

FROM THE PILOTHOUSE



SEAFARING IN THE AGE OF TALL SHIPS

When was the age of tall ships?

Arabian Dhows were sailing the Indian Ocean in the ninth century. A beautiful model exists in the Mariners' Museum Age of Exploration gallery. Today's vessels sailing as small carriers in the Indian Ocean are little changed.

Chinese junks were wandering the high seas in the 13th centuries in ships with fully battened sails, compartmented hulls and balanced rudders. These are still contemporary ships in China.

The north men were sailing the north Atlantic during the ninth century in ships that could make 10-11 knots. In 1893 a replica of the *Gokstad* ship was built and sailed from Norway to St. John's Newfoundland in 27 days, despite bad weather. The Viking ships were the finest sailing vessels of their day. William the Conqueror used ships of this design in his invasion of the British Isles. In 1492, Columbus sailed across the Atlantic with a Nau and two Caravels, to the New World. In 1499 Vasco DaGama sailed around the Cape of Good Hope and continued on to India, pioneering the regular trade routes used by the Portuguese.

(Continued on page 3)

To Build A Ship Model



For the past three years we have enjoyed and learned from this series of talks. The membership has been most fortunate in having knowledgeable speakers give of their time and sharing with us many insights and varied aspects of ship modeling. The caliber of these sessions is reflected in the fact that three of our speakers won silver and bronze medals in addition to other awards at the 2000 Mariners' Museum Ship Model Competition. Our congratulations go out to Alan Frazer, Jack Bobbitt and Bob Comet. Their respective medals

(Continued on page 6)



Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 169. I don't know if anyone noticed, but this month's Mystery Photograph continues a design theme that was evident last month, and one that we have repeated in this series several times over. Does anyone know what it is? I'll give you a little hint: This month's Mystery Photo contains probably the largest and final example of its type. But, before I get too deep into the weeds, I want to thank Tom for giving us an excellent photocopy.

Dave Baker got the identification ball rolling by corralling me at the last meeting and showing me a photograph of a near identical vessel to our Mystery Photo published on page 168 of John Alden's book *The American Steel Navy*. Alden's photo was of *Galveston* one of the six so-called "Peace Cruisers" of the *Denver*-class. I asked Dave if he could be more specific and name our mystery vessel, but he was not sure he had enough photographic evidence at home to do that. All kidding aside, Dave narrowed the field to the correct group of ships.

Well, I followed Dave's lead and did some checking, and I'm not sure if you noticed or not, maybe its just me, but it seems

(Continued on page 2)



(Continued from page 1)

that every published picture of a *Denver*-class "Peace Cruiser" shows the starboard side—at least all those I reviewed did. Even Dave Baker's profile plan in Alden's book and the line drawing in Conway's *All The Worlds' Fighting Ships 1860-1905*, show the starboard side. What's up with that? Was this the class' best side? Have I drifted too far afield?

This month we welcome another new player (victim?) to the Mystery Photo. From Denver, Colorado, Bruce Bollenbach writes, "I got your club's newsletter today and spotted your mystery photo for the month. How could I not recognize a Denver Class protected Cruiser? Being born in Denver and a member of our local club, The Rocky Mountain Shipwrights, I'm always interested in ships named after our city (even if they occasionally collide with other vessels, such as what happened recently off Hawaii)."

Then, adding the class particulars, "According to Conway's *Fighting Ships* and Alden's book on the Steel Navy there were six vessels of this class authorized in 1899, entering service in 1903-5. USS *Denver* (CL14), USS *Des Moines* (CL15), USS *Chattanooga* (CL16), USS *Galveston* (CL17), USS *Tacoma* (CL18), and USS *Cleveland* (CL19). They were 292 ft. long at waterline with a 44- ft. extreme breadth, twin screw, and vertical triple expansion engines, for a speed of 16.75 knots. They were crewed by 19 officers and 308 enlisted men.

These were protected cruisers, having a 2" thick protective deck (at slopes, 1/2" at flats), also commonly referred to as "Peace Cruisers". The design was optimized for peacetime service on remote stations by providing roomy quarters for the crew, ten 5-inch rapid fire guns, sails to economize on coal, and wood sheathed and coppered hulls for longer time between dry-docking. They showed the flag and protected American interests in the Caribbean, Mediterranean, and Far Eastern waters.

The class was scrapped in 1929-1931."

