

The meeting will be upstairs in the Monitor classroom. The Battle of

Logbook!



Hampton Roads event is the same day. Arrive early, parking will be at a premium.—Ed

No. 453

WWW.HRSMS.ORG

March, 2024 2024

From
The
Bridge



Meeting Notice

The meeting will take place at 1000 hours

March 9, 2024



Captain's Log 3.9.24

This month I'm on the high seas traveling west to exotic ports of call, well...as exotic as our fiftieth state has to offer. I shall return in time for April's activities, namely the premier of the Deltaville Model Show on the 27th.

Two weeks ago, the model exhibit and contest season kicked off with the annual IPMS show in Richmond. It was well attended and broke records for attendance and participation. The new venue provided more than ample space to spread out and display the myriad of models, from cars and tanks to aircraft, ships and more. The HRSMS members provided commentary and great modeling insight to the many attendees who stopped by our table.

A special shout-out and thanks to Warren Garcia who generously donated a large model of USS Hornet to the raffle on behalf of HRSMS. It brought recognition and high praise from the organizers and especially the winner of the raffle. He stopped by the table to personally thank



"I specifically told you to book a cruise with Carnival, but you just had to go with Viking."

us for the contribution. Well done, Warren.

Two of our own took prizes home at the end of the day. Dave Chelmow took home the First Prize for his model of the Sharpie, narrowly eking out Stewart Winn's Yacht Mary who placed Second in category. Great job to both of you.

Soon the Deltaville show will be upon us as will the Northeast Conference near Mystic Seaport. In addition, the Philadelphia and

Oxford shows will be here before you know it. Prepare your models. We have a full year of events ahead of us.—SD



The Jape



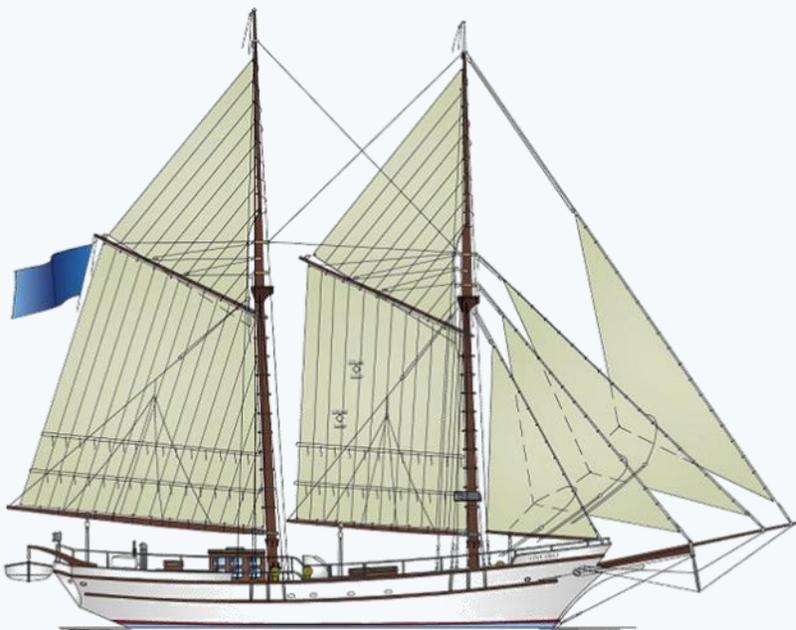
Scuttlebutt



Nautical term for January

Maybe tongue in cheek...

Schooner: 1. Traditional elegant sail vessel.



2. Traditional elegant ale vessel.—Tim.



Schooner
425 ml

The meeting will be upstairs in the Monitor classroom.—Ed

Minutes



the amendments incorporated as a result of discussions at the January meeting. The amendment will be voted on at the March meeting, with passage requiring a 2/3 majority approval of the members in attendance. A copy of the full amendment is as follows: SEE PAGE 11

Meeting minutes, 2-10-24

The meeting was called to order by the Skipper at 10 am. There were two or three members attending by video, and a large number in person for the auction. There were three guests present, Wayne Richards, Nathaniel Foster, and Jim Fair by video.

There were no corrections to the minutes.



Ryland provided the purser's report showing we were in essentially the same financial position as last month: solvent.

The Skipper reminded everyone about the IPMS show in Richmond on the 24th of this month and encouraged participation.

Greg Harrington reported that several new models had been added to the website.

John Cheevers reminded everyone of the ongoing raffle for the Byrnes saw, and encouraged purchase of tickets.

Patrick Derby brought in his model of a Chinese junk built from un-translated Chinese instructions; he was congratulated on his mastery of the language and his building ability.

The slate of unopposed candidates for office was presented for a vote. In accordance with the by-laws, the Clerk cast one vote in favor of the slate to make the election official. The officers for the next term are:

