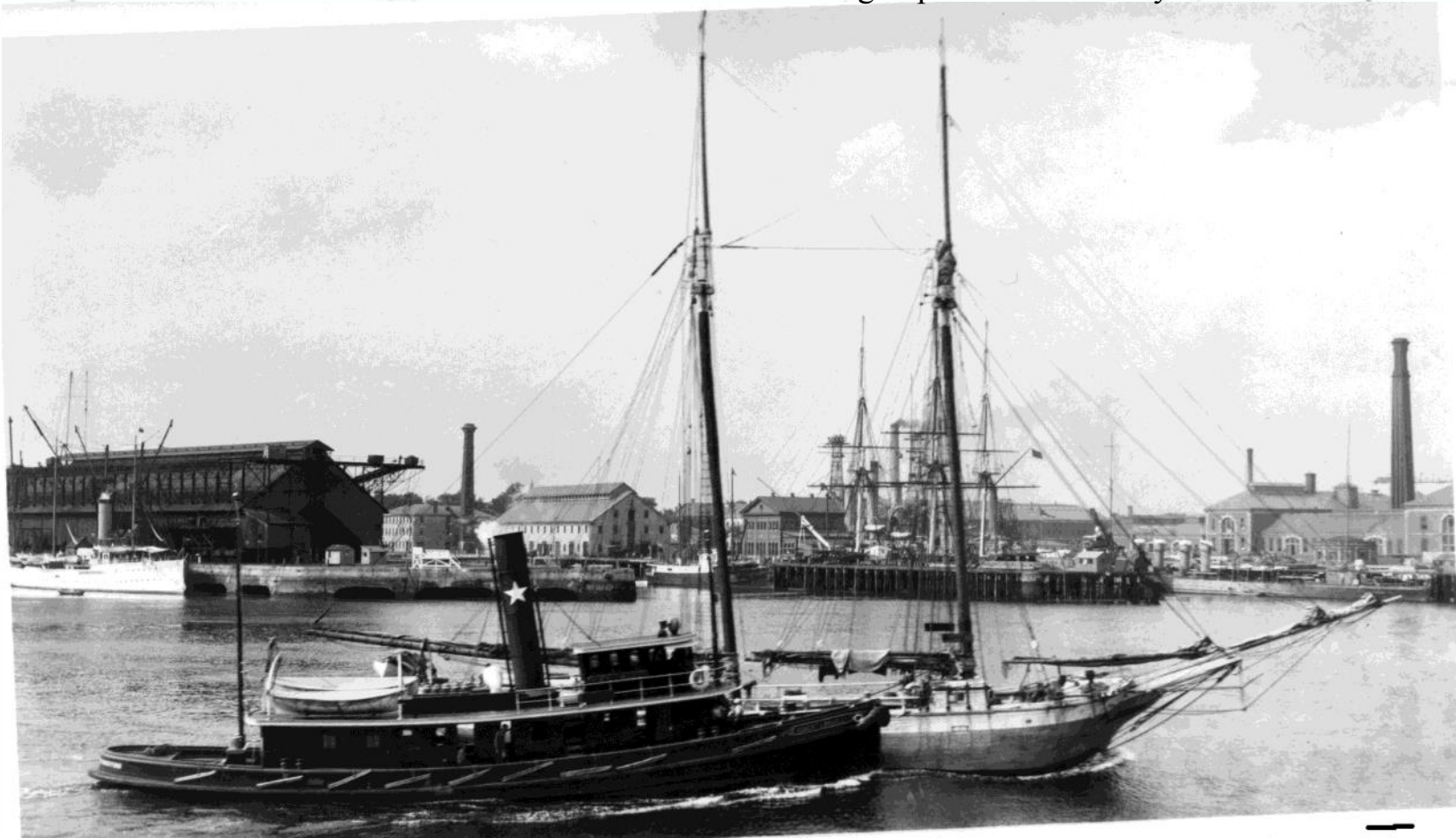
# The Jape



# The Next Scene



What in the world? A crowded harbor scene. What is happening here? Do you recognize the place? This is another image from the old days, but it's something to ponder for January.



# Minutes



## December Minutes

“Alright, welcome everybody to the December meeting of the Hampton Roads Ship Model Society”... and so it began. With cookies and coffee on the side board, at least no one was going home hungry.

Our online guest was Bill Emmerson of Rochester, NY whose interest includes naval ships from the Civil War to just prior to World War Two. Ryan Baxley, who works with Sean, was in attendance as a guest. He hopes to enter the modeling fray. Mike Regis was back for his second meeting.

As folks milled about with coffee and cookies in hand, no additions or corrections to November’s meeting were noted.

In his usual efficient manner, Ryland reported on the treasury’s status. The influx of currency from our online auction minus the annual contribution to the Mariners Museum have left us in the black.

The webmaster added a page for media. An article about Don Good was the inaugural subject of media exposure for the club. Should you want to be notified of new postings of photos on the website, an option for this was added.



reign of ~~terror~~ sloth is coming to an end. I’m closing with a reminder that this is the month we make nominations for our 4 elected positions: skipper, mate, purser, and clerk. Some nominations have already been submitted, but I’m not going to say who or for what positions, as I would very much like to see who else is ready to commit a bit of their time and energy to the club. I hope some new feet will be put forward rather than the same old smelly ones. OK, none of the past officers are that old or smelly – it was just fun to say. To rephrase – some new fingers in the pie that is HRSMS. I will see many of you on Saturday. If you cannot make it, please send me your nominations before the meeting. —Greg

While Greg and Gene were away last month playing hooky in Oxford, MD, Ryland had the auspicious pleasure of running the entire show by himself. Fortunately for us, we didn’t return to newfound duties and responsibilities. Ah, an opportunity lost. Thanks to Ryland for not burning down the house, Hank for delivering Yves’ boat back to Tommie and John for all his auction data entry duties to make the process run smoothly. A brief discussion about a future venue for live auctions was started in light of losing contact with Tony. Once reestablished, a settlement of the location can be resolved. Greg is still keeping the embers warm on a site to either exhibit or have a competition in the future. Until he hears back from a contact, little progress can be reported at this time.

