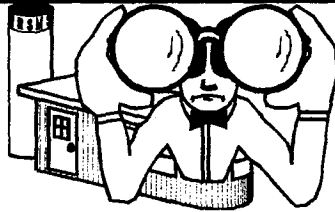


From the Pilothouse



Minutes



Minutes for 13 December, 1996.

Members: 23
Guests: Skip Watson

Meeting called to order at sometime after 2000.

As this was Skip's third visit it was time to decide if we should accept him as a member. Joe McCleary took exception to the name "Skip," so henceforth Skip will be known as Chuck. Congratulations to Chuck Watson our newest member.

Corrections- Alan Frazer pointed out that the port tour at the NRG conference was not abbreviated it is just an abbreviated port.

Old Business-

None. (Ed. note: This may be the first time there has never been any old business to report. Bill Clarke didn't even bring up any of the past NRG conferences.)

New Business/Show and Tell-

Tug Huntington- Bill Fox reported that the Huntington is opening for tours tied up at the Nauticus pier. Bill, John Cheevers, David Tagg and Len Wine are planning to be there on Saturday to do some modeling in the galley and answer questions. Bill feels that the tug management would welcome modelers down there anytime.

Buddy McClaughlin- Jack Bobbitt received a letter from Buddy concerning the opening on the Board of Directors of the NRG. After the candidates are announced the club will vote on how to cast our ballot for the position.

Nominating Committee- Jack appointed John Cheevers, Bill Clarke, Joe McCleary and Len Wine to come up with nominations for the upcoming officers election in February. Nominations are not limited to the committee so any member can nominate for the election at the January meeting.

Annual Banquet- Jack also reminded us that it is time to

This is Len Wine's swan song, his last effort, as editor of our newsletter. As many of you know, he has been under considerable pressure since separating from the Navy as he has held a job, gone back to school to get his masters degree and, more recently, also traveling for job interviews. He has done a great job and I am most indebted to him. He has certainly made my job easier. He has also been johnny-on-the-spot when our club has had a presence at the Mariners' Museum, at Waterside and other functions. He has become the club's contact with a number of other organizations because he is so reliable. We are indeed fortunate that such a strong supporter has decided not to take a job elsewhere at this time. Klap, klap, klap for a job well done.

Jack

I'm not sure how long I have been the newsletter editor but I think it has been about 5 years. I think the Logbook has come a long way and I trust it will continue to develop. If nothing else, being the editor forced me to learn how to use some software I didn't know how to use before. Doing the newsletter each month has been a lot of fun and a fair amount of work. As Jack mentioned above, I was looking for a new job a couple of months ago, and had the opportunity to move to Colorado, but Lois and I decided it wasn't a good time. So I guess you're stuck with me for a while longer. It wasn't any particular thing that made me decide to step down as the Logbook editor. Over the last few months I began to feel like it was time for a change. So I am turning over my blue pencil to Jack Bobbitt. I sure am going to miss taking shots at Joe McCleary in writing.

Len

Minutes Continued

consider the banquet. It was decided to try for March 15 or 22 at the James River Country Club. The question that remains to be decided is whether or not to have a guest speaker.

NRG Index- The club has to decided to purchase a copy of the NRG index which covers Volumes 1 to 40. Our copy will be held by the librarian.

Rappahanock Record- Bill Clarke had a copy of the paper which detailed the opening of an exhibition called Boat Model Building as Folk Art at the museum at Reedville. (Ed. note: For all of you clairvoyant readers the exhibit will be open weekends until December 22.)

Meeting Site- Bob Sanderson is going to check out the feasibility of using a room at Ford's Colony for our meetings. He and Jack will let us know how it goes.

Subcommittee Report- Gene Berger was out flying so he sent along a couple of copies of the report, including one for the library.

Drawing Tubes- John Cheevers brought along cardboard tubes suitable for storing drawings. The shipyard throws these tubes out all of the time and John can get several different lengths for anyone that is interested. All 16 that he brought disappeared pretty quickly.

Denmark photos- John also brought along some of the photos he took on his trip to Denmark. He had shots of some pretty good looking models.

Eagle- Joe McCleary's Eagle is progressing nicely. He has put together the hammock cranes and some other deck details. As soon as the Eagle is completed Joe will begin on the Pawnee. (Ed. note: I can't wait to see the Pawnee get started. Much as I like the Eagle, the Pawnee is going to be a really neat model. Hurry up, Joe.)

NRG Homepage- Dean Sword has located the NRG homepage on the Internet and brought along copies of the details on how to order the Journal index. Dean also had the forms for ordering copies of the Marad plans from the Smithsonian.

Sources for Model Building- Check Reynolds brought along a number of copies of the NRG list of sources for anyone interested in having one. (Ed. note: It is the same list that was published over several issues of the Logbook a couple of years ago.)

Program- Alan Frazer did a really outstanding job of

introducing bread and butter construction. (Ed. note: I think this was one of the best how-to presentations I have attended.)

