

HAMPTON ROADS SHIP MODEL SOCIETY

No. 88

NEWSLETTER

October 1993

11 September 1993: Sailed at about 0955 hrs. aboard yacht CRYSTEL, Paul D. Brindza, Master and Cook, from York River Yacht Haven, Gloucester County, Virginia. Persons aboard, in addition to the Master, were C. Graham Horne, Eric Myall, Nicholas Rumsey, Leonard D. Wine, and Alan D. Frazer, all members in good standing of the Hampton Roads Ship Model Society. Weather clear, cloudless, cool; winds generally from the north, 15 knots (more or less).

Stood down York River and generally eastward under full sail, crossing the Chesapeake Bay. Traffic extremely light, company and conversation good, food and drink eminently suitable for the occasion. Encountered large container vessel of Maersk Line, out of Baltimore, in main ship channel of the bay; interesting lesson in geography: how near and how large her beige superstructure looked while she was still "hull (and containers) down" to northward. Reached a point near the harbor of the town of Cape Charles at about 1330 hrs. Went about and returned to home port at about 1810 hrs., the last 1½ hours or so powered by CRYSTEL's very quiet iron jib, due to severe drop of wind. Made good 50 miles.

There being no desire to transact business, and no quorum, we refrained from doing so. Slept long and well that night; peeled for several days.

Thanks to our gracious host, and wish that more had shared the pleasures of a grand and lovely day.

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New Roster enclosed, for members only.

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From Illinois our last "re-up" of 1993, Lester McLeod, writes that he is building HMS GRASSHOPPER, later known as the Dutch IRENE; Tommy Tragle gave him the book years ago. After this practice, he will finish his RATTLESNAKE for the M.M. '95 Competition. Lester also sends a new address (see roster) and notes the absence of another name on his check [Lester, we join you, but knowing not whether in sorrow or rejoicing!]; closes with "...regards to all, and our brother societies. I miss you guys and the fun we had."

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When Is It "Scratch"? While working on rules amendments for the next MM Competition, the purser coincidentally received a list of questions from Gene Larson, of Nautical Research Guild and Washington Ship Model Society. They are reproduced here, with Gene's permission and slightly edited, as gum for your brain to chew while you're at the workbench, waiting for traffic lights, or staring at a dull sitcom. With your reactions, maybe we can pull together some consensus, and maybe even an article for Nautical Research Journal on what modelmakers view as scratch building. Gene, by the way, came up with these provocative thoughts while making new fittings for a *kit-built* tugboat:

"1. The parts are essentially copies of the kit's white metal fittings, except better, I hope. For example, sheaves and rollers are separate from the frame around them rather than one molded mass. Is making copies this way scratch building?"

"2. I made a miniature, two-cylinder steam engine from Corian, with a little brass for drive rods and shafts. I have not learned to cut gears on the lathe, so I found a 3/8" brass gear in the scrap box. The bolt heads on the cylinders are represented by model railroad nut-bolt-washer castings. The top of the steam valve has an 00-90 nut that will

be topped with a model railroad brake wheel. If I did not use these parts, the detail would not be there. What, from this assembly, is scratch, and what is not?

"3. If I draw the hand wheel for the above valve and have it photo-etched by a commercial firm, is that scratch?

"4. If I cast parts, using the kit parts as masters, is that scratch?

"5. If I make a master and give it to a metal caster to make Britannia parts, is that scratch?

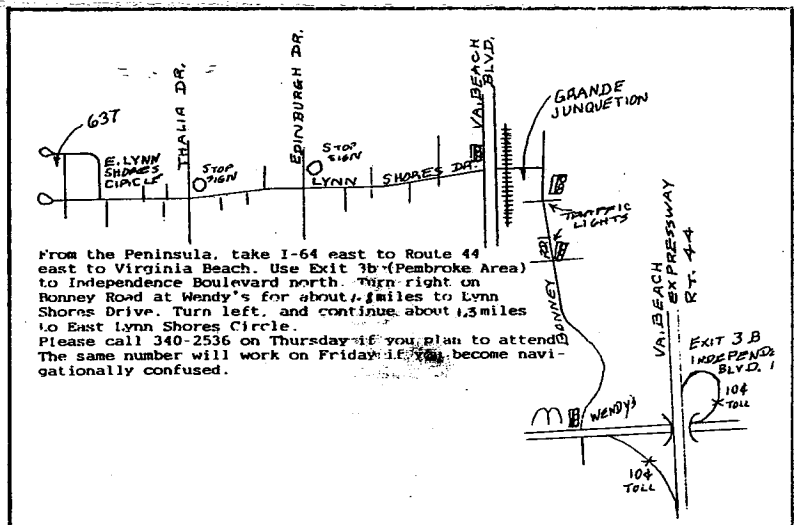
"6. Where does raw material stop and a non-scratch part begin? There is sheet brass and plastic commercially available, which can be cut to size. Brass and plastic has been fabricated into tubing, beams and channels, available in hobby shops. This can be cut to the lengths needed. There is brass ladder material which can be cut to the desired length. This is the best example I can think of right now, but I am sure there are others. I believe scratch stops before the ladders, but...

"7. If the builder does not declare any of the above [in competition], how do you know the part is not completely made by the builder?"

Comments to the purser, please.

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Next Meeting: Friday, October 8, 2000 hrs, at the home of Harvey and Mary Williams, 637 East Lynn Shores Circle, Virginia Beach. Harvey's directions at right; note request to call him by Thursday night if you are coming, and be sure you have two dimes in your jeans.



On the Bridge

Skipper: Bill Altice 748-4880
Purser: Alan Frazer 865-7300

1st Mate: Leonard Wine 588-5831
Historian: Bill Fox 253-0310

HAMPTON ROADS SHIP MODEL SOCIETY
c/o Alan D. Frazer
108-G Indian Summer Drive
Yorktown VA 23693



NEXT MEETING:
OCTOBER 8

TO: John F. Cheevers
414 Burnham Place
Newport News, VA 23606

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