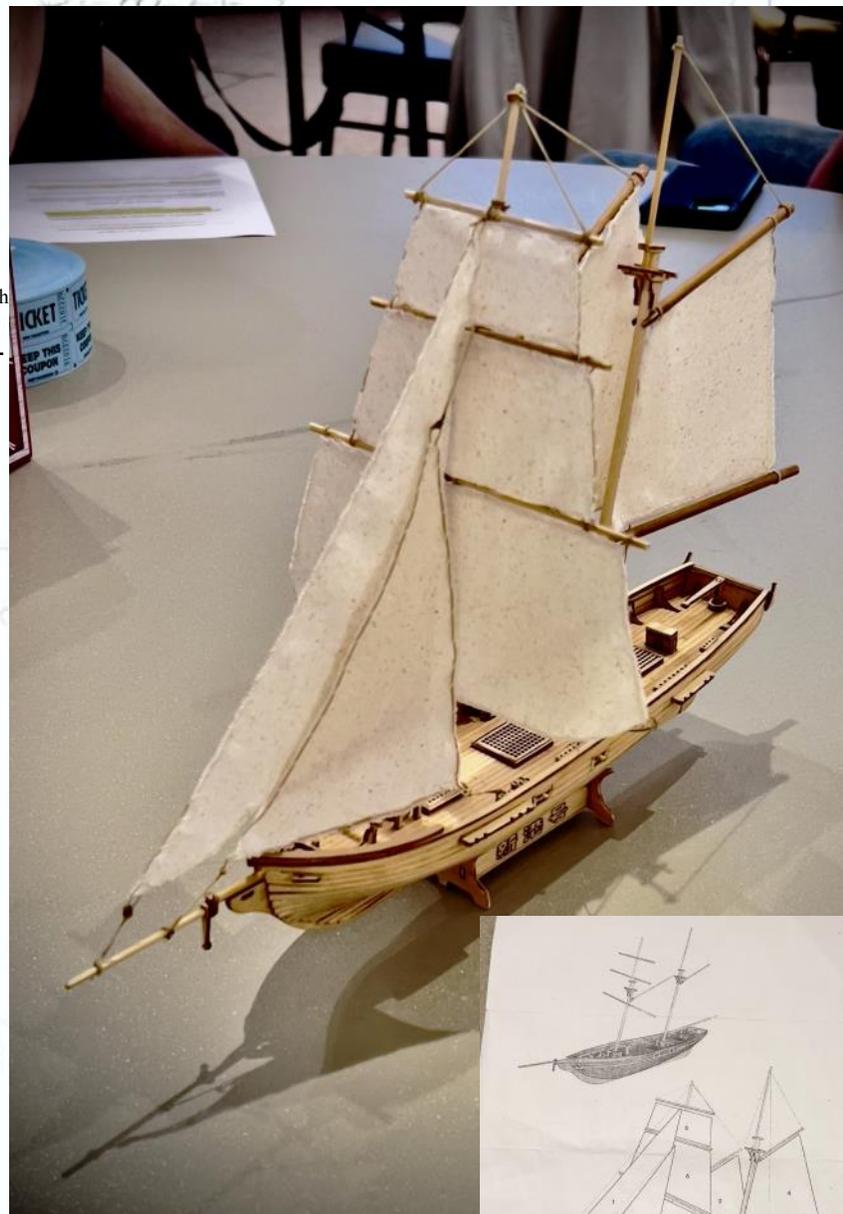
- Skipper: Gene Berger
- First Mate: Greg Harrington
- Clerk: Stewart Winn
- Purser: Ryland Craze

The proposed amendment to the by-laws to create the position of Member Emeritus was presented including

John Cheevers conducted the auction of the kits and tools donated. It was very successful and almost everything was sold.

The meeting adjourned at 12:15.

Stu

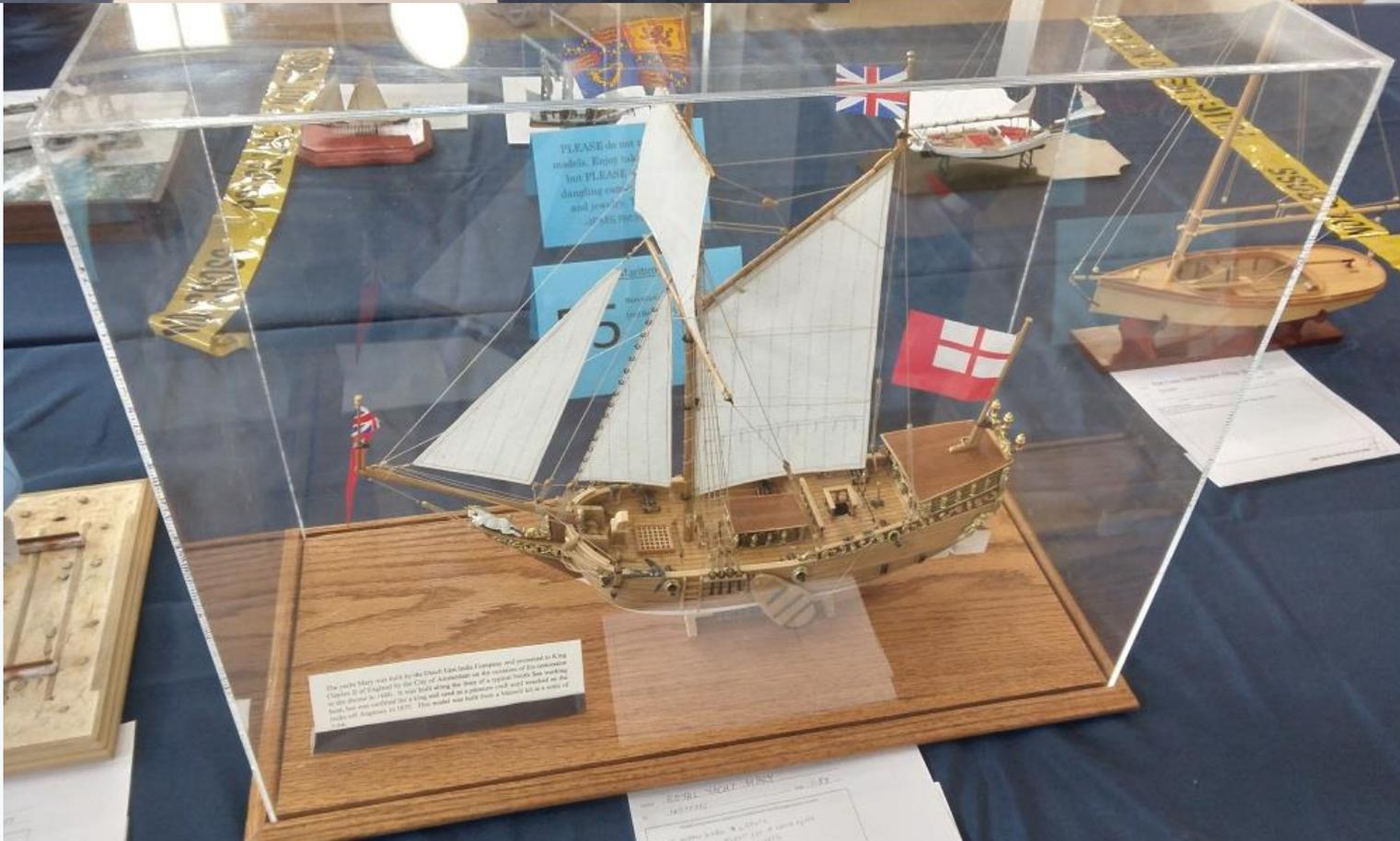


HRSMS winners from IPMS Richmond:



Left, Dave Chelmow's Sharpie

Below, Stewart Winn's yacht Mary



Four more shots of our display at the 2024 IPMS Richmond model show.

These images came to Ryland from an acquaintance. Your task is to identify the models and their builders.



