

Newsletter of the Washington Ship Model Society

For the Mutual Benefit in Model Ship Building; for the Exchange of Ideas; and to Preserve for Posterity Scale Models of Historic Vessels, we Associate Ourselves Together to Form This Washington Ship Model Society

Members - Make a New Year's Resolution to... "Finish the 2017 Project & Start Another By Spring"

SKIPPERS CORNER



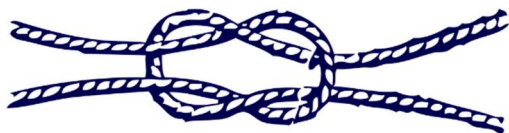
I hope everyone emerged from the holidays with new projects to work on!! I'm sure that 2018 will be a successful year for the society. Please remember, our Saturday, February 10th meeting will be an auction at rhodeside Grill in Arlington, VA. Also, in place of a focus meeting we will again participate in the annual Old Dominion Open Scale Model Show and Contest at the Richmond raceway Complex on Saturday, 23 February. Look for more on these events elsewhere in our Newsletter!

Please also note the article with photos showing Bruce Buchner's beautiful Armament for my 1/96 USS Newark model.

13 JANUARY, 2018 MEETING MINUTES



The meeting was cancelled due to the closure of Hollin Hall Senior Center because of the threat of foul weather.





WSMS

Next Meeting

Saturday, 11 February

Meeting Will Be an Auction

Location

**- Rhodeside Grill, 1836
Wilson Blvd, Arlington, VA
22201 See You There!**



**A MEMBERS &
STRIKERS ONLY
MEETING!**

BRIDGE ANNOUNCEMENTS



Skipper –

Happy New Year!

1st Mate –

Two event updates – More details in the Lynx News section following.

1. I heard from our old pal from the eastern Shore, Ed Theiler, that WSMS is invited back to the Chesapeake Bay Maritime Museum festival May 19-20.
2. Reminder - the IPMS Old Dominion Open will be held in Richmond, Virginia, on February 24. Like before, the event will be held at the Richmond Raceway exhibit hall. WSMS has provided sponsorship for this event, and will have a WSMS Table to display our models during the day. Please RSVP to me if you are planning to attend so I can report back to IPMS for proper headcount and planning! Hope to see you there!

During 2018, I intend to pursue recruiting new members through the use of the "Meet Up" application on social media. Connections will be made with like-minded hobbyists and others interested in modeling, woodworking, and related crafts. The "Meet Up" application will steer others to our website and Facebook account, and encourage participation at our monthly meetings.

Just a reminder to all members to contact me if you are interested in hosting a focus group for 2018.

Focus groups are held the last Saturday of the month, typically from 10am-12noon...or thereabouts. Hosts can entice members with grub and coffee, or we would be happy to bring some breakfast treats upon request!! I have created a calendar to avoid conflicts, and will send all contact information and reminders to WSMS members and Strikers as the focus group dates get near. Feel free to email me or call my cell at 240-529-7841 to volunteer hosting one.

Ship's Clerk -

I have received the name tags from the vendor. I plan to attend the next several regular club meeting at least through February 2017. I will have the name tags with me as well as coffee mugs for distribution.

Purser -

The proposed WSMS auction for next month should bring in additional revenue this year which was not anticipated in the budget.

WSMS Webmaster

I am looking for some projects or builds to include on the website.

Lynx Editor –

Members are encouraged to assist with the newsletter by sending him material that can range from a complete article with pictures to tips, websites, pictures of their work, interesting events..., Note: if any of the material is gleaned (not plagiarized) from other sources, also provide information for the source so appropriate attribution can be made. Also, if any member is looking to sell our purchase a ship-model related item consider using the Lynx's "CLASSIFIED ADS." It's free to WSMS members.

WSMS NEWS & VIEWS

Saturday, February 10 WSMS Meeting Will Be an Auction
Location - Rhodeside Grill, 1836 Wilson Blvd, Arlington, VA 22201

Plan to attend!

These are really fun events and a chance to pick up some unbelievably great deals! We WSMS normally holds auctions every 2 years or once enough auction material is available. However this will be the second in a row due to the incredible generosity of a Virginia couple that are friends of the WSMS. We will follow the same successful pattern from the last two auctions. It will run from 10AM to 2PM. The venue is the website who have been super hosts, accommodating us twice in the past. We will be downstairs from the main dining room in a private room which includes food and beverage service for our exclusive use. Our auctioneers will be our Skipper Joel, assisted by our 1st Mate, Larry.

