



# Logbook!



# Hampton Roads Ship Model Society

No. 460

WWW.HRSMS.ORG

October, 2024

## View From The Bridge



## Meeting Notice

The meeting will take place  
at 10:00 hours

**October 12, 2024**



### Captain's Log 10.12.24

A few weekends ago, the HRSMS attended the Children's Maker Fest in Portsmouth. Greg, Don, me and for the first time, Caelan set up shop in the Portsmouth Shipyard Museum to show the flag and talk to visitors to the museum. Caelan took the lead and proudly announced to guests as they walked up... "We are the Hampton Roads Ship Model Society... and I am the youngest member." His enthusiasm was infectious. We also had time for a little impromptu in-service on the finer points of frame fairing. He was all ears.

On another note... In my perpetual pursuit of perfection, I've come to the realization that I rather prefer to start projects than finish them. When a model is in the planning stage, its possibilities are boundless. Perfect in every aspect. Once the wood chips start to fly the probability of an impeccable end diminishes as quickly as the dust cloud of your resolution.

The attraction of starting new ship models stems from the interplay of creativity, partnership, and my potential growth as a modeler. New projects offer a blank canvas for creativity. This allows me to explore innovative ideas, thinking outside the box and providing an outlet for imaginative expression. For me, the beginning of a new project is filled with enthusiasm, setting ambitious goals and providing opportunities to acquire new skills and knowledge. Not to mention the purchase of new tools. Sometimes I buy them just looking



for an application.

Completing a project also brings a deep sense of satisfaction and achievement, often reinforcing my motivation for future endeavors. I like the conclusion of a model merely to embrace the start of the next. Probably already started in my mind in anticipation of the previous one's completion.

Starting and finishing each project holds unique appeals and challenges. Some individuals thrive on the excitement of new beginnings, while others find fulfillment in the closure and reflection of their work. Many find a balance between the two, appreciating the thrill of starting while also valuing the accomplishment that comes with finishing. Recognizing your own preferences can help in managing projects effectively and maintaining motivation throughout the process.

Don't worry...there will always be opportunities to "Frank it up!"

This month I have the program. Originally, I was going to discuss water making for waterline models. However, I thought that the value of such a presentation, although interesting, nonetheless would not carry as much currency as what I will speak of instead—lofting of plans and faring lines using Photoshop to ensure everything is aligned and coordinated for printing of drawings preparatory to cutting frames, keels and superstructures.

Now, back to making dust!—SD

## Letters to the Editor



Your feedback is very important. The Logbook exists because of you, your work, and your nautical interest. Let's work together to make this a more interactive document.

I'm reminded of the Rev Kash Day "The Ol' Country Boy" Amburghy a larger than life personality who used to advertise on the local TV for his Big Bargain Barn in South Lebanon, Ohio. What a folksy, country dude with that southern preacher style and moxie. He had two tag lines that I remember to this day: "Follow the signs, follow the arrows, follow the cars to Kash's Big Bargain Barn in South Lebanon Ohio, where you save cash with Kash." And this gem, "If we don't sell, we don't eat...and we don't have much to eat around here at the moment." And as you can probably imagine, he was not exactly a thin man.

It's not really that thin around here, but it could be. So between him and the Maytag guy, your feedback is important and necessary. So...git-er-done!—Ed.



**Cover Photo:** An in-process image of the Lighthouse Tender Beech from 1927. The model is in 1/4" = 1' (1:48) scale and measures 25 inches. Model made by John Cheevers.—Ed.



### Earn the Cover:

Do you like the new cover page? The change was made based on feedback received from you. Each month, the Editor will choose a photo taken at the previous meeting, submitted by you (with an accompanying story or blurb), or from something found at large for the cover. If you have a good, neat nautical-oriented photograph that you'd like to share, send it in for consideration. Just remember, the photo must be in the portrait format and may be subject to cropping.—Ed.

