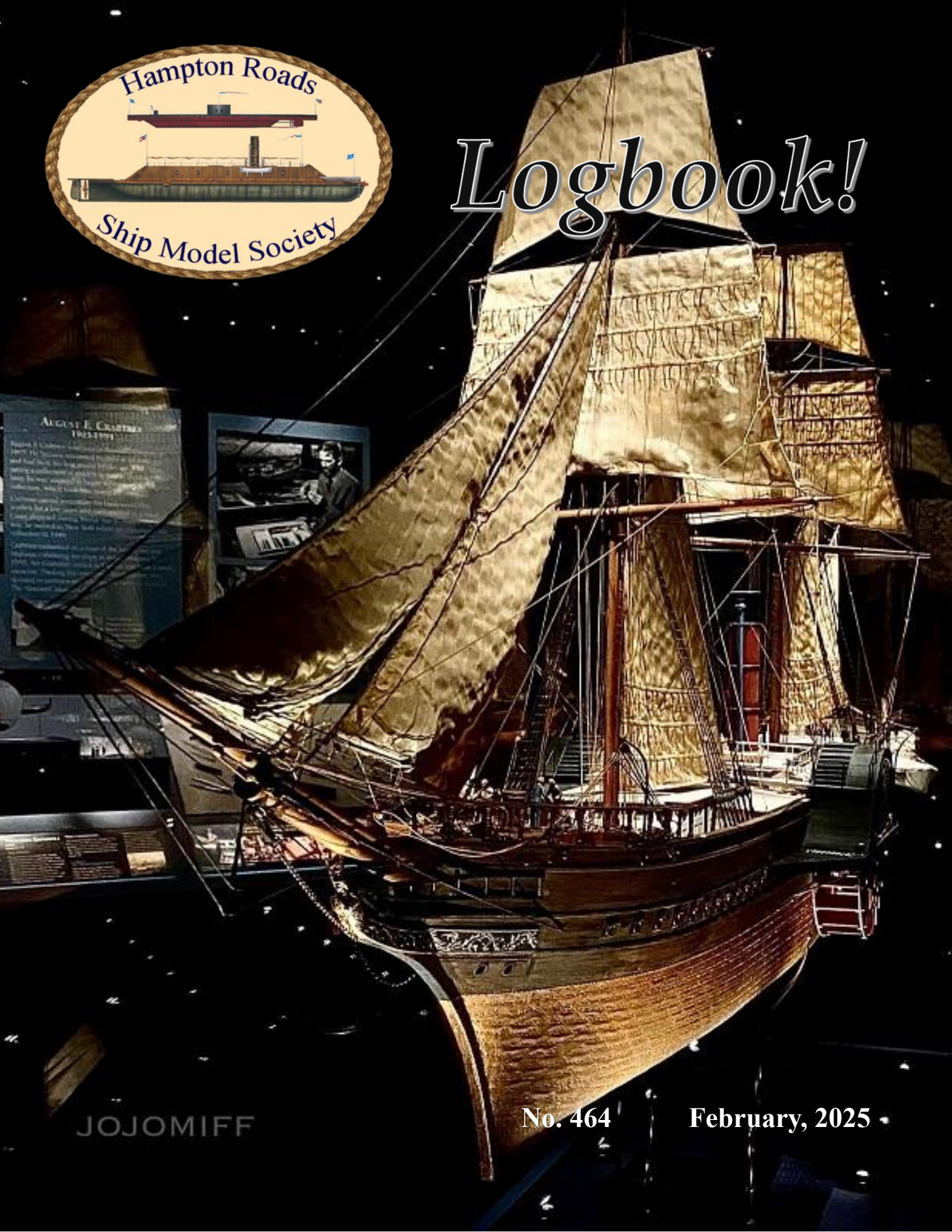




Logbook!



JOJOMIFF

No. 464

February, 2025

Hampton Roads Ship Model Society

No. 464

WWW.HRSMS.ORG

February, 2025

View
From
The
Bridge



Meeting Notice

The meeting will take place
at 10:00 hours

February 8, 2025



Captain's Log 2.8.25

I'm not a physician, musician or mathematician, but in the commission of my ambition, the volition to disregard sane practices resulted in my Byrnes biting me back. In that instant, I embraced the full complement of these occupations - bandaging, "singing" (or words to that effect) and calculating the gross misjudgment I just experienced. No doubt a cautionary tale about haste and surrender of awareness in the vicinity of whirling sharp things. Mindless repetitive sawing of deck planking lured me into a hypnotic state where the mind dreams. WAKE UP! That's what my consciousness screamed as my body's reflexes stepped in to save me from myself. OUCH!

Ship modeling isn't inherently a dangerous vocation, so enjoy your dreaming during slumber hours. Remember, "The mind is a terrible thing..." Build safely.

SD



Letters to the Editor



From: Charles Landrum

To: Editor

I loved the Hagar cartoon! I sent it to my 89 year old dad, who used to build wooden ship models. But he is still volunteering at the Naval Academy Museum. He loved it.

Best regards,
Charles

Charles,



Ed.

From: Marilyn Barton

To: Editor

Thanks for the latest logbook.

Whoa, love Tim's cover photo with the heavens shining down on the water and snow on the beach. Gorgeous photo. Scrub adds a nice touch. Didn't think it was the Jersey shore (no waves) so thanks for giving background on it. Serene scene. I almost dozed off (in a good way).

Saw the Huntington exhibit at the Torggler so I appreciate the Lion on the bridge image. Love his or her Christmas necklace.

Despite his youth, Caelen sure contributes a lot to the group. Can you imagine what he'll be like in ten years? I will have to come see his Taco Stand logo display. Does the Club have gear in child /teen sizes? And perhaps an A baby onesie?

Speaking of the USS
Zircon, Some years ago,

I helped a guy start his FB page about the ship. His father served on it but not the same time as my father. We've never met but talk back and forth on email. He shared his google photo albums of several years' worth of deck logs about the ship which he paid \$\$\$ to NARA in College Park. Saved me a trip up there. I was disappointed that the logs contained so much detail about disciplinary actions, who was drunk, injured, and not much mention of where the ship was. It traveled up and down the East Coast from Newfoundland to Cuba.