Gene solicited from new members, but not exclusively, those wishing to obtain their membership certificates to contact him with details of their joining dates. He will print and distribute the documents to those wanting one. It’s a lovely record of your enrollment...suitable for framing, even. Contact him at [gberger757@gmail.com](mailto:gberger757@gmail.com) with the details. Marty, suggested that Greg add an element to the website indicating a member’s longevity in the club. As Greg twisted in the wind to deflect his suggestion, he promised to look into it.

Nominations for Skipper and officers is at hand in January. Greg has now fulfilled the terms of his sentence and wishes to be paroled. Swept under the rug was any notions of rule changes to the By Laws, so it would appear that we are heading for a regime change. Peacefully, I presume.

Like a dog with a bone, the question of the model stand jurisdiction was, once again, exhumed for another round of drubbing. Hopefully, the query has been resolved and finally put to rest. RIP.

On another note, Jimmy Colangelo took a little spill and went to hospital for observation. We wish him a speedy recovery.

Stewart Winn suggested that presentations be moved forward in the agenda and be done before the meeting proper. Who doesn’t like having their dessert first? The pros and cons were presented, and a decision to try it out in January was reached.

The relatively brief meeting was adjourned at 10:35.

## Show and Tell:

Show and Tell started with **Hank Ghittino's** now complete Willie C. Bennet model. He shared some of the challenges and details of his model build. A well appointed and displayed work boat.



Next up was another work boat. This model 1/24 scale deadrise was built by **Don Good**. Weathering and tiny oyster shells help push the deadrise model to the next level.

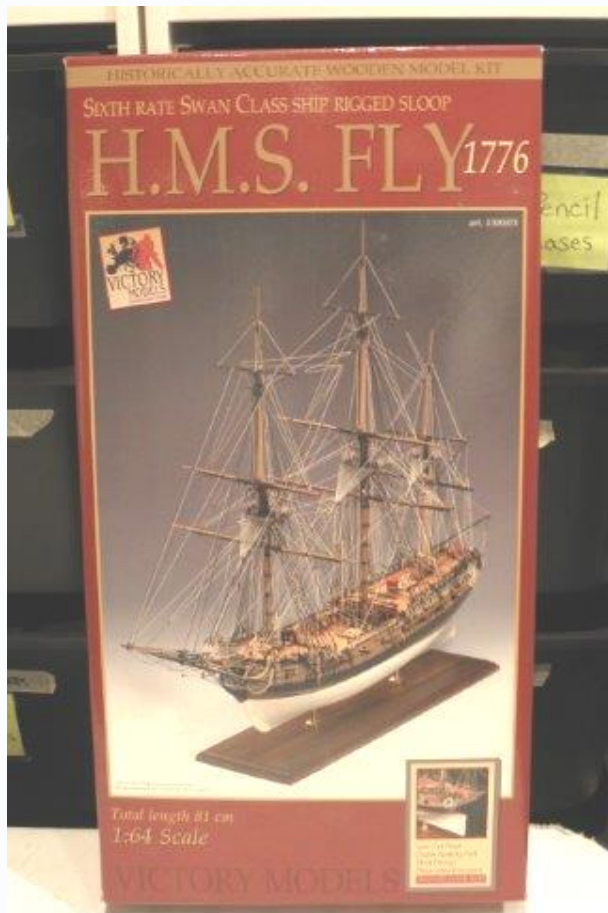
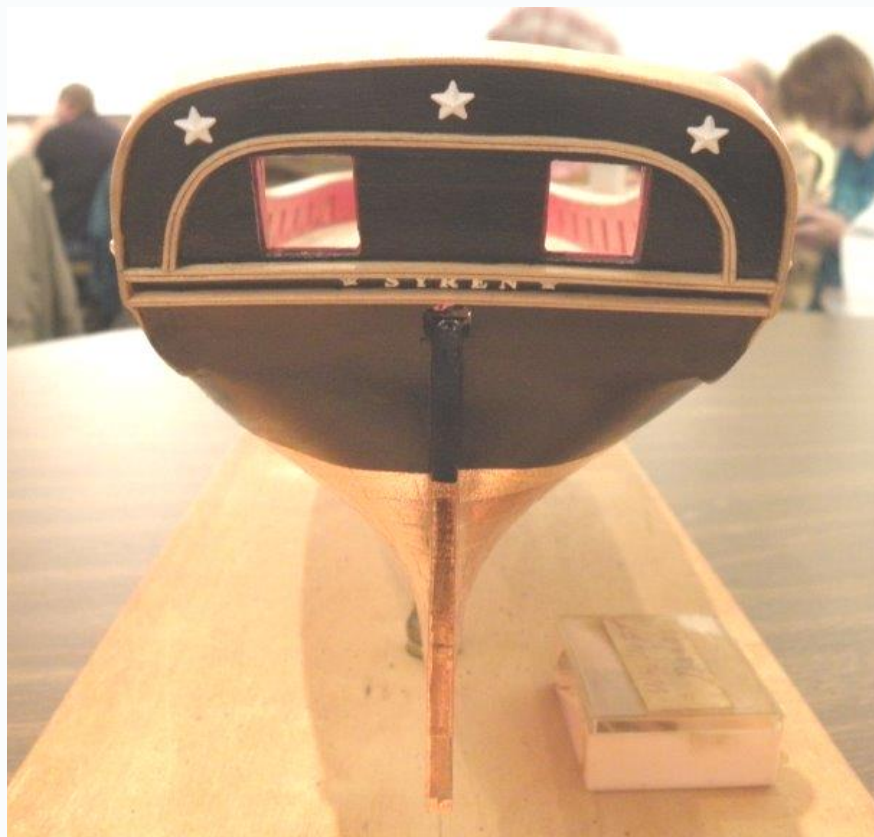