Bruce continued with a personal note, "My grandfather, Richard Bollenbach, was a stoker on the USS *Cleveland* in WW1. He told my dad that he'd rather be part of the "Black Gang" because they got more shore leave than the "Deck Apes" did. Later he worked his way into the radio room, becoming a telegrapher."

After all that, Bruce thinks the mystery photo is none other than *Denver*. He surmises, "I have Navy photos of the model of USS *Denver*, located in the Washington Navy Yard Museum and they seem to match your photo pretty well so that's my guess. I don't have any info on *Des Moines* or *Tacoma* but I do know that each of these ships were built in different yards, which leads me to assume small variations may exist in their appearances. So as my information on USS *Denver* comes closest to the Mystery Photo that's what I'll go with."

Heck Bruce, I agreed with you—for a while at least. I have a photograph, with the name *Denver* stamped across the bottom, that could only have come from the same series as our Mystery Photo—same arrangement of boats and davits, same canvas awning on the steam launch, same shoreline behind the stern, same whaleboat in the water. There is even a sailor at the main crosstree in both photographs. The only difference is the boat is a little farther up or down the creek. I was prepared to stop looking right there and write the column. But it was not to be. Joe McCleary's letter sets us straight. Apparently my photograph is mislabeled.

Joe writes, "Every so often even a blind squirrel finds a golden acorn.

I had thought (wrongly) that the current mystery photo showed one of the Detroit-class of cruisers (Detroit, Montgomery or Marblehead). So I went to the Dictionary of American fighting Ships to first look up Detroit. But on my way to Detroit, I happened to pass through Des Moines (certainly not the shortest distance between two points). There under the listing for Des Moines was the same photo as the one in the Logbook.

So, with all that scientific effort expended I am willing to guess that July's Mystery Photo is of the cruiser USS *Des Moines* (C-15). In any case, D/M displaced 3,200 tons with a hull that was 308 ft long, 44 ft wide, with a draft of 15 3/4 ft. Her Maximum speed was 16 knots and she had a compliment of 339. Her armament was ten five-inch guns. D/M was launched at the Fore River Ship and Engine Co. at Quincy, MA. on September 20, 1902 and commissioned on March 5, 1904. She had a pretty boring existence through out her career and was decommissioned at Portsmouth (NH) Navy Yard on April 21, 1921. She was sold for scrap nine years later. She certainly had a weird looking stern, not unlike the tug that you are currently building."

While looking through Paul Silverstone's *U.S. Warships of World War I*, I found, on page 86, the same photograph Joe

(Continued on page 3)

NAME TAGS

Please contact Len Wine if you would like to order a HRSMS name tag. The cost will be approximately \$5.00. Please pay the Purser upon delivery.

DUES

If you have not paid your dues for the current year, Please open your kit, retrieve the paltry sum and pass it to the Purser. Failure to do so may result in your name be bandied about in your absence.



(Continued from page 2)

refers to in *DANFS*. Both printings are of the same photograph we enjoy as our current Mystery Photo. Silverstone's caption reads, "USS *Des Moines* (Cruiser 15) in 1904." So there we have it, this month's Mystery Photo is none other than *USS Des Moines*—Gunboat!

Now, has anyone figured out my question from the top of this column? Officially, these six ships are listed as Protected Cruisers, but were more popularly known as "Peace Cruisers." Did someone of rank apply a politically correct sobriquet in our turn of the century Navy? These ships were really gunboats and actually carried that classification for a short time. Their design was anachronistic. According to Friedman in *U.S. Cruisers*, on page 49, "they were unfortunate ships in that they were naturally compared with the small, fast cruisers common in foreign navies, such as the British built *Albany*." They have the same flush deck design with hammock bins forming partial bulwarks along the deck. They carry part of their main armament in casemates along the hull. Their 'light' schooner rig is typical of US Navy gunboats. And there is the usual, large compliment of small boats. Friedman notes that the "majority of the Board [of Construction] emphasized not speed but rather commodious, efficient, economical vessels of good seagoing qualities, having good average speed." He continues, "The flush deck...increased internal volume so that the ships could carry troops on *gunboat* (Italics added) duties." Alden makes similar observations, "The Navy Department could not make up its mind whether these vessels were cruisers or gunboats—both classifications were used at various stages of their careers—but their actual service was mainly as gunboats in Asiatic and Central American waters." Other than their protective deck and title, they in no way should be considered cruisers. If you study their arrangement closely, you will see that they are nothing more than enlarged versions of the *Annapolis* and *Wheeling*-classes of gunboats.

