

FROM THE PILOTHOUSE



We would like each of the members to take a few minutes and reflect on what a diverse membership we have. We share the common bond of our interest in maritime history and things that float. Looking at the club roster, we see many professions represented. The machinists, electricians, lawyers and doctors (the list goes on) have knowledge and skills that may be second nature to them, but is valuable to the other members. You don't have to be an accomplished model builder to actively participate in our society. Each of us can make a contribution to the group. Through the show and tell portion of our meetings, articles for the newsletter, or informal discussions, information can be passed that will assist the members in the pursuit of their interests.

The Editors

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To Build A Ship Model



Our speaker for the April meeting was Bob Comet and his subject for the evening was the planking of wooden hulls. This is a phase of-ship building that requires some study before the first plank is laid. Planning is essential in avoiding errors at a later stage. A beginning is made by attaching a batten temporarily to each side of the hull and their function is both functional and aesthetic for they determine the run of planking. Because this is a fundamental step we were advised to take the time to observe and adjust for optimum run.

Full size planking techniques were addressed at this lecture and Bob covered them very well, indeed it proved to be an ideal continuation to framing, a subject which had been covered at the preceding meeting. As our speaker warmed to his subject it became apparent that more time would be needed in order to complete his presentation so it was unanimously agreed to continue with this aspect of shipbuilding at our May meeting.

A great deal of thought and preparation has been devoted to this talk, witness the notes that are included in this edition of the logbook. Peruse them and bring along any questions that you may have to the next meeting for in addition to answers, questions can also lead to interesting and stimulating conversation.

As our series continues another component will be introduced this summer under the heading of "Shop Notes" and will include the following:

- Deck Furniture
- Metal Working Techniques
- Spars and Rigging
- Finishing Techniques
- Fiberglass Hull Construction
- Figureheads, Figures
- Types of Wood and their Sources
- Considerations for Encasing
- Jigs and Mass Production
- Color Mixing
- Pewter Casting, using R.T.V. Molds
- Resin Casting
- Soldering and Brazing

1997 DUES ARE DUE

MINUTES



The meeting was called to order at 2015 hours by the Skipper. Thanks were extended to Jack Bobbitt and his wife Jeanne for the dinner at the James River Country Club. There were 21 members and 6 guests in attendance.

Corrections to the Minutes:

Bob Comet asked to refrain from linking him with pond models. In the Show and tell, "Warner West" should have read "Warner Woods West".

Old Business:

Alan announced that dues are due and requested an item in the Logbook to that affect. Jack Bobbitt said that he was trying to contact the Watermans Museum for use as a meeting site but has not been successful in making arrangements. Thanks were given to our host Bob Comet and to Bob Sanderson for arranging the meeting. Graham Horne gave the list of subjects for future presentations (the list will be included in the next issue). Bob Sanderson requested a program on the subject of adhesives. Jack Bobbitt said that he had a letter with instructions for anyone who wanted to take a model to the Mid-Atlantic Maritime Festival. After discussion of the candidates, a vote was taken for whom the club should cast it's ballot for the NRG board.

New Business:

The club discussed formation of a committee to nominate candidates for the Founder's Trophy. It was noted that nominations could also be made from the floor. Joe McCleary related that the Constitution Museum is having a model competition for any naval vessel built since the *Constitution*. He has a copy of the rules if needed. He also has a list of Regional Archives. An announcement that the tour of the Norfolk Naval Shipyard was cancelled.

Presentation: "Planking" by Bob Comet

Show and Tell:

Graham Horne showed some miniature clamps he found at Sears and an advertisement for a miniature lathe driven by a Dremmel tool. Jack Bobbitt had some samples of upholstery shop rubber and extolled it's uses in the modeler's shop. It was noted that the Mariner's Museum publication on the *Monitor* and *Merrimac* is in reprint. John Cheaters showed the progress of his Mariner 39.

Annual Banquet

On April 5th thirty members, spouses and guests enjoyed the annual wives' banquet held at the James River Country Club. The setting was the club's museum room where the menu included good food and fellowship and stimulating conversation. Many thanks to Jeanne and Jack Bobbitt for their efforts in making arrangements for this event.

