

Ship's Log

TampaBayShipModelSociety

tbsms.org

Meeting of July 24, 2018

We have a new **President and Treasurer**, long time member **Steve Sobieralski**. Our thanks to **Steve McMurtry**, who is leaving the State. New (old) Steve is a meticulous craftsman and naval historian generally specializing in steel navy ships of all sides. He is one of those fellows who sometimes models to a particular day in the life of a vessel. His new position will be a bit of a surprise to recent members as Steve has not been in regular attendance for a while but is retiring from the practice of architecture to better prioritize his interests.

Under **Old Business**, Sec/Ed reported that we have several leads for the donation of **Norman Jacob's** USS *Missouri* and USS *Yorktown*. **Ed Brut** found that the Suncoast Fine Scale Model Museum would happily accept them, although it is not an ideal match, as the family wished a military site and Suncoast is open only a handful of days/year. Other leads are the Veterans Park and Museum in Tampa and the American Victory ship. Sec/Ed is dealing with those two sites.

New / Old Business has to do with recent donations to the club library and with items for auction. The book collection received from **Bob Hill** was sorted prior to the meeting and duplicates culled. One ship modeling book is so popular that seven copies were found. Dupes were put out for auction and the remainder will be handled by **Phil Stager** and **Steve Sobieralski**, possibly transferred to the Port Tampa Library Maritime Reading Room. Some other modeling items accepted by **Howard Howe** from **Bob Pitt**, were auctioned as well.

Show & Tell consisted of purpose-built jigs and fixtures as well as the regular model projects.

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Meetings

are held at 7:00 p.m. on the fourth Tuesday of each month except December (none).

Location

is the lower level of Trinity Lutheran Church, 411-5th St. N., St. Petersburg. From I-275, Exit at I-375 East to second exit (4th Ave. N.). Proceed to traffic light at 5th St. N., turning left. Church is on right. Parking is to the left of the church.

Objectives

This Society is an organization of model builders, historians and artists who encourage the construction of nautical models, creation of marine art, and research in maritime history, at every level of expertise, through the exchange of ideas and presentations.

Membership

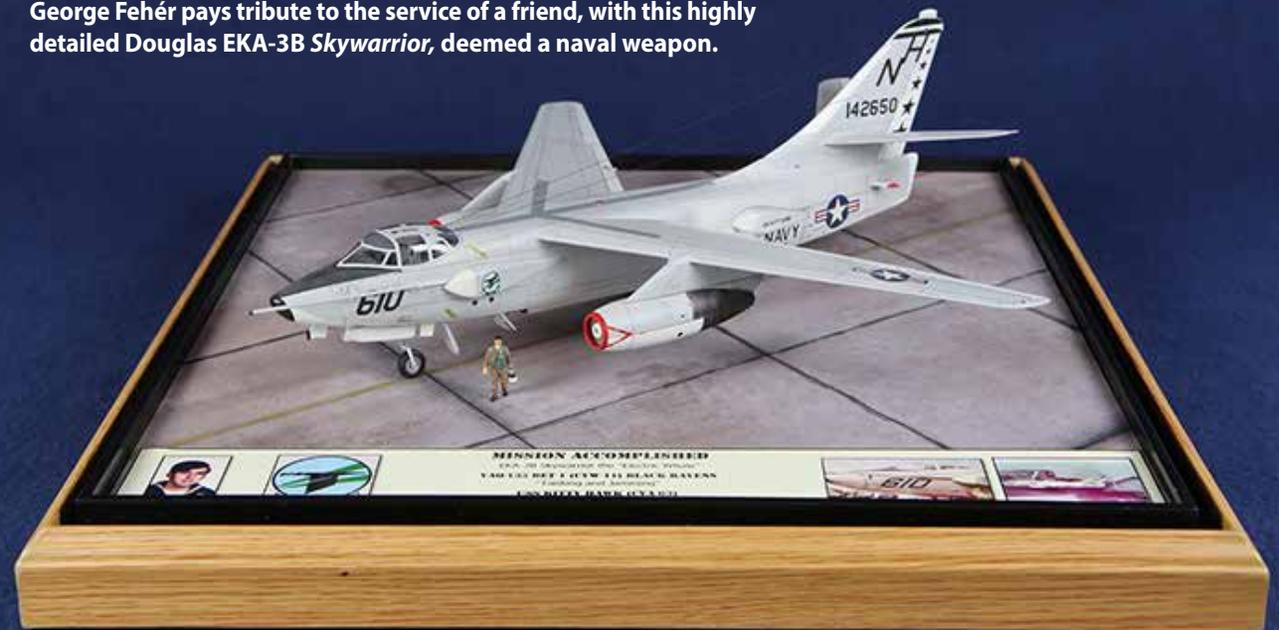
There is no charge to attend meetings, and all interested parties are invited. Annual dues are \$12. payable in **January**.