## Show and Tell:

**Ryland Craze's** 1/24 scale Queen Ann Royal Barge model kit by Syren Models, is coming along nicely. All framed out and with planking started, its taking shape...albeit slowly, in Ryland's words. The model is made of laser-cut cherry.



**Sean Maloon** completed the bottom copper plating of his Syren model with great success. He employed a stamping tool to produce the many plates necessary to copper the bottom. Weathering methods for the copper is still undecided. He also showed his technique for scoring the grooves into the ship's cheeks and other details.



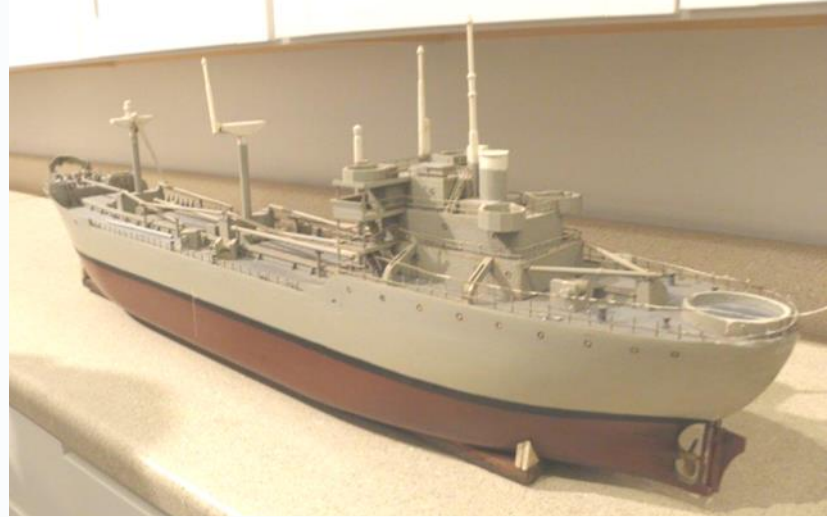
Moving onto **Marty's** contribution, he showed us a kit made by Victory Models. The HMS Fly, in 1/64 scale looks to be a comprehensive and challenging kit. He showed the photo etching parts, wood parts and detailed plans.

(Ed note: This is of course Marty Gromovsky. But the entry begs the question of whether he will name the completed model H.M.S. McFly...hello?)

## Show and Tell:

**Ron Lewis** showed us a couple of 3D printed guns he purchased for a 1/96 scale C-1 bulk cargo carrier restoration model he has undertaken. Tiny and not cheap, but essential for the level of detail.

(The items were not photographed, but here is an image of the model—Ed.)



Items not pictured:

From online, **Joe Lorenzo** shared the framed Winchelsea model kit he has started. He talked about the pros and cons of CNC vs. laser-cut parts. **Mort Stoll** showed us the small boats for the Victory model he has engaged. Lots of detail to add. “Moving along,” as he put it. He’s added a lot of interior spaces not included in the kit. Maybe nine more months of work ahead, he lamented.

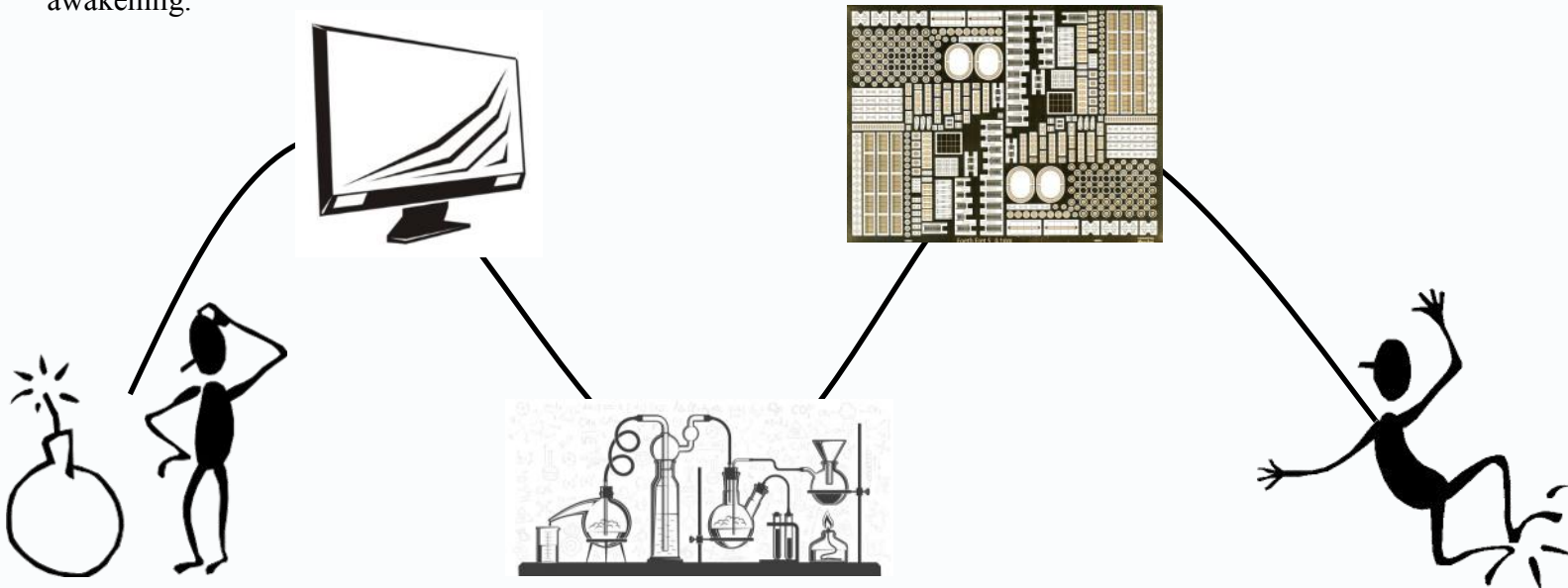
After four years and two months **Joshua Fichmann** has finally done it. And I mean done it good. With bony hands and scratch built masting and rigging, the Black Pearl sails on. The presentation is imaginative and unique. Safely nestled inside its case, “it’s now safe

