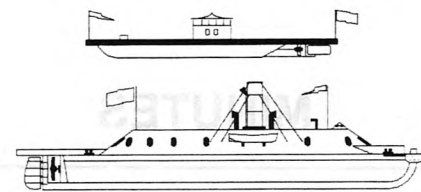


Logbook



No. 134

AUGUST, 1997

FROM THE PILOTHOUSE



I have tied up and gagged Alan and locked him in the closet so that I can write his column for him this month. Tying him up was easy, getting the gag in was the hard part.

At the last meeting, I brought up the subject of publishing this monthly "news letter" via E-mail. In truth, we cannot send it to everyone by E-mail because not all of our members have a computer or access to E-mail. These people would continue to receive their copies of the Logbook through the Post Office.

A show of hands at the last meeting indicated that more than half the members present had an E-mail capability. That percentage is probably applicable to the entire membership. Members who have a computer and an external or internal modem but have not bothered to get an E-mail subscription, because of the monthly fees, need to be aware that most monthly subscriptions have significantly declined recently due to competition and at least one company, Juno, offers E-mail for free. Juno can give free service, because, like many on-line services, they send advertisements down the line to their subscribers when the system transmits in-coming E-mail. It is amazing how easy it is to ignore these advertisements that generally appear in one of the margins.

The editors have agreed to try to make the Logbook "E-mail friendly" so that it can be transmitted via this service to members who wish to receive their copy by this method. There are a number of advantages for both the club and the members to sending out the newsletter by this method. For the club and for the editors there is a saving of time and money. Once the editors have composed the Logbook on a computer, a few extra key strokes are sufficient to send the newsletter off to E-mail subscribers almost instantaneously since they can employ a pre formatted address list. Since no postage or reproduction is involved, there is a significant money savings over time. Postage is probably the single largest overhead expense for our club. For members it means that they will get their newsletter two to three days earlier each month since delivery is almost instantaneous and the Post Office does not have the opportunity to destroy the thing as it passes through their hands which has happened in more than a few cases.

Members who would like to receive their copies of the newsletter in the future via E-mail should provide their electronic address to Tom Saunders either by phone at 757-850-0580, or, even better,

by E-mail at T.E.SAUNDERS@worldnet.att.net. If you also supply your own E-mail address to the club secretary, Bob Comet, we can include these electronic addresses in our next issue of the Membership Roster. If anyone has any questions on this subject, I can be reached at olddolphin@juno.com.

Time to end this message as Alan seems to be indicating that he would like to come out of the closet. Perhaps I should rephrase that.

Joe McCleary

MORE FROM THE FIRST MATE

As many members of the HRSMS may be aware, the Nautical Research Guild is sponsoring a twelve day Maritime Tour of New England (18 to 29 October) which immediately precedes the annual NRG conference in Boston.

Due to unforeseen health problems, one party of four persons has been forced to drop out of the tour which opens up some available spaces. If anyone is interested in going on this tour (membership in the NRG is not a requirement) information can be found in several places: On the NRG home page at <http://www.Naut-Res-Guild.org/netour.html>; or call Joe McCleary at 253-1802; or see Alan Frazer at the next meeting (he will have some brochures).

A question came up at the last meeting concerning arrangements for one of the tours scheduled for this year's NRG conference in Boston. The tour of the Hart Nautical Collection at the MIT Museum on Thursday, 30 October has been limited to 20 people on a first-come-first-served basis. One of our members asked if it would be possible to arrange additional tours if more than 20 people signed up. I inquired about this with the Constitution Guild, who are sponsoring the conference, and the answer unfortunately is, no. The limitation of one group of 20 persons was established by the MIT Museum staff based on limitations of their time, space, and schedule, and they are unable to modify this limitation. If anyone who wants to go on this tour but is unable to do so because the numbers have already been filled, there is nothing to prevent them from going to the MIT Museum at another time and touring the Hart collection on their own. Granted, they will not have the added benefit of the guided tour, but the Hart collection is well worth seeing on its own.

MINUTES



DEPARTMENT OF THE NAVY
NAVAL HISTORICAL CENTER
901 M STREET SE

WASHINGTON NAVY YARD
WASHINGTON DC 20374-5060

Ships History Branch

Collects and maintains information on U.S. Navy ships; provides reference assistance to the Navy and the public; researches and writes the multi-volume Dictionary of American Naval Fighting Ships.

PLEASE NOTE:

The Ships History Branch office has been going through a period of reconstruction during the past several months. Records have been palleted and warehoused while the floor was being repaired and renovated. The next step involves conversion from file cabinets to shelf files, stowing files in document boxes and constructing new stack shelving to hold them. When this has been finished, the Branch can then move its records back from storage and begin to function normally. To help get this done, the Branch will be closed to visitors and callers during the weeks of 19-23 May and 16-20 June to give "full time and attention" to building stacks and getting the office into shape to recover its records from storage. We regret any inconvenience this may cause, but recent experience has shown us that we cannot do "business as usual" and, at the same time, move and assemble the amount of equipment involved.

