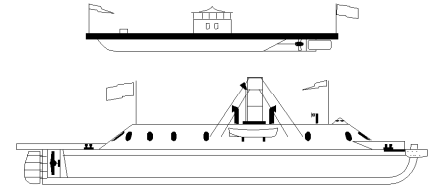


Hampton Roads Ship Model Society

Logbook



No. 186

<http://members.nbci.com/HRSMS/>

DECEMBER, 2001

MINUTES



Hampton Roads Ship Model Society Monthly Meeting
November 9, 2001
Host, Heinz Schiller
Guest, Scott Whalen, 1st Meeting

The meeting was called to order at 200 hours by the Skipper. When the Skipper called for corrections to the minutes, the Clerk breathed a sigh of relief as "The Silent Partner" was called before the mast. The eagle-eyed crew began their good-natured critique of the month's submission. The only notable correction was that Roger Cole's wife is Jean not Jane. As "The Silent Partner" admitted to a senior moment and returned to his seat, the Clerk made a remark in an attempt to soothe the wounds of the ritualistic flogging.

A Purser's report was given. The Purser was asked to provide a list of those with delinquent dues so a reminder could be included in the December newsletter.

Old Business: Discussion on the Club Shirt Issue was tabled, as Len Wine was not present

New Business: A rumor is circulating that Bill Clarke may be modeling. The Clerk was directed to put a notice in the Logbook pertaining to the need for hosts for the meetings in 2002. Harvey Williams presented a collection of plans donated to the HRSMS by a Mr. Paulus.

Show & Tell: Harvey Williams showed a poster of a Japanese submarine that carried an airplane on its deck. A group discussion of Japanese submarines ensued. Alan Frazer Talked about the Erie Maritime Museum, home of the U. S. Brig Niagara. He also said there was a dynamo being restored for future generations. Dave Baker related the eventful maiden voyage of his steam launch. The launch, which was rammed and overturned by a "friendly" RC modeler, was eventually retrieved from Lake Stinky Muck. He did a fine

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To Build A Ship Model



Construction Tips for Plank on Bulkhead Hulls

By, Bob Comet

Notes from the presentation at the November meeting

- If the keel piece is made up of two pieces to be glued together, be sure they are glued up flat and held that way while the glue dries. Use wax paper to prevent the pieces from sticking to the flat backing board, and use weights to hold it flat. -Have at least one common waterline drawn on all bulkhead pieces and the keel piece. You can't rely on the notches to be perfectly accurate for proper alignment. When cratch building bulkheads, it's best to draw all waterlines shown on the lines drawings.

-Check bulkhead pieces for symmetry of both sides to ensure the center slot is in fact centered and that both halves are the same

-Dry fit the bulkheads on the keel piece to check for fairness and a snug sliding fit.

-Cut the rabbet in the keel piece to the bearding line before gluing bulkheads to it.

-Mark the wale locations on the bulkheads, relative to the waterlines, before fastening the bulkheads to the keel pieces.

-Rough bevel the edges of the bulkhead pieces before assembling. Some kits show the bevel on the bulkhead drawings, which can be transferred to the bulkheads. I use a sharp knife to bevel to the lines and then finish with a sanding strip. These can be picked off the half breadth plan from lines drawn the bulkhead thickness parallel to the station line of the bulkhead--forward of it for those forward of midships, and behind those aft of midships.

-Before gluing the bulkheads and keel pieces together, think ahead about how you will mount the model to its base, and put in and screw holes, nuts or slots at this time while it's easy to get at them.

-When gluing the bulkheads to the keel, be sure the bulkheads are square, waterlines match up, and that the keel piece is

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SEASONS GREETINGS

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straight. Its a good idea to have a simple gluing jig made up to do this and hold them so while they dry.

-Attach side pieces to the sides of mast foot slots cut in the keel piece.

-Glue reinforcing blocks in the corners formed by bulkheads and keel piece to strengthen the joint and to hold the square fit.