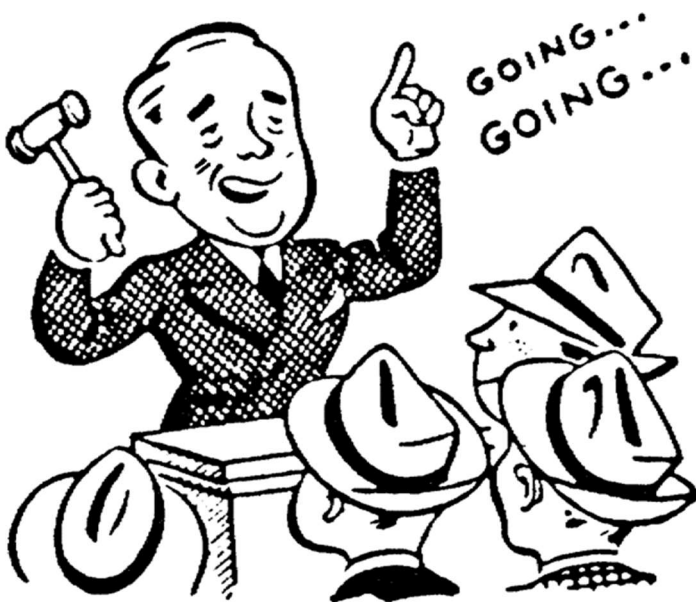


All donated material with the exception of written material will be auctioned. Some of the reading material will be pre-priced. Last time we looked up in advance of the auction on Amazon to see what they were going for 2nd hand, took that price and cut it in half. So a book that sells 2nd hand on Amazon for \$5.00 would be

placed on a table and marked for sale at \$2.50.

Generally most magazines will be priced something like \$1.00 each or 3 for \$2.00. If a book is thought to be a classic or particularly sought after, we may auction it.

All profits from the auction will go into the WSMS treasury. To participate in the auction you will need to be cleared by Carl our Purser as up to speed on your dues. If a concern, all you need to do is get your dues caught-up with the Purser at the Auction.



WSMS again invited to Participate in several model related events

Old Dominion Open- February 24th, 2018

WSMS has participated in this major event for the past several years and we are a big hit! We need WSMS members to man our table and bring some models for display. Location is in the Henrico Building, 600 E. Laburnum Road, Richmond Raceway Complex, Richmond VA. \$5 entry fee in support of IPMS is required even for WSMS members! Hope to see you there! Interested members please contact our 1st Mate, Larry so we have a good head count for planning purposes. See the attached flyer and entry form for details and interested contestants.



Chesapeake Maritime Museum Model Expo Saturday/Sunday, May 19-20

It's back on again and WSMS has been invited to participate! Mark your calendar! This year we "static modelers" will be back in the delightfully climate controlled Van Lennep Auditorium in the Steamboat Building. While the museum will be charging guests but not. However as in the past the organizer may ask WSMS for a donation to help offset the cost of organizing it. On Sunday the museum is having a "community day" free to all so high attendance is anticipated! We need volunteers to man our table and bring models for display! Interested members please contact our 1st mate for head count and planning. See Campus Map for Van Lennep Auditorium location. Further details and information will be sent in coming months!

November 6, 2017

Dear Washington Ship Modelers Society,

"It is indeed that time of year as the February 24th, 2018 "ODO" is drawing ever near", proclaims this town crier!

Hopefully by now most of you have seen the changes for the upcoming 2018 ODO through our Blogspot, www.ipmsrichmond.blogspot.com, and Facebook accounts www.facebook.com/ipmsrichmond/. Believe it or not these changes came about during the "Ides of March", when one would think the ODO is taking a much needed nap, but in reality that is the best time for the ODO Committee to work on next year's show, and that we do with gusto.

For example, for 2018, we have added three new categories, and one new special award. We have also added Aoshima and Bluefin Distribution to our stable of special award sponsors. Finally we have redesigned the entranceway into the hall for better crowd management, and flow. We do this and many other things, because we appreciate the ODO patron, and all those clubs, inside and out of the IPMS/USA family that come to the ODO year-after-year making it one of the most successful one day model shows in the mid-Atlantic region. It is the least we can do for you...the model builder.

But a model show that is pushing up against 1000 attendees, and averages 625 to 780 models a year, needs help in so many ways that we can not do what we do without your support. For example so many of you, 69 to be exact helped with the judging at the 2017 ODO. By doing so we were able to evaluate all those models, proceed with an award ceremony, and have everyone herding towards the exits by 4:30 in the afternoon. This was another first for the ODO!

