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# Newsletter!

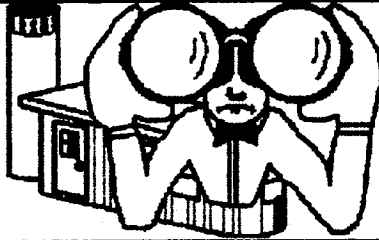
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No. 37

July 1994

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From the  
Pilothouse



his expenditure of time.

Jack

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## Minutes



Asymmetry was the most common disqualifying defect noticed by the judges in the 1985 Mariner's Museum ship model competition. Hull asymmetry is the form most obvious to a casual observer. To avoid this pitfall, one needs to take care in shaping the hull so the right and left halves are exact mirror images. This will assure that the various waterlines (half-breadth) sections are symmetrical side to side. Attention to symmetry does not end with the hull.

Be sure that deck furniture, such as trunk houses and other raised structures, are also symmetrical side to side. Gun locations, bollards, cleats and other hardware are usually in the same locations on port and starboard sides, (Ed. note- This is probably not true of modern navy ships. There are many asymmetrical details.) Measure the distances carefully. Looking across any ship's beam will reveal asymmetry, if present. Shrouds on sailing vessels will line up if the lower deadeyes and chainplates are the same distance apart on both sides of the ship. Ditto with stays and guys for smoke stacks, derricks, etc. Boat davits should align when viewed from the side. The same care should be expended on the ship's boats as on the main hull.

All of this may sound like nit-picking. Maintaining symmetry in all parts of a ship model, however, requires little more time than doing a slipshod job. Time spent making accurate templates and jigs will reward the modeler with a result worth

The meeting was called to order at 2010.

Attendance: 1) 18 Members.  
2) 1 Guest.

### Old Business

NRG Conference- Bill Clarke obtained information from the Ramada Inn and took a look at their facilities. The meeting room is probably not big enough for our purposes. Bill may be able to use the Ramada to work a deal with the Holiday Inn. Some of that old Clarke charm, I expect. The Holiday Inn has several dinner possibilities that the committee will look into.

The plan right now is to let the vendors into the vendor area on Thursday so they can be set up before Friday. We also plan to have an R/C run on Sunday at the Mariner's Museum.

Steamship Historical Society Cruise- The Friday cruise had lots of ships to look at but the Navy base was kind of devoid of haze gray shapes. At one time in the last few weeks there were more Turkish warships in port than US Navy. We just turned over three Knox class frigates to the Turks.

USS Long Beach- Unfortunately only two members turned out for the Saturday tour of the Long Beach. Bill Clarke was happy, he got pictures he needed for the Norfolk.

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In place of nautical definitions, this issue (and following issues) will feature drawings of sailing ships showing the various rigs. Note: Head sails (jibs etc.) omitted.

## Minutes Cont.-

### New Business

1994 NRG Conference- The club has received a copy of the registration form for the 1994 NRG Conference at the Wisconsin Maritime Museum at Manitowoc. The editor can make copies for anyone who is interested.

NRG Journal- John Cheevers has received the clubs latest issue of the NRG Journal.

Information Sources- The Washington Ship Model Society included a list of information sources in their latest newsletter. The editor intends to reprint the list in the August HRSMS newsletter.

Moran Towing- Chuck Reynolds got a cold reception from the Moran Towing company trying to get information on the Carol Moran. Chuck decided to try a Midwest kit, the Grand Bank Dory, instead.

### Show & Tell

John Cheevers- showed us the plans for a buoy tender and for a new frigate design the shipyard is trying to sell overseas.

Chuck Reynolds- brought out the kit of the Grand Bank Dory. Seems like a very good beginners kit. Ulrich said he enjoyed building this kit.

Henry Schekulin- showed the group two very nice sets of plans, one of a French frigate and the other a beautiful set of plans of the Bismark.

Ulrich Guenther- has displayed several fine models in his home including a French kit of the Rattlesnake. To this editors untrained eye Ulrich has done some very fine work.

Gene Berger- unrolled a set of plans for his next project, a 1/8 scale model of the United States, over 10' long. I don't think Marilyn knows about this yet.

The meeting never really adjourned but we did finally get to eat all the great stuff that Ulrich

provided. We also got to see his workshop and an early sixties VW Beetle in great shape.