-Fit and attach pieces between the bulkheads at the outboard ends at the sheer line, below the deck planking line to strengthen the structure of the bulkheads and to provide a fastening surface for the waterways and plank ends. Don't force fit or you will distort the keel and/or push the bulkheads out of square with the keel piece. It helps to have a building jig to hold the keel straight and bulkheads square to it.

-Glue in reinforcing pieces of wood for attaching chain plates, deadeye channels and where the hawse holes will be drilled, or any where you need a strengthening piece for fastenings that will be under load.

-Finish fairing the bevel on the edges of the bulkheads, checking the lay with a flexible batten. You can use a file for this, or glue a length of 100 grit sandpaper to a batten about 1/16" thick by about 3/4" wide and long enough to span at least four bulkheads. Take care not to sand or file beyond the controlling shape of the bulkheads--the after side of bulkheads forward of the midships station, the forward side of those aft of the midship station.

-Attach the filler blocks at bow and stern. Rough shape these using the lines on the sheer plan and half breadth plan. Carve, file, and sand them to be fair with the bulkheads and the rabbet line. Make blocks from wood that is firm but easily carved such as bass wood or white pine.

NELSON KILLED IN DUEL WITH VILLENEUVE! ENGLISH FLEET DESTROYED AT TRAFALGAR.

Anyone who thought that Nelson won the Battle of Trafalgar should read this contemporary French account published in the newspaper *Le Moniteur*.

Head Quarters, Cadiz, Oct. 25

The operations of the Imperial Navy mirror in the Atlantic those of the grand Imperial Army in Germany.

The English fleet is annihilated - Nelson is no more. Indignant at being inactive in Port, while our brave brothers in arms were gaining laurels in Germany, Admirals Villeneuve and Gravina resolved to put to sea and give the English a fight. They were superior in number, 45 to our 33, but what is that, to men determined to fight and win. Nelson did everything to avoid a battle, he attempted to enter the Mediterranean, but we chased him, and caught him off Trafalgar. The French and Spaniards vied with each other to