from cats, kids and dust.” Without skipping a beat, he has already moved on to his next model. The 1/350 scale Mogami, previously started, will get his full attention now.



## Presentation:

Now for the dessert. Gene’s masterful and exquisite presentation of the art of photochemical milling enthralled the masses and unveiled the cloud of ignorance surrounding the mystical alchemy that is etching. With gaped expressions of disbelief, the wisdom imparted on the congregation brought each to a crescendo of knowledgeable awakening.



# Scuttlebutt



The other day while I was mangling a ship model in the Taco Stand, the kind lady who works in the Mariners' Museum gift shop offered us an interesting challenge. And that is to design and make "nautical flavored" Christmas ornaments that could be sold in the Museum gift shop.

Not to be one to take challenges lightly, nor being inclined to back away from one, I told her that I thought it was a great idea! So I would like to tap into the enormous amount of talent harbored in this club to see what we can do. Here is my pitch:

A contest for everyone to design a nautical flavored ornament that acknowledges the Museum, the local area, and the Society. We could jury the best 5 and then make 20 or so examples of each to be sold by the gift shop next year to museum guests. They should be simple, nautical, and evocative.

To the right are some ideas to help get your creative juices flowing and below is a shadow box from 1979 containing examples of our creativity. What say ye?



# The Newport Scene



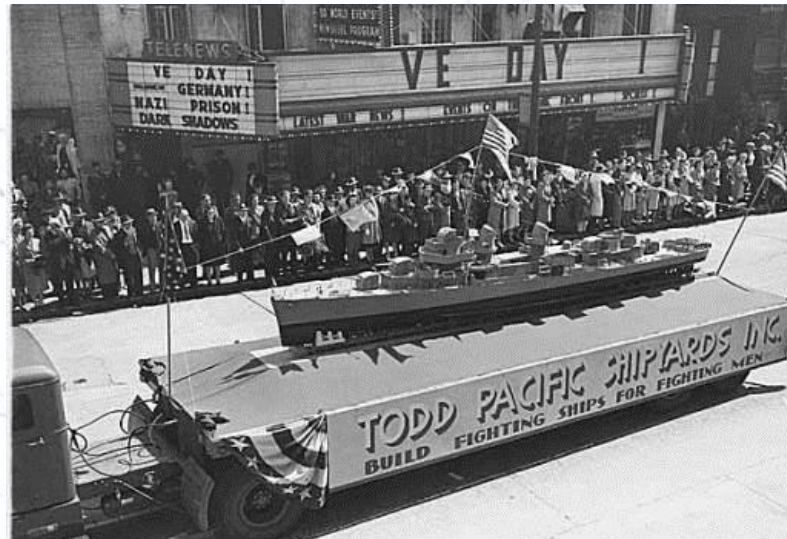
If I mention large ship models most of you would probably think of the Hall of Steam at the Mariners' Museum or the work coming out of Gene Berger's shipyard over there in Hampton—he does build them big. And I know you all saw the movie *Tora, Tora, Tora* and subse-

are a presence. While we are most familiar with seeing them in movies or as static displays in museums, their biggest role might be as great training tools.

Let me start this essay by revisiting part of Mystery Photo No. 309: There it was postulated that “Large scale models of ships are not new and are not restricted to the hobbyist. In fact, most hobbyists are sparsely and monetarily restricted to building that which we can fit into something a wee bit smaller than a streamlined trailer—Right Gene? Large scale models are usually the province of movie town, government bond drives, and



quent films that used large scale models of Navy warships to great effect. And some more of you might recall an essay from Mystery Photo No. 309 where we analyzed the conversion of the submarine chaser SC-499 into a mock escort aircraft carrier. Large scale models



first rate museums, and once their usefulness is over relegated to the back lot.”

While that was true then and still true now. But in that essay, I didn't elaborate on those ideas or the educational value of large models because it wasn't germane to that article. That article concentrated on the conversion of the boat and the secret operation behind the conversion. In this essay, we will concentrate on the other ideas.





