

Hampton Roads Ship Model Society Logbook!

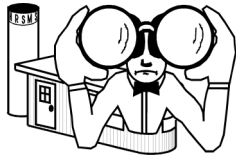


No. 414

WWW.HRSMS.ORG

December, 2020

From The Bridge

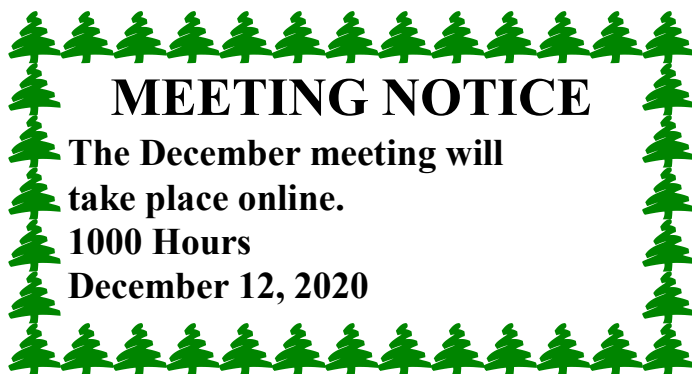


Mystery Photo



I think we can all agree that 2020 has been a terrible year - a 'dumpster fire', to use a currently-popular idiom. And now, at a time usually filled with the most joyous celebrations of the year, we are being urged to avoid all unnecessary contact with our fellow human beings. Holiday parties are being cancelled left and right. Trips to see friends and family have been abandoned. An abundance of caution is certainly wise, as the pandemic is as pervasive as ever and still getting worse. No one wants to spend the holidays in bed battling a virus. Even if you don't get terribly ill, one symptom is loss of taste and smell. This time of year? No thank you! Joking aside, the effects can be far worse than missing out on the fragrance of a fir tree, the aroma of mulled wine, the spicy scents of holiday treats, and the savory smells wafting through the air from an array of dishes, brought forth in waves from the oven and stove top. Yes, far worse. Losing a loved one is always tragic but, perhaps, it stings even more during the holidays. Yet it happens every year, and this one will certainly be worse than most in that respect. On that somber note, here are some maritime tragedies that must have permanently cast a shadow over the holidays for those involved - something to remind us (most of us, at least) that as crappy as this year has been, it could be worse. I hope you all have an enjoyable holiday, free of tragedy.

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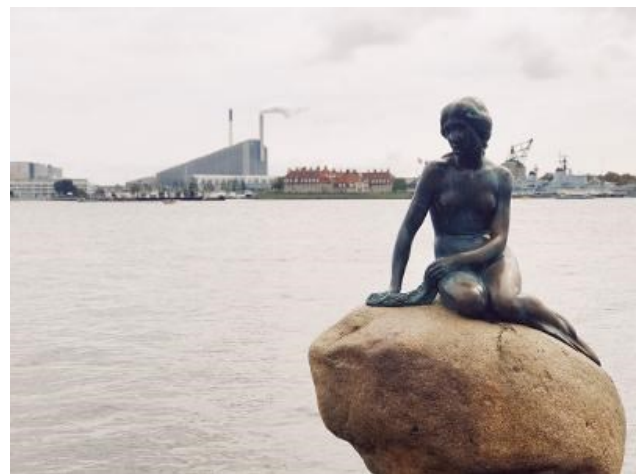


MEETING NOTICE

The December meeting will
take place online.

1000 Hours
December 12, 2020

Mystery Photo # 413: The mermaid shows the way. Well almost—you need to look over her shoulder. "The Little Mermaid is a bronze statue by Edvard Eriksen, depicting a mermaid becoming human. The sculpture is displayed on a rock by the waterside at the Langlinie promenade in Copenhagen, Denmark." Unveiled in 1913 and now a major tourist attraction, the



statue is "based on the 1837 fairy tale of the same name by Danish author Hans Christian Andersen." The statue is symbolic and has become iconic like the Statue of Liberty in New York and Christ the Redeemer in Rio De Janeiro. And if you look past her, it's hard to miss another, more nautical, iconic symbol. One found in this month's Mystery Photo. When you stand on shore to look at the mermaid, you see it over her shoulder.

Armed with that nagivating information and a map, you should be able to orient yourself and stab a finger right into a congregation of islands known today only as Holmen. It is the site of the Holmen Naval Base, the former Royal Naval Base and Dockyards, located in Copenhagen, Denmark. The Royal Danish Navy is gone from that site now and it has been redeveloped into a "water-bound neighborhood", but most of the original naval facilities remain. And the most identifiable structure there has to be the "Masterkranen" or masting sheer. Completed in 1751, the masting sheer was used to lift and install ship's masts. Today it is a beacon to guide you to identifying this month's Mystery Photo.