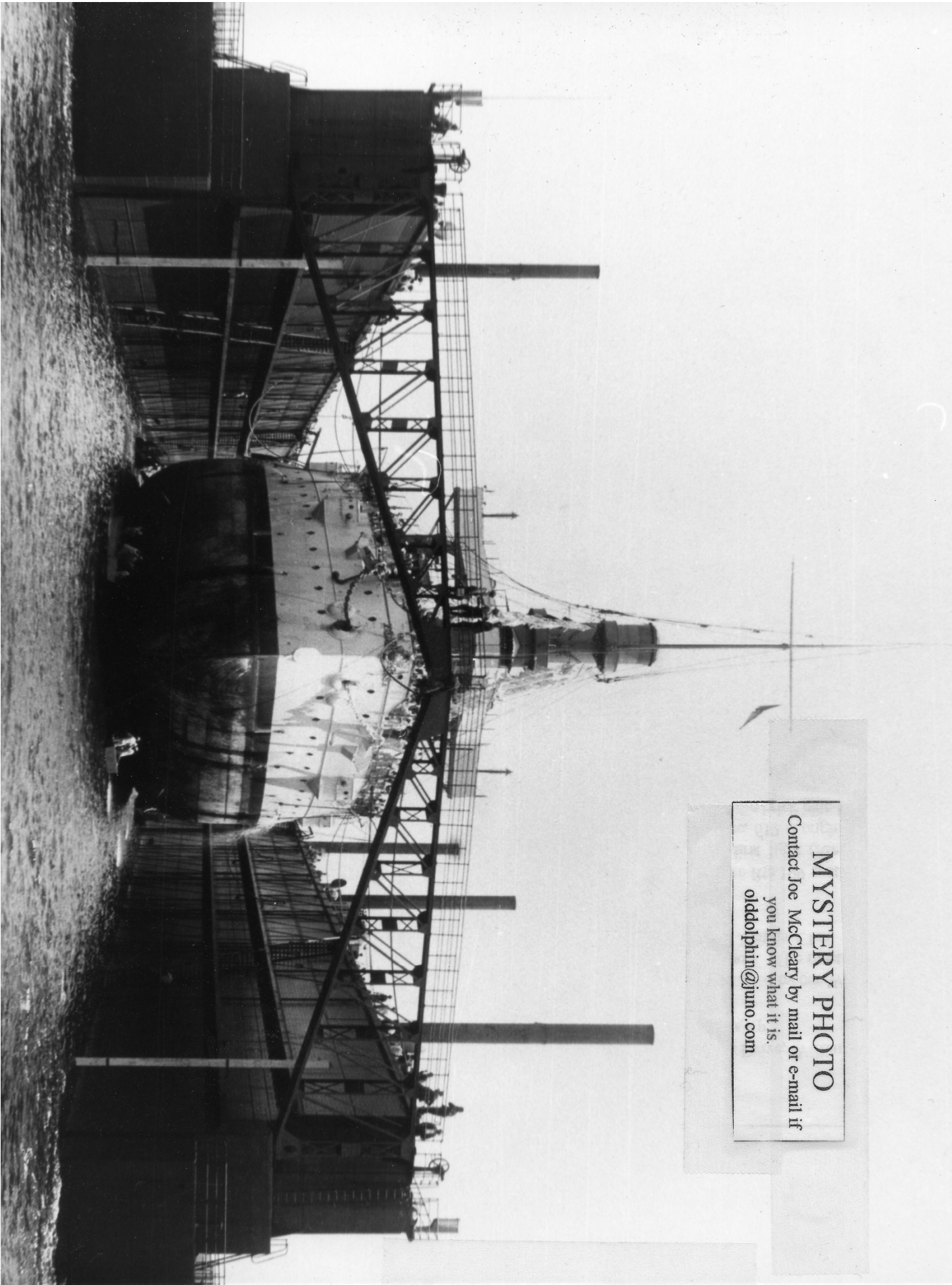
get into action first. Admiral's Villeneuve and Gravina were both anxious to lay their ships alongside the *Victory*, the English Admiral's ship. Fortune, so constant always to the Emperor, did not favour either of them - the *Santissima Trinidad* was the fortunate ship. In vain did the English Admiral try to avoid action but the Spanish Admiral Oliva prevented his escape, and lashed his vessel to the English flagship. The English ship was one of 186 guns; the *Santissima Trinidad* was but a 74. Lord Nelson adopted a new system, afraid of meeting us in the old way, in which he knows we have superiority of skill, as we proved by our victory over Sir Robert Calder. He attempted a new mode of fighting. For a short time he confused us, but what can confuse his Imperial Majesty's navy for long? We fought yard-arm to yard-arm, gun to gun. Three hours did we fight in this manner, the English began to be dismayed: they found it impossible to resist us, but our brave sailors were tired of this slow means of gaining a victory and decided to board her, their cry was "al'abordage." Their courage was irresistible. At that moment two ships, one French and one Spanish, boarded the *Temeraire*. The English fell back in astonishment and fright. We rushed to the flag-staff and struck their colours. All were so anxious to be the bearers of the news to their own ship, that they jumped overboard and the English ship, by this unfortunate act by our brave sailors and their allies, was able, by the assistance of two more ships that came to her assistance, to make her escape only to sink later.

Meanwhile Nelson still resisted. It was now a race to see who should first board and have the honour of taking him; French or Spanish. Two Admirals on each side disputed the honour and boarded his ship at the same moment.

Villeneuve flew on to the quarter-deck and with the usual generosity of the French, he carried a brace of pistols in his hands. He knew the Admiral had lost his arm, and could not use his sword so he offered a pistol to Nelson, they fought, and at the second shot Nelson fell. He was immediately carried below. Oliva, Gravina, and Villeneuve attended him with the accustomed French humanity. Meanwhile 15 English ships of the line had struck, four more were obliged to follow their example and another blew up. - Our victory was now complete, and we prepared to take possession of our prizes, but the elements were by this time unfavourable to us and a dreadful storm came on.