The program started with photos of the Light House Service buoy tender John Rodgers, built in 1883. The models was built in 1/4" = 1' scale and Alan used the waterline method of bread and butter construction. The starting point for this type of model is to decide what thickness of lifts to use. If you are lucky, the waterline spacing will match some easily procured board thickness. If not, you must either plane the wood to the correct thickness or else produce waterlines from the drawing to match your board thickness. Builder's choice.

The wood of choice for carving hulls seems to be basswood, as it easier to get than some others and carves very nicely. Other possible woods are yellow poplar, tulip poplar or pattern makers pine. Kirk Lumber Co. in Suffolk and Yukon Lumber in Norfolk are possible sources.

The lift outlines are marked on the boards and a bandsaw can be used to cut them out. This should be a coarse cut leaving about 1/16" clearance from the outline. Use a sander to fair down to the outline. Alan removes the centers from each lift, ensuring that at least 1/2" of wood will remain between the outside hull and the inside after carving. Pay close attention to the counter and any other cutaway surfaces. It is easy to remove to much from the center and end up with a paper thin hull surface. Removing the centers from the lifts helps stabilize the hull, the lifts won't tend to cup after they have been glued up. Alan routed out a ledge for the deck beams and predrilled the portholes before gluing up the lifts. He used yellow carpenters glue and dowels for alignment during gluing. The dowels are a necessity for gluing up multiple lifts, otherwise they will skate across each other. This is the time to make provisions for mounting the model. Make allowance for any drag to the hull when you drill for the mountings. Drag is the difference in draft between the bow and stern, typically the draft is deeper at the stern, hence the term drag.

To begin carving, Alan makes up templates out of aircraft plywood. He doesn't like to make dust so Alan starts out using spokeshaves and hand planes. Start at the midbody and work towards the ends. Round files work very well near the bow and stern. Hand scrapers are great for the final finishing.

The program continued with photos of a model that Alan built some 15 years ago and is on display at the New York State museum. The model is of New York Central tug No. 24, built in 1924 for the NYC railroad. The model was constructed using the buttock line method. This method conserves lumber and is very good for models that have lets of cutaway and steep hull rises. It worked very well for the tug hull. Alignment is critical so you will have to use dowels for aligning the lifts. **An important point, do not glue up two starboard halves, or two port halves.** It will sure make

Minutes Continued

for a funny looking model. Drill the propeller shaft opening before you begin carving the hull. The plating on the hull was simulated using Durham's Rock Hard Water putty mixed with urethane varnish. But that is another program.

The meeting adjourned at 2205. Thanks to Jack and Jeanne Bobbitt for hosting the meeting and lavishing us with a great meal afterwards. (Ed. note: I happen to be a big fan of chilled shrimp so I have to confess standing over that bowl for a good portion of the evening.)



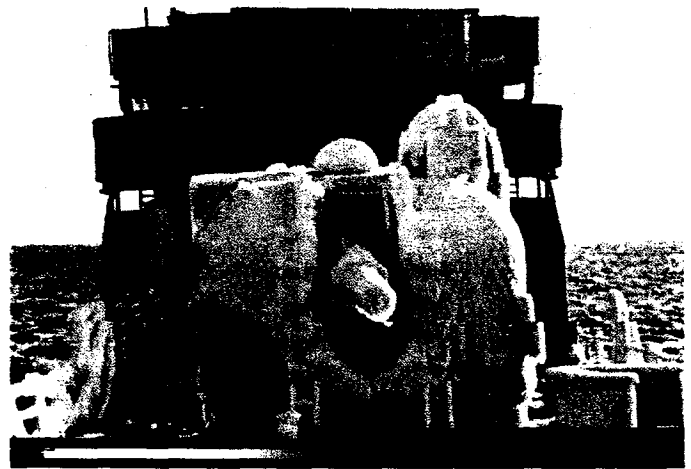
NOTAM

Notice to Mariners

1997 Meeting Schedule-

Date	Host
January 10	Len Wine
February 14	Alan Frazer
March 14	David Tagg
April 11	Bob Comet
May 9	Bill Clarke (Strawberries!!!)
June 13	Ulrich Guenther
July 11	Dean Sword
August 8	The Southside Bunch
September 12	The Williamsburg AARP
October 10	The Trek West (Graham Horne)
November 14	Heinz Schiller
December 12	Jack Bobbitt

USS Virginia As she appears today.

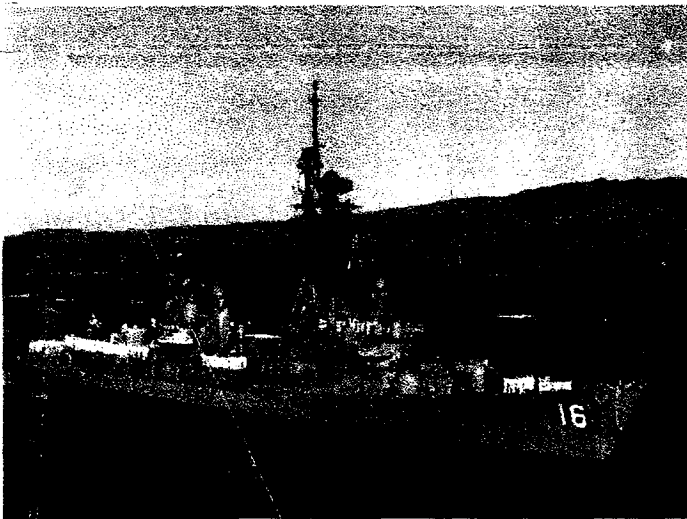


Winter at Sea

Watch, Quarter and Station Bill

WQSB

Skipper:	Jack Bobbitt	(757) 599-0557
1st Mate:	Alan Frazer	(757) 865-7300
Purser:	Bill Clarke	(757) 868-6809
Clerk:	John Cheevers	(757) 591-8955
Historian:	Chuck Reynolds	(757) 548-0844
Editor:	Jack Bobbitt	(757) 599-0557 (Effective January 10, 1997)