Amazing the way you can get the logbook out every month, and it's so good, seriously, bet it's the best of all the clubs' newsletters out there.

Take care,

Marilyn

P.S. Hospitals serve or rather "administer" cocktails too. See attached (*on page 18*). Don't try this at home.

Marilyn,

I look forward to your witty rejoinders, and this is a good one. I'm glad to see the Logbook gets the scrutiny it deserves. I'm not sure your "cocktail" will be enjoyed by all, but we'll post it and see.

Ed.

From: Tony Clayton

To: Editor

Happy New Year to you and all.

I want to tell you how much I appreciate you sending me the newsletter every month! I miss the monthly meetings and chatting with everyone.

It's good to see how you are all progressing with your current projects.

I look forward to the next newsletter

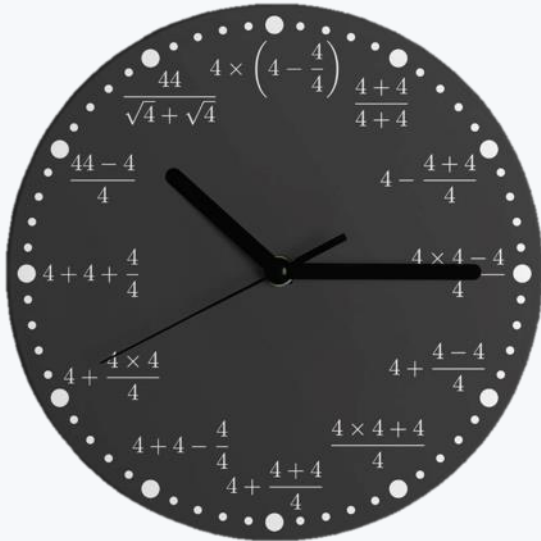
Best Regards, Tony



February Cover:

This month's cover celebrates the artistry of August F. Crabtree. The image was made by photographer Jo Ann Miffleton and captures the great Cunard line's first ship Britannia of 1840—built during the time of transition in shipping from sail to steam. The model is made in the scale of 1/4" = 1' and features at the stem a carving of the female warrior Britannia, complete with trident in one hand and a shield in the other. I urge you to visit the Crabtree Gallery at the Mariners' Museum.—Ed.

The Jape



“I booked a cruise for your birthday. I’ll call you when I get to Aruba.”

Scuttlebutt



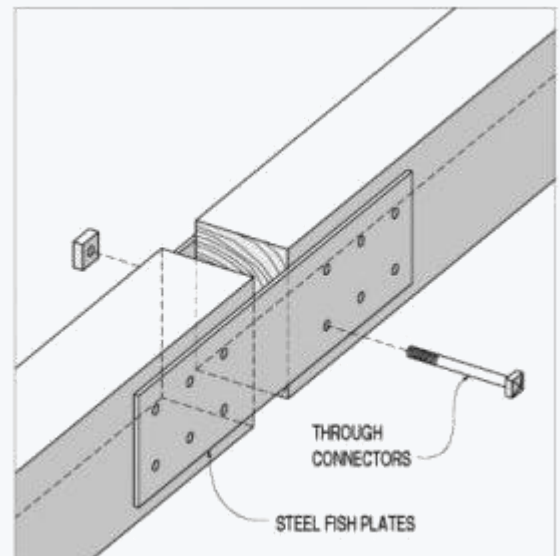
Nautical term for February

Fish Any living creature that does not call the Coast Guard when faced with the prospect of being submerged for more than one minute.

—Tim.



A fish is a constructive means of lengthening material that you measured once and cut twice and it’s still too short, or a tool for electricians to pull wires through walls. The “constructive means” consists of lapped plates that are usually fixed by bolting two existing pieces thereby extending their overall length which is a boon to ship model makers who frequently miss-read a scale or sand off too much. No comment on the electrical angle.



Minutes



Meeting 1-11-25

The meeting was called to order at 10:05 by the skipper. Because of weather conditions the meeting was conducted remotely by Zoom. There were about 20 members in attendance, although it was difficult to get an exact count because of people coming and going.



The skipper reminded everyone of the Old Dominion Open in Richmond on February 22nd and urged members to come and bring a model.

There were no corrections to the minutes.



Ryland Craze reported there was no income or expenditures since last month.



Greg Harrington announced he has added recent posts to the website, and will post a recording of this meeting.

OLD BUSINESS

Ryland said that he has purchased a kit of the battleship "Mikasa" to be raffled at the ODO next month. He reminded everyone of the IPMS national to be held in Hampton from August 5th through 9th of this year, and that we have committed to having three tables for display of our models.

Tom Ruggiero reminded us of the Northeast Joint Conference to be held in April of this year.

NEW BUSINESS

John Cheevers announced we would have our next auction at the March meeting.



Ryland informed us that the picnic on September 13th would be at **SHELTER #1** at the Newport News Park this year. **Note change in shelter.**



The floor was opened for nominations of club officers for the next two year term. It was moved and seconded that the existing slate of officers be nominated for another term. There were no other nominations and the election will be held next month. Additional nominations may be made at any time until the vote is cast.

Greg discussed possible participation in Harbor Fest in Norfolk on June 6th through 8th this year. No decision was made and Greg will follow up with additional information at a future meeting.

Ron Lewis announced that Howard Hoega may address our March meeting.