Good, clear, crisp photo this month. One showing a warship in harbor barely making headway, if any at all, between the buoy and the quay. I do not see any smoke from the stack

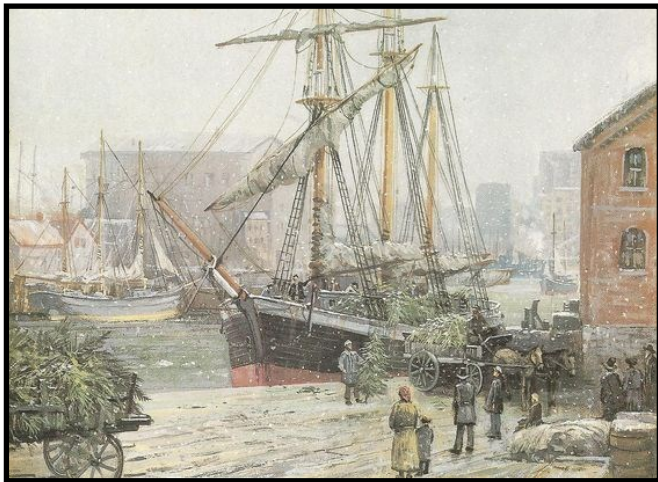
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22 November 1912 – the schooner Rouse Simmons

There was a two-fold inspiration for this article. The first was a Christmas card I received from the University of Michigan Department of Naval Architecture and Marine Engineering last year. On the front was a serene image of a wooden schooner laden with Christmas trees. On the back was the sobering story of its sinking during a November storm.



The 123.5' schooner Rouse Simmons was christened in 1868 and spent several decades traveling the Great Lakes in the service of prominent Midwestern lumber barons. After years of crisscrossing the perilous Great Lakes waterways, the schooner was in desperate need of repairs at the turn of the century, by which point the Rouse Simmons had joined about two dozen other ships in hauling Christmas trees from Michigan to Chicago during the holiday season. The gregarious captain Herman Schuenemann would sell trees off his deck in the port of Chicago, to the delight of countless families. On 22 November 1912, the schooner left the dock at Thompson, Michigan, carrying thousands of Christmas trees in its holds and on its decks. A powerful November gale caused the ship to founder, possibly due to its poor condition and heavy load. None of the crew survived, and Christmas trees continued to wash up on the shores of Lake Michigan in the following weeks. Its legacy is celebrated every December, when the Coast Guard Cutter Mackinaw makes a ceremonial run from Michigan to Chicago to deliver Christmas trees to the less fortunate. [Source: <https://www.mentalfloss.com/article/83964/8-famous-shipwrecks-lake-michigan>]

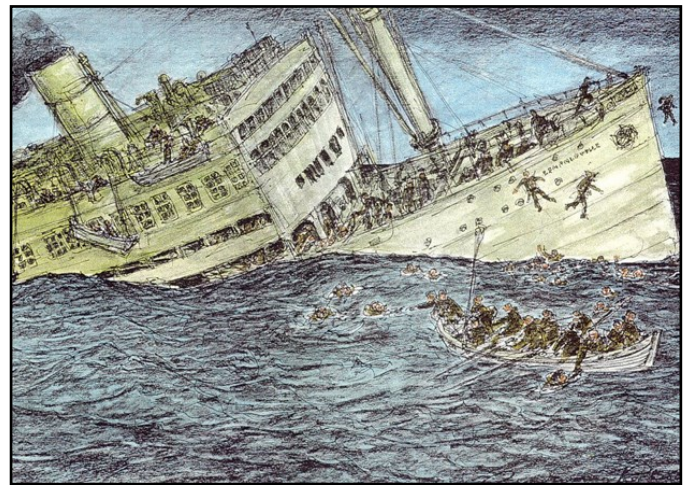
24 Dec 1944 - SS Léopoldville

The second inspiration was the memory of a book I read years ago about the Christmas Eve sinking of SS Léopoldville and the unnecessary loss of life.

Léopoldville was hastily loaded for the Battle of the Bulge with 2,223 reinforcements. The soldiers' regimental command structure was fragmented by loading troops as they arrived rather than according to their units. There was an insufficient number

of life jackets, and few troops participated in the poorly supervised lifeboat drill as Léopoldville sailed from Southampton.

Léopoldville was within five miles from the coast of Cherbourg when one of two torpedoes launched by U-486 struck the starboard side aft, killing about three hundred men as compartments flooded. Few soldiers understood the abandon ship instructions given in Flemish. While some soldiers joined the crew in departing lifeboats, many did not realize the ship was slowly sinking, and stayed aboard anticipating the ship would be towed ashore by a tug. While the other escorts searched for the U-boat, HMS Brilliant came alongside the sinking ship. Soldiers on Léopoldville jumped down onto the smaller Brilliant,. Owing to the difference in size of the two vessels and the surging seas, many broken limbs in the fall to the deck, or fell between the ships and were crushed. The destroyer could take only five hundred men and headed for the shore leaving some twelve hundred soldiers aboard.