Mystery Photo Scene

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

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

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



Books for the Ship Modeler
www.seawatchbooks.com

Mystery Photo Scene Explained



Lake freighters have nine lives; or two, or three, at least. This Mystery Scene shows the wreck of the steamer Mataafa being pumped out after being wrecked in a storm. This vessel was fortunate to be wrecked near a harbor where the water depth was shallow enough to allow the scuttled vessel to be salvaged. The full story, and a tongue in cheek admonishment, was provided by Tim Wood and appears below.

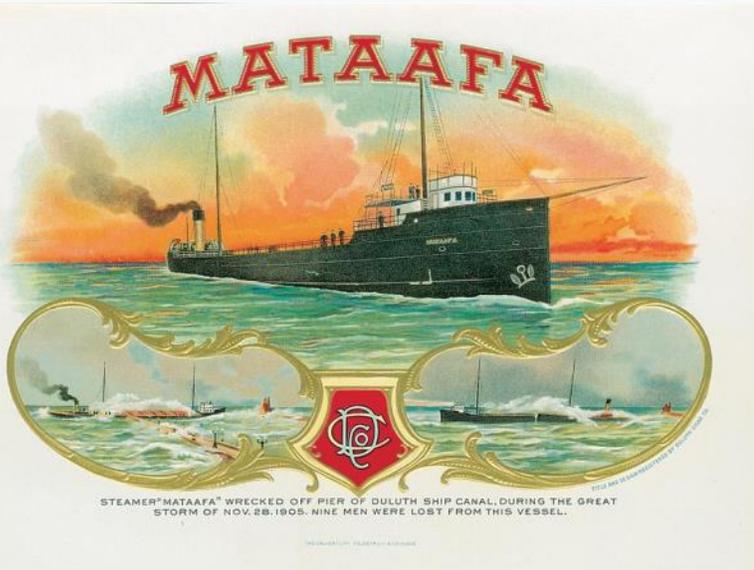


vessel.

“At 3:30pm, the Mataafa cleared the Duluth harbor piers with her barge. Both vessels were fully laden with iron ore destined for the steel plants along Lake Erie. Although the weather had worsened as winds began to gust with some snow flurries. Captain Humble had some reservations about the weather, but the Mataafa was a young staunch steamer that had already weathered many storms through its six years in service.

“The Mataafa and the Nasmyth made good progress, but the weather conditions continued to deteriorate. The gusts of wind and snow had turned into a raging blizzard. Waves crashed over the spar deck swirling down the length of the vessel. Captain Humble began to have great concern for his vessel.

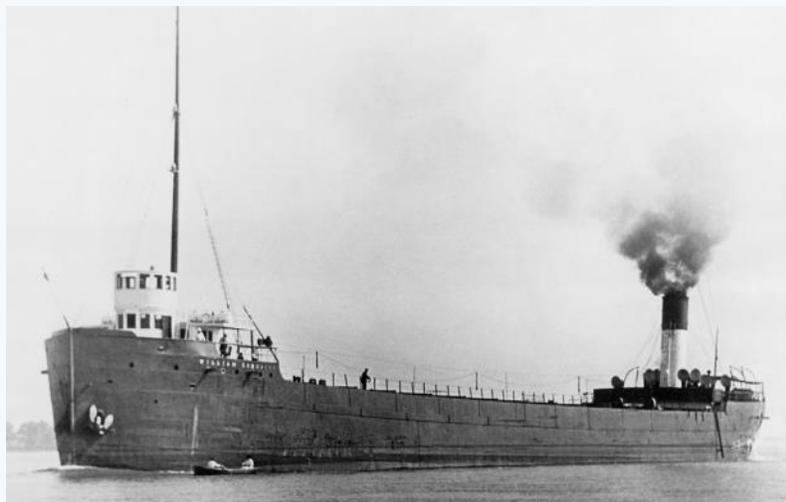
“By 7:30pm, the two vessels were off Two Harbors, Minnesota, when the storm’s full force struck the Mataafa and the barge Nasmyth. Massive waves crashed over the pilothouse and the already limited visibility dropped down to nearly zero. Crewmen down below struggled to stay on their feet. Firemen continued to shovel coal into the boilers while the chief engineer throttled the engine as the screw was lifted and fell back into the rolling waves.



“November storms on Lake Superior have no equal. Mountainous seas, sub zero temperatures, blinding snow and hurricane strength winds these storms have caused the greatest destruction and tragedy among sailors of the Great Lakes.

“The last days of November of 1905 were particularly wicked. On November 26, Lake Superior was relatively calm. The previous week had unleashed a severe snowstorm keeping vessels in port. A break in weather was a welcome relief. Dozens of vessels steamed out into the lake hoping to make one more trip before the end of the season.

“On the morning of November 27, the weather forecast called for cold and fair conditions. At Duluth, Minnesota, the steamer Mataafa was preparing to set sail with its consort barge James Nasmyth. In command of the Mataafa was Captain R. F. Humble. Captain Humble had spent sixteen years sailing on the Great Lakes and had great confidence in his



“On the morning of November 28, the Mataafa was still being punished by the storm. Although the vessel had been steaming for over 10 hours, the Mataafa and Nasmyth had made little headway. Captain Humble ordered the vessels to turn back to shelter of Duluth. This would require the Mataafa to fall into the trough of the waves then swing her bow around. After successfully completing the maneuver, the two vessels headed towards Duluth.