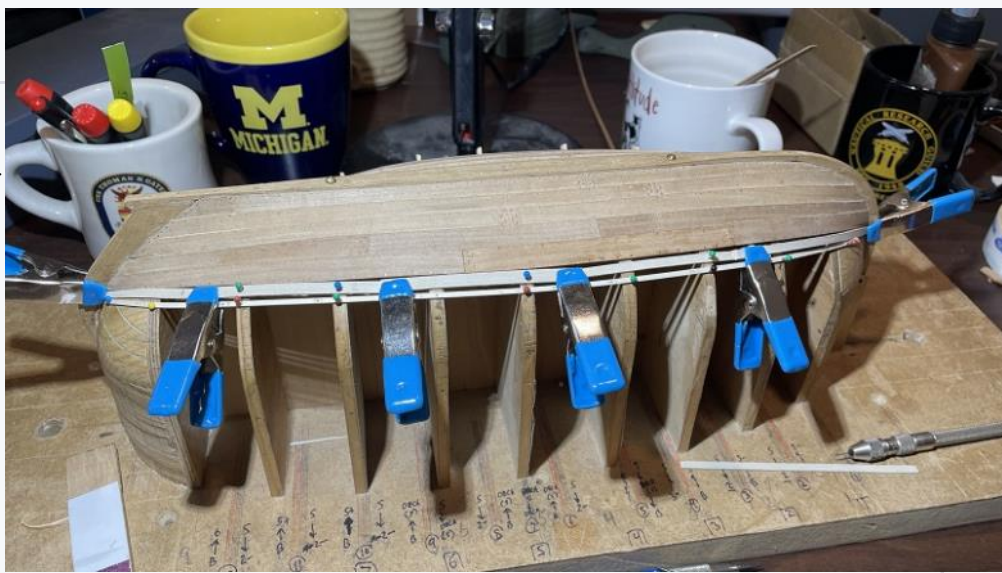
The meeting adjourned at 11:57.



Show and Tell

The following models were shown and/or discussed:

- Greg Harrington's Danish eel drifter *De 13 Søskende*
- John Proudley's HMS *Essex*
- Don Good discussed work on his deadrise *Maid King*
- Mort Stoll's HMS *Diana* showing interior furnishings



- Tim Wood's USS *Johnston*
- Ron Lewis discussed restorations and donations to museum
- Caelen McCormick's CSS *Virginia* and other projects
- Mike Pelland's shop, skipjack and long boat
- Bob Zinnen's CSS *Virginia*
- Guest Bob Coffeen's *Mare Nostrum* and HMS *Swift*
- Warren Garcia's HMS *Speedwell* and Lego RMS *Titanic*
- Gene Berger's USS *Zircon* (PY-16)



- Dave Chelmow's Grand Banks Dory



Presentation:

There was no presentation because the online format of the meeting would not support the presenter's needs.

However....

The purser has this to say:

I will start collecting dues in February due to the auction being in March. I will be sending out an email to those that owe dues. If you do not receive an email, it means that you do not owe dues.



AUCTION...“we have been gifted a collection of very nice tools from an estate” and we’re not going to just give them away. Some of these items will either have an opening bid or a reserve attached to them. These amounts will be fair and below market value, but set where we can recover the investment made in getting these things to the auction. They will be highlighted in the March Logbook so you can see what we have on offer, plan your strategy, and bring enough money to win the bid. Items not sold due to a pre-set value, may be raffled off throughout the year or disposed of another way.

Now, due to the short amount of time we’ll have between picking this stuff up and the auction, Some descriptions may be limited in the March Logbook. Every effort will be made to inform you of the “nicer” items and may include a photo. Also the large/heavy ticket items will be presented at auction via photographs only. These items will be available for pickup, they will most likely be stored in my garage.

Come prepared to spend some money on the big ticket items and be prepared to get a deal on other things. One thing I ask is that you **do not bring items to sell at this auction**. As was the case at the last auction, we will be time bound and we want to finish as near to our usual meeting end time as possible.

Thanks!—your Auctioneer.

Mystery Photo

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

If you know the answer to the Mystery Photo at right, by all means send it in. All replies will be blended into the solution.

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. 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.



Books for the Ship Modeler
www.seawatchbooks.com

Mystery Photo Explained

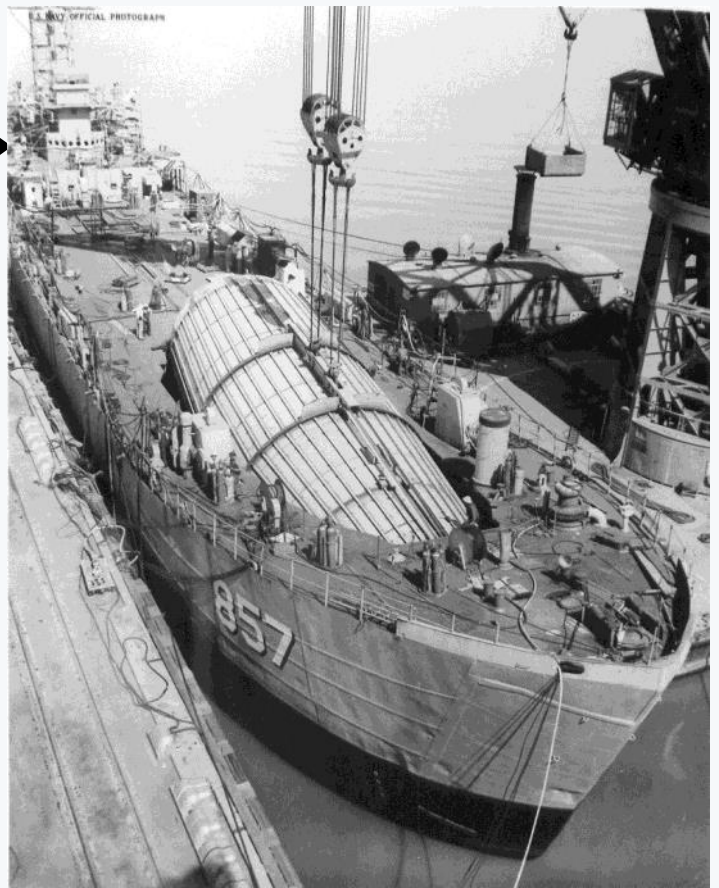
I'm fairly positive that most of you can identify this month's Mystery Photo as a vessel that the U.S. Navy classifies as a Tank Landing Ship or LST for short. But how many of you know them as Bill Nyberg does? In his reply (the sole reply this month) he identifies them this way: "Not often, does anyone mention the "Last Ship There" or "Large Slow Target". Mostly they exist in the minds of those who served on them." He continues by reinforcing the obvious. "I had the opportunity of serving on one, for two and half years." This qualifies him as an expert on the subject matter at hand.