Brilliant attempted radio communications to Cherbourg, but could not communicate directly with the Americans at Fort L'Ouest in Cherbourg because the Americans used a different radio frequency and could not read the British code. Brilliant contacted Portsmouth, which telephoned Cherbourg; but shore post communications, decisions, and orders were significantly slowed by minimal staffing during attendance at holiday parties. It took nearly an hour for Cherbourg to realise Léopoldville was sinking. Several hundred Allied vessels in the harbor at Cherbourg might have served as rescue craft, but all had cold engines while many of their crewmen were ashore celebrating the holiday.

Of the 2,235 US servicemen on board, about 515 are presumed to have gone down with the ship. Another 248 died from injuries, drowning, or hypothermia. Captain Charles Limbor, one Belgian and three Congolese crew members also went down with the ship. An unknown number of British soldiers died. Documents about the attack remained classified until 1996. The soldiers of the 66th Infantry Division were ordered not to tell anyone about the sinking of the ship and their letters home were censored by the Army during the rest of World War II. After the war, the soldiers were also ordered at discharge not to talk about the sinking of SS Léopoldville to the press and told that their GI benefits as civilians would be canceled if they did

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so. [Source: [https://en.wikipedia.org/wiki/SS_L%C3%A9opoldville_\(1929\)](https://en.wikipedia.org/wiki/SS_L%C3%A9opoldville_(1929))]

20 Dec 1987 – the ferry Doña Paz

In the 21st century alone, international regulatory agencies documented some 17,000 fatalities as a result of ferry sinkings in Southeast Asian waters. The worst such accident - indeed, the deadliest civilian maritime disaster in history - occurred on December 20, 1987, when the passenger ferry MV Doña Paz collided with the oil tanker MT Vector in the Tablas Strait, roughly 110 miles (180 km) south of Manila. Eager to reach their destinations prior to the Christmas holiday, an estimated 4,300 people (more than double the ship's official capacity) had crowded onto the Doña Paz prior to its departure from Tacloban, Philippines.



At the time of the collision, no senior officers were on the bridge of the Doña Paz, the Vector was traveling without a lookout, and it is likely that both ships lacked a functioning radio. Despite clear visibility and relatively calm seas, neither ship gave any indication that it was aware of the other. The collision ignited the 8,800 barrels of oil and gasoline on the Vector, and both ships were quickly engulfed in the blaze. Of the more than 4,400 passengers and crew on both ships, just 26 people were rescued from the oil-slicked waters. [Source: <https://www.britannica.com/list/7-of-the-worlds-deadliest-shipwrecks>]

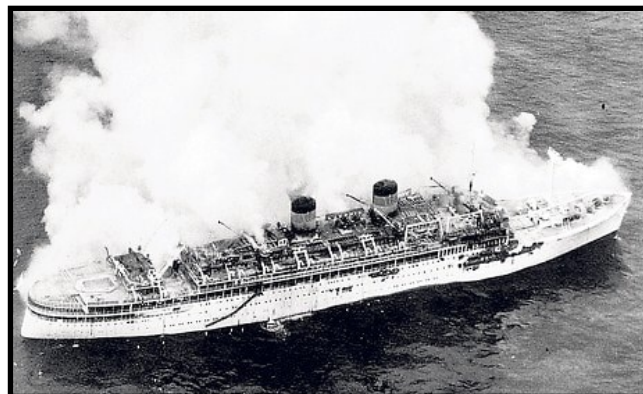
22 Dec 1963 - TSMS Lakonia

Passengers on the cruise ship Lakonia were promised "a marvelous Christmas cruise to sunny Madeira and the Canary Islands." The brochure read "Have your holiday with all risk eliminated. Enjoy a holiday you will remember for the rest of your life." When the fire broke out on December 22, 1963, the promise of a risk-free holiday proved tragically ironic, though the promise of an unforgettable holiday, no doubt, became regrettably too true. One hundred twenty eight 128 people died in the Lakonia fire and its aftermath, of which 95 were passengers and 33 were crew members.

Two nights before Christmas, the ship was in a festive mood. In the main lounge, Captain Zarbis was judging costumed contestants at a Tramps' Ball. In the ship's cinema, where Bob Hope was cavorting on the screen with Anita Ekberg in Call Me Bwana. Other passengers who had gone to bed early

were not yet fully aware of the danger. No fire instructions were issued over the loudspeaker, and the alarm bells stopped ringing so quickly that many people thought it was only a drill.