Presentations

Members and guests are encouraged to bring in projects current and past, plans, modeling problems or maritime-related items of interest for discussion, or inclusion in the *Ship's Log*.

Next Meeting
Tuesday, Aug. 28, 7:00 p.m.

George Fehér pays tribute to the service of a friend, with this highly detailed Douglas EKA-3B *Skywarrior*, deemed a naval weapon.





Show & Tell

Ed Brut: Specialty tools: "The universal clamping tool for modelers, the humble clothes-pin, rearranging the wood clips around the spring, cutting the wood tip to serve a special clamping purpose or just using them to placing tension on some rigging prior to securing it. I know almost all scale modelers use them and maybe some even use it to hang their clothes on a line....."

On holding things together with super-glue for years, I used tooth picks, needles or dental picks to apply just the right amount of glue to the right location. Enter the "Glue Looper" by CREATIVE DYNAMIC'S. Looking much like an X-ACTO knife with a special blade, it uses photo etching of stainless steel to create a flat blade with a very tiny tip that wicks up a small amount of glue for transporting to location. Several sizes are available for increased amount of glue to be deposited. Works just as well as expected, but so did the home made items.

Last is a pair of compound ergonomic cutters from MUROMOTO, used for cutting plastic parts from sprues and soft metal, they provide a very clean cut with a lot of control.

Tim Roberts brought planking jigs by past member Milton Jones: "I brought in planking jigs that Milton Jones made to plank a portion of the bow and quarter sections of his model of *Chaleur*. He started his model in 1964 and finished it in 1970 after a four year interruption. The jigs consisted of wood strips glued to blocks of wood cut in the shape of the hull. After soaking the planks in water he put them in the jig, glued the two halves of the hull shaped blocks together and then glued the pre-shaped planks to the frames of his model. This description, now that I read it, sounds very complex, but it's actually pretty simple."

Ed spoke on the universal household clammer and some other handy tools he recommended..



Tim described the plank coutouring technique created by his close friend and mentor, Milton Jones, now departed.



George G. Fehér on submarine HMS *Trafalgar*: "As a follow-up to last month's presentation on "Cements and Fillers", I brought in the bottom half of *Trafalgar* to show how the longitudinal seam was filled and feathered out. As mentioned in the previous article, AIRFIX molded the bottom hull out of two separate halves.

First, the two halves were glued together with **Faller Expert** semi-viscous plastic cement and allowed to dry for a week. (Overnight would have been enough). Next, the seam was filled with **Mr. Dissolved Putty** and allowed to dry for several days. (Again, overnight would have been enough). It was then wet-sanded with an 1800 grit sanding pad, followed by 2400 grit. Since minor blemishes remained, the entire seam was coated with **Mr. Surfacer** 1000 filler/primer. This dried for two days, and then was wet-sanded with 2400 grit and 4000 grit foam-backed sanding pads. The foam backing allowed for the curvature of the hull to remain and not be sanded flat.

This part is now ready for priming and painting. Even though the seam will not be seen due to its hidden location it was a good opportunity to hone my skills. Next step will be mating the upper and lower hulls together."

George continued on his dio, "Mission Accomplished:"

"The Douglas EKA-3B *Skywarrior* was an important component of the US Navy's Fleet Air Arm in the sixties and seventies. Although originally developed in the 1950s as a nuclear payload capable, carrier based bomber, it soon became unsuited for its purpose. It was then converted to an electronics jammer and refueling platform. The plane was often referred to as "The Electric Whale" due to its mission profile and size, that being the largest and heaviest aircraft ever deployed off a carrier.

I built this model in appreciation of my friend's service during the Vietnam Conflict. He was aboard the U.S.S. *Kitty Hawk* during its 1972 WestPack cruise at Yankee Station, Gulf of Tonkin. Three DOUGLAS EKA-3B aircraft were assigned to the *Kitty Hawk*; numbers 610, 611 and 612. As the "back seater" of a three-man crew he provided navigation and refueling duties.