And there is the rub!

John Cheevers

**Dictionary of American Naval Fighting Ships,
Vol. VI, p 265**

Sallie Wood

During the Civil War, *Sallie Wood*--also erroneously called

(Continued on page 4)



(Continued from page 1)

Magellan started to circumnavigate the world in 1519 with 5 small ships, was killed en route, yet the circumnavigation was completed by Juan Sebastian del Cano. Only one ship returned home and only 47 men returned home of the 275 who started the voyage.

Two decades later Juan Rodriquez Cabrillo coasted California, and in two more decades Manila galleons laden with silks and spices began annual runs to Acapulco Mexico that continued for 250 years.

As a result of English raids on the gold ships, in 1588 Spain sent their armada of 73 fighting ships and 57 supporting vessels to invade England. Drake and Howard with 100 sail met them and in a series of battles in the English Channel the Armada was defeated and fled northward around the British Isles, where storms inflicted further damage, driving some of the ships ashore. 66 ships staggered back to Spain with two thirds of the 30,000 soldiers and seamen who started out lost.

Ship models of this type can be found in the Mariner's age of Exploration gallery. Additional examples in the Crabtree Collection at the Mariner's Museum.

Large warships were being built by the 17th century. In 1628, the *Vasa*, a 1400-ton galleon with 50 guns was launched in Stockholm harbor, and because of instability caused by mounting too heavy guns on her upper decks, she capsized and sank. Naval vessels were, within a century, mounting upwards of 100 guns on three gun decks, using black powder, smooth bore, muzzle loading cannon. This remained the primary shipboard weapon up to and during the US Civil War. These very heavy cannon required as many as 16 men per gun.

In the 17th century, ships like the *Mayflower*, *Susan Constant*, and *Kalmar Nyckel* brought colonists to the New World. At the same time large Dutch, French and English East Indiamen plied the spice trade routes from India and China. A fine model of an English East Indiaman is included in the Crabtree collection.

In the 18th century, accuracy of navigation was greatly enhanced with the invention of the chronometer and accurate octants and later sextants. Captain Cook sailed his voyages of exploration in the Pacific. A fine exhibit on time and navigation is now on exhibit in the Mariners' Museum

During the 18th and early 19th centuries, the greatest sailing warships of all time were built. First rate line of battle ships such as Nelson's *Victory* and *Conte de Grasse's Ville de Paris* carry in excess of 100 guns and carry as many as 1200 men. A fine model of the *Ville de Paris* is on exhibit at the Hampton Roads Naval Museum.

(Continued on page 4)



(Continued from page 3)

Privateers of the period were smaller, fast vessels designed to overtake their commercial vessel prey and to outrun naval escort ships. The pilot boat model or Baltimore clippers, topsail schooners for the most part, were the typical vessels. *Pride of Baltimore II* is an example of this type.

The whalers were plying their trade in the late 18th Century and reached their climax in the mid 19th Century. These ships were designed to carry heavy cargo, launch four to six whaleboats, and stay at sea until their hulls were full of whale oil. Speed was not an important criterion. The discovery of petroleum oil in 1859 caused the major deathblow to the whaling ships.

Packets, which were sailing passenger and mail liners that sailed on fixed schedules, were in operation from about 1840 to 1860. These ships were designed to be seaworthy, carry a goodly capacity and be reasonably speedy, since fast passages drew the most passengers.

Steam engines for propulsion were introduced in the 1840's and were rapidly integrated into sailing vessels, at first as an auxiliary means of propulsion, and then by the latter part of the 19th century as the primary means. Naval vessels and fast commercial liners were the first to adopt steam. Combination steam and sail packets took over from the pure sailing packets. Most of the Confederate raiders and blockade runners of the Civil War were of this type. Fine models of the *USS Merrimac*, *CSN Alabama* and a blockade runner, all combination steam and sail vessels are on display at the Mariners' Museum

Probably the most advertised development of the pure sailing vessel for speed occurred between 1845 and 1865 with the appearance of the clipper ships. These were all ship-rigged vessels with a departure from previous ships in their hull design and lofty rigging that resulted in passages at speeds previously unheard of. They were all wooden hulled and of relatively light construction but with fine finish. A large part of their speed resulted from the hard and sometimes reckless driving of these ships by their commanders. The hard driving, which caused short lives of the ship, and the requirement for relatively large crews were contributors to the demise of the pure clipper. The economic success of the clippers in the heyday of the period was the demand for speed in delivering light, valuable cargoes and as high-speed passenger ships.

