

Meeting called to order at 2016 P.M. with 19 members in attendance. Skip Watson requested that the previous minutes be corrected to show that his name was "Skip", not "Chuck". Perhaps the editor was out in the boondocks when he wrote those minutes.

The purser reported cash on hand of \$ 2570.95. The skipper quickly moved to another topic before anybody could make a motion to spend any money.

### OLD BUSINESS;

The skipper requested a report from the nominating committee. The committee nominated the following shipmates for office:

Skipper: Alan Frazer

First Mate: Joe McCleary

Purser: Bob Comet

Clerk: Tom Saunders

The motion was made and seconded to accept the nominating committee report. Further nominations were requested by the skipper but none were forthcoming. The skipper therefore exercised his right as bestowed by the by-laws and directed that the purser cast a unanimous ballot for the above nominees. A motion was made and seconded to correct the by-laws by replacing the word "purser" with the word "clerk" in the section that deals with the above action. This may be voted upon at the next meeting.

Bob Sanderson gave a report on meeting rooms at Ford's Colony. This was very promising since the location is good and there would be no charge as long as meetings were open to Ford's Colony residents. Who knows how many latent shipmodellers live there! The skipper has contacted the Waterman's Museum in Yorktown. He hopes to have more information at the next meeting. In addition, the skipper opened a discussion about future meetings. First of all, the club has outgrown many members homes thus eliminating them as hosts. In seeking new meeting sites, we should try for central locations. All agreed that we should try to avoid having members travel the distance from the Carolina borders to points west of Richmond. Those

living at such distant sites agreed to participate as hosts in a central location. All agreed that we need to cut back on the food and drink served during our social hours. The logistics for carrying a largesse for that time are troublesome when meetings are not held at home. At least one member expressed some discomfort when he tried to keep up with other outlays of food etc. The April meeting will be hosted by Bob Comet at Ford's Colony.

Chuck Reynolds, our Historian, requested a copy of the NRG list of sources. He has given out all those that he had.

The skipper announced that the annual dinner will be held at the James River Country Club on Saturday April 5th. Times: Social hour with cash bar at 6:30, dinner at 7:30. Please make an effort to attend; this is the time when we can thank our wives and allow everybody to get to know each other better.

#### **NEW BUSINESS:**

A letter has been received from Dick Strange, president of the Washington Ship Model Society. He requests, as in the past, that the Hampton Roads Ship Model members participate in the ship model exhibition. Dates: May 16-18, 1997. He needs to hear from interested persons as soon as possible. The details are on the last page of this newsletter.

Mention was made that somebody called, has a Ward Anderson schooner that needs completions. No details available but anyone can inquire at 722-6645.

Joe McCleary brought several items including a book on building the lightship *Portsmouth*, an AMT catalog, as well as lists of regional archives that contain info. not at the National Archives. He has found a group of good photos. of Pawnee on the Internet.

Ken Knittel has arranged for a tour of the old Gosport Naval Shipyard. There was much interest and a number have already signed up. PLEASE: No cameras allowed!

Bill Clarke reported on his annual pilgrimage to London and the Model Engineers Exhibition. His photos. will be available at the May meeting.

#### **SHIP MODEL BUILDING PROGRAM;**

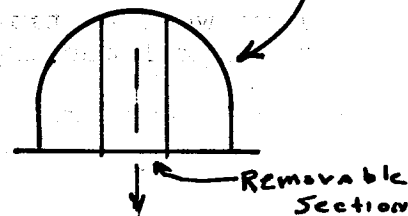
Graham Horne presented a detailed description on building small hulls upside down over a mold. His molds consist of body sections glued to a baseboard at the appropriate sites noted on the plans. Most of Graham's models have been lap streak or so-called clinker construction. The method is, however, amenable to edge butted, smooth (carvel) planking as well. Graham noted that hulls built over such molds tend to grip the mold quite tightly,

probably due to the inward press of the planking. He plans to use a collapsible mold structure in the future in an attempt to eliminate this problem.

Graham also warned about the use of irregular streaks.