# The Jape



# Scuttlebutt



## Nautical term for October

**Sailing:** The fine art of getting wet and becoming ill while slowly going nowhere at great expense.—Tim.



*"If we took the boat out, it might get dirty or scratched. Can't we just sit here for the next several hours and talk about why you accused me of being paranoid?"*

# Newport Minutes



Meeting minutes, 9-14-24

The meeting was called to order at 11ish by the skipper to the sound, smoke, and smell of charcoal briquettes reaching their optimal performance according

the Michelin Grillers Guide. The day was beautiful: blue sky, some clouds, and a bit of a breeze to keep the flying pesties and grill smoke away. It was announced that we would eat as soon as the grilling was complete. The Skipper may have said something else, I may have said something, we ate some great food, serious model talk (and other things of interest) was heard, we adjourned for the day.

The most memorable part of the picnic was the photo below. Heinz and Caelan posed to show what it's all about with this hobby. —Ed.



# The Skipper and AI

New technology can be a wonderful thing, it can also be a terrible thing. I say this because the skipper has been fooling around with AI (artificial intelligence.) I don't know if it's a substitution thing or an augmentation thing where he's concerned, but I think we're about to find out. I'm afraid he'll start asking Siri or the other chick to write his column because he's too

busy in his alchemy lab dissolving brass and mixing goo. The signs are not encouraging. I feel a great disturbance in the force; I hope resistance isn't futile.

This arrived with the Skipper's column from last month and I share it now for your consideration. Talk about your kit-bashing. Ah...the power of AI.



## Nautical Orphanage:

- Several weeks ago the HRSMS was gifted this nice pond yacht model. It was received by the Taco Stand volunteer on duty that day. The people who donated the model are unknown but they said it

was their Grandfather's model, he had passed, and no one in the family wanted the model. It needs a small amount of repair and some general TLC. It is resting comfortably on the top shelf in the stand and is free to whoever can provide it a good home.



## Orphanage part deux (cont.):

- These three can go to the highest bidder now, or in a future auction. We have three, large Dumas fiberglass kits suitable for R/C—two in the box, one on the stocks.
  1. The PT-109
  2. The Scarab 38
  3. The Ocean tug Mr. Darby

Contact the editor with your best bid if you are interested.





## Mystery Photo Scene

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

If you know the answer to the Mystery Photo Scene below, contact John Cheevers by mail or email. All replies will be blended into the next essay.

Also, If you have a photograph that asks these questions: who, what, when, where, and why, send it on to the Logbook editor for consideration as a future Mystery Photo Scene. Do not send an explanation with the photograph as I like to play the game too. After it is published in the Logbook, you can send in your explanation for inclusion in the defining essay.—Ed.



## Mystery Photo Scene Explained

I guess the scene has to be blatantly obvious to elicit responses from the crew. This month's Mystery Photo Scene is a colorized photo of a tanker passing under a rust-red colored bridge. The bridge must be famous as three people identified it. The first to respond even went so far as to say that the ship in the image was a "cargo vessel inbound under [the bridge], surely there's more to the story." And how clever he is as there is more to this story—a whole lot more!

Stewart Winn was the first to reply and identify the bridge as the famous Golden Gate of San Francisco Bay. The bridge was completed in 1937 and linked the city of the same name with Marin County. It is probably the most recognized bridge in the world. His email reply was closely followed by the Skipper's wife, Marilyn, who emphatically replied, "I know the answer to the mystery photo—Golden Gate Bridge." And Tim Wood, my Taco Stand workmate, gave the third positive reply as to the identity of the bridge but added that we must be focusing on the tanker for this to be a proper mystery. And he's right!

And they were all right about the bridge. Stewart and Tim, however, get extra credit for focusing on the ship in the image. It's either a sad tale or an interesting tale depending on your outlook. But if I was a fisherman, I would say it was a bad day because the big one got away...just a hint of a nibble. I really thought I'd get more than a nibble from our tireless Webmaster by using this image as bait. This will be the tale of the a ship that could have been near and dear to his heart.

The ship may not look familiar to us naval ship spotters—especially those more tightly focused on World War II (WWII) vintage vessels—but it's a very familiar design. Time and cosmetic surgery can allow some to hide in plain sight. This ship began her service as your basic T2 tanker. She is one of some 533 vessels built to the "T2" design between 1940 and the end of 1945. Those in the know can remember that Sun Shipbuilding along the banks of the Delaware River built more than their share of these vessels, but they did not build this unit. This T2 tanker was built by the Kaiser Company at



their Swan Island Shipyard located on Swan Island in Portland, Oregon.

