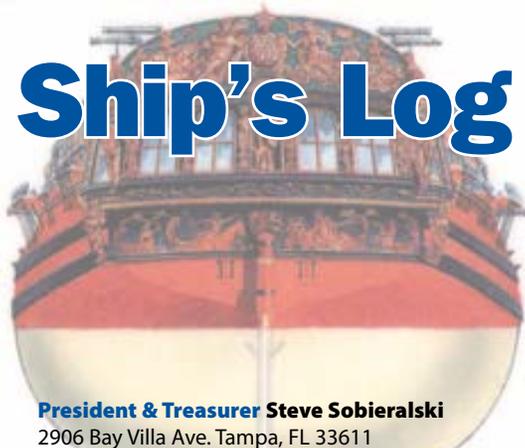


# Ship's Log

# TampaBayShipModelSociety

Meeting of Sept. 25, 2018

[TampaBayShipModelSociety.org](http://TampaBayShipModelSociety.org)



**President & Treasurer Steve Sobieralski**  
2906 Bay Villa Ave. Tampa, FL 33611

**Secty/Newsletter Editor Irwin Schuster**  
8503 Portage Ave. Tampa, FL 33647-1707  
813 866-1442 irwin.schuster@verizon.net

**Webmaster** Phillip Schuster. Contact Sec/Ed

## 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*.

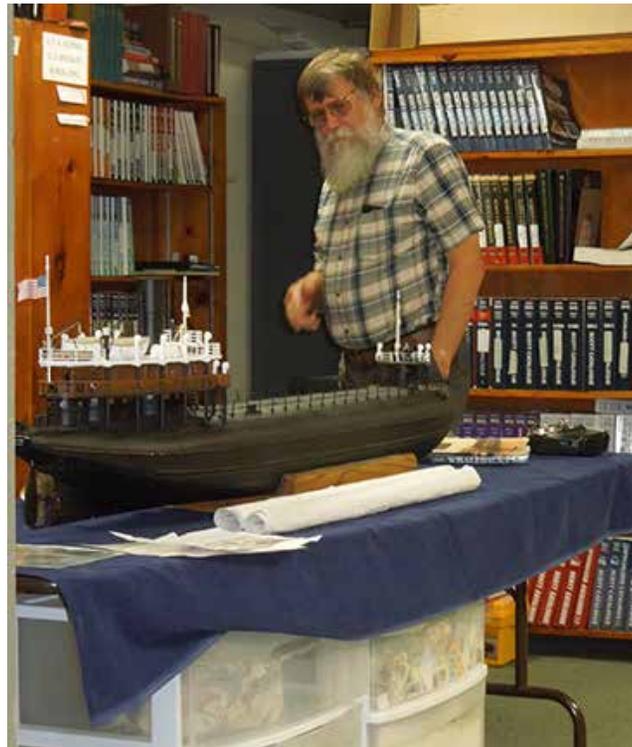
**Next Meeting**  
**Tuesday, Oct. 23, 7:00 p.m.**

The regular meeting was called to order by **Skipper Sobieralski**.

**Old & New Business: Norm Jacobs'** 1/192 scratch-built models of USS *Missouri* and USS *Yorktown* were delivered to the USS *American Victory* by your officers and conveyed aboard, per the family's wishes. It was proposed, voted upon and passed, that the club would provide nameplates telling the builder and scale, as those on the ships only told the names of the ships. A maximum of \$50 was set as a limit, with a much lower cost expected. Laser cut and engraved from the art below, at this writing, the plates have been produced and will be displayed at the upcoming meeting.

