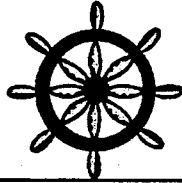


## FROM THE PILOTHOUSE



This, my swan song in the Pilot House, will be a retrospective as it should be. We have added members, located adequate meeting facilities to accommodate the growing membership, and continued to support local maritime museums. We have become more involved with the Nautical Research Guild through club and added individual memberships: The Guild, starting as a newsletter in 1940s, promoted the research that has led to a marked improvement in the authenticity and craftsmanship for ship models. All one has to do is look at the big increase in the quality of the models from one ship model competition to another held under the auspices of the Mariners' Museum, the Nautical Research Guild and, of course, the Hampton Roads Ship Model Society.

When I first took over as skipper, I suggested that we should plan to have speakers and topics at each meeting. This took a while but we are now well into a series on model building. I hope that future meetings will continue in the same vein after the current series is concluded. The club may later on need a program chairman to accomplish this. I announced that I wanted to keep the business part of the meetings to a minimum, not to stifle news and comment, but to keep the meetings directed to our primary purposes, namely, ship modeling. I hope this may continue.

Now, let me go way back. I started building models of some sort when I was six years old I needed something that could be packed up and put away or easily transported when I entered the Navy early in 1945 so I turned to ship models. Fortunately I followed the advice of experts like Gordon Grant and A. J. Fisher and started with simple models with simple limited rigging. Starting with a complex model has proven to be a nail in the coffin of budding ship modelers. I look around now and see some members who obviously want to start but for some reason cannot. To them I shall say "just do it". Do not be afraid to make mistakes. We all do. Don't worry about building the less than perfect model: We all do. I have seen models that approach perfection but cannot recall seeing the perfect model. Just take pleasure in doing your best with each step or part. No one will build any model unless they take the plunge and

just start. It is rather like the fellow who stands and looks at the swinging bridge over the canyon. He knows that many others have walked across but he is afraid he might slip. Yet he will never reach the other side unless he takes those first few steps.↓

Jack Bobbitt

## FROM THE (NEW) SKIPPER



Nearly 35 years ago—and, *not* coincidentally, within a month after our marriage—I joined my first ship modeling group, the Shipcraft Guild, in New York City. Others followed: the Long Island Ship Model Society; the granddaddy of all, the Ship Lore and Model Club of New York (founded by E. Armitage McCann in 1928); a founding role in the Ship Model Society of Northern New Jersey; and active involvement in national organizations, the Steamship Historical Society and the Nautical Research Guild. It is certain that these interests, and these organizations, have changed me personally and changed my life, leading not only to new friendships and knowledge but to a new career and finally to Virginia and a top job at one of the world's great maritime museums. And to the Hampton Roads Ship Model Society.

I thank you for the confidence and trust implicit in my election and expressed by a few of you. I encourage you all to speak up—with answers or with questions, with ideas or suggestions, or with criticisms (hopefully honest and constructive) that will make the Society better for all of us. The late Bill Nagle once scolded the members of one group as "a pack of sponges" (or was it less genteel; perhaps "leeches"?) who sat and listened, taking while only a handful ever gave. You may know you are not the world's greatest modelmaker, so tell us instead what you would like to learn or do or hear for that needed boost! You may have ideas for a program or an activity, akin to Graham Home's proposal that has led to our ongoing modeling presentations on a planned and logical basis, or like our pending trip to Dry Dock Number One. With your help, we can all look forward to a great year.↓

—Alan Frazer

# MINUTES



The February meeting was called to order by Skipper Jack Bobbitt. There were twelve members in attendance and no guests. Graham Horne subsequently arrived at 2036 after apparently stopping in Portsmouth for a visa renewal. There were no additions or corrections to the previous minutes.

The Skipper entertained a motion to amend the wording in the bylaws to read, "Skipper will direct the Clerk to cast the single vote electing the current slate of nominees to office" verses directing the purser to do the same. Motion was seconded and passed. Also, on the subject of the Society's membership in the NRG, a motion was made to continue our membership and at the rate of "Sustaining Member". Said motion was seconded and passed.

The Treasurer gave his report.

## Old Business

Joe McCleary gave a report on the meeting space at the Yorktown Waterman's Museum. The space is in an old carriage house that has been converted into a conference / meeting room. It is approximately thirty by thirty feet and has heating and air conditioning, also a veranda with a view of the river. The room locked and alarmed, has video equipment, and a coffee pot. Cost to rent would be fifty dollars per hour but, could be negotiable through volunteer work. It is possibly the most central of all locations to date. All agreed that this site is very promising and will be looked at further.