The follow-on ships to the clippers were the Down Easters, the British tea and grain clippers, *Cutty Sark* being a notable example.. They used many of the hull design features of the clippers but were capable of carrying more cargo, had more strongly built hulls and with reduced rigs and less hard driving. This resulted in smaller crews and greater economy. Later, iron and steel-hulled vessels of this type continued to operate into the twentieth century, but they were ultimately replaced as ocean carriers by steam.

The schooners, originating in the 18th century were viable working ships into the 20th century, largely because they required far smaller crews than square-riggers and were handier, as they could sail closer to the wind. The two-masted fishing schooners that were the Grand Banks fishermen sailing out of Nova Scotia and New England are well known. These developed into very fast vessels such as the *Blue Nose*, *Columbia*, and *Elsie*.

The schooner of three, four, and five masts were quite economical to operate and could power the longer hulls needed to handle cargoes of lumber and coal, and other cargoes for coastal trading. Many schooners were fitted with donkey engines to provide power for the heavy handling of sails and spars and thus reduce crew size drastically. All of these commercial schooners were gaff rigged. There were six masted schooners and even a seven-masted schooner, but these were awkward to handle and were not very successful. Schooners were used on both the East and West coasts as well as the Great Lakes, and were used in trans ocean commerce as well.

The tall ships we see today are now used almost exclusively as training ships for Navies or the Merchant Marine, or as charter vessels for sailing vacations. Some of the vessels were built as historical reproductions. Some of these vessels were built as training vessels and others were commercial carriers converted to their present use. Very few sailing vessels are today used for hauling cargoes.

Bob Comet

Note:

This material was originally prepared for a presentation given to a Virginia Commonwealth University , Continuing Education group.

Ed.

(Continued from page 3)

Sallie Ward and *Sallie Woods*--retained her former merchant name while serving as a Confederate transport and, after capture, while operating as a dispatch vessel for the Union's Western Flotilla.

(SwStr.: t. 256)

Sallie Wood was a wooden steamer built in 1860 at Paducah, Ky. Early in the Civil War, she was acquired by the Confederate government and used as a troop transport on the Mississippi and its tributaries.

(Continued on page 6)

MINUTES



**Minutes of Hampton Roads Ship Model Society
July 14, 2000**

**Held at the NASA Reed Conference Center, Hampton,
Virginia
Hosted by Tom Saunders and John Cheevers**

Meeting Called: 20:07

Meeting Adjourned: 20:51

Treasurer's Report: \$1075.50 in the bank.

First mate Len Wine presided over the meeting.

Members: 17 present

Guests: 2 first time attendees:

1. Brad Gray, a retired physician now living near Irvington in the Northern Neck area. Brad was a member of the defunct Richmond Ship Model Society where we have mutual friends in Kent Wader and Lou Donahoe among others. He currently is building a model of *Marie Sophie*. Brad #1 joins us after meeting with Joe McCleary at the Mariners' Museum.

2. Brad Granum, who claimed to have started in model railroading (Applause from Frazer), switched to ship modeling after a short time. He also has a background in woodworking. Brad #2 comes to us through his contact with Dave Baker (we're watching you Dave!) In a former life, Brad worked inside the Washington beltway as an engineer on submarine and weapons related matters. His current project is building an Italian kit of *HMS Bounty*. This promised to be a Brad night for everyone!

Additions or Corrections: There were none (apparently everyone was saving their ammunition for when Tom appears in person!) Minutes accepted and approved as presented in the newsletter.

Prodigal Son(s): This being the summer, a number of prominent members was absent. Skipper Bob Comet is currently sailing off the coast of Maine on a windjammer and Jack Bobbitt is incommunicado.

Old Business:

•NRG: Chairman Bill Clarke reported that the conference flyer was printed and would be mailed next week. All other matters related to the conference were on track and proceeding well.

- No other old business.

New Business:

•The First Mate took the opportunity to congratulate John Cheevers for finally completing his model of *Rachel Carson*. Cheevers had to endure a hearty round of applause.