Streaks that are not exactly the same, port and starboard, cause twisting and asymmetry in the hull because of the unequal stresses that occur. Graham uses strips of metal (?tin) laid along each mold to get the distance to be covered by the streaks. Each mold distance is then divided by the number of streaks to obtain the width of the streak at that mold. These numbers then give the fore-and-aft taper for each streak. Be sure to add to those widths to allow for the narrow overlap in clinker construction. Since clinker streaks should end up flush (not overlapping) at the stem, Graham discussed methods for rabbeting such planks at that location. Much discussion ensued and all indicated their appreciation for this talk.

(Editor's Note: A variation on Graham's method involves gluing the mold station forms to a block of wood cut to the outline of the waterline (top) view. The form edges are then flush with the sides of the block. Narrow ribs are then bent over each from an angle and glued to the underlying block sides. Then add planking as usual. The inward pressure of the planking forces each rib against the mold edges. Planking is glued to the ribs. Cutting across the rib extensions on the block allows the removal of the hull. Also: You can use masking tape on the mold edges instead of tin. Mark the keel to gunwale distance on the tape to get this distance.)



The meeting adjourned at 2140 hours. Many thanks to Len Wine for hosting this meeting and providing good food and drink.

Skipper: Jack Bobbitt  
599-0557  
1st Mate: Alan Frazer  
865-7300  
Purser: Bill Clarke  
868-6809  
Clerk: John Cheevers  
591-8955  
Historian: Chuck Reynolds  
548-0844  
Editor: (this issue only)  
Jack Bobbitt

#### NEXT MEETING;

Friday February 12 at 2000 hours.  
Host: Alan Frazer, 108-G Indian  
Drive in York County.

**From East**, use I-64 exit 262-B  
(Rte. 1340 north, then 4.2 miles  
on 134 to 6th. light. Turn left at  
"Four Seasons" sign onto Indian  
River to last bldg. on left

**From West**, I-64 exit 256-B (Victory)  
Blvd.) which becomes 171 after  
crossing Rte. 17. Turn right on 134  
South to 4th. light. Turn right  
onto Indian River. Go to last bldg.  
on left.

REMINDER; Annual dues of \$ 12.00 payable March 1st.

SHIP MODEL EXHIBITION AT ST. MICHAELS: INFO. ON BACK SIDE

NOTE: You need to contact Dick Strange before March 15th. if you want exhibit models at the Festival.

*Information Regarding  
the  
Ship Model Exhibition  
at the  
1997 Mid-Atlantic Maritime Festival*

*The Fifth Annual Mid-Atlantic Maritime Festival will be held 16-18 May 1997 on the grounds of the Chesapeake Bay Maritime Museum. The Washington Ship Model Society has been invited to arrange a ship model exhibition again this year. We plan to set up the ship model exhibition area on Friday morning, in time for a noon opening to the public.*

*The ship model display will be in the Van Lennep Auditorium in the Steamboat Building.*

*(a) The auditorium is approximately 40 ft by 40 ft, however not all of the floor space is useable due to large beams supporting a balcony on one end of the room. The room is two floors high with track lighting in the ceiling. The light is not as bright as I would like, but this is the only disadvantage to this arrangement. The floor is carpeted, however, there was no objection to a little sawdust. Painting in the room is discouraged.*

*(b) Fourteen (14) sturdy eight (8) foot tables are available and stored in small room under the balcony area. Ample folding chairs are also available there.*

*(c) Power outlets are spaced around the wall and in the floor of the auditorium.*

*(d) A large projection screen is hanging on the wall opposite the balcony and a slide projector is permanently mounted across the room in one of the large storage areas.*

*(e) Direct access to a rest room is available in the auditorium along with a small kitchen, which we will be able to use for our own purposes. The kitchen will not be used for any public purpose.*

*(f) A driveway is available near the front entrance of the Steamboat Building, which we can use for loading and unloading. Ample parking will be available close to the building.*

CONTACT: R.T. "Dick" Strange

1603 Timberline Road  
Silver Spring, MD  
20904-1476

PHONES: Evening: (304) 384-5209  
Daytime: (304) 953-5610

FESTIVAL HOURS:

Friday: noon-5:00  
Saturday: 10:00-5:00  
Sunday: 10:00-5:00