By now, you have all heard the term “Compelling Impression” and you should have a basic understanding of what that means in terms of jurying a ship model. A well-executed ship model is constructed in such a way that a layman can divine how that ship works and operated, or it evokes a desired emotion. At The Mariners’ Museum, the full sized Monitor evocation and the Joe

During both World Wars, large models and at least one full sized mock-up, although not as elaborate or detailed as museum pieces, were constructed as static displays. The smaller ones were transported from town to town or pulled in parades to support bond and recruitment drives that raised money and enlisted manpower to help win these wars. They made compelling impressions.



Hollywood, certainly, has used large models to great effect in the movie industry. While their use might be waning with the maturation of computer-generated imagery or CGI they certainly star in some epic films like Raise the Titanic and Tora, Tora, Tora. After their use in the movies, a lot of these models became the prized possessions of collectors.

McCleary built Dos Amigos do just that; they perfectly transport the observer to a time and place in history and convey the intended compelling impression. The Crabtree gallery and the Hahn diorama do this as well. They reward your close examination.



If we look into the hobbyist's arena we can find other examples of this compelling phenomenon. Our very own Gene Berger has many examples of the large ship model art on display in a private gallery—call for an appointment or preview them at [geneberger-models.com](http://geneberger-models.com). One of Bill Clarke's British friends actually has a repurposed bond drive model of one of the Invincible-class aircraft carriers. While this essay provides an image of the model with the owner operating it while sitting on the flight deck wearing a life jacket, I remember seeing an image of the bloke emerging from the same hatch while enjoying his morning coffee (tea?) and sporting some very traditional jammies and a night cap. You can check out the carrier at [warshipmodelsunderway.com](http://warshipmodelsunderway.com). Go to the Gallery link and look for Gallery 6.

While the larger scales offer the modeler the opportunity to really load up the model with detail, sadly that is

actually sit in the driver's seat. There, they learn how the ship will handle at scale speeds so they can safely turn and dock before they have to handle the "Real McCoy." They get a good "seat-of-the-pants" experience of how the ship should feel underway. I know of a school for ship handling at the Little Creek Amphibious Base



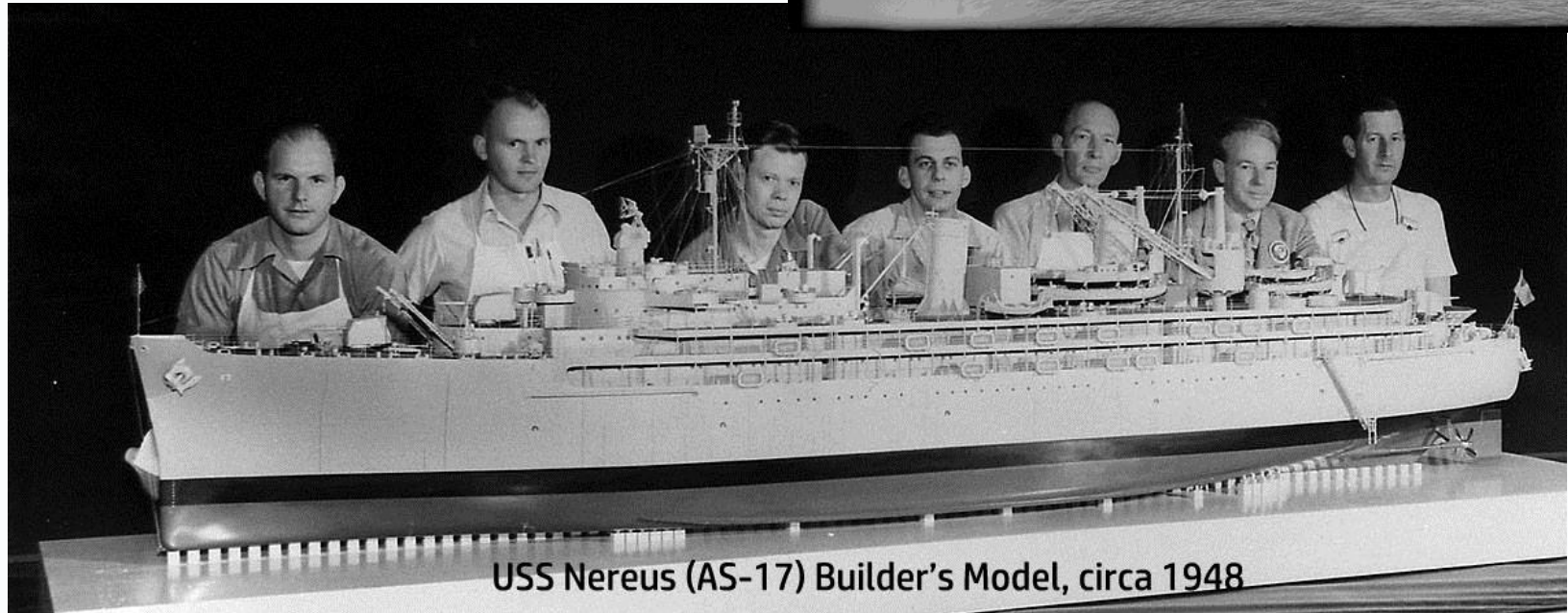
and another somewhere in France but there may be more, perhaps at the Maritime Academies. And of course with today's technology there are also simulation labs springing up that teach the same thing.

often not the case. Gene might be the exception as he certainly goes the extra mile to add detail. Hollywood does not do this as detail costs money and cinematically speaking the camera does not linger long enough for you to pick out the detail anyway.