•In the extremely good news department, Joe McCleary mentioned that he has received a clean bill of health by the medical profession (More applause!) Great news, Joe!

•In the 'Better Be Careful What You Wear Department', Dave Baker related an interesting story of what happened during his recent outing at the Mariners' Museum. It seemed that while he was manning the Taco stand last Saturday he had occasion to continue an interpretive session with a museum patron that led them into the Ship Model Competition gallery. Somewhere during their discourse the patron noticed the shop apron he was wearing—the one with the NRG logo patch on it—and asked if Dave was a member. When Dave's answer was negative the patron, who was a member of the NRG, began to chastise him for wearing it. The upshot of all of this is that Dave sent in his dues and is now patiently awaiting confirmation of his NRG membership status. (Do you think these strong-arm tactics would help our recruiting?)

•Bill Clarke uncovered an amazing find and turned over to the club historian original HRSMS minute notes from April 1986 to April 1987. (Still more applause!)

•There was no other old business.

Show and tell:

•Bill Clarke had a copy of the premier issue of the new modeling magazine *Model Ship Journal*. This first issue is curiously numbered Volume 1, Issue 0. A great magazine all about steel hulled vessels; there was an article about Don Preul and his models. If you haven't seen Don's work, you're missing something.

•Joe McCleary followed with several flyers and catalogs primarily dealing with old and out of date nautical books. He had a copy of *The Boats of Men-of-War* published by the USNI press. I hope you had a chance to look through it. When is the review, Joe?

•Alan Frazer, one of many recently rejuvenated modelers, brought along his kit model of the New Bedford Whaleboat, showing progress to date. Alan says that it is his Mariners' Museum volunteer project and his first project in 18 years. Go get 'em Alan!

•John Cheevers brought his current project the much-delayed model of *John H. Estill*. The hull is still in lift form, John plans to carve it as his Mariners' Museum volunteer project. John also demonstrated how to use the Power Arm the model was mounted on.

•With all the talk about various Mariners' Museum volunteer projects, Joe made an appeal for a Mr. Thursday--someone to man the Taco Stand on that day to give Bob Comet some relief. How about it, any takers?

•Dave Baker mentioned to those who are anxiously awaiting delivery of his work *Combat Fleets of The World* in CD-ROM format that it has been released and you will soon be enjoying the images displayed in large format on your

The Editors would like to thank the contributors to this issue of the Logbook. It is good to have an eight-page issue.



(Continued from page 5)

computer monitor verses the small image in the book. Dave also passed around some excellent photographs of OP-Sail 2000.

•Greg Harrington passed around some stunning pictures of his and Mary's recent trip to Switzerland. Included was a flyer of the famous lake Geneva steamers. How about it Greg, where are the plans?

•In the last bit of show and tell before the evening's program, Joe showed the progress of his current project *Dos Amigos*, one that has pushed *Pawnee* to the side for the moment. The model is currently in frame and shows the Hahn-like method Joe uses for construction. Once again Joe treated us to his drafting-less method of developing frame shapes. His method is particularly useful when developing cant, stern, and hawse frame shapes. *Dos Amigos* was employed in the slave trade and an interesting discussion about the trade ensued. I think there is a terrible irony to the vessel's name and its employment.

Program: To Build A Ship Model

•Graham Horne presented this evening's program and it centered on his efforts to develop an adequate model table saw. Graham, as all of you know, is a consummate jig builder. His metalworking skills equal if not surpass his woodworking abilities. He began by showing a range of small handsaws he finds useful in the shop. Then, Graham demonstrated the sliding cut off table he built for his Preac tablesaw. He went on to say that the only thing he didn't like about the saw was that he felt it is slightly under powered. Next he brought out a tile cutting wet-saw he purchased from Trendlines. He liked the saw, especially the fact that he could fit the Makita 4-inch carbide toothed blade to it. What he didn't like was the ribbed plastic saw table. He solved that problem by bolting on a sheet metal cover. Then he demonstrated the jig he was building that would serve as a miter gauge. Graham finished with a flourish by cutting a piece of 3/4-inch pine with the modified tile saw. There followed a question and answer period and some talk on shop safety when using power tools.

The meeting was adjourned and all members enjoyed fellowship with club members and the fine fare provided by our gracious hosts. Thanks to Tom for securing, in his absence, the meeting room and to John for refreshments.

