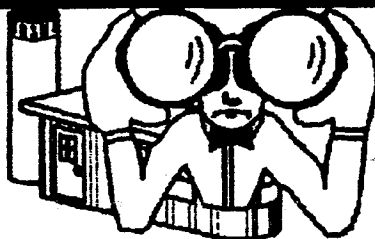


Newsletter!

No. 99

September 1994

From the
Pilothouse



It's "think ahead" time. First, I shall bring a sign up sheet to the next few meeting so you can sign up to host one of the 1995 meetings. We now average around twenty people at each meeting. Please check with your better halves since they obviously need to be involved. We are well aware that some members simply do not have the space to entertain this number. We understand and urge you to keep coming even though you cannot be a host.

Secondly, I would like each host to let Len Wine know at the beginning of the month what his program will be. Len can add this to the newsletter. Any host who has no planned program please call me so I can arrange one. Please don't wait until the last minute to call either of us.

Jack

Minutes



HRSMS Minutes, 12 August 1994

Meeting convened at 2018.

12 Members present.
2 Guests present.

Old Business

Correction to the minutes- The editor has the following corrections to the July minutes:

Thank you to Nick Rumsey for providing us with an excellent presentation on tool sharpening.

In place of nautical definitions, this issue will feature drawings of sailing ships showing the various rigs. Note: Head sails (jibs etc.) omitted.

Nick explained how to identify and obtain the proper sharpening stones and then showed us, in detail, how to properly sharpen various types of carving tools. I, for one, learned a lot about how to get really sharp tools.

The USS Constitution viewed at the July meeting was provided by Norvin Alcorn. It is a beautiful model that shows great talent in the builder.

(Ed. note: My apology to Nick and Norvin for not including them in the July minutes. Sorry.)

Bi-society Meeting- Jack has reiterated to the Washington club that we desire the meeting to take place the 1st weekend in November. Time is growing short so we hope to get a response soon.

New Business

New Member- Bob Comet was accepted unanimously as a new member of the HRSMS.

Announcements

Santa Maria- Jack Bobbitt showed a photograph of a model of the Santa Maria constructed by Roger Cole. The model was built on commission and beautifully done, primarily in boxwood. A recent article in Seaways features Roger's model.

Coleman Bridge- the peninsula paper had an article recently on a model that is being constructed to show the new Coleman bridge. Our very own Tom Hesse is constructing the model to help engineers figure out how to get the new bridge in place as quickly as possible once construction starts.

Charleston Maritime Festival- We have received a copy of the brochure for the Charleston Maritime Festival, scheduled to take place 16 - 18 September. This looks like it will be a very interesting weekend.

NRG Membership- John Cheevers passed around the certificate that the club has

Minutes Cont-

received for becoming a sustaining member of the NRG. He also had a copy of the style guide for submitting articles and book reviews to the NRG Journal.

Titanic- Alan Frazer showed us a copy of a recent editorial, in the Times of London, on the plunder of the Titanic. The article condemned the recent decision by a Federal judge here in Norfolk to allow several companies to retrieve objects from the wreck. The article was written by Bernard Levin, described by David Tagg as a rather outspoken, opinionated individual.

Transfer- Alan also had a recent copy of Transfer, the magazine published by the Maritime Railway Association. It appears to be a very interesting combination of railroads and ships. A subscription is \$18.00.

Wings & Water Festival- This annual arts and crafts festival will be held in Stone Harbor, NJ on 17 and 18 September. It is described as very big and typically draws members from several area model clubs to participate. Gene Berger received the brochure describing the event.

Subcommittee Regatta- Gene just came back from the annual subcommittee regatta, held this year in Groton, CT. Gene came away with two first place trophies. One trophy was won in the kit built model class and the other for model engineering. Having seen his Balao under construction I think both awards were well deserved. Gene took some very interesting photos of his trip, including shots of a working scale electric torpedo.

Annapolis- Bob Comet reported on his recent trip to the museum at the Naval Academy. Bob Sumrall once again did himself proud and showed Bob around the gallery and the workshop. Bob C. was very impressed by everything he saw, including the casting work that Bob S. is doing.

Copper Plates- Bob also had the recommendation of using 1.5mil copper used in glass work for doing the copper plates on the bottom of a model. The copper strips come in various widths and already have adhesive applied.