Location:

Washington Navy Yard, first floor of Building 57. Enter the 9th and M Sts., SE, Navy Yard gate; turn right at the first traffic light. Building 57 is on the left side of the street, facing a small park.

Hours:

Monday and Tuesday: 0900 - 1600

Wednesday: CLOSED

Thursday and Friday: 0900 - 1600

CLOSED: Weekends and Federal holidays

Phone: Voice (202) 433-3643, DSN 288-3643; FAX (202) 433-6677; DSN 288-6677

From the Naval Historical Center Homepage

Members present: 15
Guests: Greg Harrington
Richard Chase

The meeting was whistled to order by the First Mate at 20:10 hours. The minutes stood as written. No treasurer's report was called for or given. Old business was put before the membership. After getting no response, the first mate moved on to new business. The members begin to stir (I think they smelled food). Joe McCleary informed us that the NRG would have classified advertisements on their homepage. There will be no charge to members, however there will be a Five Dollar fee to non-members. Tom Saunders said that the Logbook was now on the NRG homepage and he was working out the format with their editor. Members of the Constitution Club were interested in our program on model building. The First Mate asked the membership who might want The Logbook to be sent to them by e-mail. Members who would like to get The Logbook electronically should contact the secretary. John Cheevers had an advertisement for universal scale cards for those who may wish to procure them. Harvey Williams had samples of Primavera wood. Lynn Wine said that the manager for Planet Music is trying to raise money to support the rebuilding of the schooner *Virginia*. There was some discussion about the sailing of the Constitution. There was a general discussion of the NRG conference. Questions were raised about the tour of the Hart Museum and the limitation of 20 participants.

Show and Tell

David Tagg passed around a book and photographs of the *HMS-Belfast*. He also had photographs of the all cast iron *SS Great Britain*.

Dean Sword had copies of the plan for a small plank on frame clamp.

John Cheevers had a model that someone wanted to have repaired and was looking for takers. He also had a model of the destroyer tender *Sierra* that he built for his father when he was a teenager.

Jack Bobbitt showed his model of the *Wild Goose*. He is building it with a removable cabin to facilitate painting. He said that West Virginia University has 2500 plans from the Ward Engineering Works.

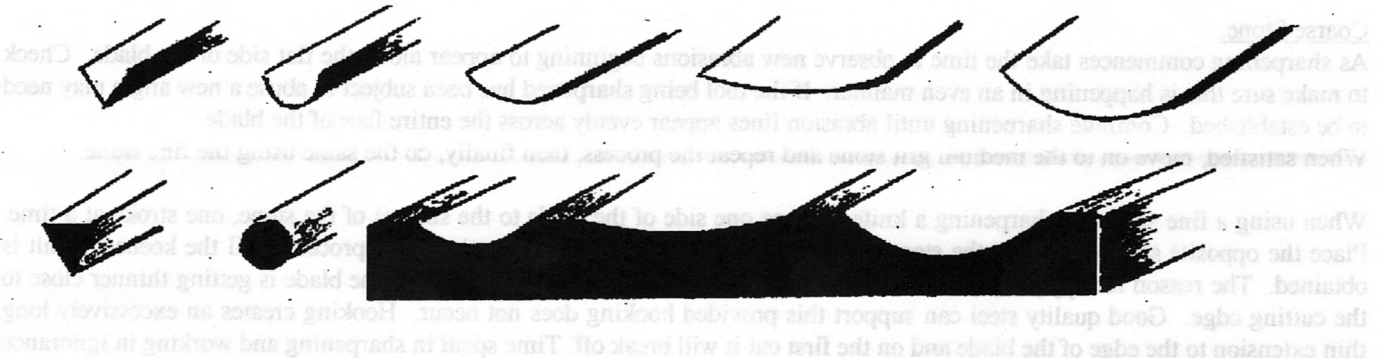
Joe McCleary showed the progress on his baloney hull (thin sliced) of the *Pawnee*.

The meeting was adjourned at 2110 hours.

Tool Sharpening.

I recently took a course on tool sharpening and did so for two main reasons. Sharp tools are essential to our daily needs and I had no prior knowledge on how to maintain them. In addition to being ship model makers, we are for the most part, home owners and all that that entails therefore, I felt that a good grounding in the basics could then be applied to one's needs and interests. For some time I had been considering the purchase of a set of sharpening stones or power sharpening tools. However on today's market there is such a wide variety of products to choose from and being totally ignorant of the subject, I felt incapable of making wise choices.