Submitted by John Cheevers (silent partner)

(Continued from page 4)

After a Union naval force under Flag Officer Foote captured Fort Henry, Tenn., on 6 February 1862, Lt. S. L. Phelps, in Conestoga, led gunboats, *Tyler* and *Lexington*, up the Tennessee River seeking Confederate shipping. On the 8th, they seized steamers, *Sallie Wood* and *Muscle*. The former

was laden with iron intended for shipment to Richmond. Moreover, the sweep of the Union gunboats had compelled retreating Confederate forces to burn three other Southern vessels lest they be captured.

In returning down stream, *Muscle* sprang a leak and sank, but *Sallie Wood* descended safely and was taken into the Western Flotilla for service as a transport, a tug, and an ammunition ship.

While steaming along the navigable branches of the Mississippi, *Sallie Wood* occasionally braved fire from masked riverside batteries. In July, as she ascended the Mississippi carrying sick soldiers, she was fired upon by Confederate cannon concealed ashore at Carolina Landing, at Princeton, and at other points above. On the 21st, attacks on the steamer were made from Argyle Landing and from Island No. 82. A shot during the latter ambush pierced her steam drum and left her dead in the water. Her pilot used the current to run her aground on the island, but the cannonade continued until all of the side wheeler's officers, crew, and passengers had been forced to leave the ship. The Confederates later removed whatever they could salvage and burned the steamer to her waterline.



(Continued from page 1)

were certainly worthy of the recognition bestowed upon them. If John Cheevers and Joe McCleary had entered this competition, I believe our club would have brought home even more medals.

When our talks reached the stage where everything pertaining to the construction of a model had been covered, it was suggested that this series be repeated. Additionally it has been mooted that talks devoted to maritime history be considered.

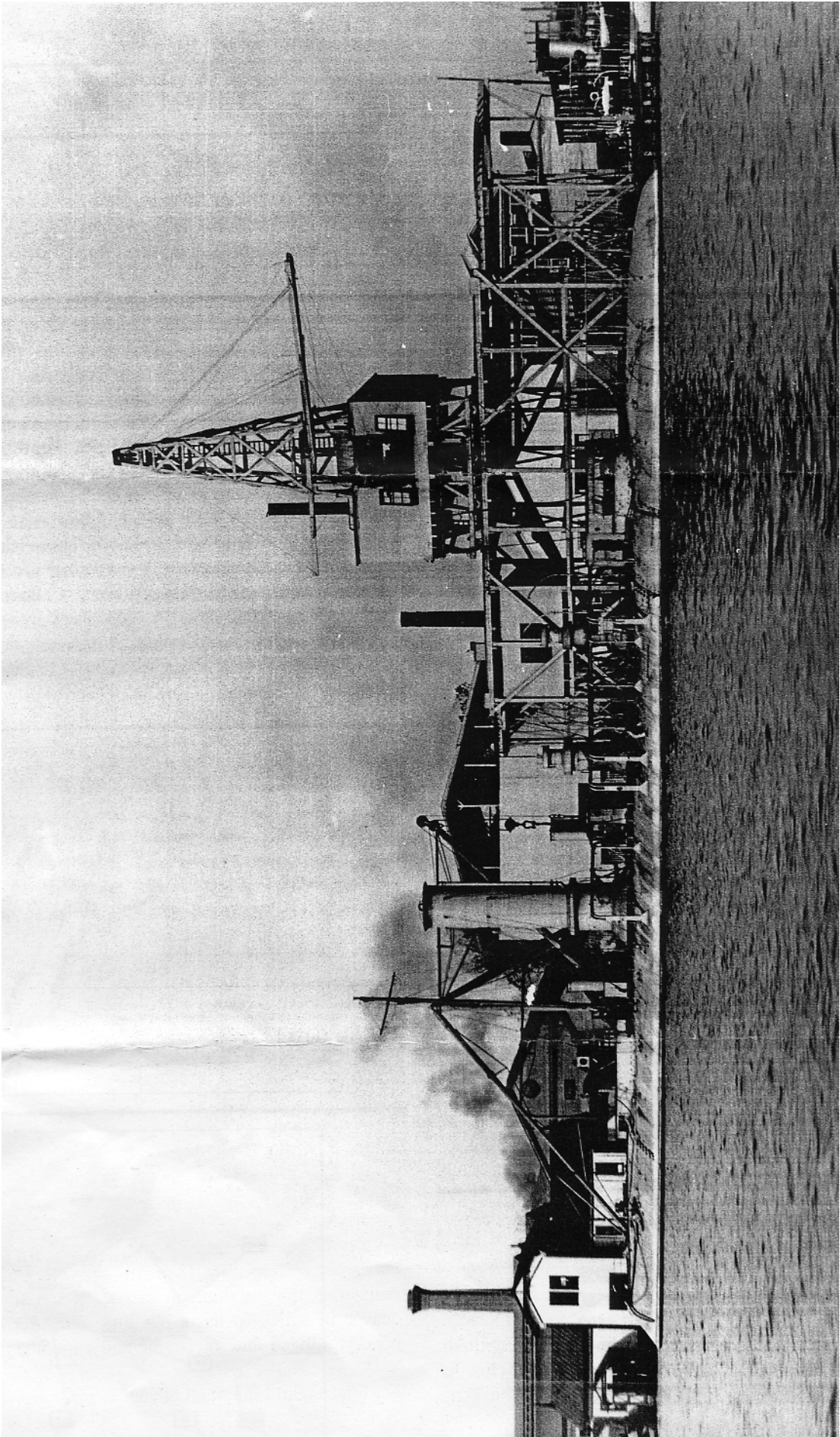
To date we have had great sessions and everyone knows that our speakers have come to the plate more than once.