## Upcoming Events

May						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

2 July- USS Long Beach deactivation

8 July- Monthly Meeting

12 August- Monthly Meeting

13-14 August- R/C sailboat racing at Nauticus Boat lagoon

9 September- Monthly Meeting

15-16 October- Chesapeake Bay Maritime Festival

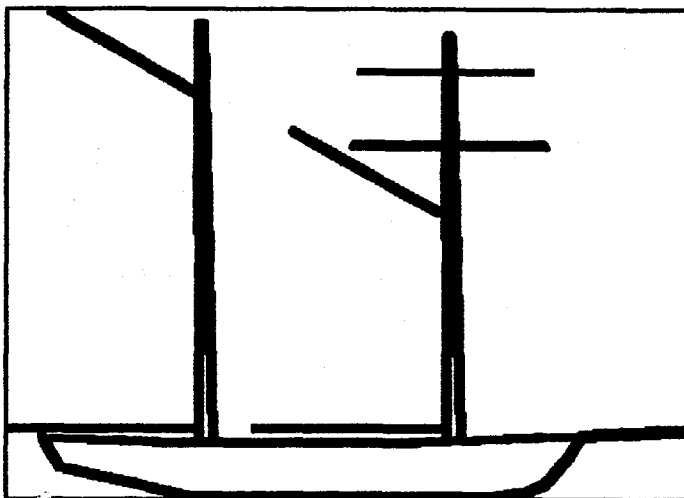
Fall 1994- Bisociety meeting

October 1995- NRG Conference

(Note- Please keep the editor informed of any upcoming events not reflected here.)

### TOPSAIL SCHOONER:

Has square sails on the foremast, occasionally on the mainmast, in addition to the typical fore and aft schooner rig.



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## Notice to Mariners



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**Distress Sale:** Ellen Cheevers is distressed by all of the lumber that John has laying around the garage. By direction from higher authority, John has several large pieces of holly that he is letting go cheap. You have to be able to haul it away. Anyone interested ought to give John a call. Ellen would appreciate it.

**Gluing Tip:** Tom Saunders has this tip. When gluing two pieces of anything together there is invariably some glue squeezed out of the joint. Using a soda straw is a very good way to scrape up the excess glue. It will conform to the joint and will clean up the excess glue very nicely.

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## Day in the Park: Part II

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The second Mariner's Museum Day in the Park took place on June 12. We had a very good showing from the south side guys, the Elite Fleet. The weather was a little warm but all in all it was a nice day to be in the park. The canopy was up by 1130 and once again the support from the Mariner's Museum was great, providing tables and chairs.

The first boats went in the water about 1200. At one time that afternoon we probably had 8 to 10 boats running at one time. Gene had the Balao out for a test firing of the torpedo tubes but unfortunately the mechanism needs a little work. The Olympia was running all day and late in the afternoon had been converted over to cruisercam. Gene should have gotten some pretty good shots. Scott Newell had his 1/8 scale Missouri out, quite an impressive model. Bill Clarke even ran his electric racer around the lagoon a couple of times.

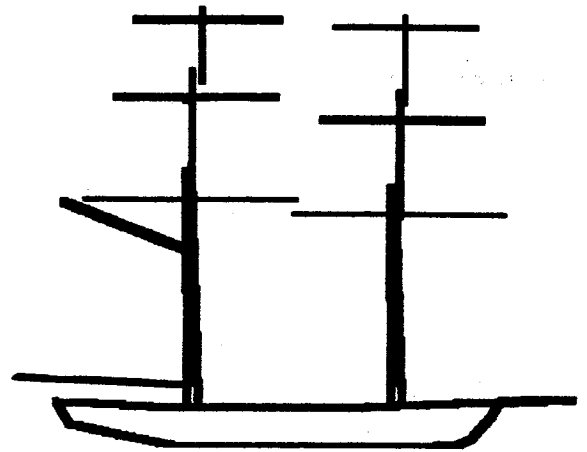
I have one incident to report. Your editor, the "professional" naval officer, ran the Olympia hard aground on the rocks. Fortunately, the damage was minor. I'm waiting for Gene to let me know when the court martial will be. I am all prepared to

sit down at wrong end of the long green table. (Historical note: Chester Nimitz was once found guilty of running a destroyer aground and went on to be Chief of Naval Operations. Does this mean I get to be President since I ran a cruiser aground?)

I think everyone had a lot of fun and I for one am looking forward to the next installment, sometime in September. I am going to ask the Museum to install some foam rubber bumpers in the lagoon, for skippers like me.