George describes prepping the underside seam of *Trafalgar*... which nobody is ever likely to see.



George commemorated action and service of a friend, with this striking diorama.



Much research went into the building of "610". It included looking through pictures in my friend's personal archives, contacting the US A-3 Skywarrior Association and looking through the 1972 WestPac Cruise Book for VAQ-135, U.S.S. *Kitty Hawk* (www.navysite.de).

The model was started in April 2017 and finished in May 2018. The kit is by HASEGAWA in 1:72 scale (91 parts) and I added 20-30 photo-etched detail parts made by EDUARD. Also added were a few scratch-built blade antennas.

Hardest part of the build - other than the painting - was the two jet nacelles, the mating of the fuselage halves and finishing said seams. Glues and fillers described in last month's Log were the mainstay of the build. Paints used included TAMIYA Fine Surface Primer (Lacquer Based) followed by MODEL MASTER Enamels custom mixed to "scale effect". The engraved panel lines were highlighted with a 0.5 mm HB mechanical pencil; the lead often sanded to a sharp point.

Following painting, I applied the wonderful decals custom made by Irwin Schuster. These included the tail and nose numbers, the ship's name and the stars that are on the tail. Subsequently, the surfaces were sealed with Vallejo Acrylic Satin Varnish to preserve the decals and give the plane the semi-gloss sheen it carried. A light application of Vallejo Acrylic Weathering Washes added "depth" to the finish. Ninety-nine percent of the model was painted with an Iwata Eclipse HP-CS double-action airbrush.

Aerial antennas are from "00" nylon fly-fishing tie-lines inserted into holes drilled with a #80 bit. Static dissipaters were added from the Eduard PE fret.

Since these aircraft were generally deployed from fixed bases during the Vietnam Conflict, I set the scene on a pre-printed tarmac obtained from Coastal Kits UK. (This saved me about two months of time working up a tarmac.) The three wheels are secured to the base by drilling holes into the bottom of the wheels, CA gluing thin wire into them, then inserting the wires through holes in the base and bending them over. This way, the plane can be removed in case repairs are needed. The figure is from FUJIMI.

I made the base from 1/4 in. high density "project board" purchased at Home Depot. It has a 5/32 in. inside molding (painted black) and a 3/8 in. outside molding. The 1/8 in. thick acrylic case, made by American Plastics in Clearwater FL, fits between the two moldings."



Underside detail.



Shop set up for making the bases.



"Cooking plastic" and correcting warpage at the tip of the rear stabilizer. Page one and these shots by George.

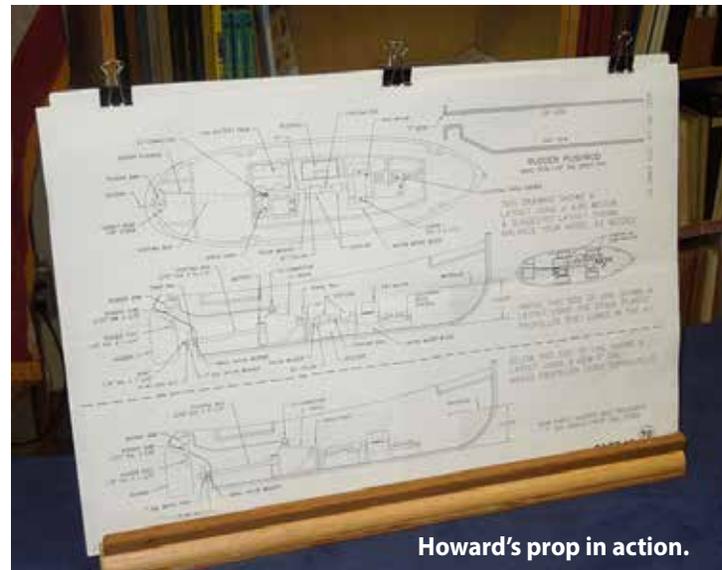


Howard Howe: "At Irwin's request*, I was sitting at my hobby bench and wondering what my favorite model building tool or fixture might be. It occurred to me that I was looking at it. Years ago when I started building ship model kits, most of the plans and instructions came in 11 x 17 sheets. So, I fabricated a holder and display fixture from some scrap 3/8 plywood and a piece of white Masonite board. The board has a 72 degree slope, and there is a molding strip at the base and binder clips used at the top to hold the plans or pictures firmly. There is a 1 1/2 x 1/2 inch thick support board across the upper back that can be used for a carry handle and to hold a notebook or other information. The fixture has also been an asset for 'Show and Tell!'"