Bob Comet reported that the Tugboat Museum (Tug Huntington moored at Nauticus) is looking for those wishing to present / demonstrate ship model building on Saturdays and Sundays through May. Contact Bob if you are interested.

Bill Clarke introduced the new newsletter committee. It would be composed of Bill Clarke, Tom Saunders and John Cheevers (who said that he was a silent partner). He spoke about the form and content of the Logbook and said that it may just have a good steel feel about it. (was that a threat or a challenge?)

Skipper Jack Bobbitt once again announced plans for the annual banquet to be held at the James River Country club on Saturday, April 5<sup>th</sup>.

Social Hour	1830
Dinner	1930

A table will be set for ship models. Bring something.

Harvey Williams circulated a paper requesting date, place of birth, and SSN of those going on the tour of the Norfolk Naval

Shipyards. The tour is being arranged by Kenn Knittle and will be on Saturday March 15<sup>th</sup>. Please: NO CAMERAS ALLOWED BEYOND TROPHY PARK

Bill Clarke had the society's copy of the NRG index. See Chuck Reynolds if you need to use it.

## New Business

A letter was received from Gene Larson, Chairman of the Board for the NRG which highlighted details of the new NRG homepage. Model shipbuilding has gone cyber. He also makes the generous offer of space on their homepage for our as well as other club's newsletters. This would be an excellent way to "get the word out" on our society. After some discussion it was decided we needed to study this issue more before we participate, if at all. (editor's note: How can you be modeling if you are surfing?)

Alan Frazer read a letter from Bill Flemming, circulation manager for the NRG detailing a possible change in his professional career which would cause him to step down from his position with the NRG. To that end, if anyone is interested in becoming circulation manager of the NRG, contact the NRG. The job apparently entails about twenty hours work a week but pays an honorarium.

Alan also read a letter from Buddy McLaughlin, who is campaigning for the recently vacated slot on the NRG board of directors, outlining his qualifications for that position.

John Cheevers read a letter received from the Mariners Museum offering speakers for club functions should we need or desire one.

## Show and Tell

Alan Frazer: Received an inquiry about having a pond model repaired. Call him if you are interested. Passed along a brochure from "American Traders" highlighting canoes, a list of publications from the Steamship Historical Society, a catalog from Alnavco 1200 /1250 scale metal miniatures, and an article he wrote for the summer 1996 issue of Steamboat Bill about a carved lighter. He used this article to segue to finishing his tech talk. Bill Clarke: Passed around a print he made from the collection in the National Archives. Excellent quality and shows what can be done to build your photo library, or provide information to build your steel navy model.

John Cheevers: Showed progress on his current project the 39 foot Rachel Carson. Solid hull with plank on bulkhead deck house.

## Ship Model Building Program

Alan Frazer finished up his talk on methods of hull construction with a talk on how to construct a machine carved hull.

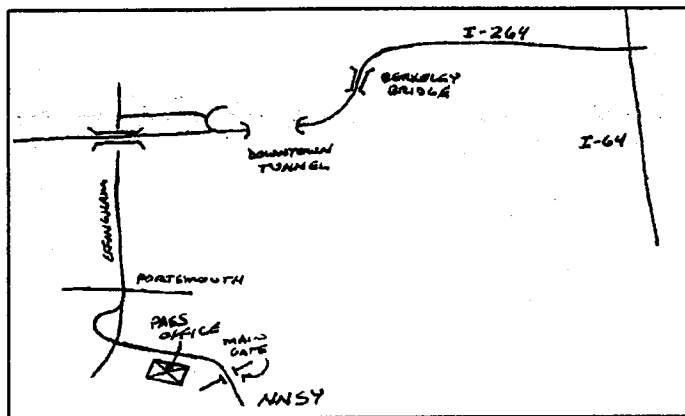
Bob Comet talked next beginning with the plank on bulkhead method ↓

# Tour NORFOLK NAVAL SHIPYARD DRY DOCK #1

Plans have been finalized and security passes arranged for those who signed up for the tour of Norfolk Naval Shipyard's Dry Dock #1 on Saturday 15 March, 1997. After visiting the first dry dock built on the North American continent, the tour will stop at the USS WISCONSIN (BB 64). Unfortunately, we will not be allowed on board but we may walk the pier. The tour will then proceed to Trophy Park for a tour of armaments from torpedoes to field pieces, AA guns to 16" gun barrels. Trophy Park is the only location that may be photographed.