Just like the needed hand with judging, the ODO also needs your club's helping hand with the 2018 ODO trophy sponsorships. For the 2017 Washington Ship Modelers Society was generous to contribute \$150.00 worth of trophy sponsorship. Would you and your members please consider a similar contribution for the 2018 ODO? The individual categories are \$25.00, and the special awards are \$40.00. We understand how fortunate the ODO is because of the facility we have, the awards that are crafted, and the enormity of the raffle, for all of this is made possible because of yours and other clubs generosity in helping us promote "...the art of scale modeling".

On behalf of the ODO I thank you kindly for your thoughtful consideration.

With warm regards,

Chazz Klanian
IPMS Richmond
cskklanian@verizon.net



WSMS MEMBER'S SCUTTLEBUTT

A column where members can contribute most any notes or recommendations pertinent to ship modeling

Send comments to Lou Husser at LBHusser@verizon.net



Could it be, a Builder's Model of the Clipper Flying Cloud?

Heaven only knows when I'll ever build the "Flying Cloud?"

One of my furniture customers, who helped found the World Wildlife Fund, and was awarded the Medal of Freedom by President Bush, was a scion of the Train family, a great ,great grandson of Enoch Train ,who owned the "Fling Cloud". He had a model of her in their library, probably a company model of the era,maybe later, but old and cased in very fine condition. There was a picture of a very young Mrs. Train in a bride's maid's gown sitting on the grass with all the other bride's maids, along with the bride of the Wedding: Jackie Bouvier Kennedy.

Peter Gutterman

Miniature Ships Source

These are extraordinary!

<https://www.shapeways.com/marketplace/miniatures/ships>

And as well as..., a You-Tube video on the Russian Cruiser Aurora; it's excellent!

<https://www.youtube.com/watch?v=p2PLn9GfBS0>

Jack Ray

A note from a long-time member & friend

Thanks for keeping in touch. Hope all is well with you and the fine members of the WSMS. My health keeps me from attending meetings, but I fondly

think of you all and miss your friendship. Best Regards,

Doug Beatty

Friend is Building a German U-Boat that Sank The Diamond Shoals Lighthouse

Here's something for whatever ... I am down on NC coast and just learned a new thing (to me, anyway). Are you aware that the Germans were torpedoing and shooting up our ships during the war? Growing up here I heard a lot about that ... so I thought ... but just this week I learned that among the first ships sunk was the Diamond Shoals lightship and SHE WAS SUNK DURING WWI !!! She went down in 1918 and a friend of mine is building a model of the German sub that sank her. Plan is to have it ready for the 100th anniversary of the lightship's sinking next year. The model is 12' in length!

Bill Kay

A future Focus Meeting at Lee's House!!

While I am not yet being retired (need three more years to reach retirement), it has been near impossible for me to find time to model -- in a serious way -- and associated activities such as shows and meetings. Thus I currently have no modelling progress to exhibit and virtually no workshop. However, I would be delighted to host an upcoming focus meeting at my home. I do have my 1/96-scale Revell Cutty Sark and Old Ironsides to show in their mahogany and plexiglass display cases that I built.

Lee Herring

SCUTTLEBUTT EDITOR'S NOTE

Got an interesting comment, factoid, etc..., that may be of interest to other members? Send it along to LBHusser@verizon.net

MEMBER CONTRIBUTED ARTICLES

My Life-long Love Affair with North Carolina Watercraft

By Bill Kay

- Lynx Editor's Prologue -

Bill hosted a focus meeting for the WSMS back on 23 April 2016. Those of us that attended were awestruck not only by Bill's models of the NC watercraft and his well-planned and organized workshop, but even more so his effort to make the meeting a 101 tutorial on how to select a craft to model, the research needed to ensure its faithfulness to the original, selecting appropriate materials to reproduce it in scale, and the application of engineering processes in its construction. Bill, with the same dedication as a favorite engineering professor, had laid out the meeting area like a classroom replete with handouts, organized his comments keyed to the evolution of his approach to modeling from his earliest masterpiece through to his latest project. No one slept in his class! After the meeting ended, I asked Bill to send me some pictures of his models for the "Lynx" as well as captions. True to style, by the next day he not only sent me pictures, he sent me the following article (Note - I changed it from his 3rd person draft to 1st person narrative).

My sincere apologies to Bill for not being as prompt in getting his article into our Newsletter

I grew up in the military and moved all over the country until my Marine father retired in coastal North Carolina. I was 15 then and was awed by the beauty and variety of boats in the small fishing village of. I finished high school there, then went on to Clemson for a degree in Civil Engineering, joined the Navy's Civil Engineer Corps/Seabees retiring as a Commander. Next I continued my working career moving over to the civilian side and eventually retired, again, from the engineering and maintenance side of Dulles Airport. Now I do whatever Jean my spouse says first and in between Honey-dos I work on my models or otherwise enjoy the Retired Life.