Gravina made his escape to his own ship at the beginning of it but the Commander in Chief, Villeneuve, and the Spanish Admiral, were unable to do this and remained on board the *Victory*. The storm was long and dreadful but our ships being so well manoeuvred, rode out the gale. The English, being so much more damaged, were driven ashore, and many of them were wrecked. At length when the gale ceased, 13 of the French & Spanish line returned safely to Cadiz; the other 20 have, no doubt, gone to some other ports and will soon be reported. We shall repair our damage as speedily as possible and then go again in pursuit of the enemy, and afford them more proof of our determination to wrest from them the Empire of the Seas, and to comply with his Imperial Majesty's demand of Ships, Colonies and

(Continued on page 4)



MYSTERY PHOTO

Contact Joe McCleary by mail or e-mail if
you know what it is.
olddolphin@juno.com

NOTABLE EVENTS

DECEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Presentation: Deck Furniture, Jack Bobbitt

JANUARY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Presentation: Hull Planking, Bob Comet

FEBRUARY

- 8 **H.R.S.M.S.** Monthly Meeting:
Presentation: Research, Photos and Plans,
Joe McCleary & Bill Clarke

MARCH

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch

APRIL

- 5-7 Western Ship Model Conference, Long Beach, Ca.

- 12 **H.R.S.M.S.** Monthly Meeting:

MAY

- 10 **H.R.S.M.S.** Monthly Meeting:

JUNE

- 7 **H.R.S.M.S.** Monthly Meeting:
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self-assessment of the lack of interior waterproofing of the hull. Joe McCleary presented a book catalog, the title was not recorded. Brad Gray showed his figurehead carving and asked for advice. After admiring his work, little advice could be given.

The Meeting was adjourned to a presentation by Bob Comet on Plank-on-Bulkhead Modeling.

Thanks

The members would like to thank Heinz Schiller and his wife, Marke for hosting the November meeting.

**WATCH, QUARTER
AND
STATION BILL**



Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

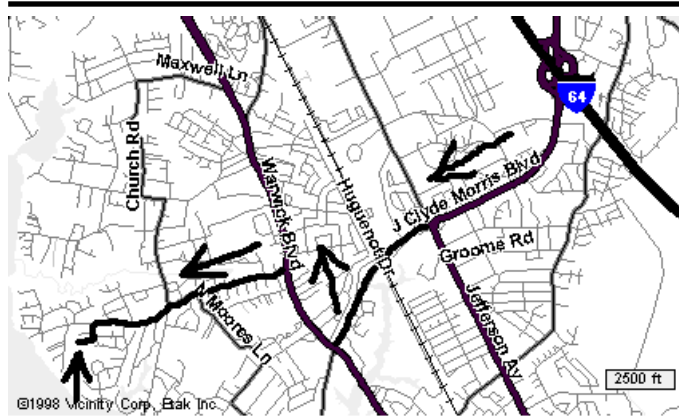
Date: December 14, 2001

Time: 2000 Hours

Location: 69 Queens Court
Newport News, Va.
599-0557

Host: Jack Bobbitt

From I-64 go west on J. Clyde Morris Boulevard to Warwick Boulevard. Turn right on Warwick, proceed to Hiden Blvd. Turn left on Hiden. After Hiden Blvd. narrows, turn left on James Landing Road and proceed to Queens Court. Turn right on Queens Court. Number 69 will be several blocks down Queens Ct. on the right.



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Commerce.

Our loss was trifling while that of the English was immense. We have, however, to lament the absence of Admiral Villeneuve, whose courage carried him beyond the strict bounds of prudence, and, by boarding the English Admiral's ship, prevented him from returning to his own. Having acquired so decisive a victory we wait with impatience the Emperor's order to sail to the enemies shore, destroy the rest of his navy, and thus complete the triumphant work we have so brilliantly begun.

And you all thought you knew the story of Trafalgar.

Thanks to Joe McCleary & <http://www.hms.org.uk/>

The Answer

The answer to Mystery Photo Number 185:
U.S.S. Baltimore, C-3, Mare Island Navy Yard
1890's NH71055