Indeed, for such a prolific build (over 1000 built according to the standard references) this is an often overlooked and ignored ship, except when we study the many beach landings of World War Two. If you recall, several issues ago we ran a story of the LST training building that exists at Fort Knox. In it we describe how the building (several actually) was used to train recruits how to load and unload the vessel through the bow doors. With our current Mystery, Bill mentions how impossible this would be as [they] "appear to have been welded closed." A good observation.

Then he focuses on the reason for the image. "it appears that they are trying to "stuff" a too large cargo into or out of her tank deck. Her gangway ladders can be seen on either side of that large cargo that is either being removed or "stuffed" into her hull." This large cargo and the reason for it is our Mystery to solve.

Bill does no mention the mostly obscured hull number on the bow that would have made identification very easy. Had it been discernable, we might not have had a mystery, but you would have a direct line to the story the photograph has will to tell.

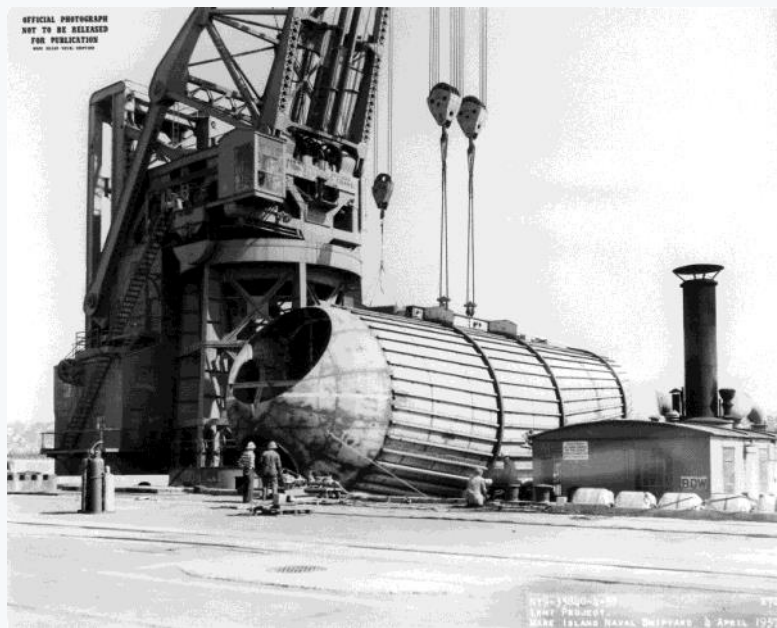
In the small reprint of the Mystery Photo (above), you can see the identification number 857. By going to NavSource.org you can see that the vessel, LST-857, was named U.S.S. King County. Initially these ships had no official names and were identified only by their classification number. On 1 July, 1955, those that were named were named after Counties. LST-542 and later, they were known as the Chelan County Class. Our Mystery ship belongs to that class. Salute!



Let's address that large cargo:

What do you think when you see a giant crane loading what looks like a giant beer keg into the ship? Or maybe the pessimist among us thinks the ship is having its guts ripped out by the crane. Maybe the budding Sommelier out there thinks we have another wine carrier under construction. The photo below sure shows the strange, banana shaped barrel device. What in the world do we have here?

Let's see what our on-line resource has to say. Of course NavSource.org has photos that pull back the curtain to reveal the truth; and I think you can handle the truth. Let's go there and look at the DANFS entry.





The DANFS entry for King County begins with this typo: “LST-587 was laid down by Chicago Bridge & Iron Co., Seneca, III, 19 September 1944; launched 6 December 1944...” She served continuously in the Pacific theatre doing routing hauling and transportation duties until 11 October, 1956 when she reported to Mare Island Naval Shipyard for “conversion to an experimental guided missile test ship.”

DANFS continues: “While undergoing conversion, *King County* appeared as though she had swallowed a submarine. A mock-up submarine hull was installed on her deck for use in testing a prototype missile handling system. In addition she received launching, recording, and evaluation equipment for testing the launch and flight capabilities of Regulus II guided missiles. Capable of carrying four missiles in her hangar, she was designed as a mobile testing center for these surface-to-surface missiles. She was “Reclassified AG-157 on 17 May 1958.”

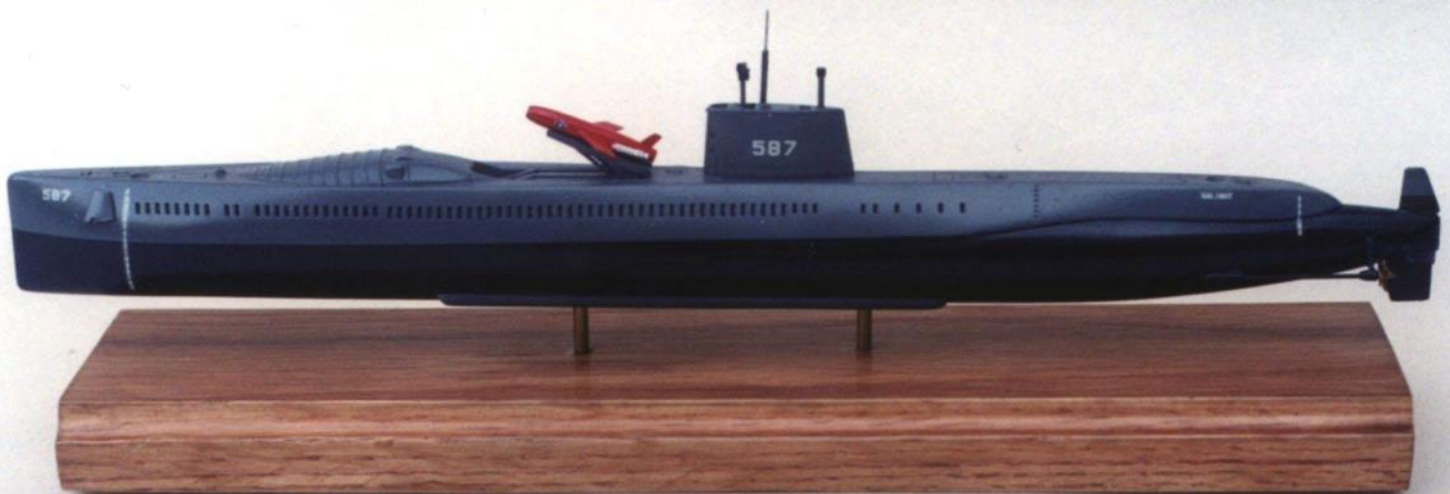
While in this classification, she test launched several missiles and served on station as a telemetry and recovery vessel for several other missile test programs. She was decommissioned on 19 July, 1960 and sold to Zidell Explorations Inc. for scrapping.