To Build from pg. 1

Because options may exist in choosing a certain approach or if a particular subject is of a complex nature this will be broken down and addressed under a sub heading. The format for these topics is based upon and includes all the input from the membership. We have yet to hear from devotees of the steel navy; their contributions would certainly be welcomed for I doubt that anyone's interest is confined solely to a particular era or type of vessel.

Graham Horne

Hello John, Bill and Tom,

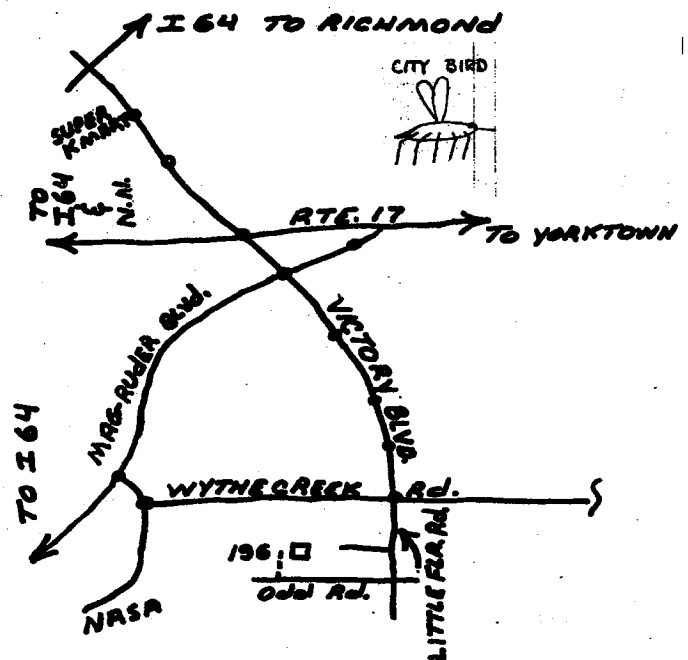
I was sorely tempted to wrap up my contribution to the May issue of the Logbook with the following, I desisted only because I might need your help at some future time.

When I left the April meeting I thought it prudent to follow the car in front of me for I knew the driver had five navigators with him and because they were all local to the area I had complete confidence in there abilities.

See Tour pg. 4

Next Meeting

The May meeting of the H.R.S.M.S. will be on May 9th, hosted by Joe Ann and Bill Clarke at 196 Odd Road, Poquoson. This will be the annual Strawberry Shortcake Bash. Due to the recent tainted strawberry scare, the host recognizes the need of an "Official Taster" and has determined that Joe McCleary best meets all criteria needed to perform the necessary tests. The host also notes that the Poquoson City Bird has not yet arrived in force. For directions / information call 838-6809.



HULL PLANKING PART I

Ref: Planking the Built-Up Ship Model, 1987- Model Shipways
Plank On Frame Models I & II, Harold Underhill
The Built Up Ship Model, C.G. Davis
Seaways Ships In Scale Vol. V No-3 and 4, Two articles by Ben Lankford

PROCESS

Mounting the model - Model should be mounted bottom side up on a firm mounting, and so that both sides of hull can be worked.

Foundation Preparation - Bulkheads or frames must be fair. Test with a batten. Draw in rabbet and bearding lines, then cut in rabbet, testing the depth to be sure planking thickness will be contained. Mark location of wales on frames and bulkheads.

Attach wales. Wales normally have no taper and are usually parallel top and bottom. Due to thickness of wood in wales, they may have to be spiled (explained later) to avoid excessive edge bend, and may have to be pre-bent using water, steam or heat.

Determine median size of planks - Planks are usually 6" - 12" wide, and 20' to 30' long. Advantages of, using scale length planks rather than using model length planks - wood stock doesn't have to be as wide, and curves and tapers aren't so pronounced in the shorter pieces. Pieces can be pre-bent using heat to conform to curvature of hull. If you use hull length planks they are more difficult to fit, particularly at the ends at the rabbets. Garboard strakes and first broad strakes should be 1.3 to 2 times the width of median plank width, width increasing for vessels with heavy sheer and drag.

Lay out planking belts. Planking belts result from dividing the hull longitudinally into groups of planks so that the planks will run in an eye-pleasing way along the hull. Also, this gives you a means of control of plank shapes so that if desired planks above the water line may have less taper at the bow. The way planking belts are laid out can minimize the use of stealers at the stern and drop planks at the bow, help fit planks at the "corner" of round tuck sterns, and ease planking at the turn of the bilge. In actual ship building, planking belts allow several planking crews to work simultaneously on a hull—each belt can be independently planked.