More than 3,000 miles away, the distress signals were picked



up by a U.S. Coast Guard station, whose emergency systems quickly identified and radioed 5 vessels in the vicinity. Some were already on the way, having picked up the SOS on their own radios. The RAF at Gibraltar hurriedly organized a flight of rescue planes. At Lajes Air Force Base in the Azores, the U.S.'s 57th Air Rescue Squadron also swung into action. Four C-54 rescue planes swung out over the Atlantic toward the flaming vessel, 3 hr. 30 min. flying time away. The planes were loaded with 42 life rafts that could carry 600 persons, various survival equipment, and six paramedics. On board the Lakonia it was near-anarchy on deck. The loudspeaker system was not operating. Officers issued contradictory instructions, and crewmen milled around unsure of what to do. Unable to comprehend the crew's cries, passengers took charge of small groups and tried to lead them through the thick smoke to their boat stations.

The water was 64°, but many of the children and the elderly passengers were soon dead nevertheless. As dawn broke, the rescue fleet, now swollen to some 20 vessels, looked out on a vast scene of lifeboat debris and bobbing bodies. The British aircraft carrier Centaur dispatched a helicopter to the Lakonia to see if anyone was still on board. From the vessel, a British officer reported that the liner was a burnt-out hulk. As the rescue ships sped from the scene toward the port of Funchal in Madeira, the ruined liner was taken into tow by the Norwegian salvage tug Herkules, but it developed a list and sank. [Source: <http://www.oldsaltblog.com/2010/12/the-last-voyage-of-the-lakonia-deadly-christmas-cruise/>]

23 December 1811 – HMS St. George, HMS Defense, HMS Hero

On November 9, 1811 a large convoy departed Hanö Bay, Sweden bound for England. The convoy consisted of approximately 130 merchantmen escorted by HMS St. George (98), HMS Defence (74), and HMS Cressy (74).

The trip started going terribly wrong on November 15 when a gale hit the convoy while it was at anchor off Bornholm Island. Some 30 of the merchantmen were driven aground and wrecked. The St. George was also driven aground. She was

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able to break free, but lost her rudder in the process. HMS Hero and HMS Grasshopper were ordered to escort St. George's convoy home. St. George was refitted and on December 17 they again got to sea with St. George using jury masts and a temporary rudder. It is worth pointing out that St. George was 26 years old and in poor condition. HMS Defence was 48 years old. Both were slow and very unhandy in heavy weather.

On the 23rd the storm returned in full force and Captain Pater in Cressy was of the opinion that they were very near shore and if he was to save his ship he must wear ship and move out to sea. No signals were forthcoming from St. George and Captain Pater gave the necessary orders to save Cressy. The perception on Cressy and Defence was that Admiral Reynolds did not think it necessary to wear ship and while Cressy did so, the captain of Defence thought it his duty to remain on station near St. George. In fact, aboard St. George they were trying heroically to wear ship but the violence of the storm shredded sails as soon as they were set. Shortly after midnight, Christmas Eve 1811, St. George and Defence went aground at Jutland, Denmark. Within three hours both ships were beaten to pieces by the surging waves. Of the 865 officers and men on St. George, 12 survived. Six men of the 560 aboard Defence survived.



Wreck of the Hero in the Texel

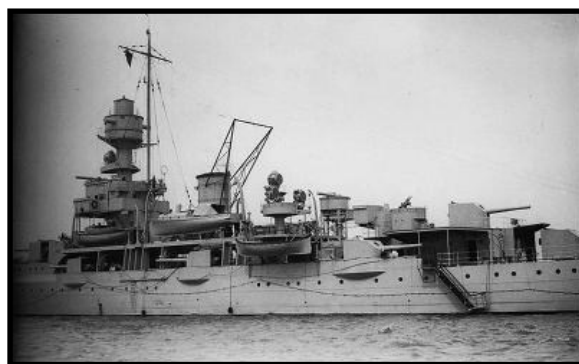
The tragedy wasn't over. HMS Hero (74) and HMS Grasshopper (18) had picked up the convoy earlier assigned to St. George. Weather continued to batter the remaining convoy and by December 23 only 18 ships remained, the rest having been scattered. The pilot aboard Hero had fixed their position at an area known as the Silver Pit, some 45 miles off the English coast. Captain Newman-Newman in Hero directed a course that, had the dead reckoning position been correct would have carried them to safety. Unfortunately, the longitude was at least 100 miles in error, and they were in fact less than 10 miles off the Dutch coast. Hero stuck and was beaten to a wreck during the night. Grasshopper's crew managed to force her over a sandbank and anchor in somewhat deeper water, where she rode out the night, though still striking the bank occasionally in the surf. The next morning she was obliged to strike to the Dutch fleet. Only 8 of Hero's 550 officers and men survived the ordeal. [Source: <https://ageofsail.wordpress.com/2009/04/24/the-christmas-gale-of-1811>]

Greg Harington

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the shipyards that little progress was made. It was not until 1918 that the hull was launched. By then Krupp, her major armament supplier, was forbidden to deliver the planned heavy guns. When the Danes were able to secure smaller caliber guns, through a series of proxies, the design was changed and the ship became "a hybrid between an armored ship and a light cruiser." When the ship was delivered by her builder in 1923, she was designated as a training cruiser and had the appearance we see in the Mystery Photo. A modernization between 1935 and 1936 altered that appearance. That yard period removed the tripod mast replacing it with a heavy, single pole military mast and added modern AA armament. From this, we can bracket our window in time.