Now let’s talk a bit about the Regulus program. Strategic missile defense was in its infancy following WWII. But a nuclear defense was necessary and nuclear capable delivery systems had to be developed. These programs and their technology developed quickly and often overlapped each other. They came along faster than they could be constructed or implemented meaning that multiple programs were in play at once. many projects were obsolete before they could mature into active defensive systems. The Regulus I and II cruise missile fell into this category.



The Regulus family of missiles were intended to be deployed on refitted submarines and cruiser sized surface ships, While the cruiser and older diesel boat conversions are not very well known, many of you might be familiar with the later purpose-built submarine variants. U.S.S. Grayback and Growler come to mind. They were modified during construction to accept the Regulus II missile by having prominent hangers for the missiles added forward. Also, for the Regulus II, the U.S. Navy opted to build a purpose built nuclear-powered submarine. That boat became the U.S.S. Halibut. The Achilles heal to this program was that these boats had to surface and prepare the weapon for launch. Not very stealthy or efficient as we think of these terms today. These conversions and new construction occurred between 1953 and 1960.

The large cargo we see “stuffed” into King County was a mock up of the missile hanger that was installed in Halibut. The design apparently was a success from an engineering perspective, but the program suffered in that it was not robust enough to become a mainstay in our strategic defense arsenal.

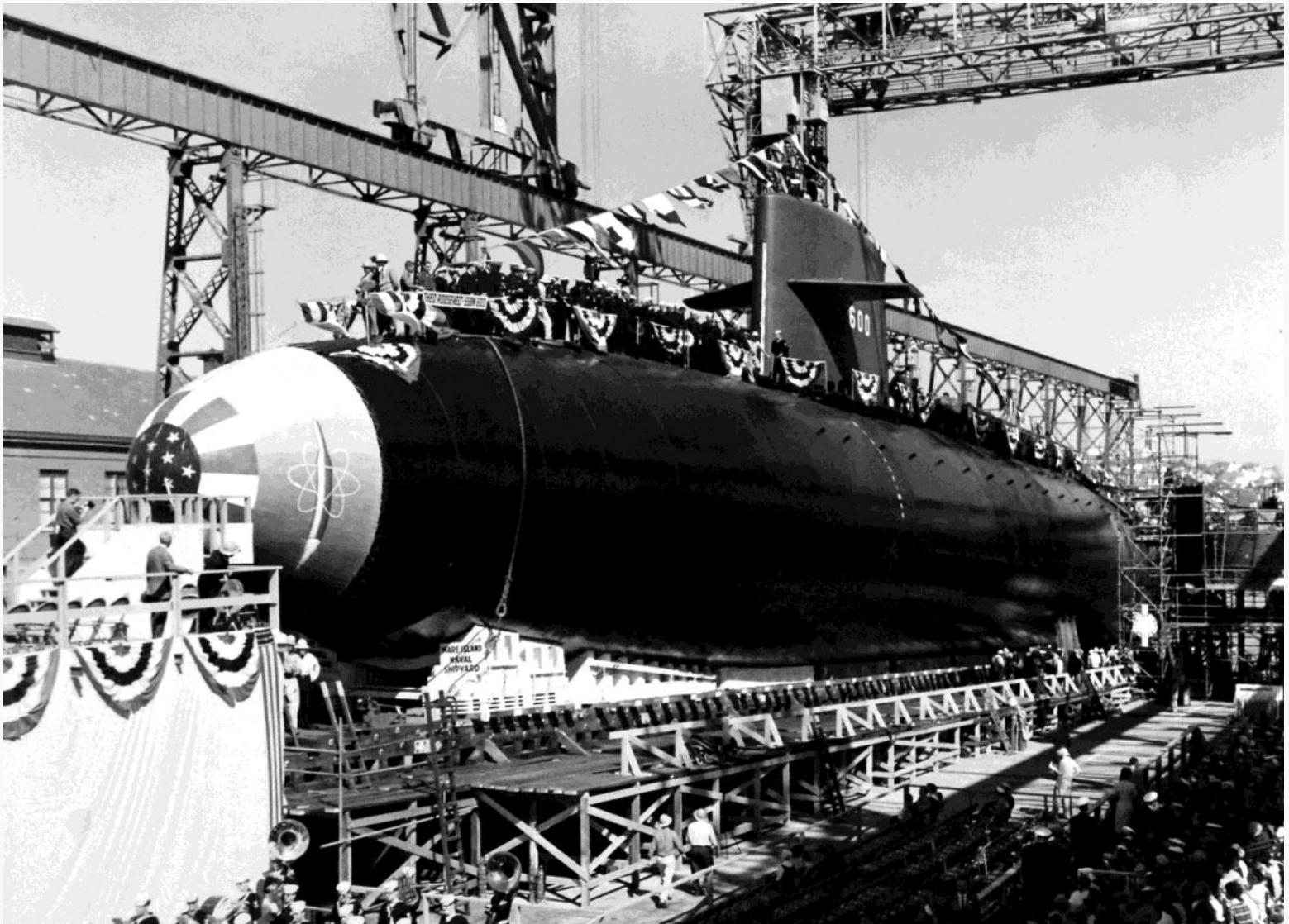


Too little, too complicated, and too late. By the time these Regulus boats were ready and in commission, the US Navy had already taken delivery of its first Polaris carrying SSBN, the George Washington. The technology demonstrated by in the intercontinental ballistic missile had outclassed the guided turbojet/rocket propelled cruise missile. Regulus I & II were decommissioned but not before these subs had logged several deterrent patrols. They were later converted for other duties.