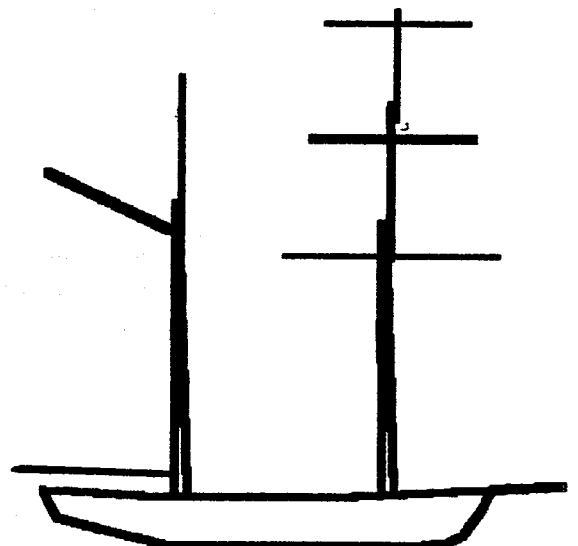
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**BRIG:** A two masted vessel. Both masts are square rigged. The mainmast also carries a spanker (driver).



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**BRIGANTINE:** Square rigged on the foremast like the Brig. The mainmast is fore and aft rigged.



# Watch, Quarter and Station Bill



**Skipper:** Jack Bobbitt  
599-0557

**1st Mate:** Len Wine  
588-5831

**Clerk:** John Cheevers  
591-8955

**Purser:** Bill Clarke  
868-6809

**Historian:** Bill Fox  
253-0310

**Editor:** Len Wine  
588-5831

1 mile to Ford's Colony. Turn right onto Ford's Colony Road. Go 1/4 mile and turn left to the security building.

From Hampton, etc.-

Take I-64 towards Williamsburg, get off at exit 238, Route 143. Turn left and go over the bridge. At the traffic light turn right onto Rochambeau Road. Go about 1 mile to Airport Road (645), State Troopers office on the left. Turn left onto Airport Rd. and go 2 miles, across the railroad tracks, to route 60. At the light turn right onto 60 and go to the next traffic light, Olde Towne Road (658). Turn left onto Olde Towne Rd. and go about a mile to the light at Longhill Rd. (612). Turn right onto Longhill Rd. and after reaching Ford's Colony make a left onto Ford's Colony Road. Go 1/4 mile and turn left to the security building.

From the Security Building-

Get a token from the guard and turn 180 back to Ford's Colony Road. Turn left and go about 1/2 mile to the sign that has St Andrew's Village with an arrow to the right (no street name). Turn right and after passing through the gate, Alwoodley is 1/4 mile on the left. Turn left into Alwoodley and then make the first right. Then about 120' to Bill's house on the right.

# Next Meeting



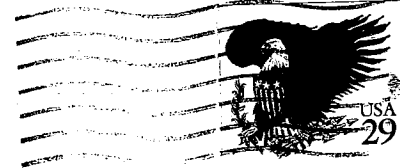
The next meeting will be on 8 July, 2000 hours, at the home of Bill and Ethel Hirsch, 176 Alwoodley, Williamsburg, (804) 258-4556. The directions follow:

From Richmond-

Take I-64 to Exit #234, Lightfoot Road (646). Make a right onto Lightfoot Road and go about 1 mile to the traffic light at Route 60 (Richmond Road). Turn left onto Route 60 and go about 400' to the Centerville Road (614) traffic light. Turn right onto Centerville Rd. and go about 4 miles to the intersection of Centerville and Longhill Road (Food Service and Texaco station on the corner). Turn left onto Longhill Rd. and go about

**Editor's Note:** I want to take a quick minute to apologize for the lateness of this newsletter. It is always my intention to get it out at least a week in advance. This time I ran into some technical difficulties. The hard drive on my computer crashed. Those of you who own or use computers will understand. Those of you that don't let me say this is the equivalent of the Titanic running into the iceberg. I'm up and running again and hopefully I won't find any more icebergs.

HAMPTON ROADS SHIP MODEL SOCIETY  
c/o Len Wine  
7432 Red Brook Rd.  
Norfolk, VA 23518



John F. Cheevers AD  
414 Burnham Pl.  
Newport News, VA 23606

AA: Dues paid. AD: Dues due.