Niels Juel after renovation

And that's how we see Niels Juel in the Mystery Photo. She is traversing the canal between Copenhagen and Holmen with "the "Masterkranen" in the background. For you model makers, here are the specs:

Type: Coastal defence ship
 Displacement: 3,800 long tons (3,861 t) (standard)
 Length: 90 m (295 ft 3 in)
 Beam: 16.3 m (53 ft 6 in)
 Draught: 5 m (16 ft 5 in)
 Installed power: 4 Yarrow boilers
 6,000 ihp (4,500 kW)
 Propulsion: 2 shafts; 2 triple-expansion steam engines
 Speed: 14.5 knots (26.9 km/h; 16.7 mph)
 Range: 6,000 nmi (11,000 km; 6,900 mi) at 9 knots (17 km/h; 10 mph)
 Complement: 310-369
 Armament: 10 × 150 mm (5.9 in) guns
 2 × 57 mm (2.2 in) AA guns
 2 × 450 mm (17.7 in) torpedo tubes
 Armor: Belt: 155-195 mm (6.1-7.7 in)
 Deck: 55 mm (2.2 in)
 Gun shields: 50 mm (2.0 in)
 Conning tower: 170 mm (6.7 in)
 Bulkheads: 165 or 175 mm (6.5 or 6.9 in)

The newly minted training cruiser was busy showing the flag early in her career. "Completed in 1923 she made training cruises to the Black and Mediterranean Seas, South America and numerous shorter visits to ports in northern Europe. The

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ship often served as a flagship and occasionally was used as a royal yacht for visits to overseas possessions and other countries.” It’s important to note here that as a “training cruiser” her design changes included substantially more



Niels Juel

freeboard over *Skjold*. In fact, experience must have shown an unacceptable wet deck forward as the forecastle on the next three was raised, but not to the extent as on *Niels Juel*.

In the mid-1930s she was extensively modified. Her chief visual difference being the removal of the tri-pod mast replacing it with a heavy, single pole military mast and director, provision added to make smoke, and the addition of modest anti-aircraft armament. And this was her general appearance when the Germans arrived in 1940.

The ship is named after the Niels Juel who “was a Danish-Norwegian admiral and a Danish naval hero. He served as supreme command of the Royal Danish Navy during the late 17th century and oversaw development of the Danish Navy.” We’ll only look at his rise to power and early career:

“In 1652 Juel entered Dutch naval service. He served his naval apprenticeship under Dutch Admiral Maarten Tromp (1598–1653) and Dutch Admiral Michiel de Ruyter (1607–1676), taking part in all the major engagements of the First Anglo-Dutch War, a conflict between England and the Dutch Republic. From 1654–56, he attended Admiral Michiel de Ruyter on two trips to the Mediterranean during engagements against North African pirates. During an indisposition at Amsterdam in 1655–1656 he acquired a thorough knowledge of shipbuilding. In 1656 he returned to Copenhagen and entered Danish service as a naval officer, and in 1657 he was appointed admiral. He served with distinction during the Dano-Swedish War (1658–60) and took a prominent part in the defense of Copenhagen against the forces of King Charles X of Sweden.”

Her wartime experience: “Following increasing Danish resistance to German rule and the institution of martial law on 28 August 1943, the German army moved to seize the Danish fleet in Copenhagen harbour the following morning, an action codenamed Operation Safari. Niels Juel was in Holbæk when her captain, Commander Carl Westermann, was ordered take his

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AMERICAN NAVAL HISTORY

1841

February 25: The sloop Peacock, of the Wilkes Expedition, lands 70 marines and sailors who burn three native villages on Upolu, in the Samoan Islands, in retaliation for the murder of an American merchant seaman.

March 6: George E. Badger becomes the 12th secretary of the navy.

April 9: Eighty men of the Peacock disperse 800 native warriors and burn 2 villages on Drummond Island in the Giberts in an unsuccessful attempt to rescue a seaman who had been kidnapped from 1 of the ship's shore parties.

July 18: The Peacock wrecks without loss of life on a bar off the Columbia River, Oregon.

October 10-27: A force of 200 sailors and marines of the Mosquito Fleet enter the Everglades by Shark River to cooperate with an army detachment in an unsuccessful sweep for a band of Seminoles led by Chief Sam Jones.

October 11: Abel P. Upshur becomes the 13th secretary of the navy.

November 3-December 23: Two more expeditions are lead into the Everglades to harry the Seminoles. At the close of the operations almost 25 percent of the men are incapacitated by exhaustion or disease.