*[Sec/Ed] Actually the jig and fixture meeting was one of the last official acts by **Skipper McMurtry**.

Brad Murray on rope carving: "The three photos are of my first adventure in rope carving. The client wanted a short length of hand rail carved to resemble a hawser. He provided me with a chunk of mahogany (4x12) and wanted to use brass pipe for balusters and newel. It was a low paying challenge I could not refuse. That was 25 or 30 years ago and now I find myself facing the rope challenge again for no pay. Experience does not equal wisdom but the pleasure remains.

When laying out rope there is a relation between the diameter and the parting lines of the strands; they are roughly the same. In the case of a circle the strands need to all be equal but fall as close as possible to the perfect mean. The spacing on the inside was 3/32" less than the outside. Once the spacing is established 45 degree lines are struck on both the inside and outside faces which are connected by gently curving lines free hand. Using X-ACTO's finest toothed craft saw, I scored the parting lines of the strands and began V-cutting on each side of the line. After another light kerf and deepening the parting line, refining the strands with a knife, sanding, priming and some putty it should be ready to connect little Beetle Cats rounding Brant Point Light."



Howard's prop in action.



Progress on Brad's Rainbow Fleet whirligig.





Irwin Schuster, your Sec/Ed on "SuperDuper"

Lathe Accessory: The original design for this manual cutter and template clamp is the work of **Ron Ginger** (PleasantCoveModels.com), of Maine. Ron knows his way around a machine shop.

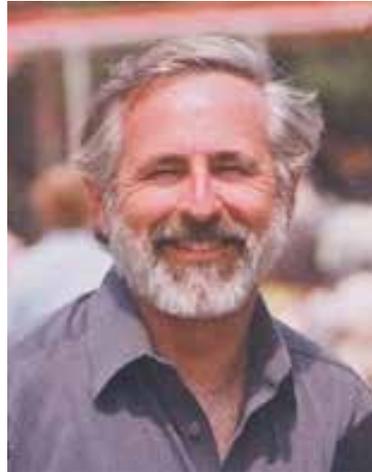
A few years back I wanted to turn a number of 4.7" cannon barrels from wood or "sign foam," and conferred with Ron. He said that he had made one in metal, for cutting metal, and when I considered what I was planning to turn, and my low standards, I realized (even) I could make one.

I used poplar for the tool and follower blocks, and a plate of 1/4" acrylic atop a spacer of MDF, that clamps to the lathe bed. Ron made two bits; a tapered, round-point stylus and one with sharp flat tip to get into tight corners. My cutting tool and follower were eyeball-ground from a 1/8", extra-long drill bit annealed in the areas where I cut the two parts off, using an abrasive disk. Make the bit and follower close to the same size and shape to reproduce accurately.

