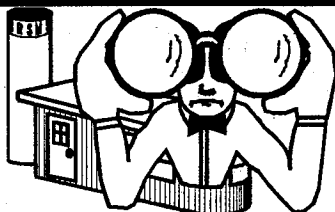


From the Pilothouse



NRG Conference '95

As of this day (August 23rd), we have 65 registrants and a number of vendors signed up to attend. To my thinking this is a great start since we still are two months away from the conference. The vendors and the presenters are the main drawing card to any conference of this type. We have a super (and diverse) line-up of presenters and there should be something for everyone. The response of the vendors is very encouraging. John is doing a great job keeping up with the registration and Len is gearing up his printer for lots of action. We have set up a separate checking account just for the conference.

We will need everyone's participation to insure that this conference will be the best NRG conference yet. More details will follow next month.

Bill Clarke

informed us that he has set up a checking account for the duration of the conference to handle the conference expenses. To date he has deposited the funds from 35 registrants.

Bill also intends to send a letter to the Navy locking in our requirement for ships and guides for the Friday tour. John Cheevers feels that the number of registrants is running very close to the 91 conference at this time.

New Business

Mariners' Museum Model Contest, 2000- The Mariners' Museum is examining the possibility of running the next model-contest in the time frame from June to September, 2000. The membership was of the feeling that we would like to host that year's conference in conjunction with the contest. A motion was made, and carried, to send a request to the NRG to host the year 2000 conference.

Chesapeake Bay Magazine- This magazine recently ran an article on the model contest at the Mariners' Museum and just happened to use a photograph of Jack Bobbitt's pungy in the article, an appropriate subject for a magazine devoted to the Bay.

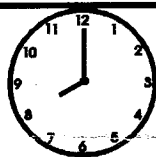
Harbor Club, Norfolk- The Harbor Club in downtown Norfolk has a model of the SS United States that is in need of repair. Harvey Williams has seen the model, which is about 40" long. He says it is in pretty bad shape. The club manager received a pretty high quote from a professional modeler up north and is hoping for something more reasonable. Anyone interested can contact Harvey.

Mariners' Museum Modeling Seminar- Joe McCleary wanted everyone to know that the seminar held at the museum in July went very well. The museum staff was pleasantly surprised at the response. Joe especially wanted to thank Len Wine for organizing the event. (Ed. Note: Thanks Joe. It's easy to organize something like that when you've got great presenters. Thanks to everyone who participated.)

Table Saw- "Ships in Scale", March 89, published an article by Jack Bobbitt on how to build a small table saw. Jack has donated a copy of that issue to the club library for anyone who is interested.

Sea Lingo- The Mariners' Museum published an interesting book in 1980 by Alexander Crosby Brown. The book was

Minutes



August 11, 1995

Members: 15

Guest(s): Bob Thomas

Meeting called to order at 2013 (sans skipper).

Old Business

The skipper arrived at 2015, having found the place by accident. (Ed. Note: It proved to be a tough night for the editor. Shots came in thick and fast from all quarters and Joe McCleary came in the for the kill when the blood was flowing profusely. I can only say I didn't have any trouble finding the church.)

NRG Conference- The conference chairman, Bill Clarke,

Minutes Continued

designed to help correct errors in nautical writing. There is a copy available for viewing at the museum library. (Ed. Note: At a quick glance this book appeared to be very well written and would be useful for anyone writing anything with a nautical slant.)

USS Albany- Chuck Reynolds has been out looking for a lathe to add to his growing collection of machine tools. During his search he came across a 16" swing lathe from the USS Albany, a converted guided missile cruiser. This lathe has been around some 50 years and is still in good shape. Chuck is still negotiating a price so we may see this lathe in his garage in the future which seems appropriate somehow.

Show & Tell

Boat Shows- Bill Clarke has received photographs from his friends in England of 3 recent model regattas. The pictures show some great work being done, even on operating radio control models.