The photo on the previous page (top right) shows how programs can overlap and continue to completion even with the threat of obsolescence staring them in the face. This launch photo of Halibut, 9 January, 1959, not only shows the Regulus II boat ready for launch but also a section of an SSGN submarine U.S.S. Theodore Roosevelt. The SSGN classification was later changed to SSBN to better reflect the nature of the missile it carried and its mission.

The photo at bottom shows U.S.S. Theodore Roosevelt ready for launch 3 October, 1959—only 9 months.

Today the buzz is all about design/build—you can guess what that means. And computer based mod/sim rules the acquisition process. In the days before we designed on the computer, mock-ups and prototyping ruled the process. Both methods work and neither, in my opinion, has an edge on development time. But we have the old process to thank for providing photographic evidence of a situation worthy of a Mystery Photo.—John



The Story of Hannah



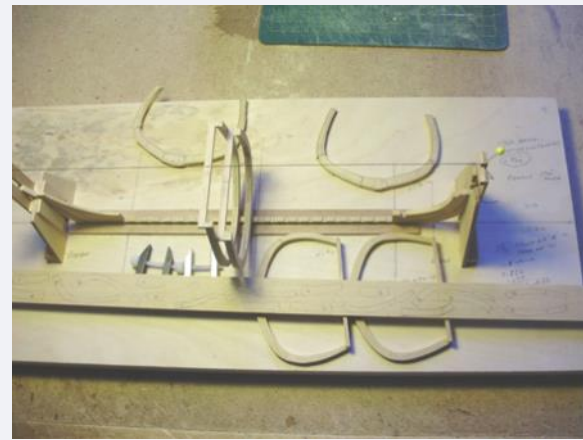
Last month we had a plea of support for the Veterans Crisis Line. This month I asked Navy veteran, cartoonist, and ship model builder Bill Abbott to write a piece about his building the colonial schooner Hannah. He came through with flying colors. Here is his story.—Ed.

In the early days of people getting together on the internet, Yahoo provided a popular platform where a ship modeling group had formed. Lots of very skilled and knowledgeable builders shared historical information, techniques, and generally engaging discussions, albeit in a forum much more primitive than what's available today. While more of an ambitious enthusiast than a builder, I'd enjoyed reading nearly everything posted. I'd been a member of the Hampton Roads Ship Model Society while serving in the area,

and sorely missed the meetings, discussions, friendships and inspired talent that met throughout the year.



In the summer of 2006 I was serving in Iraq, operating out of a small camp between Ramadi and Fallujah. In the sparse free time available, when internet access was allowed, I'd visit the ship modeling group. I'd posted about my overly ambitious intent to build a small dockyard model when I got home and received a number of recommendations. One of those who responded was John Hatch, a skilled builder in eastern Ontario, Canada, very close to Buffalo, N.Y. where I lived. John offered more than his opinion, he generously offered to guide me through my first build, and would even provide me with all the materials.



I arrived home just before Christmas, 2006, and my stay was to be brief. The sounds of incoming mortar rounds, detonating IEDs and small arms fire were exchanged for Jingle Bells and Holly, Jolly Christmas nearly overnight with no intervening time to mentally adjust. I'd received orders to begin training immediately after a few days leave with my family in New York, and was to make my living accommodations in a barracks in Little Creek, Virginia until I was to deploy back to the Middle East again in the autumn of 2007. The time in between was to be spent in non-stop training with my new detachment.

work on the model would have to wait till I returned home, John and I continued to correspond through email discussing models, methods, maritime history, and my largely unrealistic ambitions to build an endless stream of dockyard models with every set of plans that passed within my view.

During the brief visit to Buffalo, John invited me to his home where we met for the first time. He and his wife Lillian were among the kindest people I'd ever come to know. John emigrated from England in the early 1950's as part of a Canadian apprentice work program to grow its population. He showed me his small workshop and handed me a plastic shopping bag. In it were banded, carefully labeled strips of pau marfim and Harold Hahn's plans of the colonial schooner Hannah in 3/16" scale.

After returning to Virginia, the training tempo left little time or energy for pursuits outside of preparing for the next event. But when those infrequent occasions occurred, I'd set up the materials John provided on the table in my barracks room and enjoyed the peace that came with the work.

In October 2007, I deployed with my detachment to the Middle East for a 6 month deployment. While



It took some time to adjust back into a civilian routine after my return home in May, 2008. The intensity of the preceding years affected me in unanticipated ways, and I found the peace provided in ship modeling to be of inestimable value. I would make regular trips across the Canadian border to John's house where we sometimes

continued working on a variety of other model projects for the sheer joy of it. My wonderfully patient wife Shelly noted the difference in my capacity to relax, focus, and sleep after workshop time with John and began referring to it as my therapy. I'd thanked John for his generosity in time and shared expertise, and we'd begun to wonder if the great value such a mentorship gave me might be a benefit to other veterans adjusting to life after the military. With considerable regret, we never found out.

John passed away June 27th, 2023 at age 93. His wisdom, ship modeling guidance, and friendship is sorely missed, but the intangible value he provided and the fortuitous time in which it came will last me a lifetime.'—Bill

You can find more about Bill and his models at nauticalhistory.weebly.com. And on Facebook at [Nautical History and Ship Modeling](#).—Ed.



talked about life and world events, while at other times we worked in perfect, focused silence. John would explain to me how he'd approach a modeling challenge and would, with infinite patience, repeat himself until I'd get it right. At times, John would prepare proper English tea to enjoy in the workshop, and at others, a modest taste of uncorrupted Pusser's rum, the historic sailor's libation, in honor of whatever we could think of in the moment.