Figures- Bob brought along some figures he is sculpting for some of his models, in at least 2 different scales. The material is known as Super Sculpey and is available at Paul's Arts and Crafts. It is basically like clay but can be hardened in a household oven. Some of these figures are for a Model Shipways whale boat that Bob brought along. The sculpted figures appear very lifelike. This could be a good substitute for wooden figures for anyone who has trouble carving.

Mold Making- The topic of types of wood to use in mold making came up and Jack Bobbitt recommended Yellow Poplar as a wood with very straight grain and clear of knots. Joe McCleary had the same opinion.

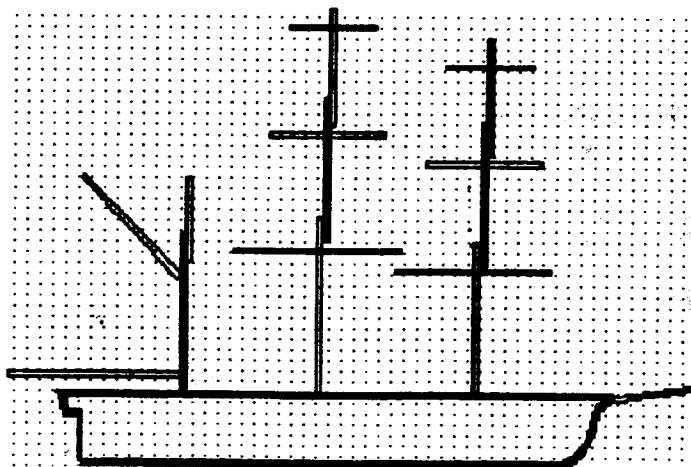
NNSY Library- John Cheevers brought along a book from the shipyard library about construction techniques of ships.

Program

The final part of the meeting was a presentation by Harvey Williams on the building of the hull for his model of the USS Baltimore. Harvey's first problems cropped up when the plans he had did not match his recollection or his photos of the stern of the ship. Harvey modified the Wiswesser drawing to match what he saw in the photos. He cut sections out of pine and then laid hardware cloth over that. The smooth hull form was achieved by laying a thin layer of sculpting clay over the form and smoothing the clay out with a trowel.

BARK:

Fore and main masts have square sails.
Aft mast has only a fore and aft spanker.



Minutes Cont-

Polyvinyl alcohol was used as a parting agent and then reinforced plaster poured over the plug. The clay shrank from the heat, parting it from the mold. Harvey cleaned up the mold, used PVA again, and laid up a hull using 2 layers of fiberglass with polyester resin. The hull came out very nicely and will need a minimum filling. This is certainly an intriguing way to make a mold.

The meeting adjourned at 2130 for refreshments provided by the Williams'. (Ed. note: I think I ate more than my share of the crab dip. I can't wait for another meeting at Harvey's house.) Thank you for the hospitality.

Upcoming Events

9 September- Monthly Meeting

16-18 September- Charleston Maritime Festival

17-18 September- Wings & Water Festival, Stone Harbor, NJ

17-18 September- IPMS Model Contest, Hampton Air and Space Museum

24 September- Traditional Boat Races, Chesapeake Bay Maritime Museum, St. Michaels, MD

14 October- Monthly Meeting

15-16 October- Chesapeake Bay Maritime Festival, Norfolk

30 October- Mariners Museum Day in the Park III

5-6 November- Bi-society meeting, Solomon's Island

October 1995- NRG Conference

(Note- Please keep the editor informed of any upcoming events not reflected here.)

Notice to Mariners



The following is an excerpt from an article written by Robert Steward, a noted Naval Architect, for the July/August 1994 issue of Wooden Boat.

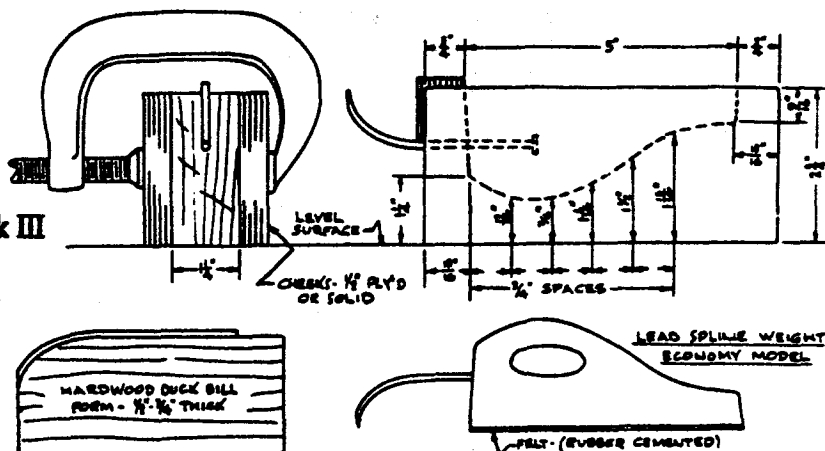
Spline Weights: Make Your Own Ducks

Lead weights are used by designers and loftsmen to hold flexible splines to desired curves. They also work well as paperweights and can hold rolled drawings flat. Commonly nicknamed "ducks," these weights are available from drafting supply stores but they are very expensive. You can cast them in lead in your own backyard.