My current boat modelling activities began in 2006 when I undertook to build two models of a party fishing boat that I remembered from when I was a teenager in the fishing village of Swansboro, NC. These would be memory-makers of the father of the recipients and the model was deemed to be a "Portrait" of him. Word passes quickly in that small village and soon came another request for such a "Portrait" of the requestor's father. Well, following that were almost a dozen more models, each reflecting boats and a mariner that had passed on. In each case there were at least two models made as I always keep one for myself. Now there is a fishing boat "fleet" that records for posterity what, otherwise, might be lost in time. My dedication to these "portraits" continues and there always seem to be another one just around the corner.



This Gearing class DD model was scratch-built by Bill in his college dorm, using an X-acto set and no power tools. Made of balsa and model airplane dope it was stored in an unheated, dirt-floored garage for over thirty years! Bill calls it the "Model That Can't Be" as it seemed to have violated all the "rules" of proper boat modeling and required almost no repair when re-discovered after three decades!



THE "MODEL THAT CAN'T BE"

- SCRATCH-BUILT by a 19-YEAR OLD, in his college DORM ROOM, ... No way?
- Built using NO POWER TOOLS, just an X-ACTO SET, ... No way?
- Built of Balsa and MODEL AIRPLANE DOPE and GLUE, ... No way?
- Stored for OVER 30 YEARS in the rafters of an UNHEATED, NO A/C, DIRT FLOOR GARAGE in coastal N.C. ... No way?
- It was finally "discovered", after 30 years, with only VERY MINOR REPAIRS needed, ... No way?

YES, "WAY" ... ALL these facts are TRUE! Guess there are no absolute "rules" on how to do it?



The very first "portrait" model was the "JUDY KAY" ... no relation to Bill ... and two models were made for the requestor's and her brother. Their father had been the skipper on that bottom-fishing party boat for many years:

UNFORTUNATELY, A PHOTO DID NOT COME THRU OF "JUDY KAY"



Word got around quick in that small village and Bill was next creating the "portrait" of a high school friend's father's party boat, the "EVA K". This time Bill made two models in order to have one for himself!



The next request was for the "SONNY BOY" and Bill had an immediate connection to that boat in that his wife's family had gone out fishing on her. This was something he wanted to pas on to his two daughters, so Bill made three "portraits" this time!