Launched 5 July 1943, she was completed and commissioned in August of that year as the SS Sackett's Harbor.

The ship "survived the was basically(?) unscathed but on 1 March 1946 she was sailing between Yokosuka and Balboa when she broke in half about 800 miles southwest of Adak, Alaska. The bow section was sunk but the stern continued to float. The stern section was able to get to Adak under her own power. The only reported fatalities were two cats."

Later the stern section was towed to Anchorage, Alaska to be used as that city's first major power source. "The ship's electric drive supplied about 55% of Anchorage's electricity requirements from 1946 to 1955. In 1955, she was replaced by the Eklutna Dam."

### Alaska City Gets Power From Stern End of Ship



At its permanent berth on the beach at Anchorage, Alaska, the after end of the S.S. SACKETT'S HARBOR supplements the city's power system with a 5400-kw. marine turbine-electric plant.

silt and thus unfit for condenser cooling water.

A flat spot was dredged on the beach and the ship run aground at one of the high 33-foot tides. Once in position the cargo tanks, holding 3,000,000 gallons, were filled with fresh water, supplied by an eight-inch line from shore. Holes were cut in the bulkheads separating the tanks to permit circulation of the water. Twenty-inch pipes were connected from the main condenser to the tanks.

At high tide, the ship stands in 25 feet of sea water; at low tide, it is high and dry. Operation of the plant is independent of the sea water except at high tide when the outside water aids in cooling the fresh water in the cargo tanks, heated by accumulation from the main condenser. Operation of the power plant is little different from operation of the ship at sea.

Power supplied to the city's lines fits readily because of the plant's 3-phase, 60-cycle, 2300-volt, unity power factor rating. The turbine governor holds the frequency constant. A master clock is installed on the switchboard, necessitating only slight adjustments to the governor by the operator each hour to keep the electric clocks on the system on time. The voltage of the main generator is regulated by an ampidyne generator and regulator which holds very constant terminal voltage on the main generator. One of the two 525-kw. auxiliary turbine-generators sets electrical power for the ship's auxiliary electrical requirements and excitation.

### AFL Fights Crippling Of TVA Project

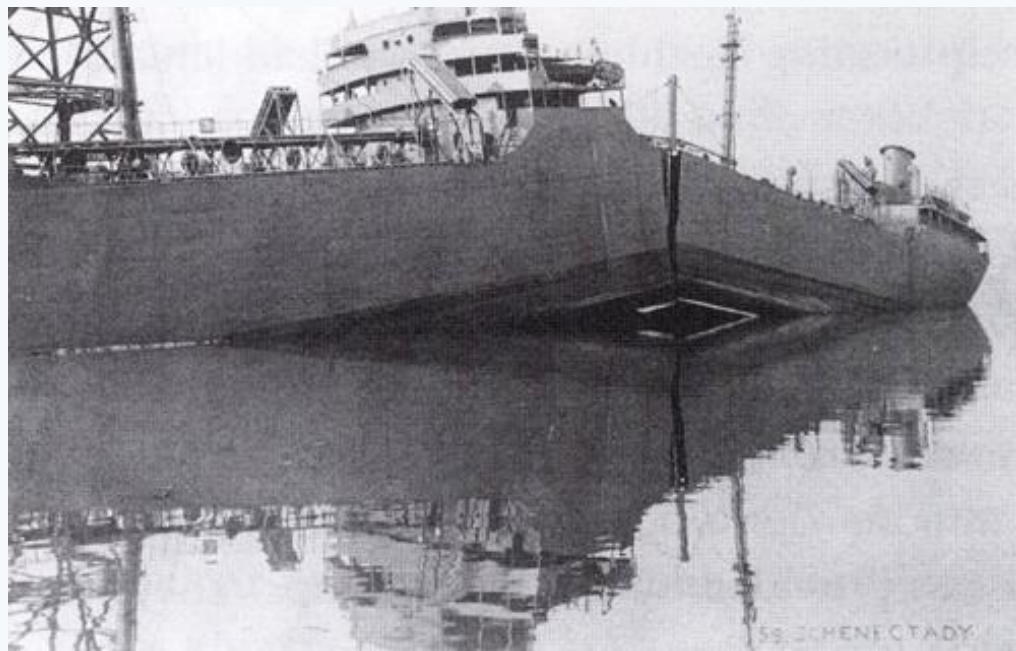
WASHINGTON — The American

Detour:

The ships break in half. It is well documented that a few of the speedily – built Liberty ships and T2 tankers broke in half during and after WWII. The late 1930s and early 1940s was the time when riveting was transitioning over to welding as the primary means of assembling steel plates together in shipbuilding. But the science of welding steel was not as well understood as it is now. Welding was cheaper and faster than riveting in building, and the weight savings was a huge benefit to the utility of anything built of steel. But a problem lay hidden.