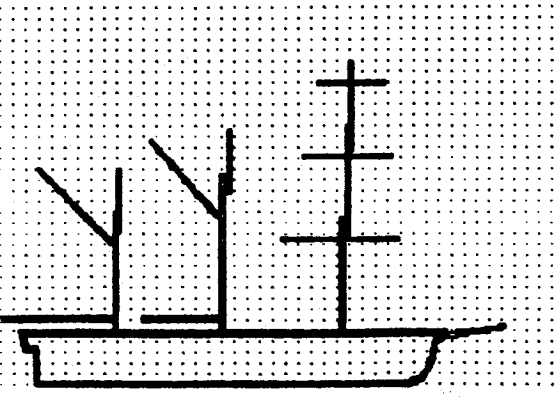
Cut the weight's profile out of a 1 1/4 x 2 3/4 x 5 inch block of wood as shown in the drawing. The sides of the mold can be got out of any wood that is at least 1/2 inch thick. Make parts for at least three molds to facilitate the casting process. After assembling the molds, paint their interiors with a thin layer of plaster of paris and allow them to dry thoroughly to avoid any lead splattering.

Use 4 inch copper nails or 1/8 inch brass rod to form the duck "bills." Make a hardwood form to bend the bills over. After bending the rod file the tip to a point or flat edge- your choice. An expendable wooden plug will hold the bill in during the casting. Actually, all parts of the mold are expendable- some burning is to be expected- but any roughness can be made smooth with woodworking tools.

After pouring the lead, allowing it to cool, and breaking the ducks free of the molds, gouge shallow dimples in the sides to form grips. You can also paint them with topside paint mixed with non-skid. Finally glue a felt pad on the bottom.



BARKENTINE: Foremast is square rigged.
Remainder of masts are fore and aft rigged.



Next Meeting

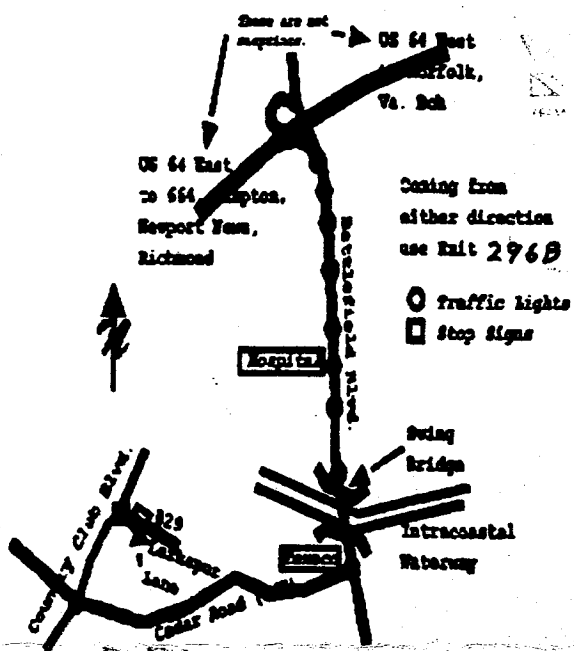


The next meeting will be on 09 September, 2000 hours, at the home of Chuck and Linda Reynolds, 829 Larkspur Lane, Chesapeake, (804) 548-0844. Note: please let Chuck know by Wednesday night if you plan to attend. Chuck is going to do a presentation on basic metal lathe techniques. As a professional machinist, Chuck should have lots of tips for us amateurs. Chuck's house is shown on the map:

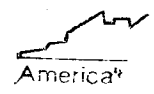
Watch, Quarter and Station Bill



- Skipper:** Jack Bobbitt
599-0557
- 1st Mate:** Len Wine
588-5831
- Clerk:** John Cheevers
591-8955
- Purser:** Bill Clarke
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- Historian:** Bill Fox
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- Editor:** Len Wine
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AA: Dues paid. AD: Dues due.