1841 Ends with no further actions.

Bob Moritz

THE ANSWER

The Answer to Mystery Photo 414
Danish coastal defense ship NIELS JUEL, 1939

Thanks to Dave Baker for the November mystery photo.

Nautical Term

Scuppers: Drains for the weather decks. Earlier sometimes spelled skupper; the term came via Middle English from Old French, *escopier*, to bail or empty.

Tim Wood

(Continued from page 6)



ship to be interned in Sweden. The Germans spotted her after she raised steam and departed. Before the ship could exit the Isefjord, Westermann was informed that the Germans had claimed they had mined the exit, and he spotted three German ships in the distance, the torpedo boat T17 and two E-boats. German aircraft attacked the ship with bombs and by strafing. None of the bombs hit Niels Juel, but shock damage from near misses knocked out electrical power and deformed some of the hull plating and bulkheads. Realizing there was little hope of reaching Sweden, Westermann decided to run the ship aground near Nykøbing Sjælland. The crew then tried to scuttle the ship, but an initial attempt to blow up the ship failed. The crew settled for flooding the magazine, opening the sea-cocks to flood the rest of the hull as well as systematically destroying the equipment before the Germans could take over the ship.”

And her final chapter: “A Danish salvage company inspected the grounded ship a few days later and did not see any damage to the hull, rudder or propellers, but noted that the ship was flooded with water up to a height of 1.5 meters (4 ft 11 in) below the armored deck. The Germans used a German company to salvage the ship in October and towed it to Kiel, Germany, for repair. She was disarmed, renamed Nordland, and commissioned into the Kriegsmarine in September 1944 after which she became a stationary training ship at Stolpmünde (modern Ustka, Poland). On 18 February 1945 the ship steamed to Kiel to avoid the advancing Russian forces. On 3 May, she was scuttled for the second time in the Eckernförde inlet. The wreck was partially dismantled by unauthorized salvagers before the Danes sold it to a German firm in 1952 for scrap. They removed everything above the sea bed, but its remains lie under 28 meters (92 ft) of water.” A search of the nautical chart for Eckernförde does not show a wreck, but it does show several obstructions that could

be the wreck site.

In an ironic twist or compliment to this month’s Mystery Photo, one of *Niels Juels* near sisters had her picture taken with “Masterkranen” as a backdrop. When the Germans moved to seize the navy in 1943, the Danes chose to scuttle the *Peder Skram* there and the photograph was made. Finally, a piece of our Mystery ship remains to this day. To see it, all you have to do is travel north on the Jutland peninsula where you will find “A 15 cm cannon salvaged in 1944 from Niels Juel and installed at the German-built Bangsbo Fort in Frederikshavn, Denmark.”

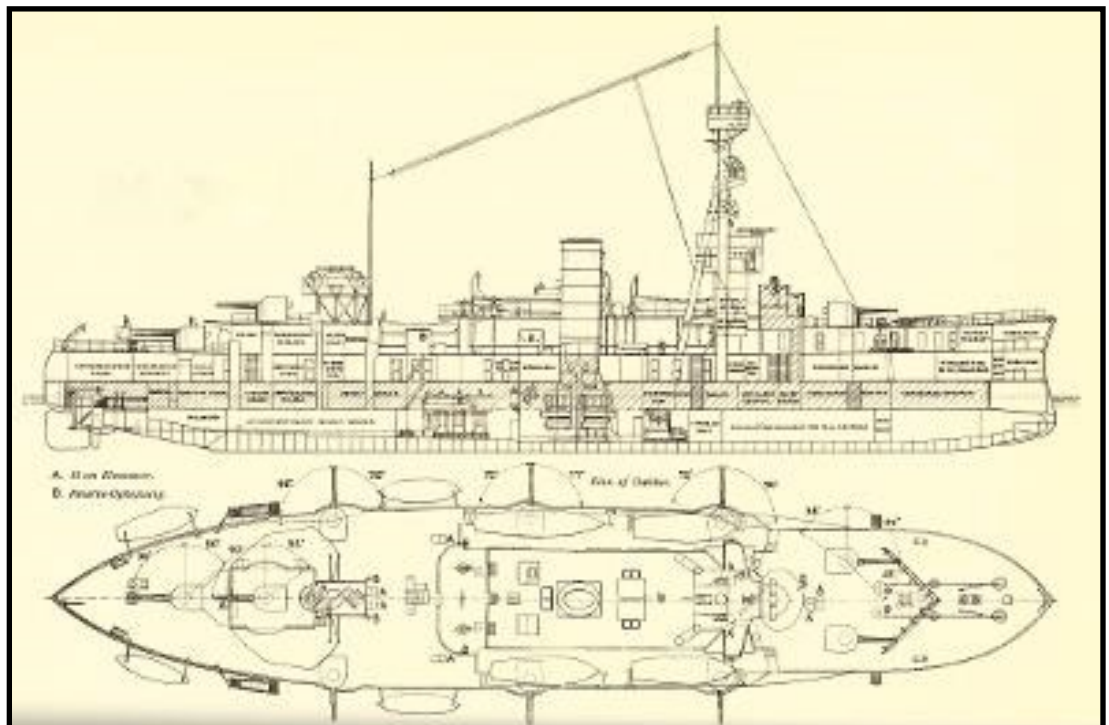
So the next time you find yourself studying a mermaid, don’t forget to look over her shoulder.