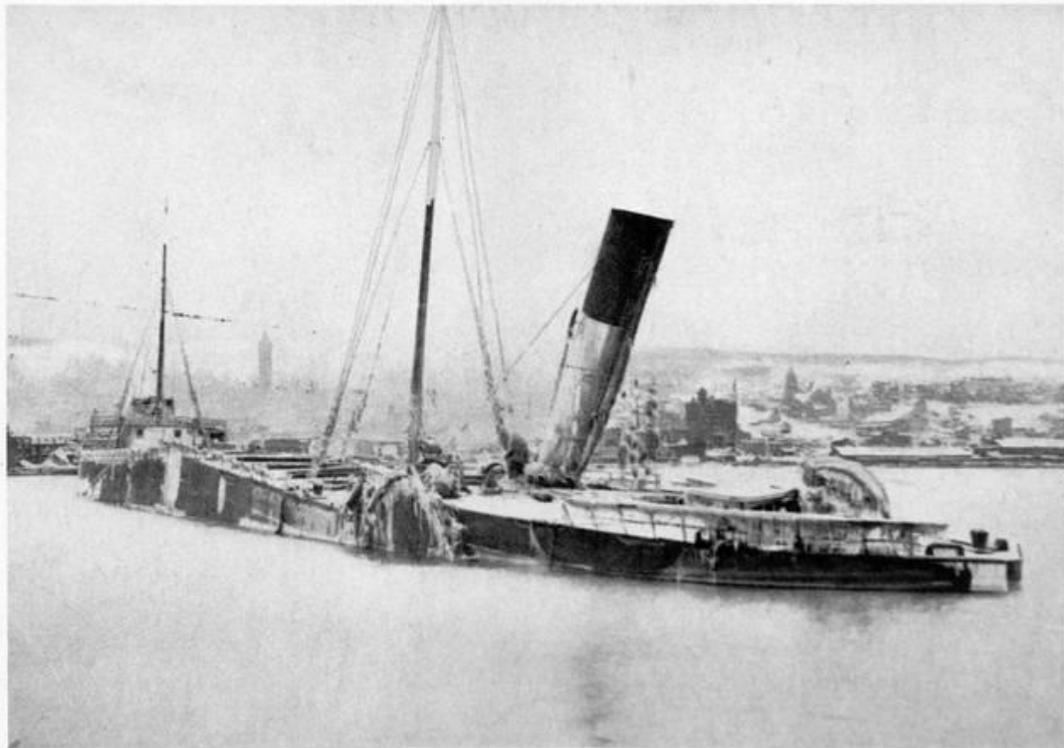
beach. Although the crewmen of the England were safe, the vessel had suffered severe damage.

“The Isaac L. Ellwood also attempted to enter the ship canal. The Ellwood had spent several hours anchored in the open water waiting for better weather when the Ellwood began to take on water in its hold. Her master had no choice but head for shelter before his vessel foundered under him. The Ellwood reached the canal by 1:00 p.m. and headed directly through the two piers. However, a large wave sent the Ellwood crashing into the north pier tearing plates in her hull. The vessel then bounced off the pier into the other south pier causing more damage to its hull, but the Ellwood continued onwards to just inside the harbor. Spectators nearby cheered as the Ellwood was pulled into the shallow waters by tugs. The Isaac L. Ellwood quickly settled to the bottom, but her crew was safe.



“Over the next several hours, the vessels inched their way along the north shore. After noon, Captain Humble was able to see the shoreline as the snowfall let up. As the Mataafa caught sight of Duluth, Captain Humble caught sight of two vessels entering the harbor. The vessels were the steamer R.W. England and the steamer Isaac L. Ellwood.

“The R.W. England had approached the Duluth Ship Canal when her master realized that the England was not going to make the piers. The steamer attempted to turn back into Lake Superior, but the giant waves pushed the England ashore. The R.W. England crashed ashore and eventually ended up high on the



“The Mataafa and Nasmyth reached the entrance to the ship canal at 2:15 p.m., but conditions prevented bringing the consort Nasmyth through the narrow ship canal. Captain Humble ordered the towline dropped a few miles before the harbor entry piers. The barge dropped its anchors. Luckily, the anchors held and the Nasmyth rode out the storm. Captain Humble then ordered the Mataafa at full steam ahead towards the entry piers. When the steamer approached the piers, a giant wave lifted the vessel so high that the bow of the Mataafa stuck bottom. The blow sent the vessel’s stern careening into the north pier. Another wave forced the Mataafa to

“After the Mataafa struck hard aground, it began to break in two. The stern section began to settle lower in the water. Waves washed over the sinking stern extinguishing the boilers and the only source of heat and power on the vessel. With the temperature nearly thirteen below zero and the stern breaking apart, the crewmen aft were in desperate shape. The second mate, who had been aft to help with releasing the towline earlier, decided to risk crossing the open deck to the forward section. Along with three other crewmen, the men made their way along the railing. Icy waves crashed over them nearly breaking their grasp of the thin wire railing, but three men reached forward.

One crewman, after nearly being washed overboard several times, elected to join the eight other crewmen on the stern section. These men had little protection from the elements. As the winds peaked over 60 miles an hour, these sailors sought refuge under the smokestack. The remaining fifteen crew-

men took refuge in the forepeak. Conditions were little better than at the stern as water careened through broken portholes and through broken doors. The men had only the heat from a few lamps. There was no food so some broke off icicles and sucked on them. Captain Humble ordered the men to stay on their feet even though they were all exhausted from the ordeal.

turn perpendicular to the pier. Although the steamer still had full power, it seemed to be immobilized. Captain Humble realized that her rudder had been sheared off when the vessel struck. The Mataafa was now disabled and at the mercy of the storm. Wave after wave pushed the steamer against the concrete pier until another large wave pushed the steamer outside the pier onto nearby shallow water. Captain Humble’s gamble of entering the ship canal had gone disastrously wrong.

The meeting will be upstairs in the Monitor classroom.—Ed

“However, there was some hope for the crew of the Mataafa. They could see the bonfires blazing along the shore through the snowstorm. Nearly forty thousand people from Duluth had gathered along the piers and beaches keeping a vigil. The Coast Guard had attempted to get a line aboard and rig a breeches buoy, but the line quickly froze and broke. No lifeboats or any other attempts would be made while the tempest still raged on Lake Superior.

“The morning of November 29 brought better weather. The wind and seas had decreased, allowing the Coast Guard to launch their boat out to the Mataafa. Captain Humble and the other crewmen forward were quickly taken off. Before Captain Humble left his steamer, he ventured back to the stern. There he sighted several aft crewmen frozen to

verely damaged, the steamer was recovered some six months later. In 1906, the Mataafa was rebuilt at a cost of nearly \$100,000, but it resumed a long career on the Great Lakes.

“In 1958, The Nicholson Transit Company purchased the Mataafa. They fitted out the 60-year old steamer into service as an automobile carrier able to carry 500 vehicles from Detroit to Buffalo route.

“The Mataafa exchanged hands several times before purchased by Marine Salvage, Ltd. in 1965. That same year, Mataafa passed down the Welland Canal under her own power for the last time. On July 19, 1965, the Mataafa arrived at Hamburg, Germany to be scrapped at the shipbreakers, ending its career.

“Even though the tragedy of the late November storm of 1905 was infamous to all along Lake Superior, it has been known ever since as the “Mataafa Storm”.”

Should have come up with something harder than a Great Lakes shipwreck.