Here is an oversimplification. The technical term for what happened to these ships is called brittle fracture, and the problem was with the steel itself. From a paper on the subject written by Jay E. Moore, Ph.D: “Steel is mostly iron, or course, to which you can add carbon to make it really hard.. Iron is quite ductile — it bends, its crystals just slip nicely past each other under stress. You add carbon, and it hardens the crystalline structure, gives it tensile strength. Too much carbon and you end up with pig iron or even cast iron. So you add just some carbon to make steel. Then you modify it with a host of other elements, to give it characteristics that you want.

There are, as always, tradeoffs. Sulphur, for example, tends to make steel ship hull plates really brittle and



prone to fracture. It also makes the steel hard to weld. But it makes for a steel that is better for machining. Add some more manganese to your steel, and the sulphur problem goes away. Phosphorus will cause hardened steel to get more brittle, quite undesirable. But in low-alloy high-strength steel, it improves both strength and corrosion resistance.

Sulphur and phosphorus are impurities that were present in too great a measure in the steels of ships that split in two. It was hard to weld them, and the welding materials and processes weren't nearly what they are these days on the carriers built at Newport News Shipbuilding. Welding those plates also created transition zones in the plate, areas that the welding heat deformed. That deformation made them less elastic and more brittle. The welds themselves broke because the metal next to them failed. That metal got hot and changed from elastic to plastic.

Add to these material problems a notch or a little cut or a small crack in the steel from, say, a repair or a grounding, or even a square-cornered hatch, and a ship is in trouble. Then make it a really cold day in cold water. Add the flexing, twisting, hogging, or sagging of steaming into the teeth of a gale, or just loading and offloading cargo over the years. Now you are headed for disaster.”

Course correction and resurrection:

Now that we understand a bit



about why our Mystery vessel broke in half, we can continue with her story. The stern section was sold to United Vintners, Inc. and towed to San Francisco Bay where it “was joined to a new Bow section built by Bethlehem Pacific Coast Steel Corporation to form a wine tanker.” The new bow section increased her length very slightly, but the new bow and revised stack altered her appearance enough to where she could no longer be readily identified as a T2. This all happened in 1957 and she was re-christened as the SS Angelo Petri.

Angelo Petri was the chairman of United Vintners, Incorporated. The vaingloriously named former oil tanker was outfitted with “cutting-edge stainless-steel tanks, pumping and piping so it could carry wine to people unlucky enough to live outside Northern California.” designed to carry 2.5 million gallons of the fruity beverage in transport from the Bay Area to a thirsty East Coast market via the Panama Canal. For the next 13 years, the ship made seven trips a year to Houston, Texas and Newark, New Jersey carrying some 12-1/2 gallons annually. If Greg and Ron had the pier space, no doubt the ship would have docked at their places too.

But in the third year of this mission disaster nearly struck Angelo Petri. In 1960 the “tanker was blind-

sided by a giant wave just outside the Golden Gate.” The wave reportedly swamped the stern and the seas raced down the stack and ventilators “dowsing the main switchboard, shorting out everything.” The ship lost all power and was dead in the water, and she lost her rudder. “She drifted nearly six miles before the anchors caught on a sandbar west of Fleishhacker Pool near the San Francisco Zoo.” When the ocean calmed, five tugboats pulled the tanker free and brought her into the harbor. “The ship was repaired in a few weeks”

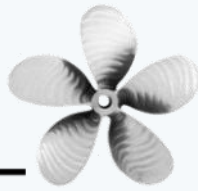
It is important note that while on this trip the ship “was carrying 1.7 million gallons of wine, 3,500 tons of vegetable oil, and 1,000 tons of rocket fuel bound for the Air Force.” More importantly, it is noted that after the ship was repaired “the wine was tested and deemed fit to drink.” There is no word on the rocket fuel.