WWII Camouflage- Gene Larson recently contacted Bill Clarke looking for information on the camouflage pattern used on a ship he is modeling. Several sources were mentioned. Bob Sumrall has done several articles for Proceedings on camouflage. Maybe Bob can help us out with the dates. The Floating Drydock also has published 2 booklets on camouflage and has a color chip card available. Finally, several members remembered a friend of Bob Moritz who gave a camouflage presentation at a meeting a few years ago. (Ed. Note: Gene, I'm sure you can contact Bob Sumrall and the Floating Drydock for information. If you want to try and contact our past presenter let me know.)

USS Baltimore- Harvey Williams is diligently working on his model of the Baltimore and recently got to the point where he is looking at finishing details. One thing Harvey decided on was to ensure something from the original cruiser made it into his model to give it "soul." A clothes stop or dogtag didn't seem appropriate. Through the Baltimore Sailors Association he obtained a piece of the ships teak decking and will work it into his model. Harvey is starting on his 3rd superstructure. Sounds like a typical modeler.

Naval Academy Dockyard Models- The Naval Academy Museum will host a seminar on Dockyard models September 15-17. The speakers will include Simon Stephens, Frank Fox and Dave Brown. Registration is \$250.00. (Ed. Note: Ouch.)

Registrant- Along with a conference registration form, John Cheevers has received a portfolio from Fine Art Models. The photos show some very nice models. Fine Art Models is the "official" modeler for the Titanic.

Taxes- John brought along a copy of "Live Steam" magazine which has an article concerning the ramifications of donating models.

Maritime Administration- The Marad was responsible for designing merchant vessels in this country for several decades. The Smithsonian managed to save a lot of the documentation from the Marad and has published its 3rd catalog of ship plans. The Mariners Museum library has a copy. John Cheevers hopes to have a copy soon.

Linoleum Deck- Bill Altice was having trouble doing the linoleum deck for the pilothouse of his model of the RJ Bowman. John plotted the hexagonal pattern using a CAD program.

RC Boat Regatta- Bill Clarke reported that there is a large scale model regatta scheduled for August 20 in York, PA. Bill is expecting to go so we should expect a report at the next meeting, if not lots of photos.

The meeting adjourned at 2117. Refreshments were provided by the three hosts, Jim McCurdy, Harvey Williams and Len Wine. Jim can give you an earful about the service at the local Farm Fresh Deli. Thanks to the Oak Grove United Methodist Church for the use of their fellowship hall.



Notice to Mariners

Steamboat Exhibit- The Kinsale Museum opens its largest exhibit, "Steamboats on the Chesapeake," on August 10. The exhibit features steam engine models, steamboat memorabilia and graphic material from the steamboat era. The exhibit uses artifacts on loan from St. Michaels. The museum hours are Thursday, Friday and Saturday, 9-5, and Sunday 1-5. The exhibit will be open through October.

Monitor National Marine Sanctuary- The Hampton History Museum Association is sponsoring a series of lectures on Port Hampton history. On Tuesday, October 17, John Broadwater, manager of the Monitor National Marine Sanctuary, will talk about the history of the ironclad Monitor. The lecture will be at the Main Hampton Library at 7 PM.

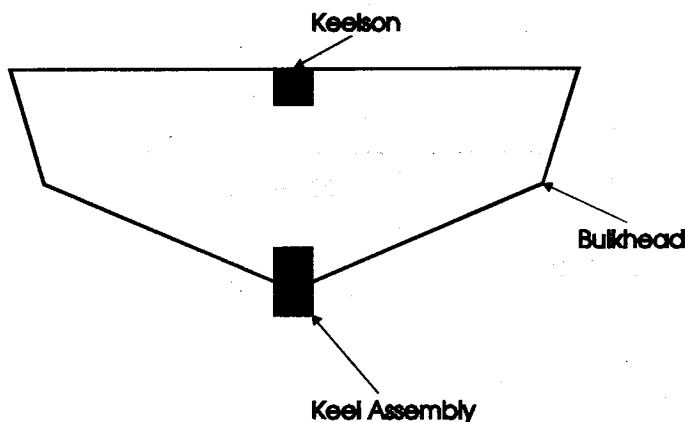
Plank on Bulkhead Construction- (or The Trials and Tribulations of a Chesapeake Bay Workboat Modeler, by Jack Bobbitt)