In the course that I took the instructor had over thirty years experience and he had a preference for "sharpening by hand". This statement caught my attention and its significance became apparent when he explained his varied interests in wood working and for carving in particular. He owned a variety of chisels and a set of stones to accommodate their different shapes.



It is interesting to note that this collection of stones did not approach the cost of a power sharpening system and it is doubtful if such a system would fully accommodate his needs. In short he was guided by his own particular needs, as we all are. His only concession to power was in honing or polishing, in this he was an enthusiastic believer.

Another advantage to sharpening by hand is that since it is a slower process one has greater control and observations of the blade can be made from time to time in order to stop errors creeping in. It was also pointed out that sharpening by hand eliminates the possible hazard, based upon ignorance, of overheating a blade, thus damaging the temper of the steel. At this I could feel my ears beginning to burn for in addition to being guilty I had brought along my mutilated chisel showing evidence of such abuse and to a degree that the blade was now so short a tool guide could not be found to accommodate it. The instructor looked at me half smiling, didn't say a word but, I had a shrewd suspicion what he was thinking, Yea fella! Before you ground that blade so short I bet you stirred paint with it too.

Now to the basics of tool sharpening. Various stones and their manufacture were discussed because coarse and medium stones are used only at the beginning of the sharpening process it was felt that choices in selecting the first two could be left entirely to the individual.

Fine stones were discussed at greater length and considered more important. The following points were noted.

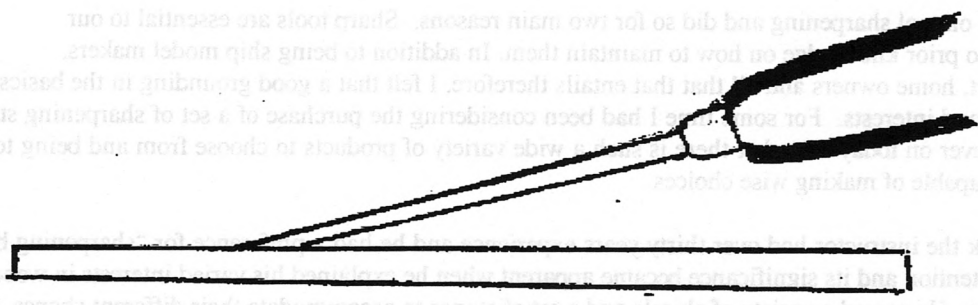
Japanese Whet Stones. It was emphasized that these stones should be soaked in water for three days prior to use.

Diamond Stones Because of the raised surfaces no lubricant should be used.

White Arkansas Stone Oil should be used as a lubricant in order to hold metal fragments at the surface rather than allowing them to become embedded in the stone.

Starting with a blade that is quite blunt, a beginning is made using a coarse stones with a progression to medium and fine grit stones. In all of these steps it is essential to use a jig in order to maintain the angle of the blades cutting edge; particularly if the tool in question is a chisel. When setting up the blade in the sharpening jig always double check to make sure that the blade lies flat to the stone.

Jigs or sharpening guides can be purchased from most good hardware stores.

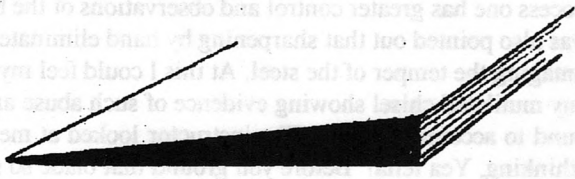


Coarse Stone.

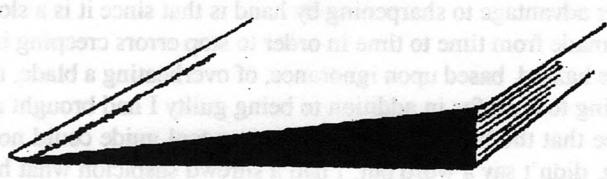
As sharpening commences take the time to observe new abrasions beginning to appear along the flat side of the blade. Check to make sure this is happening in an even manner. If the tool being sharpened has been subject to abuse a new angle may need to be established. Continue sharpening until abrasion lines appear evenly across the entire face of the blade.

When satisfied, move on to the medium grit stone and repeat the process, then finally, do the same using the fine stone.

When using a fine stone for sharpening a knife, engage one side of the blade to the surface of the stone, one stroke at a time. Place the opposite side of blade to the stone and repeat one stroke at a time. Continue this process until the keenest result is obtained. The reason for applying this technique is that hooking is avoided. At this stage the blade is getting thinner close to the cutting edge. Good quality steel can support this provided hooking does not occur. Hooking creates an excessively long thin extension to the edge of the blade and on the first cut it will break off. Time spent in sharpening and working in ignorance of this can be both time wasting and self defeating.