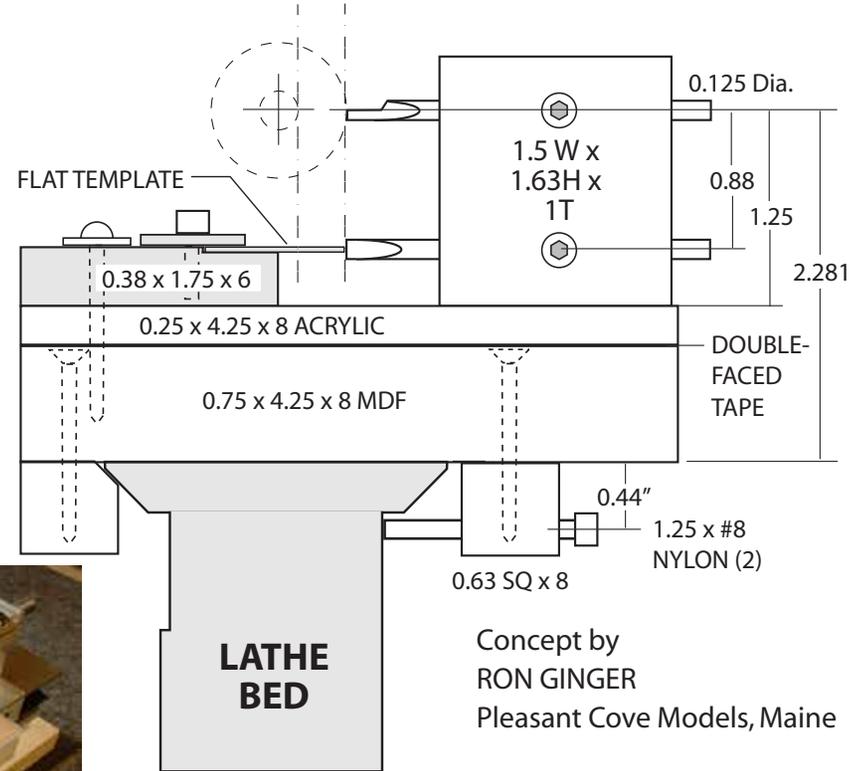
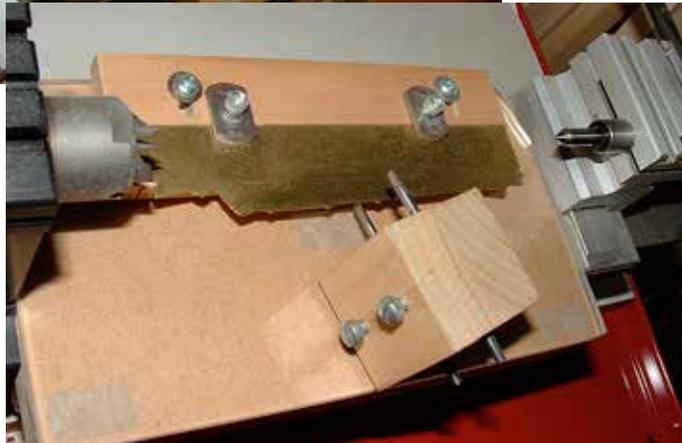
The HDPU cuts readily, so the bit design did not seem to be critical. Use established tool bit standards for cutting other materials. This version was designed for my TAIG™ lathe but can be adapted for any lathe, and maybe even a jury-rigged drill. Make the cutting edge height at the exact center of the work piece and grip the tool block firmly with downward pressure. Take safety precautions.

Scaled down, the SuperDuper concept could be used to duplicate tiny gun and water barrels, balusters, posts, columns and such where you need multiple, identical parts. The template can be an existing cylindrical part, or original flat plate, fabricated by hand, in metal, or acrylic. Using a laser to make the template is ideal, but by hand with files works. This was published in the NRJournal a few years ago.

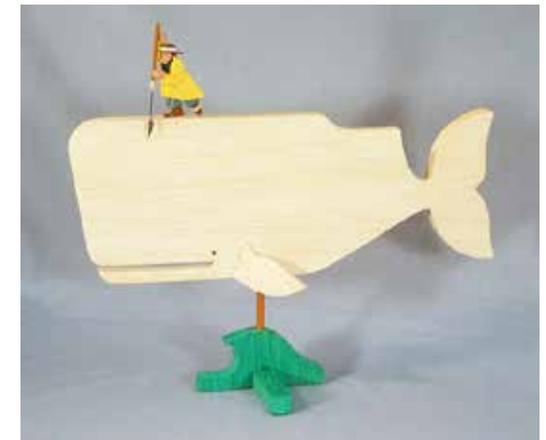
Ahab and flat Moby was designed and produced as a whimsy between serious models. OAL 14.3" No useful function.



Okay, not really current. I am Editor!



"SuperDuper" drawn and built by Sec/Ed a few years ago. Below, a project between more serious ones, just for fun.





Guy Hancock on his broughts: "I don't have much, but I brought my paint-stick sanding jig for tapering spars, and a rigging jig to hold the dead-eyes at a uniform distance apart when rigging the shrouds.