From all points, take I-64 to I-264 west bound into Norfolk. Proceed across the Berkeley Bridge and through the Downtown Tunnel, staying in the right lane. Immediately after exiting the Tunnel, take the first exit and stay left, following signs to Effingham Street, Turn left onto Effingham Street (this takes you back under the highway) and proceed about five or six blocks to the stop light at Portsmouth Boulevard, following signs to Norfolk Naval Shipyard. Stay in the tight lane and take the first turnout that will take you back across Effingham Street (a New Jersey left turn) and to the entrance to the Main Gate. We will meet at the Pass Office on the right just before the Main Gate at 0900 and receive our security passes (participants must bring a photo ID or drivers license). We will use two large white vans for the tour.↓

Lt. Kenn Knittle



## “TO BUILD A SHIP MODEL”

On behalf of the membership I wish to thank all the speakers who have enlightened us with their presentations and contributions to this series of talks.

Our subject began with research and its varied aspects. This was ably addressed by Bill Clarke, Jack Bobbitt and Joe McLeary. At the following meeting John Cheevers dealt with the interpretation of plans, this subject aroused such interest that two consecutive meetings were called for in order to meet the enthusiastic response. Once these preparatory stages of a models construction had been covered the talks moved on to various methods used for building a hull.

We began last Decembers meeting with an in depth slide presentation by Alan Frazer devoted to the lift method of construction. Various considerations were discussed along with advice on methods to be applied. In addition models were shown to illustrate just what can be achieved. Alan's river steamboat promises to be a beautiful model when it is completed.

Our speaker then went on to describe a commercial method for building a solid hull from one piece of wood. This relates to a technique used in the furniture industry for making such things as cabriolet legs etc. First a master is shaped, then duplicated in metal. For production purposes this metal hull is used in tandem with a series of pantographs. As one end of the pantograph scans the surface of the model the opposite end holds a cutter used to shape a wooden hull. Alan did us proud and his presentation was well received.

In January another method of hull construction was alluded to. This dealt with constructing a hull over a mold. Different molds were shown and their advantages and drawbacks were pointed out to the audience. Our members offered suggestions and advice in dealing with the problem of releasing a tightly fitting hull from the mold. As the presenter at this meeting I thank you for all the help.

In February Bob Comet covered plank on bulkhead techniques. Early in his talk Bob stressed that if a modeler is considering building from a kit, he or she should double check the accuracy of pre cut parts, particularly the bulkheads.

Next the fundamentals of building a hulls frame were addressed with particular attention given to accuracy in order to avoid asymmetry. In addition plans and a planked up hull were shown depicting the beautiful lines of a fishing schooner. Bob also had a second model, this was a Dutch

See How To Build Pg. 4

## How To Build From Pg. 3

working sail boat, The planking for such a demanding hull shape was very well executed and made for a very interesting and attractive model.

As a group we are most fortunate in being able to draw on such talent. I could certainly go on in greater detail in describing these talks but it would not approach the pleasure of attending them in person.

At our next meeting Jack Bobbitt will be giving a talk on plank on frame construction, so bring along your note books and hold your questions to the very end ↓

Sincerely, Graham Horne.

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## NOTES ON THE NEWSLETTER

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As we, the new three participating editors take over the HRSMS newsletter (The Logbook) it is time to look back in reflection and look forward to our aims and ambitions.

In reflection, we have come along way from the days of a stamped postcard with meeting information written in. Bill Fox started the Logbook and a super start he gave it. His vision and direction continue today. Alan Frazer and Tom Hesse did their stints and continued the standard. Then came Len Wine's turn. He assumed the editorship in April 1994 and served our club as editor until this year. He continues to offer his insight and help. We thank him.

We have some hopes for our turn. They are:

- 1- Mailings in envelopes at least 10 days before the meetings.
- 2- A column from the Skipper in every issue.
- 3- A continuous calendar of the years events.
- 4- Eventually going to an 11 by 17 format with a ship plan inside. Insert sheets will be added as required.

We are aware that errors will escape us and appear in print. We will try to make them few and far between.

Constructive criticism is expected. Nitpicking in most probability will offer the opportunity to that person to be the editor of the next issue.

We will need the input of the membership to ensure that we have an informative and entertaining publication. We will print just about anything that may be of interest to the membership. ↓

Bill Clarke

## MARCH

- 14 H.R.S.M.S. Monthly Meeting: host David Tagg
- 15 H.R.S.M.S. Tour Gosport Navy Yard
- 22-27 Sea-Air-Space Symposium; (Navy League), Washington, DC

## APRIL

- 5 H.R.S.M.S. Annual Banquet; James River Country Club
- 11 H.R.S.M.S. Monthly meeting: host Bob Comet

## MAY

- 9 H.R.S.M.S. Monthly Meeting: host Bill Clarke
- 16-18 5<sup>th</sup> Mid-Atlantic Maritime Festival; (Chesapeake Bay Maritime Museum), St Michaels, Md.