Tim

death. Their bodies were encased by ice and had to be chopped free to be taken off the vessel. In all, nine crewmen in the stern section died of exposure or were washed overboard. The barge James Nasmyth was towed into port. Although it was battered, the vessel and crew survived the storm.

“Although the Mataafa was broken in two and was se-



By-Law Revision

Under Article III-
Membership, re-
place item D with
this new language.

Proposed: that the following amendment replace the category of Lifetime Member:

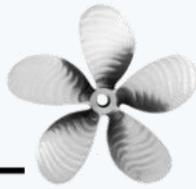
Member Emeritus: an honorary level of membership for which any Regular Member may qualify. A Member Emeritus will retain all voting privileges, pay no dues, and will receive the Logbook and general correspondence during their lifetime. Members may attain Emeritus status under the following conditions:

- (a) The completion of 50 or more years of membership in the Society. This change will be automatic and require no action on the part of the Membership.
- (b) Any Regular Member may be nominated for Emeritus Membership by any other Regular Member in recognition of outstanding service to the Society or to the practice of Ship Modeling in general. The following procedure is to be used:
 - a. The name of the Member being proposed and their qualifications are to be submitted in writing and in confidence to the Skipper.
 - b. The Skipper will convene a committee consisting of the elected officers and any other Member he considers appropriate to evaluate the merit of the submittal. If the evaluation is not favorable, the process ends and remains confidential.
 - c. If the evaluation is favorable, the Skipper will announce the nomination at the next regular meeting and submit it to the entire Membership for approval.
 - d. The voting period will commence upon the announcement, and will continue until the next regular meeting as a minimum, or as the Skipper may otherwise direct.
 - e. Voting by email or any other means will be by secret ballot directed to the Clerk, who will tabulate the votes and inform the Skipper **of the results** at the end of the voting period. The motion will be approved if it gets the support of two-thirds of the voters. THE VOTES OF INDIVIDUAL MEMBERS WILL REMAIN CONFIDENTIAL AND NOT BE DISCLOSED.
 - f. The Skipper will announce the results of the voting during the meeting at the end of the voting period.

Gratuitous image of hungry auction goers waiting for the bidding frenzy to begin



What's Happening at The Museum

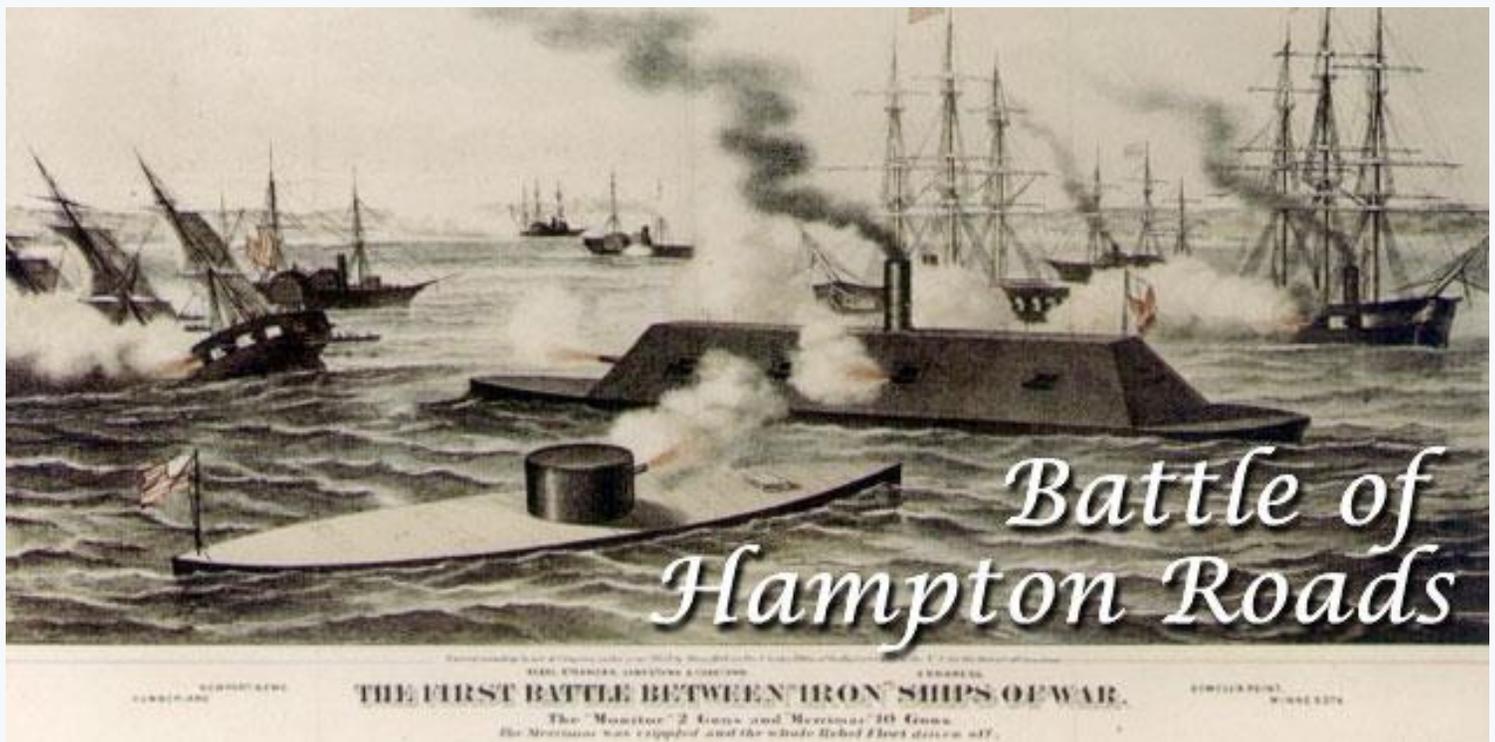


March, 2024

March, a big month for us, as it features the installation of officers for the coming year, and for The Museum. The Battle of Hampton Roads commemoration day has always been a very popular feature program and it will be again this year. I encourage all who can to attend the programs on this weekend. There will be much to see and enjoy and your attendance will show our support for The Museum. I believe that The Museum's offer to provide a location for our monthly meetings is one of the best things that could have happened for the strength and growth of our membership. So a

very near future. The exhibits folks are working out a plan to get it down from its resting place (where it has lived for over eighty years!) and, possibly, returning it to its (apparently original) owner, Carnival Lines, formerly Cunard-White Star. The retrieval of the model, needless to say, is a daunting task! When she was mounted the gallery did not have a 70+ foot catamaran in the way! Good luck, folks!