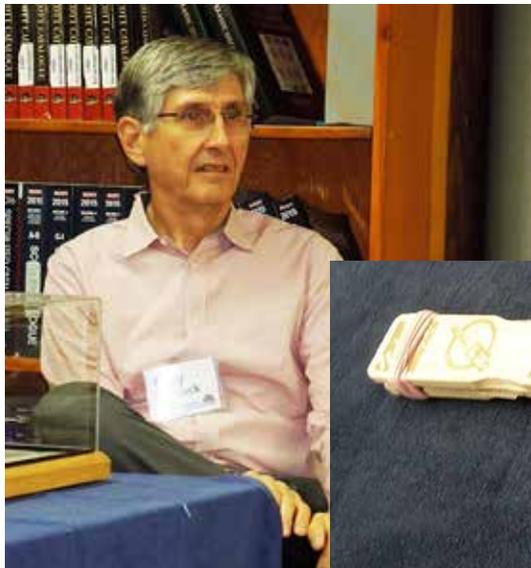
On a second note, I have been messing with the rope walk and discovered perhaps why it was unused. The other rope walks I've seen had eyes instead of hooks at each end. The benefit of the eyes is that once you tie a line in it there is no way for it to jump out. The hooks only work if there is equal tension maintained at all times, which can't be done. I am going to drill a hole in each of the hooks and install a small brass eye."

Bill McLearn of Naples Ship Modelers, on ModelExpo's Allerton Steam Fire Pumper \$330. But if you buy the kit, would you really want to build it? "BACK-ORDERED"

"In the summer of 1869 the city of Wooster, Ohio purchased a steam fire pumper from the Allerton Iron Works of Naugatuck, Connecticut. The pumper did not carry water. Instead, it used a coal-fired boiler to draw water from wells and cisterns and pumped 350 gallons per minute.

The fire department's horses were replaced with motor vehicles in 1919, but the horse-drawn Allerton remained at the station as a back-up pumper until the mid-1930s. By the 1950s the steamer was taken out of service and put into storage. Practically forgotten, it was eventually sold to a scrap dealer who then sold it to Charles Panella, a fire apparatus collector near Pittsburgh, Pennsylvania.

Panella's son wanted to see the old steam pumper returned to its original home and sold it to the Wayne County Ohio Historical Society. On March 30, 2001, the 1869 Allerton steamer was delivered to the Wooster Fire Department for cleaning and preparation. Now on exhibit at the Wayne County Historical Society it is the only known Allerton steamer in existence."



Guy chose to show his technique recently found for tapering spars, and a mini-jig for making regular dead-eye spacing.