Laying out planking belts is more of an art than science. There are guidelines to help. Lay out the belts using battens (straight grained 1/16" x 1/8" stock long enough to extend beyond the ends). Use the amidships frame (the widest frame, not necessarily the center frame or bulkhead) as the starting point. Pin the batten at the turn of the bilge, and then pin to the turn of the bilge on bulkheads or frames fore and aft of the mid frame, taking care that it lies flat and doesn't have any unsightly kinks or sharp bends. Add additional battens above and below this batten evenly spaced along the mid frame or bulkhead. It is important that the spacing between belts be in multiples of the median plank width at the mid frame. To avoid the use of drop planks (explained later) at the bow, spacing between belt battens at bow should be no less than half the spacing at the bow. Keep spacing at the stern post as close to the mid frame spacing as possible and no more than mid ship spacing plus one median plank width. This will insure no more than one stealer plank per belt will be required at the stern. Eyeball the battens from all angles to assure fair, pleasing runs. They should curve gently up at the ends, avoid down turns—smiles, not frowns. Battens adjacent to the knuckle or corner of round tuck sterns should lie in the corner, or be spaced an even multiple of median plank widths from it to insure full planks adjacent to it. Battens may be left in place and removed as you plank to them, but I prefer to mark the frames clearly with a pen where the battens lie and then remove them. Planking belts port and starboard should be symmetrical.



Sketch planking pattern for belts - For each belt make a layout of planking. The rules that must be followed are: (1) At least 3 strakes between butts on the same frame. Heavy men of war require 4 strakes. (2) At least 4 feet between butts with one unbroken strake in between. (3) At least 5 feet between butts in neighboring strakes. See Planking pg. 4

Tour From pg. 2

Well, there are thirty miles of paved roads in Ford's Colony but before the exit was found I was becoming quite anxious particularly as we hadn't passed any neon lit gas stations, a McDonalds nor a single Seven Eleven Store.

During this episode the occupants of the lead car kept their windows tightly closed which was a great pity because I would have been quite happy to have helped them out.

I am not expecting any repercussion in reporting this incident but if I am I shall just have to turn you in to Joe.

Graham Horne

NOTABLE EVENTS

MAY

- 9 H.R.S.M.S. Monthly Meeting: host Bill Clarke
16-18 5th 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 6th 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-Nov 2 NRG Annual Conference; Boston, Mass.

NOVEMBER

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

WATCH, QUARTER AND STATION BILL



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	Tom Saunders	(757)-850-0580

Planking From pg. 3

FITTING THE INDIVIDUAL PLANKS

Fit the top of the plank by "spiling"--using bow compass to mark curvature of wale, or plank already fitted, or garboard into keel rabbet. This avoids excessive edge bending. While spiling, mark locations of frames or bulkheads on the plank being shaped.

Lay out and cut taper in plank. At each location marked, lay off plank width by dividing space of belt at each location by the number of median widths that fit at the midships frame. Draw fair line between points, cut to line. Coping saw or jewelers saw works well in rough cutting shape. Plane, file, sand or scrape to line. Cut ends to lie in batten or parallel to frame where butt will lie.

Bob Comet

Part II will be in the June Issue

NASA 80th Anniversary Tours

Beginning March 7, 1997, tours of NASA Langley Research Center will be conducted on the first and third Friday of each month starting at 2:00 p.m. Langley celebrates the 80th anniversary of its founding as the National Advisory Committee for Aeronautics (NACA) in 1917. NACA became the National Aeronautics and Space Administration in 1958 under President Eisenhower.

Tours will begin at NASA Langley's Main Gate parking lot on Commander Shepard Boulevard at 2:00 p.m. They will run from March 7 through December 5, 1997, excluding the month of July. The tours will include a drive-through of the west area of NASA Langley Research Center with stops at the lunar landing facility historical site, now the crash dynamics facility, and two wind tunnels. There is no cost for the tour, and a bus will be provided in the parking lot.

For more information or to make reservations, contact Julie Fowler, Office of Public Services, at (757) 864-3309.

From LaRC Homepage

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:

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FAX (prior arrangements required)