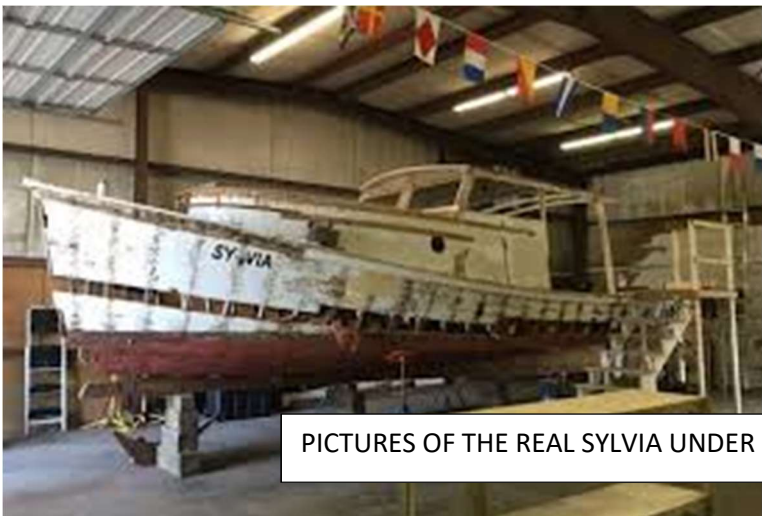




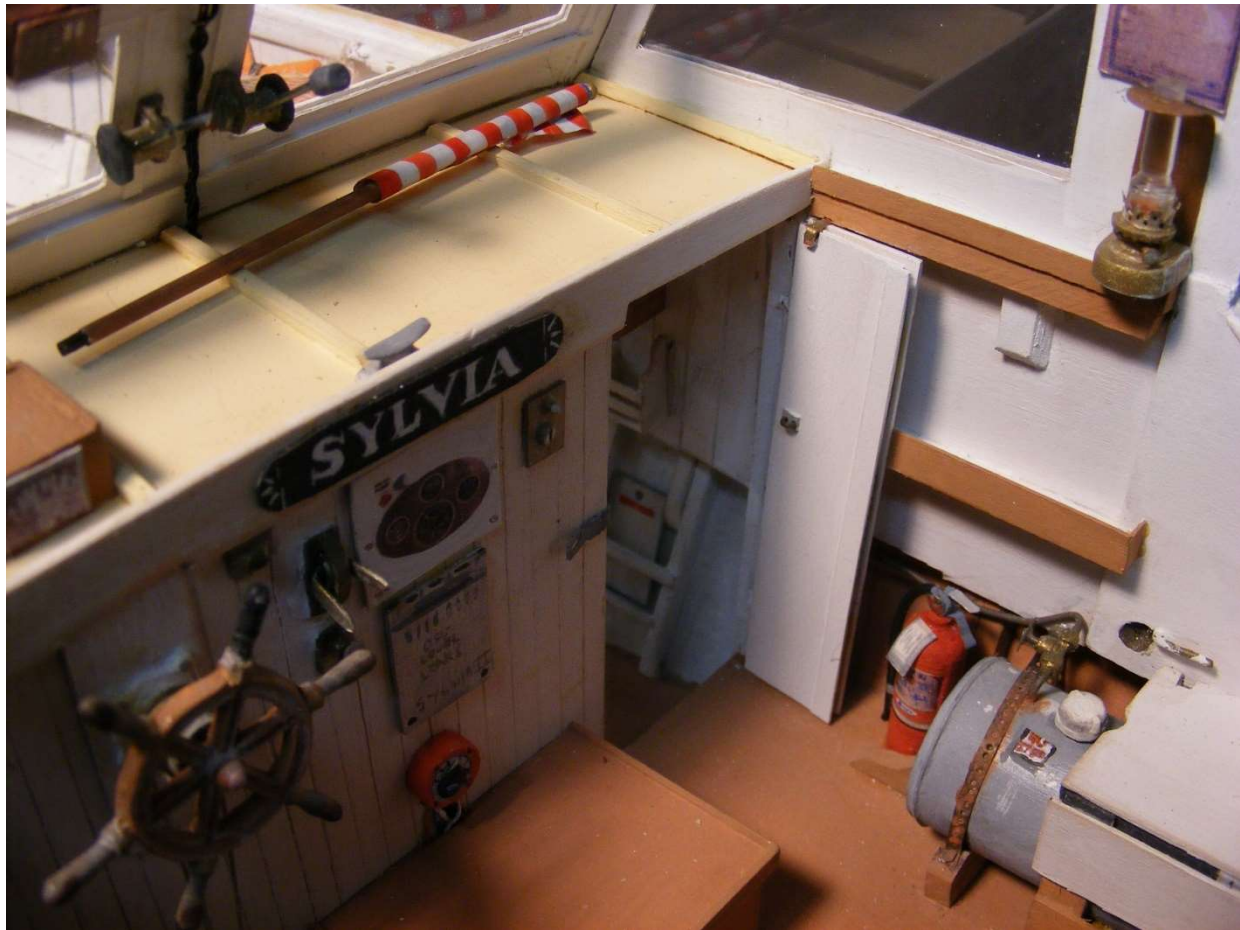
After the "Sonny Boy" there was a "lull" in requests so Bill built another "Judy Kay" so that he'd have one for himself. There came to be an irony in this, for he left on his workbench the just-finished model, and the two photos he had used for construction guidance, as he returned to his coastal village again. On this visit a request came for a "portrait" of the "VALHALLA"... Correction ... there came to be three models to be built, and each of a different color scheme reflecting those different moments in time! On the way back to his Virginia work shop Bill was hit with the horror of not having, among the many photos he'd gathered, a clear image of the stern. That was an essential, must-have, imperative element to do any model, for the stern has graphics unique to each vessel. Upon arriving back in his shop Bill found on the workbench the photos of the "Judy Kay" and in one of those could be clearly seen the full stern of the "VALHALLA" ... on to construction (And it had a special transom unlike any other in that fleet)!



The next was the "SYLVIA II" and it involved some unique aspects. It was the first model attempted in which the real boat still existed. That led to a quandary in which Bill included so many details that he had to design the roofs to come off so those inside the pilothouse and cabin could be seen!