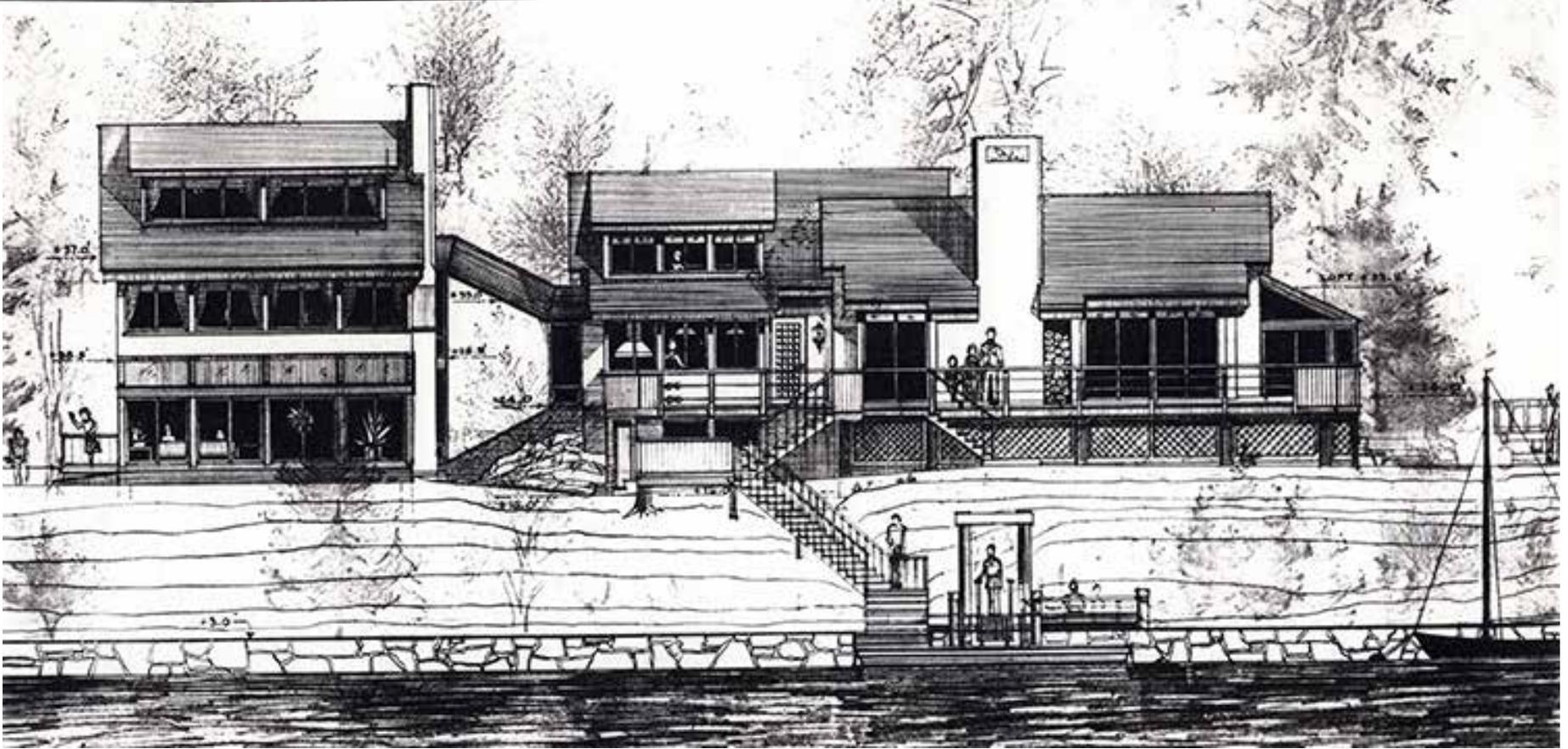


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Byron Rosenbaum, member in Miami submitted the following subject he is planning to - plan to model as an alternative to another vessel. As this home he designed and owned in CT, is waterfront, it qualifies as a maritime subject!

He is considering a framed diorama, about 4" deep. The dockage will be a challenge. The elevation drawing is his work.

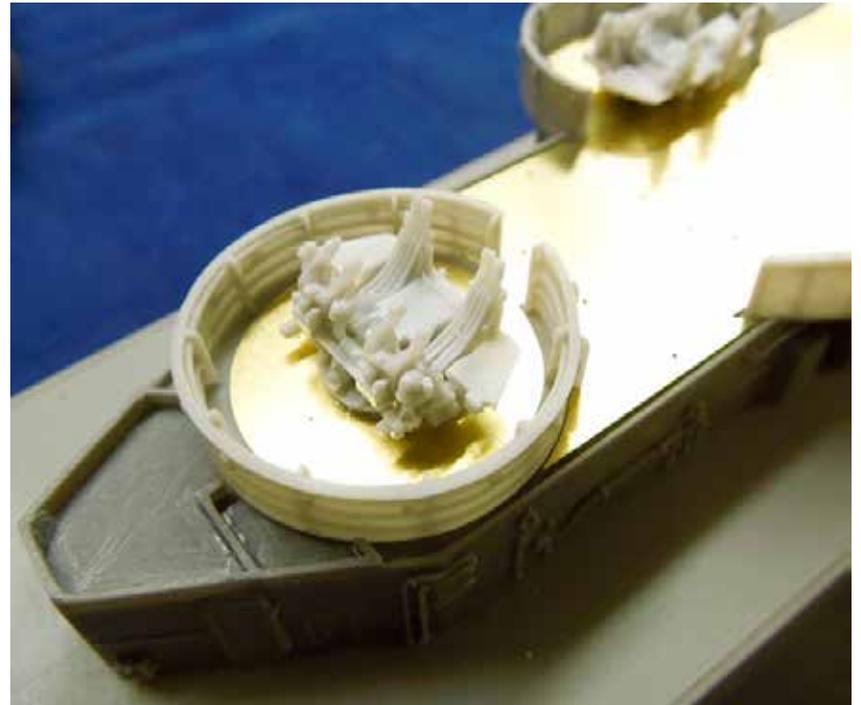
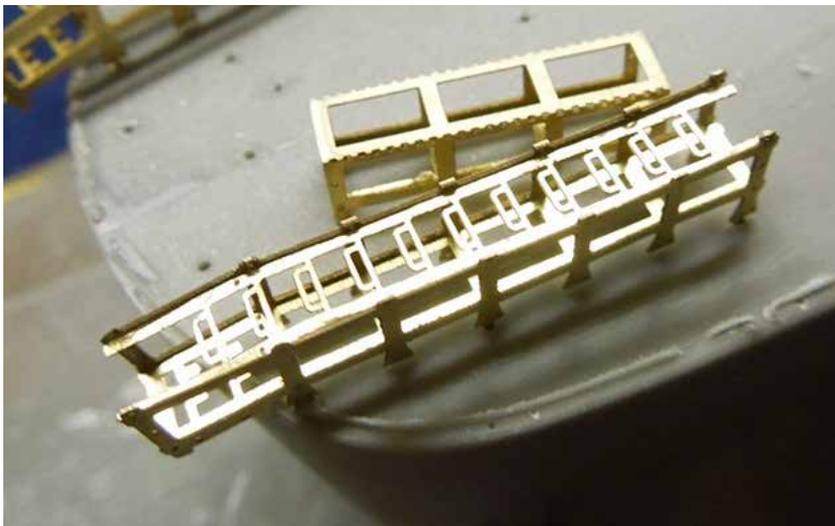
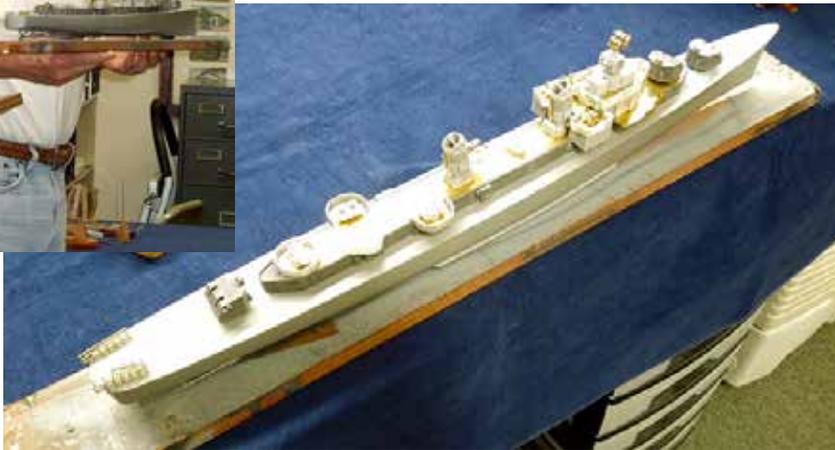