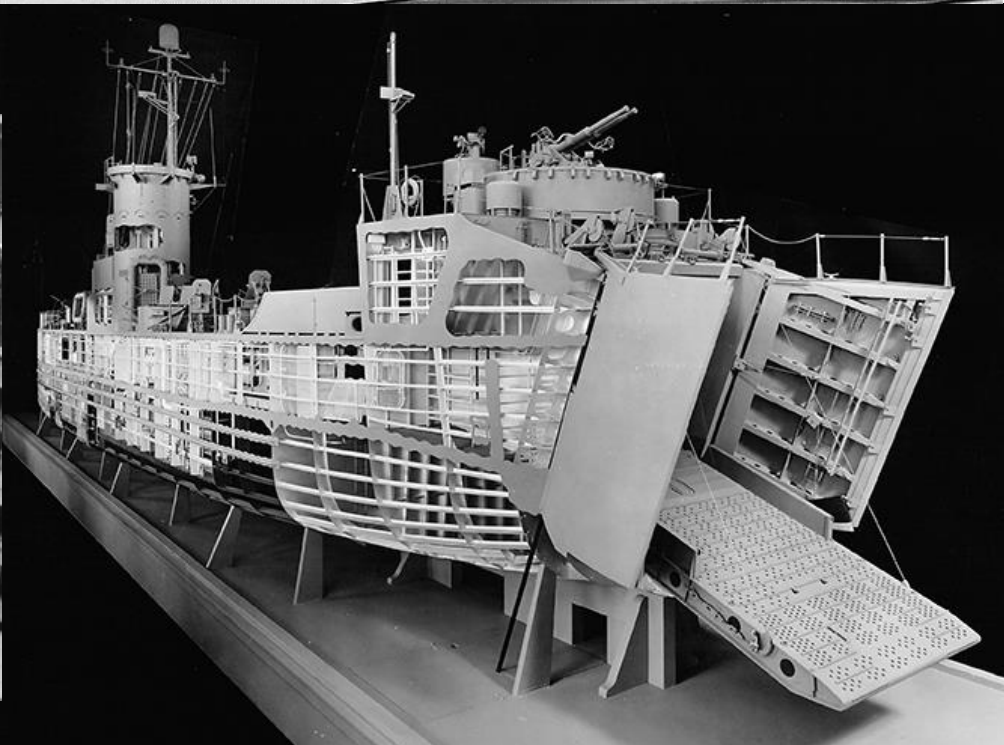
But their most compelling use, I believe, is as training aids for seamen and officers. Ship drivers and officers will tell you that they get their "basic training" in ship handling by running large models of the real ships in controlled environments. These are ride aboard models and the students



And that idea brings us to the vessels in The Scene? The ships we see in the image certainly pre-date computer labs, and they may pre-date radio. The scene shows a “destroyer” type vessel followed by a “submarine” type vessel sailing in some protected water. These ships represent the US Navy as you can tell from the ensign’s they fly. Curiously, they both sport a camouflage livery. There are four men on the deck of the destroyer and three visible on the submarine. The destroyer appears to have an officer on deck and both vessels have an active signalman on their foredeck. In the small Logbook image I would be tempted to say that they are sailing in column formation with communication provided by the signalmen. In the original (or if you enlarge your .pdf copy of the Logbook) image you would see that the destroyer is actually towing the submarine—clearly, they are practicing a ship handling maneuver.



USS Nereus (AS-17) Builder's Model, circa 1948



The image comes from the gold mine of images held in the Boston Public Library. I found it years ago while searching on the internet for old ship and maritime images by looking into digital images held in libraries and historical societies. You would be amazed at how much stuff is on line. And you would be amazed at how hard some of the images are to find and disappointed at how bad some of the scanned image quality is. Anyway, you can find these images the hard way, like I did, or I can give you a few hints to make your search easier. For this image, here we go: The photograph was made by Leslie Jones. Not the female comedian of color but Leslie Ronald Jones a “photographer who worked for the Boston Herald-Tribune-Traveler newspaper from 1917 to 1956.” The short bio of him on Wikipedia says that “his photographs document both everyday life and portraits of newsmakers and celebrities in Boston, Massachusetts.” To see his work, go to [digitalcommonwealth.org](http://digitalcommonwealth.org)



to a treasure trove of wonderful old photographs. I hope you take the time to follow the compelling map and enjoy some excellent images of the past.

John

and search institutions, then Boston Public Library, then Leslie Jones Collection. I'll let you choose your search boundaries when you get there. His collection of work is fascinating and numbers some 37,421 images, and they are excellent! The search parameters I just gave you will also take you to the collections of others. Plan to spend the day...

This column was interesting as it evolved as it was written. What began as an idea to write about how large ship models can be used for pleasure and as teaching aids for ship handling actually became a road map of sorts leading



# Mess Call



## Slumgullian

### Ingredients:

- 1 lb ground beef
- 1 can condensed french onion soup
- 3 can water
- 3 lg yukon gold potatoes, sliced
- 3 lg onion, peeled and sliced
- 3 lg carrots, peeled and sliced

### How To Make Simple Slumgullian

- 1 - Brown the beef. Salt and pepper to taste.
- 2 - Pour in the soup and 3 cans of water.
- 3 - Add onions, potatoes, and carrots.
- 4 - Bring to boil and cook for 30-40 minutes (until a fork goes into and pulls out easily from the potatoes).

And don't forget to give the bread barge a fair wind...

## Jack Frost Cocktail

### Ingredients:

- pineapple juice
- Blue Curacao liqueur
- light rum
- cream of coconut

### How To Make Jack Frost Cocktail

If you would like to decorate the rim of your glass, which we recommend, pour a small layer of corn syrup onto a shallow plate. Place the coconut flakes in another small dish.