PICTURES OF THE REAL SYLVIA UNDER REPAIR AND AFLOAT



**Sylvia's
Interior**

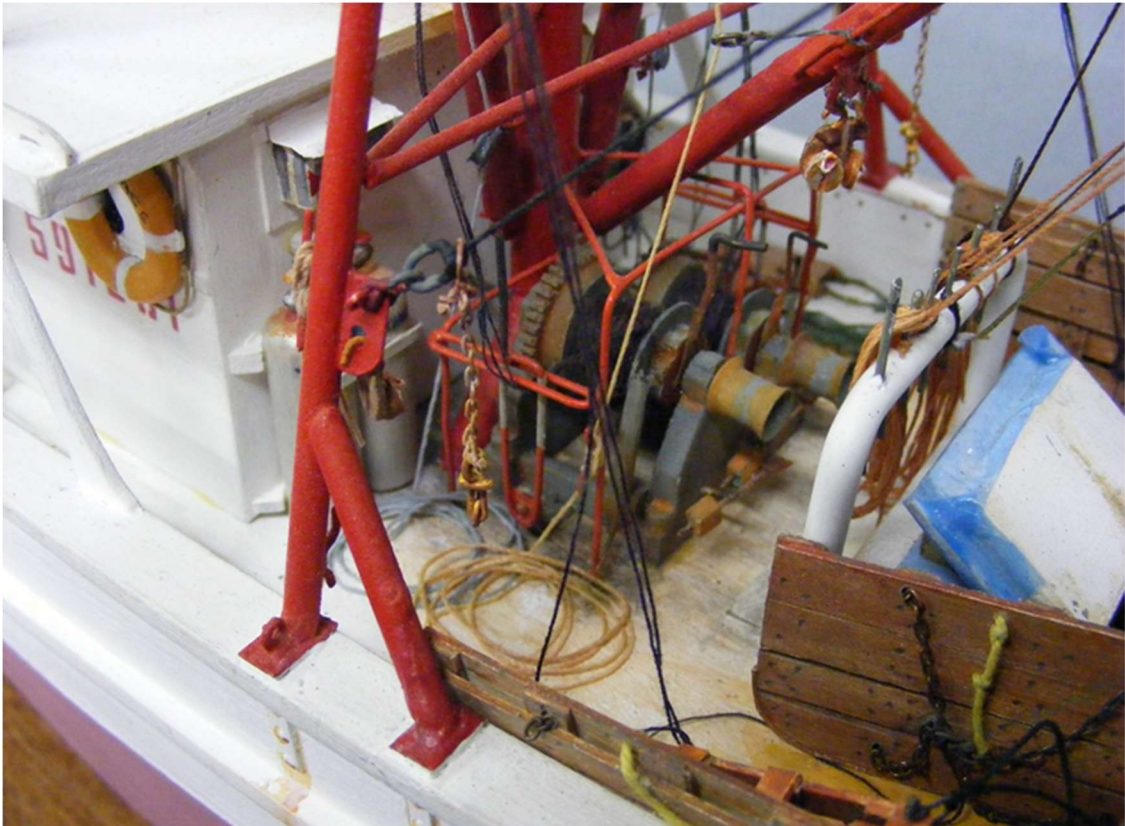
REAL?

OR MODEL??



The next model had the very personal touch of being the "Portrait" of Bill's nephew who was the skipper of the shrimp trawler "AMAZING GRACE"





This very complex model involved nine different block types in its rigging!



The latest "Portrait" involved a set of three models for the children of the Town Doctor and it is the "GIN-PAT" pleasure craft.