Our Mystery Photo Scene shows SS Angelo Petri returning to the Bay Area in a light load condition, presumably heading to refill those wine tanks for a thirsty East Coast.

In 1970 her name was changed to Californian, and in 1975 she was sold and renamed Sea Chemist. Finally she was scrapped in 1978 at the shipbreaker’s yard in Vinaroz, Spain.—Ed.



# What's Happening at The Museum



October 2024

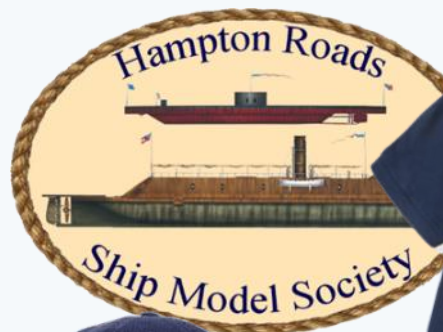
There is no Mariners' Museum column this month. But! We have an opportunity to show evidence of our participation at The Children's Museum of Virginia's Maker Fest Portsmouth, 2024. Below I present the unusual suspects.—Ed.



## 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...



# American Naval History

## The Civil War

1864

May 2-13: Passing the Red River rapids. At Alexandria, Louisiana, Admiral Porter's squadron is trapped by falling water above the Red River rapids. It appears he may have to destroy the ships to keep them from being captured. But, Lieutenant Colonel Bailey of the Union Army conceives the idea of building a dam across the river until the water reaches the seven foot minimum depth. The dam would be opened and the ships could ride the torrent of water to safety. It took two tries to get the squadron safely pass the rapids.

May 4-7: A successful amphibious assault on Tampa, Florida by the steamers Sunflower, Honduras and J.L. Davis.

May 5: The Confederate ironclad Albemarle, gunboats Bombshell and Cotton Plant engage Union forces at the mouth of the Roanoke River. Bombshell is captured, the Cotton Plant retires up river but the Albemarle disables the wooden side-wheel gunboat Sassaacus and continues to engage the side-wheelers Mattabesett and Wyclusing until nightfall brings the action to an end.

May 5: In a sharp action near Dunn's Bayou on the Red River, Louisiana, Confederate forces capture or

destroys the wooden steamers Covington, Signal and the transport Werner.

May 6: The side-wheel steamer Commodore Jones is blown up by an electric mine while sweeping mines in the James River.

May 6: The Confederate ironclad ram Raleigh, sorties from the Cape Fear River, North Carolina and drives off the blockaders Britannia and Nansemond allowing a blockade runner to slip out. The next morning, the Raleigh exchanges fire with other blockaders and runs aground. The ship is destroyed to keep from falling into enemy hands.

May 6: The wooden steamer Granite City and the ironclad Wave, are captured by Confederate land forces during an engagement at Calasieu Pass, Louisiana.

May 10: The army transport Harriet A. Ward is sunk by a mine in the St. John's River, Florida.

May 23: The gunboat Columbine is attacked and captured at Horse's Landing on the St. John's River, near Palatka, Florida, by a party of sharpshooters and two guns under the 2<sup>nd</sup>. Florida Cavalry.

May 25: A boat party from the side-wheeler Mattabesett makes an unsuccessful attempt to destroy the Confederate ironclad ram Albemarle at her anchorage in the Roanoke River near Plymouth, North Carolina.

End of Part 3. —Bob



Time for .....



For October we don't have a special recipe. Instead go to the market and pick up your favorite Fall Beer. For me? I favor partiality, as you can see. Enjoy!

### 5 Great Beer Styles for Fall



#### Oktoberfest/Festbier

You don't have to give in to pumpkin temptation before October, but you can still do like the Bavarians do and roll into Oktoberfest season in September. Oktoberfest beers are technically Märzens: a rich, malty lager brewed in the spring and aged over the summer for readiness in the fall. Lighter festbiers took over as the official brew of Munich's Oktoberfest beginning around the 1990s, but the terms have become somewhat interchangeable. In either case you get a great warm-to-cool weather transition beer with nice maltiness and a little extra heft.