What's next? If you've not tuned in to the Lecture Series, go to the Museum website and check it out! A regular series of lectures and presentations on virtually every aspect of man's experience with the sea is offered to us and the community at very reasonable cost (or, if you're a member, free). And the speakers are top-notch! Well-known local historian John Quarstein is coming up.



big thanks to TMM and its crew for your hospitality over the years.

Some of our members may not know about the 30+ foot-long half-model of the original Queen Elizabeth. When the America Cup gallery was created a false wall completely hid the QE from view. As I write this article, the wall has been removed to facilitate the moving of the model. Please take the opportunity to view the model while you can. It may leave us in the

Some more gallery changes are coming but that will be for next month. You know, museums used to be called "Cabinets of Curiosity" and the most oft-quoted parental guideline was "DON'T TOUCH!" Them days is gone, folks. I can't imagine anything that excites the senses and fulfills our thirst for knowledge as effectively as museums and, particularly, Our Museum! Put it in your "favorites": marinersmuseum.org.

Ron

Time for



Nothing like having a nice blonde cougar to accompany your savory pie as you celebrate π month.



Description:

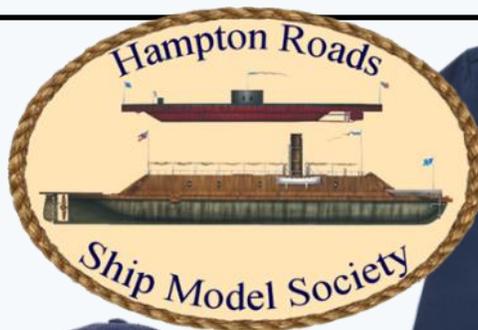
This bright blonde ale shines a brilliant malt character. Born of breezes, captured sunlight and whiffle, this beer is a balanced yet dry siren whose first sip calls for the third. Hopped with Bravo hops, Cougar stays fierce enough to raise eyebrows yet is tame enough to be called sessionable.

I did not write this description.—Ed.

Club gear:

If you need a shirt, hat, or name badge, be sure to see either Ryland Craze or Tim Wood. They have all the details on what's available; pricing and so forth. And I will say that most of the gear comes with our embroidered logo

Or you can search the website for info. Simply type "hat" in the search window...



Mess Call



Are you wondering what to serve with that blonde cougar you picked up at the grocery store? Well look no further, here is a pie worthy of the pair.

Homemade Chicken Pot Pie

Classic Chicken Pot Pie is loaded with chicken and vegetables in a creamy sauce, topped with a flaky crust, and baked until golden!

Prep Time 20minutes minutes

Cook Time 1hour hour

Rest Time 10minutes minutes

Total Time 1hour hour 30minutes minutes

Servings 6 servings

Ingredients

1 small potato peeled and diced 1/2"

1/3 cup butter

1/2 medium onion chopped

2 cloves garlic minced

1/2 teaspoon poultry seasoning or to taste

1/4 teaspoon dried thyme leaves

1 large carrot peeled and chopped

1 cup celery diced

1/2 cup corn kernels thawed if frozen

1/3 cup all-purpose flour

1 1/4 cups chicken broth

2/3 cup half and half

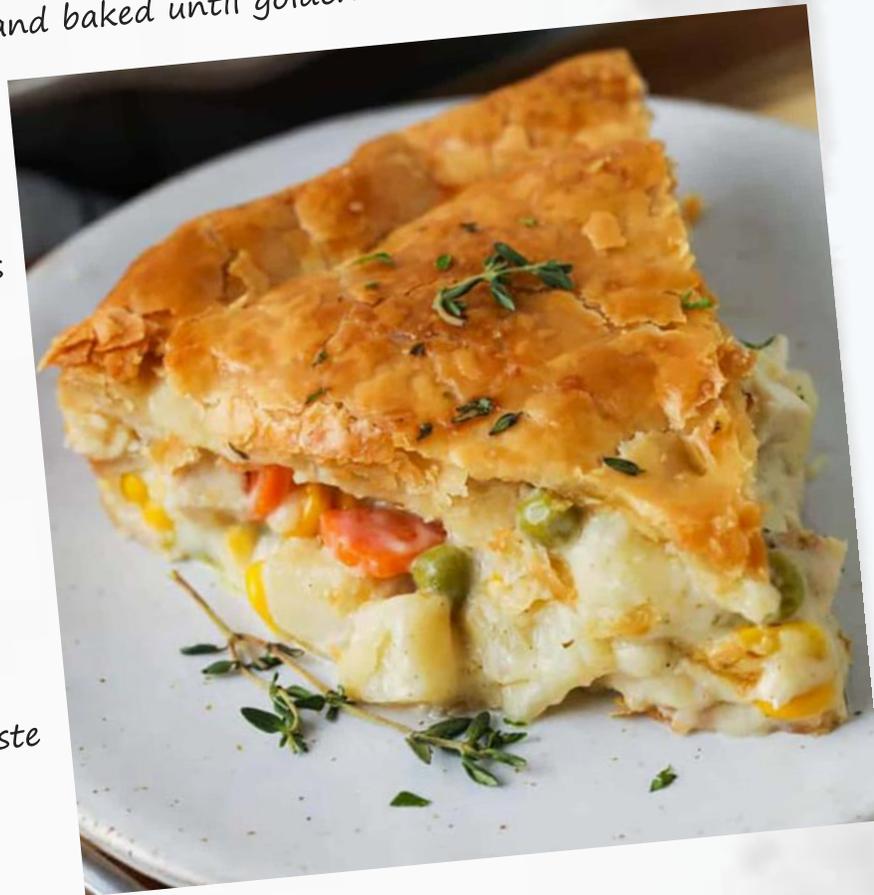
2 1/2 cups chopped cooked chicken or rotisserie chicken

1/2 cup thawed green peas

1 tablespoon fresh parsley

1 recipe double pie crust or store-bought

1 egg yolk



The meeting will be upstairs in the Monitor classroom.—Ed

Instructions

Preheat oven to 400°F.

In a small saucepan, add diced potatoes and cover with water. Bring to a gentle boil over medium-high heat and cook covered until potatoes are tender, about 10 minutes. Drain well.