Ulrich Guenther called yesterday with questions about plank-on-bulkhead hull construction. Having just endured my own

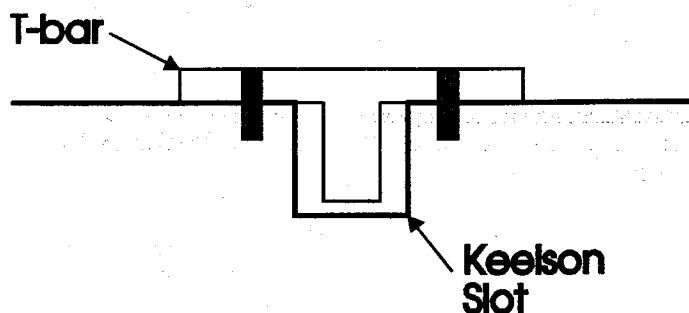
NOTAM Continued

personal fiasco with same, I decided to write down a few suggestions for others. Hulls built plank-on-bulkhead are notorious for becoming mis-aligned and asymmetrical as the result of the stresses created during construction. Here's what happened to me.

The bulkheads for my current model were carefully measured and then cut from 1/8" birch plywood. They were slotted in the middle of the lower edges so they could be mounted to the keel assembly in the usual egg crate manner. In addition, slots were carefully cut in the middle of the top of the bulkheads to receive an upper longitudinal, a sort of keelson. This was to provide stability in the upper hull much like beam clamps provide fore and aft stability in plank-on-frame construction. The bulkheads were glued to the keel assembly making sure that each was square in all planes with the keel, also that the upper outer corners were equidistant above the baseboard. The 1/8" thick keelson was then glued into the upper slots which had been cut to provide a snug fit. See the diagram below.

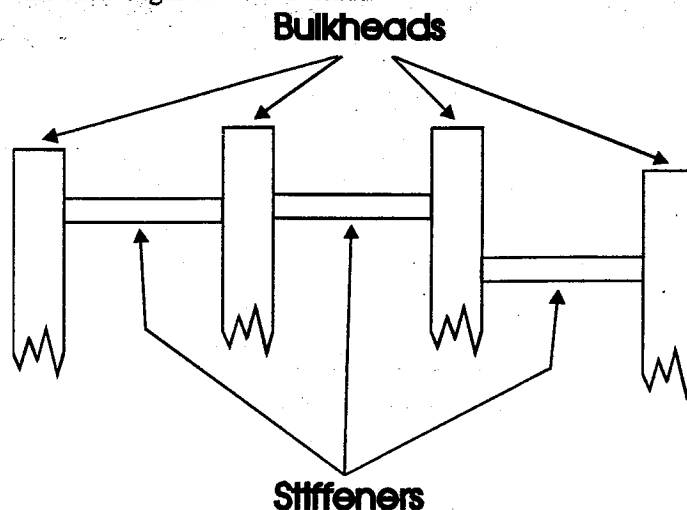


This proceeded to cause two or three bulkheads to shift out of alignment. A slight curve was noted in the keelson so my careful measuring and cutting of those upper slots was to no avail. I should have taken the extra time to produce a T-bat keelson as I have used on previous models. This would remain dead straight and strong. To avoid forcing the bulkheads laterally out of alignment, cut the keelson slots overly wide, 1/16" on either side wouldn't be too much. The wings of the T-bar should be doweled to the tops of the bulkheads.



The T-bar slot can be made by cutting a longitudinal rabbet (in the top flat stock) using multiple passes on a small table saw. An alternate method is to cut the rabbet with a router bit mounted either in a router or a drill press. Run the drill press at its highest speed and mount a strip of timber on the drill press table to act as a guide, to assure a straight cut. Be sure that the T-bar ends up below deck level.

Unfortunately, planking the bulkheads can also cause problems. The outer edges of the bulkheads can be deflected inward by the pressure from the planking as it is bent into place. Asymmetry develops since the deflections are rarely equal side to side. To prevent this, take the small amount of time needed to add fore and aft stiffeners about 1/2" inside the outer edges of the bulkheads.