#### Brown/Red Ale

Brown and red ales are traditions in England and Ireland—places where weather almost always requires sweaters—and traditionally bring forward a little sweetness on the palate, but finish dry and crisp with moderate alcohol content. These brews are hearty without being heavy, perfect for warm days with cool nights. Their characteristically nutty and robust flavors are great matches for autumn supper superstars like butternut squash soup, not to mention that both tend to poetically match both scenery and outfits this time of year.

#### Dark Lagers/Schwarzbier

For many, easy drinking lagers are a year round affair, but there is something especially delightful about a cold-fermented beer on a cooler evening. While porters and some stouts have a weightiness born of being ales, black lagers offer a similarly roasted flavor on the palate, but maintain the refreshing quality and light body of lagers. Dark lagers are like the beer equivalent

#### Saison/Bière de Garde

Saisons are Belgian and Bières de Garde are French, but both belong to a category of beers called farmhouse ales. Farmhouse ales were traditionally brewed in the spring and stored before the hot summer weather to better control yeast activation. (Similar in approach to Oktoberfest beers, but as ales rather than lagers.) September marks the start of harvest season, giving farmhouse ales a certain literary appeal for fall drinking. Both beers are hard to define historically since any given beer is very much proprietary to the farmer making it. However, both styles have become more popular in modern times, typically showing deep golden color with zesty citrus flavors balanced by spicy esters, and a full, foamy texture.

#### Hazy Pale Ales

IPAs vary widely in production style and are often subject to much experimentation and flavor layering, but mellower, hazy or unfiltered selections with a hint of pine are well suited to the season. Cooler air and heartier dishes welcome a little strength and bitterness back into your beer drinking, and the rustic look of an unfiltered haze begs to be paired with a light jacket and an early sunset.

PAMELA VACHON\_SEPTEMBER 16, 2020

# Mess Call



## Soft Pretzels and Beer Cheese Dip

Fluffy homemade pretzels are paired with a flavorful cheddar cheese beer cheese sauce that comes together in just 15 minutes once the pretzels are baked.

Twisted soft pretzels and beer cheese dip is the perfect appetizer for a gathering or game day. Mix up the recipe by making soft pretzel bites, normal-shaped pretzels, or pretzel sticks!

### Ingredients

#### Soft Pretzels

- 1 cup warm water (110°F)
- 2¼ teaspoons active dry yeast one packet
- 1 tablespoon granulated sugar
- 1 tablespoon unsalted butter melted
- 1 teaspoon kosher salt
- 3-3½ cups all-purpose flour
- 8 cups water
- ½ cup baking soda
- coarse salt to top the pretzels

#### Beer Cheese Dip

- ¼ cup unsalted butter
- 3 tablespoons all-purpose flour
- ½ teaspoon garlic powder
- 1 teaspoon mustard powder or Dijon mustard
- 1 teaspoon Worcestershire sauce
- ⅛ teaspoon cayenne pepper or smoked paprika
- 1 cup beer
- ¾ cup whole milk
- 1 cup Dubliner cheese shredded
- 2 cups yellow cheddar cheese shredded
- salt and pepper to taste





## Instructions

Stir together the water, yeast and sugar in the bowl of a stand mixer and allow it to stand for five minutes until the yeast becomes foamy on top of the water.

1 cup warm water, 2¼ teaspoons active dry yeast, 1 tablespoon granulated sugar  
Add the melted butter, salt, and flour and mix it together with the dough hook on low, then increase the speed to medium high and mix for about 5 minutes until the dough begins to pull off the sides but is still slightly tacky.  
1 tablespoon unsalted butter, 1 teaspoon kosher salt, 3-3½ cups all-purpose flour  
Transfer the dough to a large greased bowl and cover with plastic wrap or a kitchen towel. Allow the dough to rise in a warm place until doubled in size. About one hour.  
Before beginning the pretzel assembly, set a large pot of water (with the 8 cups) on the stove to boil. Also preheat the oven to 425°F/220°C.

8 cups water

Turn the dough out onto the counter and cut the dough into six pieces.

Roll each piece of dough into an even log (about 16"), then pull one end down to meet the other end and cut the log in half at the rounded section.

Pinch together one end and twirl the strands tightly around each other, pinching the other end to seal after twirling.