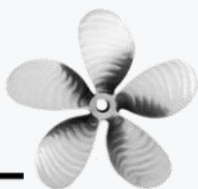
John and I completed the Hannah but con-



A photo of the Lyon Hoy in 3/16"=1' scale made by the late John Hatch



What's Happening at The Museum



February 2025

Winter's still with us! We've certainly been treated to a stereotypical Tidewater winter weather grab-bag with temps dropping to single digits and rising to the upper sixties! But, come March 20, just a little over six weeks away, the jonquils and forsythia will proudly announce that Spring has Sprung! Can't wait! Remember that The Museum contains a 500+ acre park with a beautiful 5-mile trail that is very well maintained and it's open to us at no cost! It's one of the largest privately owned and maintained parks in the US. Take your camera, there are hundreds of beautiful scenic vistas and wildlife along the trail. But the big story in 2025 is "The Year of the Monitor"! Many of you may not remember the establishment of the National Marine Sanctuary and some were not even born on the day, February 5, 1975, when the Monitor, discovered about 16 miles off Cape Hatteras, NC in about 40 fathoms of ocean became the very first of a current inventory of 17 such protected sites. There are also, under the same auspices, five National Marine Monuments. Now, here's a shout-out to our friends next door. NOAA is, of course, the caretaker of these protected sites. It's a huge responsibility that the folks at NOAA are



highly qualified to accept!

And how about our folks! Will Hoffman and his crew of conservators are responsible for more of the Monitor conservation program than any other entity in the world! And they welcome members and visitors. In fact, make plans to join the staff and crew throughout the year to learn more about this national treasure. Here are some tasty options:

First, stay tuned for announcements on special tours inside the 360-degree rotating gun turret in February. Yes, the turret tank will be drained till March 8! Then mark your calendars for the annual Battle of Hampton

Roads Commemoration

on **Saturday, March 8, 2025, from 10 a.m. to 2 p.m.** This is an annual event and is one of the most popular in The Museum's schedule. And it occurs this year on the very days, March 8 and 9, that the real 1862 battle happened! During this same weekend, we will celebrate the 50th anniversary of the NOAA Monitor National Marine Sanctuary.

Finally, during our annual Sips & Trips event in June, we will highlight the 250th anniversary of the US Navy, where *Monitor* became the Navy's first commissioned, fully-ironclad ship. Meanwhile, click on marinersmuseum.org to stay up to date on the numerous programs the Museum is providing.—Ron

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...



Mess Call



February 7th is National Fettuccine Alfredo Day. To celebrate this most popular pasta dish, here is a good, simple recipe. Now if you don't get this done for Alfredo day, then you can certainly do this for Valentine's Day on the 14th.



Ingredients

Recipe yields 6 servings

- 24 ounces dry fettuccine pasta
- 1 cup butter
- $\frac{3}{4}$ pint heavy cream
- salt and pepper to taste
- 1 dash garlic salt
- $\frac{3}{4}$ cup grated Romano cheese and $\frac{1}{2}$ cup grated Parmesan cheese
- Chicken or shrimp as a protein if you wish

Directions

1. Gather all ingredients.
2. Bring a large pot of lightly salted water to a boil. Add fettuccine and cook for 8 to 10 minutes or until al dente; drain.
3. Melt butter into cream in a large saucepan over low heat; add salt, pepper, and garlic salt.
4. Increase the heat to medium; stir in grated Romano and Parmesan cheese until melted and sauce has thickened. Add cooked pasta to sauce and toss until thoroughly coated; serve immediately.

And to compliment the dish, I recommend a nice chardonnay. Buy local, get something from the Williamsburg Winery or pick up Goat Tower from the Hampton Roads Winery.



What it means when you say “G.I.”

Our foot soldiers of world War I were called “Doughboys.” But not at first. Originally, the soldiers who served in France were called “Yanks.” Not a bad moniker. But in 1916, foot soldiers who participated in the border operations with Mexico found themselves covered in white dust and were called “abobies” or “dobies” by mounted soldiers. “Within a few months, these dobies, or Doughboys, were redeployed to Europe and the nickname stuck.

When World War II rolled around, millions of American found themselves enlisting or being drafted into the armed forces. Today we know them as G.I.s” but where did this nickname come from? The gist is that the military, particularly the army, stamped G.I. on their trash cans, and while most folks have taken that to mean government issue or general issue, the abbreviation really stood for galvanized iron. But that doesn’t make a very good story or create a good myth.

Not leaving a good abbreviation unused, service members started jokingly calling themselves G.I.s. meaning government issue. Cartoonist Dave Breger, a 1941 draftee, is credited with adding “Joe” creating the long lasting moniker G.I Joe. The term G.I. survives to this day in our lexicon. Take for instance, the 1944 Bill titled the Servicemen’s Readjustment Act which is commonly known as the G.I. Bill.

This brings us to Marilyn Barton’s Hospital administered cocktail. The pamphlet at right asks the question: What is a GI cocktail? Hopefully, it isn’t something you’ll need while ship model making. The hobby is supposed to be a stress reliever, not a stress maker

A G.I. cocktail, however, is probably any type of bug juice that a man in uniform can create out of almost anything. Just like inmates in jail, men being deprived of alcohol will find ways to make it, take it, and maybe go blind.

Take submariners for instance. They have been known to make a crude form of alcoholic beverage known to us as Torpedo Juice. They would take almost any fruit juice they had on hand and mix it with the 180-proof grain alcohol fuel used to run torpedo motors. That must have been one heck of a G.I. cocktail. And other soldiers knew how to make Hooch or stronger elixirs by fermenting any fruit and sugar they could find or scrounge.

Me thinks that prolonged use of G.I. cocktails like Torpedo Juice and Hooch might lead to a Hospital Administered GI cocktail, but I’m just a model maker.—Ed

What Is a GI Cocktail?



A GI cocktail describes a mixture of liquid that is used to treat dyspepsia. It usually includes liquid antacid, viscous lidocaine, and anticholinergic. However, the GI cocktail may mask pain coming from the heart.

What is dyspepsia?

Dyspepsia is another term for indigestion, which is impaired digestion. Symptoms of dyspepsia includes abdominal fullness, heartburn, nausea, belching, and abdominal pain.



Popular Mixtures



There are a lot of GI cocktail recipes people use today

1. Pain B-Gone

- A mixture of Maalox, viscous lidocaine, and Donnatal. All in equal parts.