In a separate saucepan, melt butter over medium heat. Add onion, garlic, poultry seasoning, and thyme. Cook until softened, about 3-4 minutes.

Add carrots and celery and cook until tender, about 5-6 minutes more. Stir in corn. Sprinkle flour over the vegetables and cook for 1 minute.

Gradually add the chicken broth and half and half, whisking until smooth after each addition to prevent lumps. Once all of the liquid is added bring to a boil and let boil while stirring for 1 minute.

Stir in the drained potatoes, chicken, and peas and cook for 1 minute more. Stir in parsley. Taste and season with salt and pepper.

Roll out the pastry crust and place it in a 9-inch deep-dish pie pan. Pour the filling into the crust. Roll out the second pastry crust and place it on top of the filling. Crimp the edges to seal.

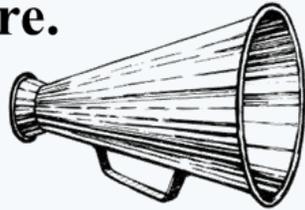
Whisk egg yolk with 1 tablespoon water and brush it over the pie crust. (Optional: Sprinkle with fresh herbs and/or a pinch of kosher salt if desired). Use a small knife to cut a few slits into the crust to allow steam to escape.

Bake 35-40 minutes. Cover the edges of the crust with foil during the last 15 minutes if needed to avoid over-browning.

Let the pie rest 10-15 minutes before cutting to thicken.



D'ye hear, there.



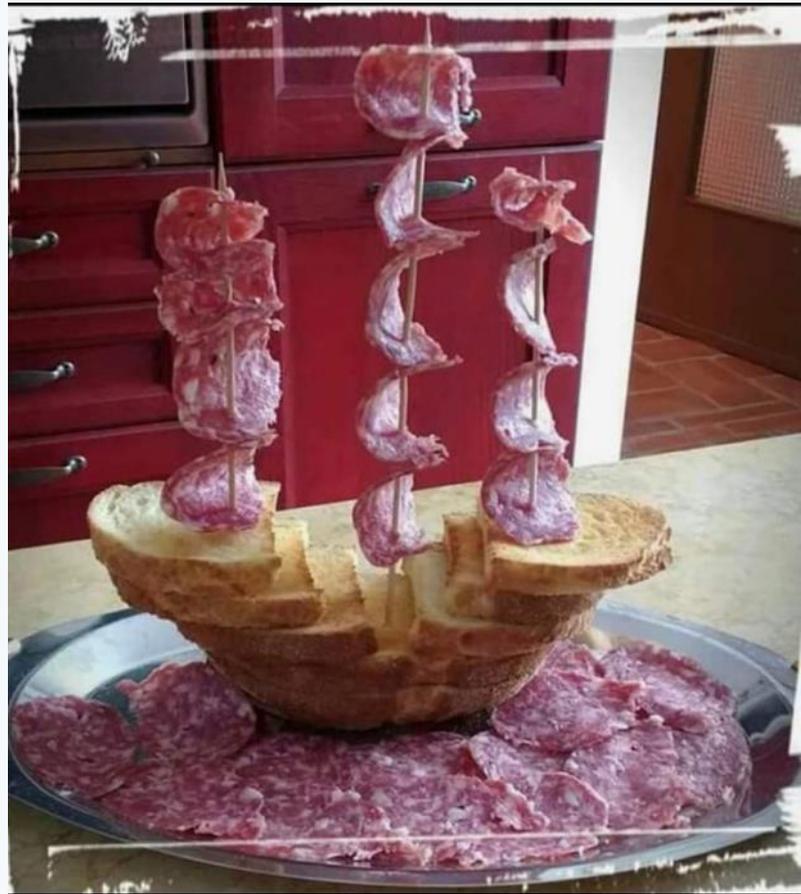
It's been a while since we wrote about 'ship models are where you find them'. It never fails to interest me how the nautical thread runs through so many facets of our daily lives. So with that thought, I think its time for an update.

Spotted this posting on Facebook and Stephanie Stanley writes: "Happy Valentine's Day, from this ship loving fella!! He made a freighter Valentines Card



Box for his class and wanted to show everyone. Hope everyone has a great day!"

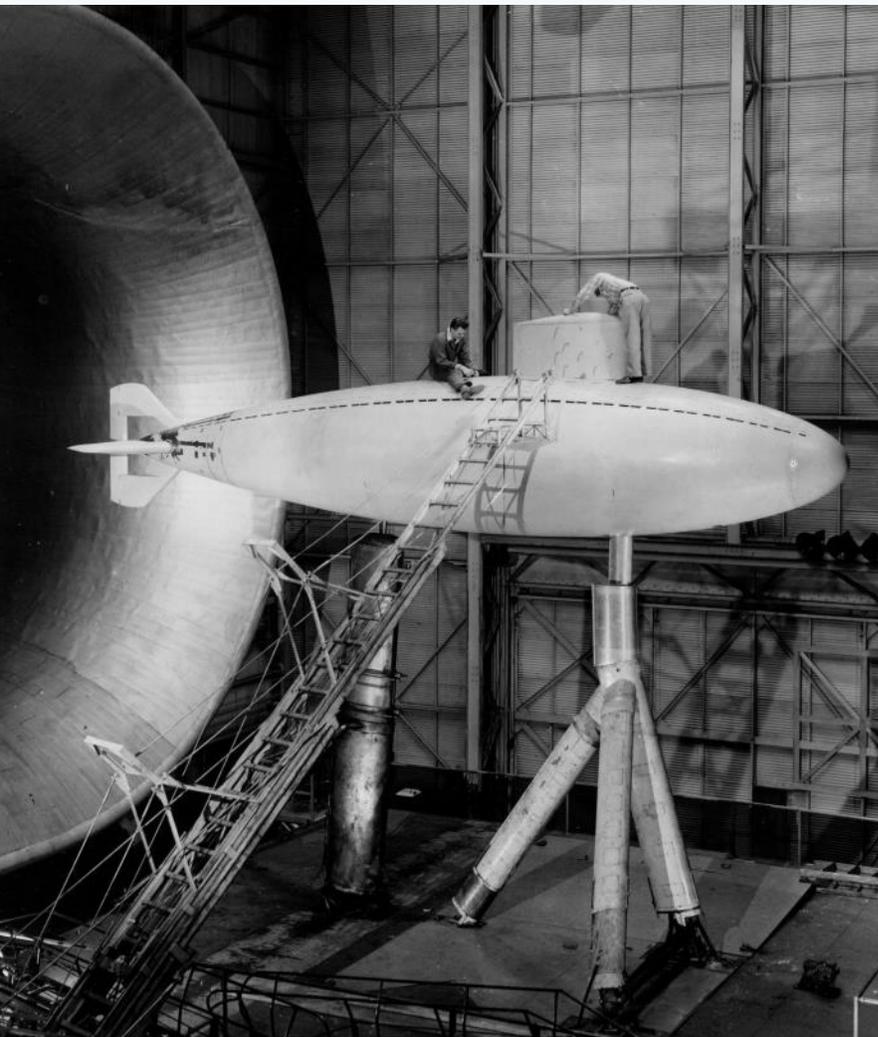
Not to be outdone, Tomasz Zachariasz posted this charcuterie guaranteed to have you salivating and make you a hit at the party. If for no other reason, it should entice you to get into the shop (photo, top of next column).