Transfer the pretzel twists to a baking sheet lined with greased parchment paper.  
Once the water is at a low boil, stir in the baking soda, then add two pretzels at a time to the water and boil for about one minute.

½ cup baking soda

Use a slotted spoon, spatula or spider to transfer the boiled pretzels back to the baking sheet and repeat with the remaining pretzels.

Sprinkle coarse sea salt on top of the pretzels, then bake in the center rack for 13-17 minutes or until the pretzels are nicely golden brown on top.

Prepare the beer cheese while the pretzels are baking.

### Beer Cheese Dip

In a medium saucepan over medium heat, melt the butter, then whisk in the flour, garlic powder, mustard powder, Worcestershire, and cayenne and allow it to cook for about 30 seconds.

¼ cup unsalted butter, 3 tablespoons all-purpose flour, ½ teaspoon garlic powder, 1 teaspoon mustard powder, 1 teaspoon Worcestershire sauce, ⅛ teaspoon cayenne pepper

Whisk in the beer and allow it to thicken slightly, then whisk in the milk.

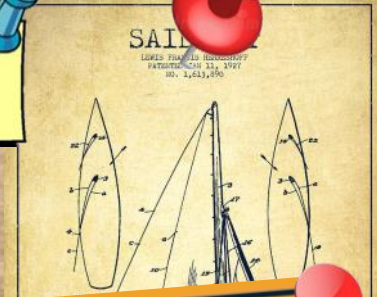
1 cup beer, ¾ cup whole milk

Whisk occasionally until the milk gets hot, then stir in the cheeses until melted. Add salt and pepper to taste, then top with a bit of cayenne or smoke paprika, chopped parsley and enjoy with the hot pretzels!

1 cup Dubliner cheese, 2 cups yellow cheddar cheese, salt and pepper

# The Bulletin Board

Happy New Year 2024!



## MODEL BOAT SHOW & Fall Festival

SATURDAY NOVEMBER 9, 10-4



**FUN FOR THE WHOLE FAMILY!**

- Free Indoor/outdoor event
- Regional Model Boat Builders Exhibit & Sales
- Oyster raw bar & craft beers and bloody mary's
- Kids mini-wooden boat races

[OXFORDCC.ORG](http://OXFORDCC.ORG)



# The Deckplate

## JANUARY 2024

13 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: Ron Lewis - Conservation and Restoration

## FEBRUARY 2024

10 HRSMS Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Live Auction at the Museum

## MARCH 2024

9 HRSMS Monthly Meeting: Mariners' Museum  
14  $\pi$  Day  
Presentation: Hank Ghittino -The Oseberg Ship, History and Build  
9/10 Battle of Hampton Roads Weekend at the MM

## April 2024

13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Will Hoffman– The Ship that held up Wall Street  
22 Earth Day / 26 Arbor Day  
27 Model Boat Show, Deltaville

## MAY 2024

11 HRSMS Monthly Meeting: Mariners' Museum  
21 Talk like Yoda Day  
Presentation: Mike Pelland- Building the Chesapeake Bay Skip-jack

## JUNE 2024

8 HRSMS Monthly Meeting: Mariners' Museum  
22 Sips and Trips at the Museum  
Presentation: Sean Maloon- Gluing and Planking a Hull

## JULY 2024

13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Dave Chelmow– Building the Sharpie Schooner

## AUGUST 2024

10 HRSMS Monthly meeting:  
Presentation: Stewart Winn– A Beginner's Guide to Scratch Building or How to Cobble Something from Nothing  
28 National Bow Tie Day

## SEPTEMBER 2024

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

## OCTOBER 2024

12 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Gene Berger- ~~Painting Water~~...Photoshop CAD lofting

## NOVEMBER 2024

9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:

## DECEMBER 2024

14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation:



## WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
1<sup>st</sup> Mate: Greg Harrington (757) 218-5368  
Purser: Ryland Craze (804) 739-8804  
Clerk: Stewart Winn (757) 565-9537  
Historian: Tim Wood (757) 639-4442  
Logbook Ed.: John Cheevers (757) 591-8955  
Columists: Ron Lewis  
Bob Moritz  
Tim Wood

Webmaster: Greg Harrington (757) 218-5368  
Photographer: Ron Lewis (757) 874-8219



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