USS Newark Build Update

By Joel Labow

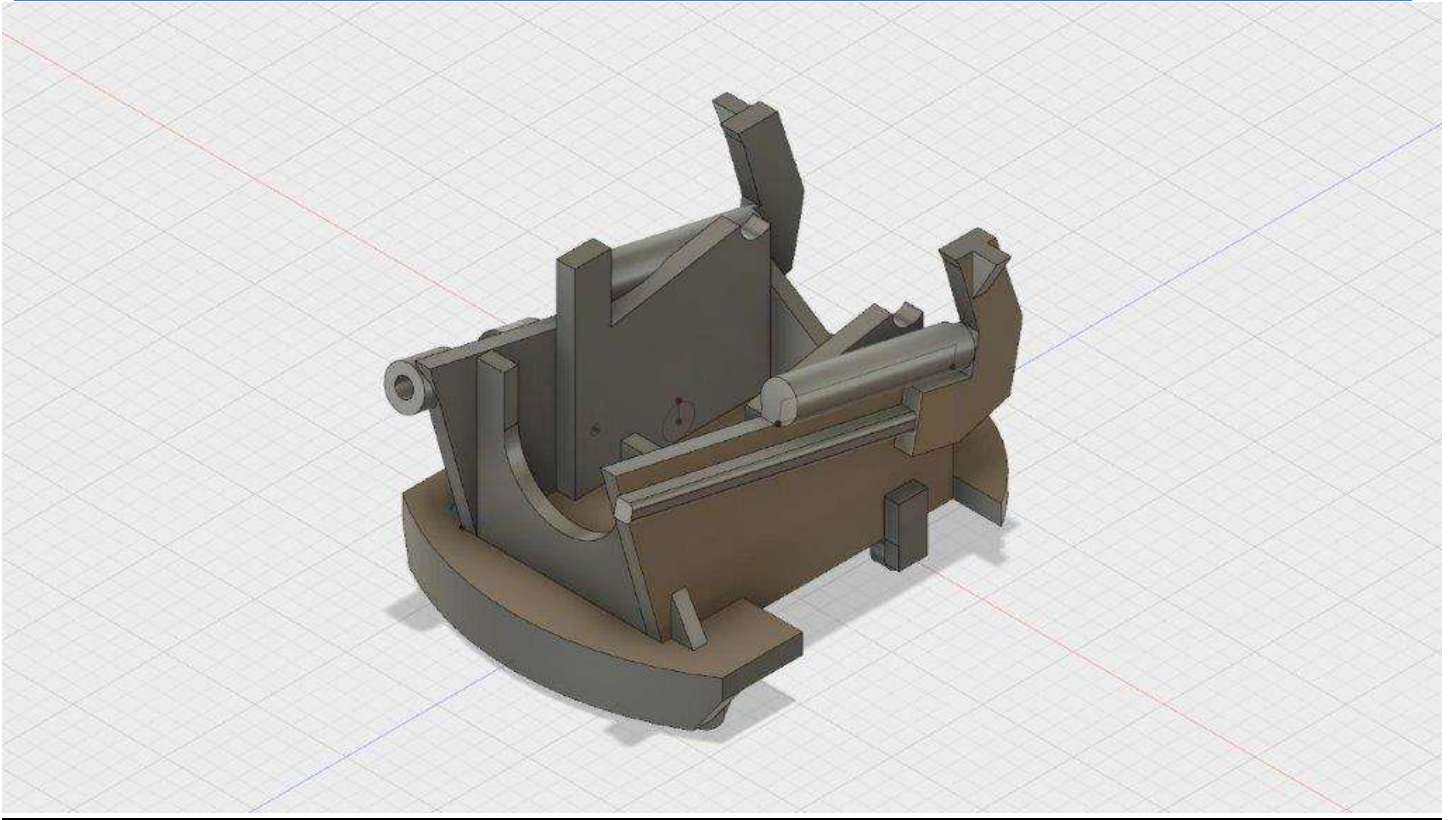
Newark, was launched in 1893, as a successor to the “ABCD” cruisers of the 1880s. She was cruiser number one in the modern navy and the last warship to be delivered to the Navy with a full sailing rig. She was a “protected cruiser” meaning that she had an armored internal deck which arched over her machinery spaces but no side armor. Her main ornament consisted of 12 six-inch/30 caliber breech loading rifles six a side on her gun deck. As may be seen from the first picture, the four forward and four after mounts were placed on projecting sponsons to permit firing directly fore and aft. The other pictures show Bruce’s traditional Computer guided turned barrels Along with his computer generated gun mountings, base rings and splinter shields. The objects on the white card are interrupted screw breech fittings for the barrels. I stand in awe of Bruce’s craftsmanship!



Model of USS Newark being built by Joel

Barrel, Mount, Breech & Mount ring





3D printed gun mount 1

OLIVER CROMWELL
American Privateer, 248 tons, 24 guns
Built in Philadelphia, 1777
1:48 scale, Plank on Frame, Scratch Built, Class B
By Larry Valett

This 1:48 scale model of the frigate Oliver Cromwell was scratch built using the Harold Hahn method of model ship construction. The wood, blueprints, and few selected laser cut parts were obtained from *The Lumberyard for Model Shipwrights*, Brecksville, Ohio. Only wood and blueprints of the sheer and waterline plans were included. No instructions were included, and all construction details for the overall design, color scheme, ship machinery and frame detail were crafted solely from scratch using only blueprints, nautical research, and photographic references. This piece took me nearly 5 years to complete, from June 2010 to May, 2015, and well over 3000 hours to construct - often late at night in small increments of time after a busy workday and job related travel.

The ship was crafted using Maple for the frames, carlings, and waterways. Cherry wood was used for planking inside the bulwarks, while River Birch, Applewood and Walnut were used for the exterior planking and wales. Silver Maple was used for the decking, while the cap rails and stanchion post rails were made from Ebony. The Capstan was handcrafted from a solid piece of Cherry wood obtained from my own backyard. Using the Hahn method of construction, the frames and hull were crafted upside down, using a jig pattern for spacing and structural rigidity during planking and wale construction. Only the keel, stem, stern post, stern decorative moldings, and deck beams were laser engraved. All other parts throughout the entire ship were hand crafted to include frames, clamps, breasthooks, ledges, carlings, lodging knees, hanging knees, head timbers, cathead, rails, riding bits, fife rails, ladders, transom, taffrail, figurehead, binnacle, wheel pedestal, water pumps, and cabin details. The flag was designed on the computer using reverse imaging, printed out, and weather-stained on paper and shaped to wave. The various parts were constructed using trenails, pins, and wood glues. Besides hand tools, knives, and files, only a scroll saw, belt sander, drill press, and miniature rotary tool were used in the construction of this ship. No lathe was used in the making of any parts.