A new program would be an opportunity for fresh faces to make a contribution and if a majority share these sentiments, please give me a call (804-749-4719) outlining their thoughts and the talks they wish to give.

At the personal level, I wish to thank every speaker who has participated. In addition to learning new techniques came the realization that this pursuit of ours can be a scholarly endeavor in which to ferret out little remembered aspects of history; things I find interesting and sometimes exciting.

For this, again, I thank all of you.

Graham Home



NOTABLE EVENTS

AUGUST

11 **H.R.S.M.S.** Monthly Meeting: host, Bob Comet

SEPTEMBER

8 **H.R.S.M.S.** Monthly Meeting: host, Williamsburg AARP

16 Bring Your Model Day, Mariners' Museum

OCTOBER

5 How to Get Started in Ship Model Building
Mariners' Museum

13 **H.R.S.M.S.** Monthly Meeting: host, Graham Home
27-29 NRG Conference, Hampron Va.

NOVEMBER

10 **H.R.S.M.S.** Monthly Meeting: host, Heinz Schiller

DECEMBER

8 **H.R.S.M.S.** Monthly Meeting: host, Jack Bobbitt
12 Bill Clarke will start a ship model

JANUARY

12 **H.R.S.M.S.** Monthly Meeting:

FEBRUARY

9 **H.R.S.M.S.** Monthly Meeting:

MARCH

9 **H.R.S.M.S.** Monthly Meeting:

APRIL

10 **H.R.S.M.S.** Monthly Meeting:

MAY

11 **H.R.S.M.S.** Monthly Meeting:

JUNE

8 **H.R.S.M.S.** Monthly Meeting:

JULY

13 **H.R.S.M.S.** Monthly Meeting:

Thanks

The members would like to thank John Cheevers for hosting the July meeting.

WATCH, QUARTER AND STATION BILL



Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

Date: August 11, 2000

Time: 2000 Hours

Place: 316 Sherwood Drive, Suffolk, Va.

Host: Bob Comet

For those coming from Richmond, take either 460 E or 64 E. From 460 E, proceed until it intersects 58 W. Proceed on 58 W, staying on 58 bypass. On the third stop light after 58 by pass joins 58 bus., turn right onto Grove Ave. Take second left onto Colonial. Take second right onto Pond. Take first right onto Sherwood. House is seventh house on right at 316 Sherwood Drive. phone 757 934 1279. For those coming via 64 E, take either James River Bridge (Mercury Blvd exit) or continue to 664 S and cross Monitor Merrimac bridge tunnel. Those taking James River Bridge, follow route 32 (state) south to 58 W then proceed as above. Those taking 664, proceed to 58 W (Suffolk exit 13) and further proceed as above. For those coming from Newport News or Hampton, take either the James River Bridge or 664 S and proceed as above. For those coming from Norfolk, Portsmouth, or Virginia Beach take 64 E to 58 W, or take 264 W to 58W and proceed as above.