Side to side asymmetry is the bane of every ship modeler. Take the small amount of extra time to stabilize plank-on-bulkhead and plank-on-frame hulls. Regardless of your choice of hull construction, including the carved hull, cut waterline templates from cardboard. Use these to check the port to starboard symmetry as well as your adherence to the lines of the boat. It really makes little sense to spend so many hours building a ship model and not take the steps necessary to prevent obvious deformities in your hull.

Rabbet- a groove, depression, or offset in a member into which the end or edge of another member is fitted, generally so the two surfaces are flush. A rabbet in the stem or stern frame would take the ends or edges of the shell plating, resulting in a flush surface.

Broaching- An involuntary and dangerous change in heading produced by a severe following or quartering sea.

Watch, Quarter and Station Bill

WQSB

October 14-15; Chesapeake Bay Maritime Festival and Classic Boat Show, Norfolk, VA

October 27-29; NRG Conference, Holiday Inn, Hampton, VA

November Meeting: 10 November, 2000 Hrs., Host: Heinz Schiller

Skipper: Jack Bobbit
(804) 599-0557

1st Mate: Jim McCurdy
(804) 482-5426

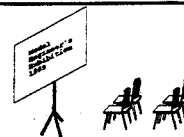
Purser: Bill Clarke
(804) 868-6809

Clerk: John Cheevers
(804) 591-8955

Historian: Chuck Reynolds
(804) 548-0844

Editor: Len Wine
(804) 588-5831

Next Meeting



The next meeting will be at the home of Chuck and Linda Reynolds, 829 Larkspur Lane, Chesapeake, VA, 548-0844. Please call Chuck by Wednesday night to let him know if you are coming. See the map below for directions.

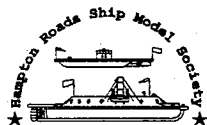
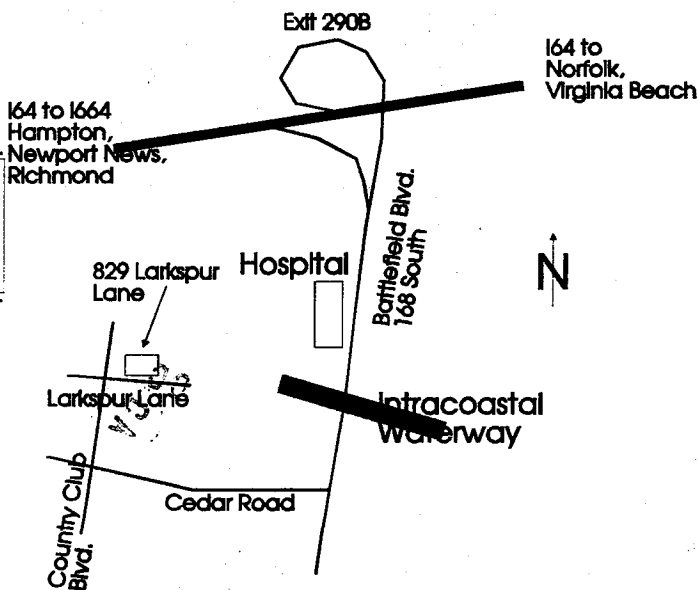
Upcoming Events

September						
Su	Mo	Tu	We	Th	Fr	Sa
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

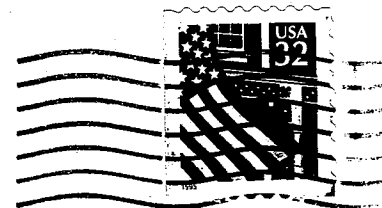
September Meeting: 9 September, 2000 Hrs., Host: Chuck Reynolds

September 8-10, Ships-in-Bottles Association of America Eastern Regional Conference, St. Michael's, MD

October Meeting: 13 October, 2000 Hrs., Host: Graham Horne



c/o Len Wine
7432 Red Brook Road
Norfolk, VA 23518



John M. Bobbitt P
69 Queens Ct.
Newport News, VA 23606

P: Dues Paid D: Dues Due