2. The Green Goddess

- 10-30 ml Mylanta, 10 ml Donnatal, and 10 ml viscous lidocaine.

Word of Caution

Not only can GI cocktails mask heart pain, recent studies have shown that GI cocktails might not even be necessary to treat dyspepsia. However, GI cocktails have the potential to ease hiatal hernias in patients.



Findatopdoc.com

News from Deltaville! Don Good Reports:

- The Deltaville Ship Modelers Guild invites you to our February meeting on the 13th to hear our guest speaker Larry Chowning. Most of you are probably familiar with Larry through his wonderful books such as *Chesapeake Bay Buyboats* and *Harvesting the Chesapeake* among many others. An eminent historian and author, he has spent many years writing for National Fisherman magazine and is currently a reporter for the Southside Sentinel. He has donated thousands of articles and photos to the Deltaville Maritime Museum that are continually being added to the online archives. Larry will be discussing some of his many photos during his talk.
- Any of our crew who collect marine art or love local bay boats may want to take a chance on owning an original John Barber painting. Information on buying tickets is noted below. This is a very good opportunity to own a real masterpiece and support a good cause.



Mathews-built deckboat Peggy of New Point is turning 100!

The Mathews Maritime Foundation is raffling off this beautiful painting of the Peggy by John Barber.

Tickets can be purchased at www.mathewsmaritime.com. All proceeds benefit the Peggy of New Point Endowment Fund. Drawing will be held 9/20/25. Winner need not be present to win.



The prize, "The Peggy Off New Point Comfort" by John M. Barber, is an original oil painting on linen canvas, measuring 10 x 18".

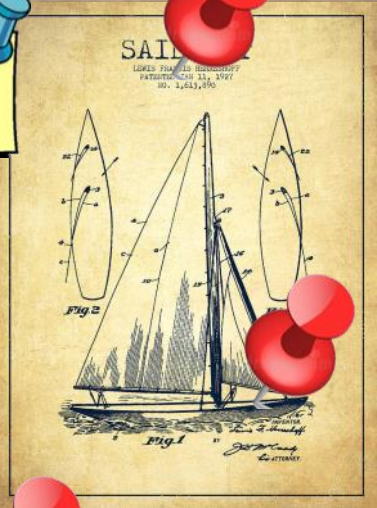
It is fitted with a museum quality, custom-made frame, overall measurements of 18 x 26". The frame bears a hand-lettered nameplate and painting light. Value \$8,000

**TICKETS: \$25 EACH OR
5 FOR \$100**

**PURCHASE TICKETS AT
WWW.MATHEWSMARITIME.COM**



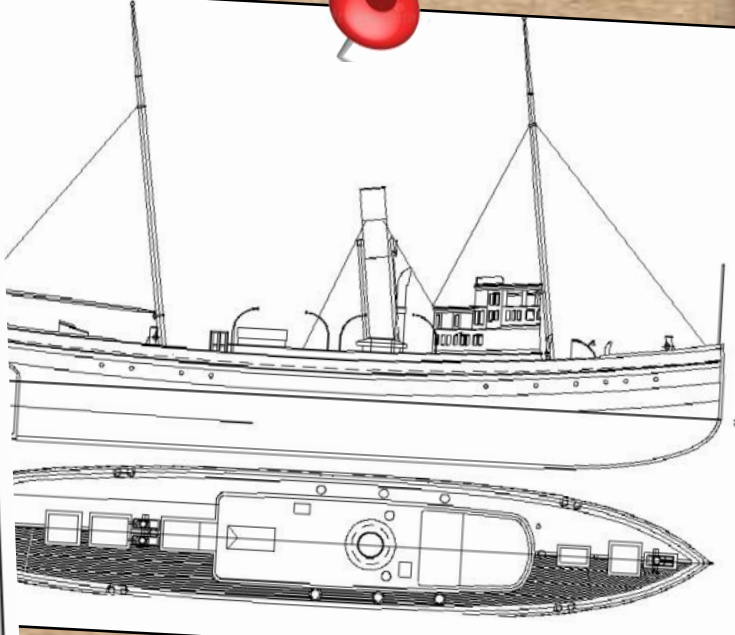
The Bulletin Board



It will be in
March



GOING...
GOING...



Merchandise is beginning to stack up, so get your money ready (especially your Christmas money) and start thinking Auction—more details to follow...



The Deckplate

JANUARY 2025

11 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation: called on account of snow

FEBRUARY 2025

8 HRSMS Monthly Meeting: Mariners' Museum
7 National Fettuccine Alfredo Day
Election of officers
Presentation: "Let's take it from the bottom; Building the iconic Chesapeake Bay workboat, a lesson in skill and tradition."

MARCH 2025

8 HRSMS Monthly Meeting: Mariners' Museum
14 π Day
9/10 Battle of Hampton Roads Weekend at the MM
Presentation: Auction

April 2025

12 HRSMS Monthly Meeting: Mariners' Museum
22 Earth Day / 26 Arbor Day
26 Model Boat Show, Deltaville
Presentation:

MAY 2025

10 HRSMS Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation: Dave Chelmow...TBD

JUNE 2025

14 HRSMS Monthly Meeting: Mariners' Museum
22 Sips and Trips at the Museum
Presentation:

JULY 2025

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

AUGUST 2025

9 HRSMS Monthly meeting:
28 National Bow Tie Day
Presentation:

SEPTEMBER 2025

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

OCTOBER 2025

11 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Dave Chelmow...TBD

NOVEMBER 2025

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Chrales Landrum...TBD

DECEMBER 2025

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

WATCH, QUARTER, AND STATION BILL



Skipper: Gene Berger (757) 850-4407
1st Mate: Greg Harrington (757) 218-5368
Purser: Ryland Craze (804) 739-8804
Clerk: Stewart Winn (757) 850-4407
Historian: Tim Wood (757) 639-4442
Logbook Ed.: John Cheevers (757) 876-7466
Columnists: Ron Lewis
Bob Moritz
Tim Wood
Webmaster: Greg Harrington (757) 218-5368
Photographer: John Cheevers (757) 876-7466



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