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Newly installed CEO of the TBSMS, Steve Sobieralski displayed a work in progress, a Gearing Class destroyer, one of 98 built late in, and after, WW II.





Friend of the club, former member **Dave Brown** of Sun City, sent Sec/Ed an article from the Wall Street Journal. These are a few of the paintings displayed at the National Gallery of Art: *Water, Wind, and Waves: Marine Paintings from the Dutch Golden Age*.



[Sec/Ed] This blank bender was reconstructed from last month's auction goods. The old cylindrical aluminum part was installed into the rescued electrical wand. Forming is done by pressing a wet plank into the simple wood forms, custom made for the circumstance.

Nice little fixture found on the www, for detail routing in miniature.



Former member **Bob Hill** of Lutz generously donated a large number of books and magazines to the TBSMS library. Bob will be remembered for his laser and 3D router work a few years back. While he has built a number of fine ship models, as a former helicopter and fixed-wing pilot, he is now concentrating on RC planes and drones of all sizes.

MORE



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84' x 40' x Drawing 3', stainless steel, seen wandering around Tampa Bay at up to 8 kts. This thing can stand on four legs.

The concept of a barge-yacht actually makes sense, but this one is compromised by questionable graphics, in my opinion.



I HATE THIS MODEL. NOTHING FIT RIGHT, THE INSTRUCTIONS WERE INCOMPREHENSIBLE, THE DECALS RIPPED, THE PAINT SLOPPED, AND THE GLUE GOT EVERYWHERE.



WHAT A DISASTER. SIX BUCKS COMPLETELY DOWN THE DRAIN.



I CAN'T THINK OF AN AFTERNOON I'VE ENJOYED LESS. WHAT A WASTE. WHAT A DUMB HOBBY.



OF COURSE, WITH THIS FOR PRACTICE, I'LL BET WE COULD DO GREAT ON ANOTHER MODEL!

LET'S GET ONE OF THOSE CLIPPER SHIPS WITH ALL THE RIGGINGS.

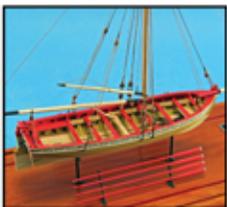
I **never** make the same mistake **twice**. I make it, like **5 or 6** times, just to be **sure!**

THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

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