Dip the cocktail glasses into the corn syrup, then in coconut flakes.

In a blender filled with crushed ice, combine pineapple juice, Blue Curacao liqueur, rum, and cream of coconut. Blend until smooth.

Pour the mixture into prepared cocktail glasses. Serve immediately.

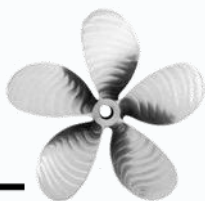


## Splice the Main Brace



## What's Happening at The Museum

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Well, Happy New Year again! Father Time seems always to exit with a scythe resting on his shoulder. I'm not sure what the message is but I don't think it's positive! Time, after all, is the personification of the Grim Reaper. Maybe we should put more emphasis on the newborn cherub who enters on January first with great hopes and expectations, high ideals and a thirst for happiness, success, love and brotherhood, fulfillment of our secret resolutions and all those other things that contribute to a truly "Happy New Year"! (Doesn't everyone want world peace?) In any event, the future of our august Society of maritime artists seems pretty secure to me. We'll find ourselves on January first 2024 with enhanced knowledge, fine-tuned skills, another model kit (or reams of plans), new wood and new tools! I would bet on it! Now, how about our Museum? Well, the change has begun! You may now walk through a



largely empty gallery space (Age of Ex) that is dedicated to a future strategy and a flexible plan profile that will delight and inform our visitors by expanding our focus on man's experience with the sea in all of its aspects, that will speak clearly to all who listen, not just our western-oriented history of the past. The new Center for Collections will tell a story without boundaries except that we are all bound to one another by our maritime heritage. And it will rely on visitors' opinions and interests to flesh out a dynamic and engaging experience. Our staff and management have devised a unique roadmap for the future of The Museum that will blossom and flourish as we move forward to our hundredth anniversary in a few short years! So, you see, every January brings with it fresh starts and new beginnings. But, mates, this one is big!

I wish you a happy, productive, fulfilling and healthy New Year!

Please visit [www.marinersmuseum.org](http://www.marinersmuseum.org) for the latest news and programs.

Ron

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## American Naval History The Civil War

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1862

October 1: The Army's Western Gunboat Fleet is transferred to the Navy Department and renamed the Mississippi Squadron.

October 3-9: The defenses and city of Galveston Texas, are bombarded and captured by naval forces under Commander W.B. Renshaw, consisting of the wooded gunboats Clifton, Harriet Lane, Owasco and Westfield and the mortar schooner Henry James.

October 28: In the Chesapeake Bay, the ship Alleghani-an is captured and burned off the mouth of the Rappahannock by a Confederate boat party led by Lt. John Taylor Wood, CSN.

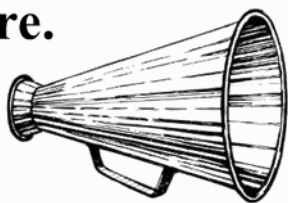
October 31: Confederates establish a Torpedo Bureau and a Naval Submarine Battery Service. Both are what are now called mines. The Confederates will make extensive use of mines in harbor and river defense.

End of part 7 of 1862 of the Civil War.



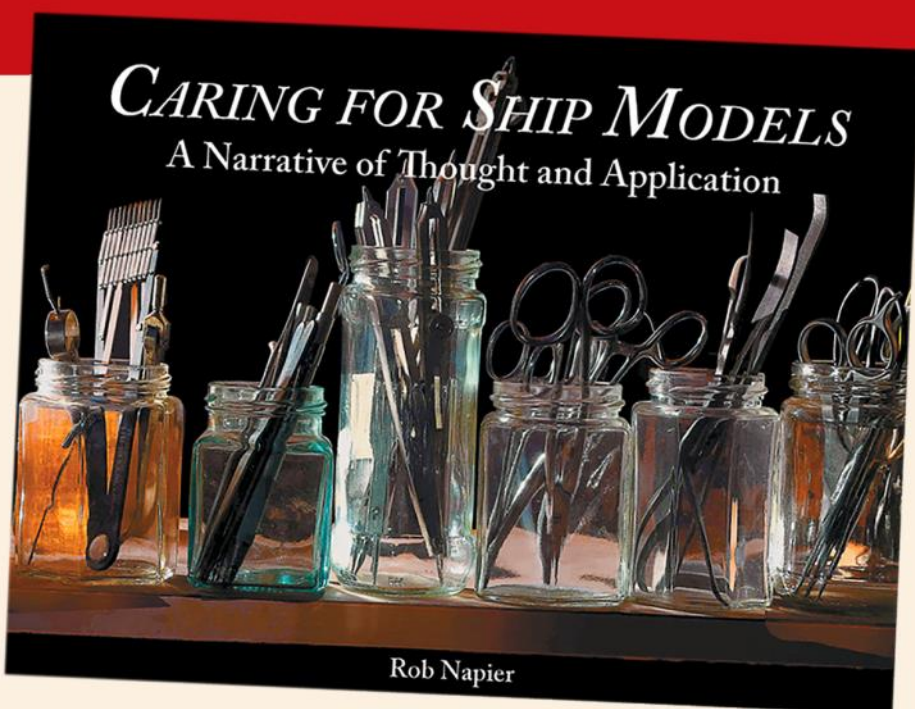
The Battle of Island No. 10. Currier & Ives

D'ye hear, there.



Got this in the mail the other day, need to pass it along. If you are interested in learning a bit about the care and repair of ship models, this is the book for you.