Properly Sharpened



Hooked, Bad technique

Polishing is the final stage in sharpening steel blades. This is necessary because even a fine stone leaves minute abrasions along the sides of a blade and serration's at the cutting edge. Polishing can be done by hand or by power operated buffing wheels. If one chooses to polish by hand, two lengths of leather are needed, one should be treated with aluminum oxide and the second with rouge powder. In both cases apply powder to the untreated sides of the leather. Begin stropping with the leather treated with aluminum oxide powder and finish with leather treated with the rouge. A final and recommended method would be power polishing. An ideal setup would be to utilize a lambs wool wheel fitted to an electric motor which should have an operating range of 1700 RPM to 3600 RPM. In operation, the best technique would be to look down directly over the wheel and observe contact with blade. Do not forget your safety glasses

The beauty of power polishing is that if one is engaged in a project, it is no great inconvenience to momentarily stop and re-polish a blade to its keenest edge.

Notes on Chisels

Quality chisels have a hardness factor of between 59 and 63 based upon the Rockwell Hardness Standard.

Quality-brand-name-chisels.

Henry Taylor.

Pol Print

Ashley Aisles

The angles of chisel blades vary to some extent. Steep angle blades are used for quick wood removal while shallow angle blades are used for a more controlled cut.

A good indicator of a chisel being at optimum sharpness would be to observe a smooth polished look on the surface of a piece of wood that has been subjected to a keen blade.

Sources-in-the-Richmond-Area-

Tandy Leather Co. For scrap pieces of leather.

Pleasant's Hardware Rockwell Rouge Powder and aluminum Oxide powder.

Brunells. The only known source for lambswool wheels. Before ordering, check electric motor drive shaft diameter, supplier will include appropriate size adapter. It is most important that when fitting wheel to motor shaft that the direction of rotation, as indicated be strictly observed.

Graham Horne

MYSTERY PHOTO

Contact John Cheevers by mail or telephone if you know what it is.



NOTABLE EVENTS

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

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt
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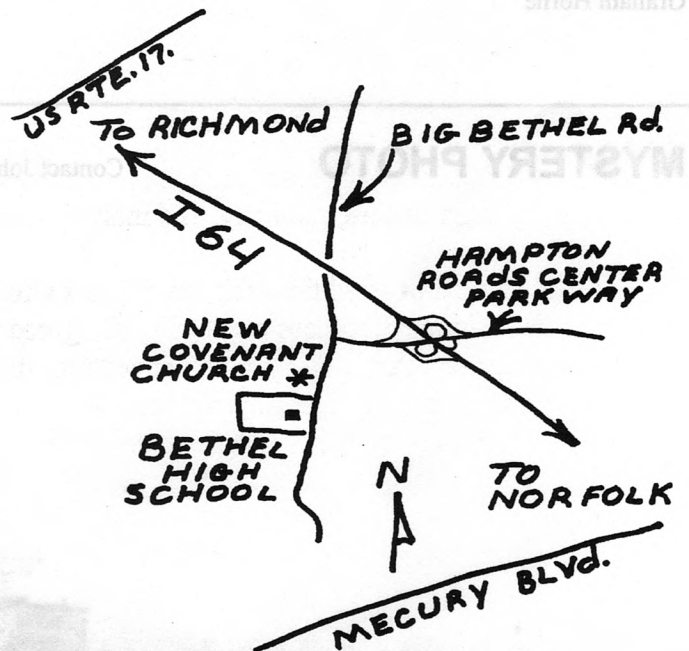
NOTICE TO MARINERS

The United States Naval Academy Model Society is in the process of setting up two ship model colloquia in 1998. The first will be centered on the steel navy and will be held in late March or early April. The second will be centered on the sailing ship period with a concentration on British dockyard models and will be held in late October or early November.

A list was to have accompanied the special enclosure to members. Due weight restrictions (one ounce for 32 cents) it will be available at the meeting and included with next month's newsletter. Ed.

Next Meeting

The Southside Bunch is hosting the next meeting at the New Covenant Church, 1079 Big Bethel Rd. Hampton, Va. The meeting will begin at 2000 hours on August 8, 1997. From all points, proceed to Hampton on Interstate Highway 64. Take the Hampton Roads Center Parkway exit and proceed west for .3 miles to Big Bethel Road. Turn left on Big Bethel Road. The New Covenant Church is .3 miles on the right. If you pass Bethel High School, you have gone too far.



WATCH, QUARTER AND STATION BILL



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1 st 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) 868-6809
	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 submitted by mail to:

Thomas E. Saunders

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Hampton, Va. 23669

E-mail: t.e.saunders@worldnet.att.net

FAX (prior arrangements required)