John Cheevers



Cannon from the Niels Juels

Inboard profile and deck plan of *Niels Juel* as completed in 1923





Bow detail of Tom Ruggerio's *Liverpool*



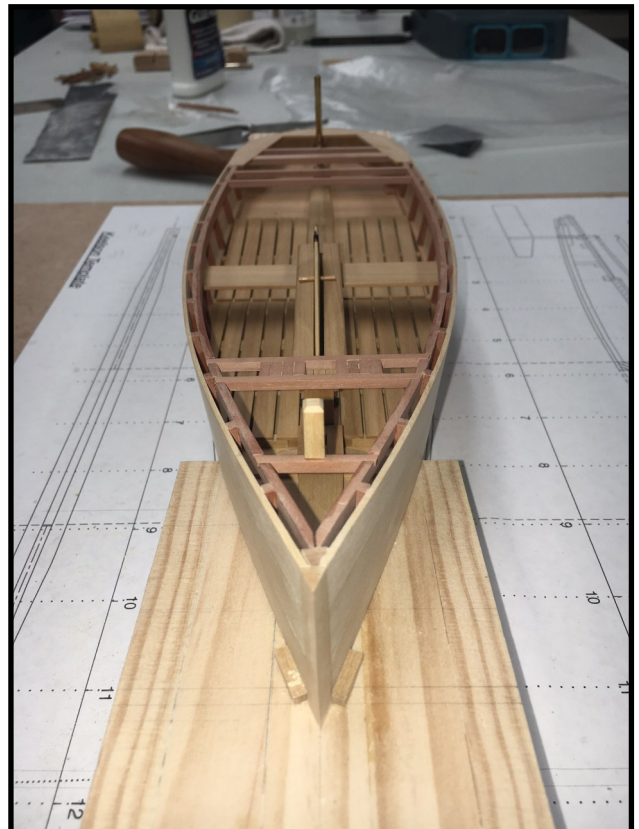
Two views of Dave Chelmow's
Oyster Sharpie