## CARING FOR SHIP MODELS A Narrative of Thought and Application



**R**ob Napier is back with an excellent book on his life's work that is both a revealing look into his professional career and also a treatise on how to care for your models to last for generations. *Caring for Ship Models* is delivered in four parts: Part One, a prologue, introduces Rob and his involvement

with ship modeling. Part Two offers perspectives on various aspects and philosophies of the ship modeling experience. Part Three focuses on physical processes Rob has used during his career. Part Four reviews what might be called case studies that examine influential and interesting projects.

**\$75**

Plus Shipping



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**SeaWatchBooks.com**  
201-292-4262

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### FEATURES

- 11" x 8.5" format
- 190 pages
- Hard cover with Dust Jacket

This is also a plug for Seawatch books. The owner, Mike Ellison, is in danger of being voted into this Society if he is of a mind and when he attends his third meeting—which may have already hap-  
1  
pened.

Dear Friends and Family,

I trust this finds you all well. It has been a crazy couple of years.

Many of you know that, since early 2021, I have been working hard to finish a new book, my third. What many of you may not know is that it has been in the works for about 60 years. I first knew I wanted to write about taking care of (rather than building) ship models when I was in high school. But it has taken a career to learn what I felt I needed. When I turned 75 last year, I decided it was now or never. With this project at last complete, I can heave a sigh of contentment for reaching a life goal.

The new volume is "Caring for Ship Models: A Narrative of Thought and Application." The publisher is SeaWatch Books, which is under the recent and enthusiastic new ownership of Mike Ellison. SeaWatch published my first two books in 2008 and 2010. While each of those was concerned with a specific modeling challenge, the new book covers a broader range of experiences.

"Caring for Ship Models" is in four Parts. In Part One, a prologue, I introduce my involvement with ship modeling. Part Two offers perspectives on various aspects and philosophies of the ship-modeling experience. Part Three focuses on physical processes I have learned and used during my career. Part Four presents Case Studies that examine influential and interesting ship-modeling conservation and repair projects.

I'm pleased to report that the book is now shipping. To those getting this announcement who pre-ordered a copy of "Caring for Ship Models," I thank you for your confidence in me and SeaWatch. To others: You can check it out at the website for SeaWatch Books: seawatch-books.com.

Thanks to everyone for your interest in and support of my work. I hope you all have great holidays.

Best regards,

Rob [Napier]



## Nautical Orphanage:

Not all unwanted ship models, finished or unfinished, deserve a Viking funeral. Some discarded ship models deserve a second chance. From time to time stray ship models have entered my nautical sphere. Usually they have been orphaned for lots of reasons. It's a shame this happens but that is life and life is hard. I'm sure it happens to you as well.

What a lot of you may not know is that I have been operating an unofficial placement service off and on for some time. When an orphaned ship model arrives, I examine it, make sure it's viable, spayed or neutered, and that its up-to-date with shots and vaccinations. This makes it available for adoption.

The problem comes in finding suitable adoptees, and that

is largely due to communication and the height and popularity of the model. But, nevertheless, I try and find suitable homes for these disinherited strays.

About three weeks ago (as I write this) my daughter came to Ellen and me with a proposition. She works with animals and came across a small dog whose owner needed to abandon for whatever reason. She wanted to adopt the dog. After much discussion, we now have a new member of the family. He is a sweetie, but he needs a lot of training that his first owner wasn't able to provide. So we have a task at hand.

But this got me to thinking about dedicating space in this log where we can place a ship model up for adoption. An add can run along with a photo or photos of the model and, if you are interested, you can vie for ownership. This "nautical orphanage" page can serve as the conduit for success.

As an aside, the thought occurs to me that some of these models could be fostered where they would be cleaned, repaired, or finished and then offered as candidates for the Taco Stand showcase. They could then be used as part of our traveling exhibit at shows.

The model shown below was built by a past HRSMS member from Richmond named Kent Wade. Kent worked for Reynolds Metals in their research lab, was a gunsmith, and model maker. When he had to give up the hobby, he donated the model to Bill Clarke. It was not cased and over the years it has gotten dirty and damaged a bit. Since Bill is also gone, it came to the orphanage and now it needs to be adopted or finished for display.

Ed.



This 1/8"-1' model of DD-245 has a bit of notoriety. Her name is Reuben James



# The Deckplate



## JANUARY 2023

14 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: David Chelmow - Choosing and milling scale wood

## FEBRUARY 2023

11 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Tim Wood - Photographing your model like a pro

## MARCH 2023

11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 1

## April 2023

8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger - Building DDE 443 (in excruciating detail) Part 2

## MAY 2023

13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## JUNE 2023

10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## JULY 2023

8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## AUGUST 2023

12 HRSMS Monthly meeting:  
Presentation:

## SEPTEMBER 2023

9 HRSMS Monthly Meeting: Picnic Newport News City Park  
19 Talk like a Pirate Day  
Presentation: Picnic

## OCTOBER 2023

14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## NOVEMBER 2022

5&6 Auction end dates  
12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers - Carving the Perfect(?) Hull

## DECEMBER 2022

10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger - High Tech; the Photo Etching Process



## WATCH, QUARTER, AND STATION BILL



Skipper: Greg Harrington (757) 218-5368  
1<sup>st</sup> Mate: Gene Berger (757) 850-4407  
Purser: Ryland Craze (804) 739-8804  
Clerk: Gene Berger (757) 850-4407  
Historian: Tim Wood (757) 481-6018  
Logbook Ed.: John Cheevers (757) 591-8955  
Webmaster: Greg Harrington (757) 218-5368  
Photographer: Marty Gromovsky



Visit us at our webpage:

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