## JUNE

- 13 H.R.S.M.S. Monthly Meeting: host Ulrich Guenther

## JULY

- 11 H.R.S.M.S. Monthly Meeting: host Dean Sword
- 25-27 6<sup>th</sup> Sub Regatta; (Subcommittee) Groton, Cn.

## AUGUST

- 8 H.R.S.M.S. Monthly Meeting: host Southside Bunch
- 17 Task Force 50 Regatta; Lake Redman, York, Pa.

## SEPTEMBER

- 11-13 Warfare Exposition and Symposium; (USNI) Virginia Beach, Va.
- 12 H.R.M.S. Monthly Meeting: host Williamsburg Chapter AARP

## OCTOBER

- 2-4 Naval History Symposium (USNA History Dept.), Annapolis Md.
- 10 H.R.S.M.S. Monthly Meeting: host Graham Horne
- 31-Nov2 NRG Annual Conference; Boston, Mass.

## NOVEMBER

- 14 H.R.S.M.S. Monthly Meeting: host Heinz Shiller

## DECEMBER

- 12 H.R.S.M.S. Monthly Meeting: host Jack Bobbitt

## Congratulations

Congratulations are in order to Heinz Shiller and his wife, Mareke on the marriage of their daughter. The nuptials took place on February 1, 1997. It is noted that the reception was held at the Mariners Museum.

## NEXT MEETING

MARCH 14, 1997

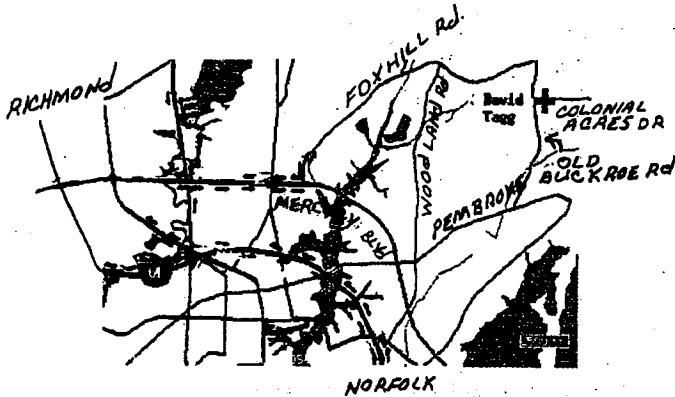
HOST David Tagg  
8 Colonial Acres Dr.  
Hampton Va.

### From Norfolk

1. I 64 heading west to W COUNTY ST (HWY 143) heading east
2. Turn left on WOODLAND RD heading northeast .2 mi.
3. Turn right on E PEMBROKE AV (HWY 351) heading east .8 mi.
4. Bear left on OLD BUCKROE RD (HWY 169) heading north to Colonial Acres Dr.
5. Right on COLONIAL ACRES DR

### From Richmond

1. I 64 East to W MERCURY BLVD (US 258) heading east
2. Turn left on FOX HILL RD (HWY 169) heading east 3.9 mi.
3. Turn right on OLD BUCKROE RD
4. Turn left on COLONIAL ACRES DR



## WATCH, QUARTER AND STATION BILL



Skipper:	Alan Frazer	(757) 865-7300
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Chuck Reynolds	(757) 548-0844
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 898-6809
	Tom Saunders	(757)-850-0580

## EDITORS NOTE

The editors encourage participation in the Logbook by the membership. Articles, tips, sources, plans, photos and news are welcome. Submissions should be received 15 days prior to the next meeting. Items may be submitted by mail to:

Thomas E. Saunders

11 Eldorado Ct.

Hampton, Va. 23669

E-mail: [t.e.saunders@worldnet.att.net](mailto:t.e.saunders@worldnet.att.net)

FAX (prior arrangements required)

Comments and suggestions are welcome.

*HAPPY 30th BIRTHDAY  
HAMPTON ROADS SHIP MODEL SOCIETY*

The HRSMS was founded

March 9, 1967

ANNUAL BANQUET  
JAMES RIVER COUNTRY CLUB NEWPORT NEWS  
DATE: SATURDAY, APRIL 5TH  
TIME: 6:30 PM

We hope everyone will want to attend. This is to say thank you to our wives and significant others (yeah, politically correct). We are able to offer the 8 ounce Filet Mignon as one choice without raising the price, The club usually will cook these to order. Cash bar at 6:30, dinner at 7:30