Tom Ruggerio's *Liverpool*

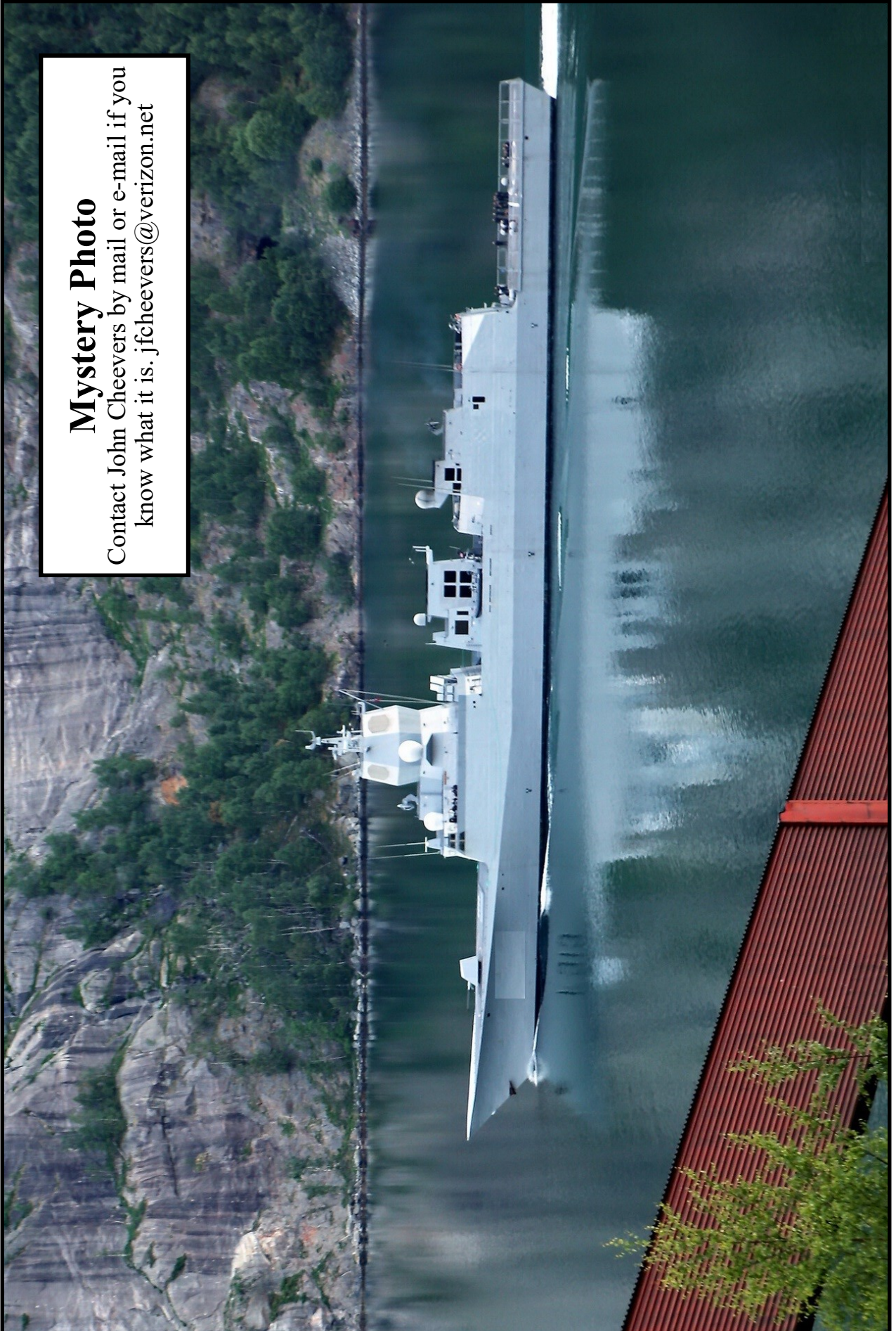


Sean Maloon's *Siren*



Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is. jfcheevers@verizon.net



NOTABLE EVENTS

MINUTES



DECEMBER

- 12 HRSMS Monthly Meeting:
Presentation: TBA

JANUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 13 HRSMS Monthly Meeting: ,

APRIL

- 10 HRSMS Monthly Meeting:

MAY

- 8 HRSMS Monthly Meeting:

JUNE

- 12 HRSMS Monthly Meeting:

JULY

- 10 HRSMS Monthly Meeting: Mariners' Museum
Presentation: TBA

AUGUST

- 14 HRSMS Monthly Meeting:
Presentation, TBA

SEPTEMBER

- 12 HRSMS Monthly Meeting, Presentation: TBA
19 Talk Like a Pirate Day

OCTOBER

- 9 HRSMS Monthly Meeting:
Presentation, TBA

NOVEMBER

- 13 HRSMS Monthly Meeting: Zoom
Presentation, TBA

Hampton Roads Ship Model Society
Monthly Meeting
Zoom Video Meeting
November 14, 2020

Guests None: Floyd Kershner, 1st meeting

The meeting was called to order by the Skipper, Greg Harrington at 1007 hours. There was no correction to the minutes as published. Ryland Craze gave the Purser's Report, noting the donation to the Mariners' Museum in Bill Clarke's name. Greg Harrington talked about paying for some of the add-on features used by the web site. Greg then talked about taking pictures of George Livingston's models for the website and requested that members send him pictures of their models to be added to the site.

Old Business: None

New Business: Shirley Livingston donated much of George's model making tools and equipment to the HRSMS. John Cheevers will auction George's workbench, toolbox and cabinet after the December meeting. Information about the items and auction rules are in the November Logbook. John then talked about receiving a note from Cindy Ford wanting to make a donation to the HRSMS to enhance the club's outreach at the Model Builders' Booth at the Mariners' Museum. John then said that he received a substantial check from Cindy and the Tragle family for our use. John said that he would draft a letter of acknowledgment for the donation. Ryland Craze noted that he received a notice that our NRG Chapter Club dues were payable by the end of the year. Ryland suggested that we renew at the basic \$30.00 level and not take the optional liability insurance. A motion was made seconded and passed to renew our NRG membership. Bill Brown said that seven of our members attended The Ship Model Society of Northern New Jersey's October Zoom meeting and heard a presentation by Susan Evans McClure Executive Director, Lake Champlain Maritime Museum. Bill invited our members to join their November Meeting.

Show & Tell: Gene Berger showed photos of the underside of his destroyer escort Campbell, molds for the propellers along with castings and the results of his masking and painting. The Skipper recognized guest, Floyd Kershner, president of the Puget Sound Ship Modelers. Greg then noted the presence of Dean Sword who had not been at a meeting for an extended period of time. Sean Maloon showed the planking progress on his *Siren*. Tom Ruggiero showed the progress on his *Medway* Longboat and photos of his completed *Liverpool*. Ryland Craze showed the progress on his Medway longboat. Ulrich Guenther showed the progress on his Corel kit of the German warship *Berlin*. Dave Chelmow showed the progress on his oyster sharpie from the NRG plans. Don Good showed work on a deadrise head boat model that he is building for a friend. Floyd Kershner showed his longboat. Hank Ghittano showed the progress on his *Beagle*.

The meeting was adjourned.

**WATCH, QUARTER
AND
STATION BILL**



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