USS Joseph Strauss

Upcoming Events

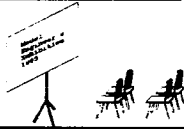
January						
Su	Mo	Tu	We	Th	Fr	Sat
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

January Meeting, 10 Jan., 2000, Host: Len Wine.

February Meeting, 14 Feb., 2000, Host: Alan Frazer.

March Meeting, 14 Mar., 2000, Host: David Tagg.

Next Meeting

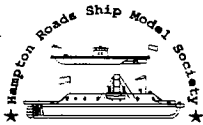
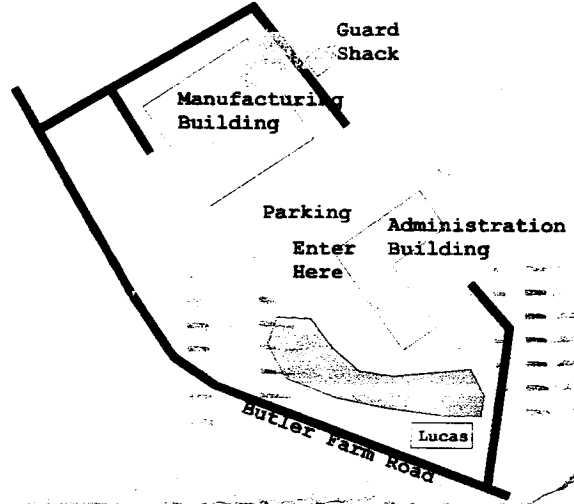
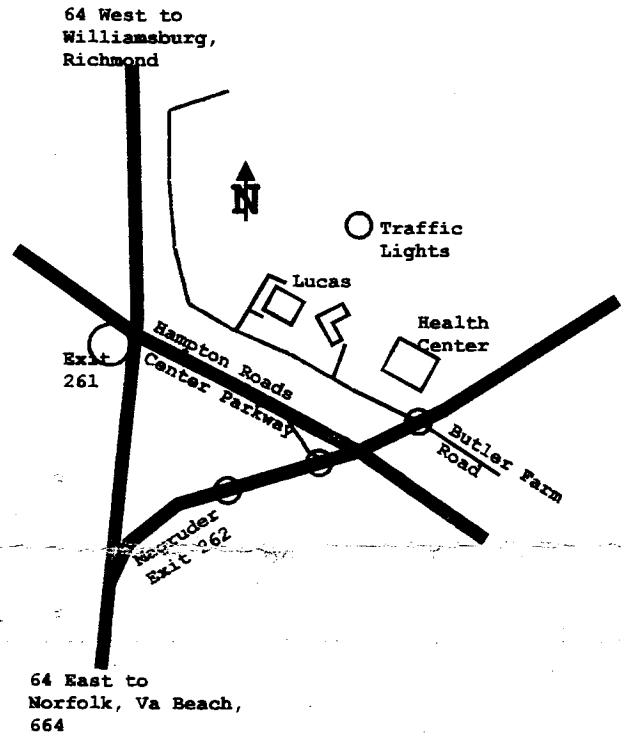


The next meeting will be at 2000, January 10, at Lucas Control Systems, 1000 Lucas Way, Hampton, VA. The Lucas plant is just off of Butler Farm Road.

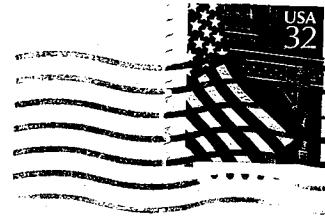
From points North take Exit 261 East off of I64 on to Hampton Roads Center Parkway. Take the first exit to Magruder Blvd. and turn left at the light. Turn left again at the next light on to Butler Farm Road. The Sentara Health Center is on the opposite corner.

From points South take Exit 262 off of I64 on to Magruder Blvd. Go to the third traffic light and turn left on to Butler Farm Road. The Sentara Health Center is on the opposite corner.

Proceed past the Health Center, the golf course, the Lucas sign and the pond and turn on to Lucas Way after the buildings. Proceed to the far end of the manufacturing building and turn right into the site and let the guard know you are with the club. The meeting will be in a conference room in the administrative building. Enter the building at the point of the V. See the accompanying map. If you have any further questions contact Len Wine at home, 588-5831 or at work, 766-4392. The night of the meeting you can get Len at his pager no. 988-5429.



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



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

P: Dues Paid D: Dues Due

2360673161