After-market commercial parts include cannon barrels, anchor and stock, wheel (only), walnut belay pins, chains, blocks, hatch grating (wood pieces), rope, walnut stanchion posts on the fore and quarter deck, and 1:48 marine figure (for accurate scale). Color and design style was accomplished using both paint and stains: Natural, Early American, Red Chestnut, Special Walnut, and Golden Oak. The colorful design of the scroll-work above the moldings and the stern name "*Oliver Cromwell*" were all patiently designed and hand painted by me.

This particular model was designed to highlight and show various aspects of a frigate ship construction, machinery, and stowage. Special attention was given to remove or omit certain sections in order to visibly display the lower decks, and accurately showcase such items as the timberheads of correct era, the copper bilge pipes extending from the pumps to the lower bilge, the capstan, the single piece cat timbers which were run under the forecastle beams (for small, round-bow ships of this era), the riding bits lodged at keel depth, fine cannon rigging and detail, supply barrel stowage, wheel rigging, and anchor cable stowage in the lower hold. Construction References: *The Sailing Frigate*, R. Gardiner, 2012; *Ships of the American Revolution and their*

Models, H. Hahn, 1988; *The Built Up Ship Model*, C. Davis, 1989; *Historic Ship Models*, W. Mondfeld, 1989; Modeler's personal photographs taken from the U.S. Naval Academy Museum.



MODELING TIP & TECHNIQUES

Source for Plans and Blue Prints

<http://3dhistory.de/wordpress/warship-drawings-warship-blue-prints-warship-plans>

Courtesy of Bruce Buchner

Old Manufacturer Model Plans

Do you have an old unassembled model but no manufacturer's plan for assembling it? Check out

<http://smm.solidmodelmemories.net/Gallery/index.php>

Courtesy of Bruce Buchner

Planking

- Strakes of the planking must have a variable width to cover the hull regularly.
- This width of strakes is going to be calculated at level of each bulkhead.
- The calculation formula is simple:
 - Divide the height of the biggest bulkhead by the width of the planking strips. It gives the number of strakes which will be laid (2).
 - Divide the height of each bulkhead by the number of strakes. It gives the width of strakes onto each frame.

Profile the strakes with a jig reproducing the obtained widths.



Tip For bending PE ladders

Bend the handrails first - use a flat and flush-edged tweezer to grasp along the steps and use the tweezer's edge as a folding point. Do this for both sides.

Then use a needle-point tweezer to hold the top step, and only the top step. Now slowly use your fingers to bend the whole stair assembly until the held step is at the proper angle relative to the whole stairway.

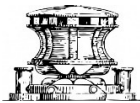
Gingerly grasp the assembly in your fingers by holding the two sides (sides where the railings are folded up, not back/forth of the steps). Repeat as above, gently inserting the needlepoint tweezer to grasp the next step down. Repeat until done!

Courtesy of a The Ship Model Forum Member

MEMBER PROJECT PHOTOS

Larry Valett's current Project the "Fair American"

Fair American was a 14-gun privateer noted for her fine hull form and enormous rig. She was described as as a Bermuda-built brig, having a crew of about eighty men, commanded by Captain Charles Morgan, a native of Bermuda. Morgan was granted a privateer Commission by Governor of South Carolina in November, 1776. She had a highly successful career but was eventually captured by the Royal Navy in October 1782.



Lou Husser's Most Recent Model Restoration Effort's



Lou Husser's Most Recently Completed Model

Muscungus Bay Lobster Smack

"Lileak"

One man could manage its single-masted rig and haul traps unassisted, yet the boat could carry sizable loads. With an open cockpit aft, and a small forward cabin outfitted with bunks and a stove, it made fishing during cold weather much less arduous than in an open boat. In the 1880s these sloops ranged from 16–20 feet long but over time they became significantly larger.

This model was constructed from a partially built Midwest Kit. The hull was not completed and it was apparent that the original builder was having difficulty around the bow and with the decking. After repairing the hull and adding rub-rails I decided rather than try to correct issues with the deck that it would be easier to cover the deck with simulated canvas which was a technique frequently employed on boats of this size.



Classifieds

WANTED

Folk Art Ship Model requiring restoration. If interested, contact Larry Valett at:

Email - larryvalett@gmail.com

Telephone - 240-529-7841



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we Associate Ourselves Together to Form This Washington Ship Model Society***