And Sean says he hears the Syren's song every time he sees the image below...



This next one was found at a Facebook page called Navy General Board. Among all the interesting images posted there, including a few of our past Mystery Photos it turns out, was this post highlighting a ship model hovering in a very different medium than what we usually find them floating in. (next page)



Though wind tunnel testing showed the superiority of the teardrop hull, Albacore herself was put through strenuous testing to see how her hull design impacted speed and maneuverability. Overall, testing was overwhelming positive and quickly led to the adoption of the hull form on the conventionally powered Barbel class and the nuclear powered Skipjack class submarines.”

Next we have a veteran demonstrating the ‘Bill Clarke Edition’ mobility scooter adapted especially for the ship modeler.



No, your eyes do not deceive you. That is a submarine being tested in a high performance wind tunnel typically used for aircraft!

Here is the unattributed text of the posting:

“What you see here is a 1/5 scale hull design for the experimental submarine USS Albacore being tested at the Langley Research Center. The second photo shows a more basic model (just the hull itself sans sail, fins, etc.) undergoing similar tests.

Albacore was notable for being the first submarine in the United States Navy to test and pioneer the use of the "teardrop" hull. The teardrop hull (also known as the Lyon Shape after Hilda Lyon, an amazing story for another post) was the most hydrodynamic hull design in favor of underwater performance rather than surface performance. Previous submarines featured hulls that were more optimized for surface operation, fitting as they were better thought of as surface craft that could occasionally submerge. The teardrop hull was a major feature of a new generation of submarines that were intended to fight and operate underwater almost all of the time.

And then we have a random image taken at a recent model show. As you can see the ship model is the star of the event.



Now after all that hunting and searching for those uniquely crafted ship models, you deserve to bask in the luxury afforded by your very own combination bath, Jacuzzi, and hot tub. If only the pools on the cruise ships were that big and this private.

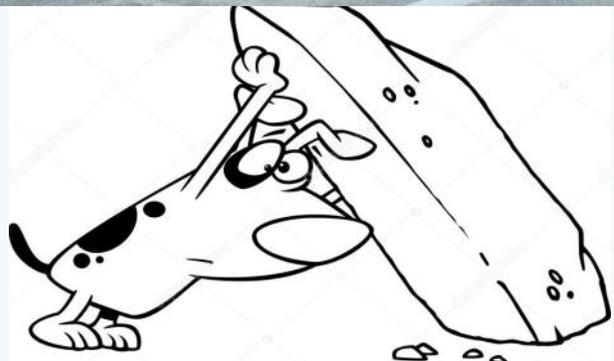


And what would be more fun than to cruise around on Friday night in your very own boat-mobile complete with hemi and blower. I wonder if it has a cup holder large enough to hold an official boat drink?



Obviously, it pays to keep your eyes peeled to get and keep those creative juices flowing. Don't forget to look under every rock for inspiration. Me? I think I'll get a blonde cougar, set sail in my boat/mobility scooter, and see where my imagination takes me.

—Ed



The Bulletin Board

HRSMS' RAFFLE

Don't forget to purchase raffle tickets for a chance to win Tony's Byrne's saw. See Greg or Ryland.



only

\$5

A ticket *



Model Boat Show

Hosted by the
Deltaville Ship Modelers' Guild
And the

Deltaville Maritime Museum and Holly Point Nature Park

On Saturday, April 27, 2024 - 9am to 3pm

Doors open to visitors at 9am

The Deltaville Maritime Museum will also be hosting its Holly Point Market from 9am to 1pm

The Museum is located at 287 Jackson Creek Rd, Deltaville Va. 23043

Set-up starts at 8am Take-down after 3pm

Register at deltavillemmmodelshow@gmail.com

Model boat builders come, set up and show your models. You will meet fellow modelers, be able to discuss techniques and share your work with the public. All skill levels and mediums are invited to participate.

Things to Know:

There is no charge for table space.

We will have a Food truck on site.

Registration will open February 12, 2024 and information sheets will be emailed out.

We will draw for the winner of the Byrnes saw at the March meeting. If you don't have your tickets yet, they will be on sale before the meeting begins. This may be your last chance to get one of these saws as they are no longer available. Good Luck!!!

chance to own this there's still time! Tickets are \$5 and

* Don't miss out on a gen- tly used Byrnes table saw— you can buy as many as you like. Proceeds go to



The Deckplate

JANUARY 2024

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

FEBRUARY 2024

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

MARCH 2024

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

April 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Will Hoffman- The Ship that held up Wall Street
27 Model Boat Show, Deltaville

MAY 2024

11 HRSMS Monthly Meeting: Mariners' Museum
21 Talk like Yoda Day
Presentation: Sean Maloon- Gluing and Planking a Hull

JUNE 2024

8 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Mike Pelland- Building the Chesapeake Bay Skip-
jack

JULY 2024

13 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

AUGUST 2024

10 HRSMS Monthly meeting:
Presentation:

SEPTEMBER 2024

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

OCTOBER 2024

12 HRSMS Monthly Meeting: Mariners' Museum
Presentation: Gene Berger- Painting Water

NOVEMBER 2024

9 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

DECEMBER 2024

14 HRSMS Monthly Meeting: Mariners' Museum
Presentation:



WATCH, QUARTER, AND STATION BILL



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

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



Visit us at our webpage:

WWW.HRSMS.ORG. You'll be glad you did!