USS MISSOURI, 1945  
BUILT FROM SCRATCH BY  
NORMAN JACOBS, NEW TAMPA.  
DONATED BY HIS LOVING FAMILY.  
SCALE 1/192

USS YORKTOWN, 1940  
BUILT FROM SCRATCH BY  
NORMAN JACOBS, NEW TAMPA.  
DONATED BY HIS LOVING FAMILY.  
SCALE 1/192



Guest Jim Niemyer, R/C associate of our Howard Howe, displayed and spoke knowledge-  
bly on the history of Whaleback Steamships peculiar to the Great Lakes. The appropriately  
named Wetmore is a scratch, R/C vessel. More on the following pages.



**Guest, Jim Niemeyer displayed and spoke on the whaleback type.**

His model was a scratch, 1/4" scale, 265', 1891, *Charles Wetmore* of Buffalo.

"The SS *Charles W. Wetmore* was a whaleback freighter built in 1891 by Alexander McDougall's AMERICAN STEEL BARGE COMPANY shipyard in Superior, Wisconsin, USA. She was named in honor of Charles W. Wetmore, a business associate of Alexander McDougall, officer of the shipyard, and associate of the Rockefeller family.

**Construction and equipment:**

The *Wetmore* was built in 1891 as hull #112 of the AMERICAN STEEL BARGE COMPANY works. The *Wetmore* was 264 ft. (80 m) long with a beam of 38 ft. (12 m) and a 16.4 ft. (5.0 m) draft and gross tonnage of 3,000. Her power was a single 700 horsepower (520 kW) steam engine, but she also had four jury masts with sails for emergency use. As typical for freight whalebacks, there was a small turret at the bow, which had anchor hoisting machinery and other equipment. Three turrets at the stern raised the stern cabin and pilothouse off the hull. Her single stack exited through one of the turrets. A typical crew complement was 22.

**Operating history:**

The *Wetmore* was the first whaleback to operate outside the Great Lakes, when in June 1891, as a way to promote the whaleback design, she was sent to London and Liverpool, England, carrying a cargo of 95,000 bushels of grain. This required traversing the rapids of the Saint Lawrence River as she was too big to fit through the locks of the time, and was therefore practically a one-way journey. After her visit to England, where she reportedly caused a "sensation" she returned to New York and loaded machinery and equipment there and in Philadelphia. She then sailed to Everett,

Washington, via Cape Horn. Her journey was covered in the Puget Sound local press. The equipment was to be used to start a new shipyard, THE PACIFIC STEEL BARGE COMPANY, and to outfit a nail mill and iron smelter.

Her designer, Alexander McDougall arrived in Everett in early December, in advance of her arrival. When almost there, she lost her rudder (it had gradually been coming unriveted since the Galápagos Islands according to her captain) and she had to be towed in by the SS *Zambezi* out of Hong Kong. As was typical marine salvage practice at the time, the owners of the *Zambezi* filed a salvage claim for one third the value of the ship and cargo. She was nevertheless received with great enthusiasm by the local townsfolk.

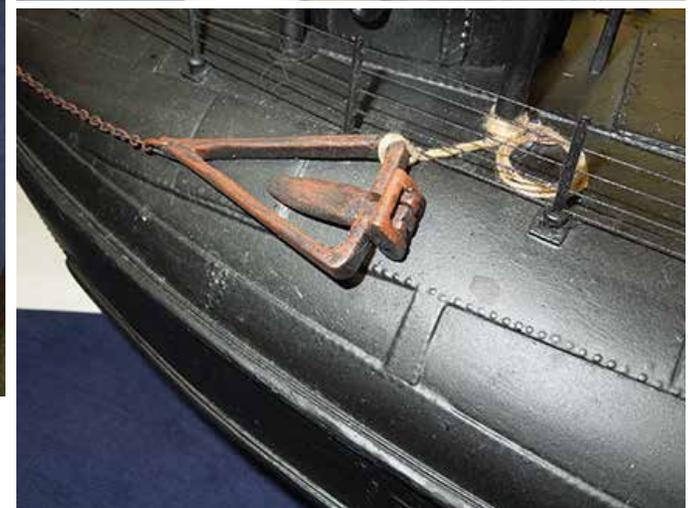
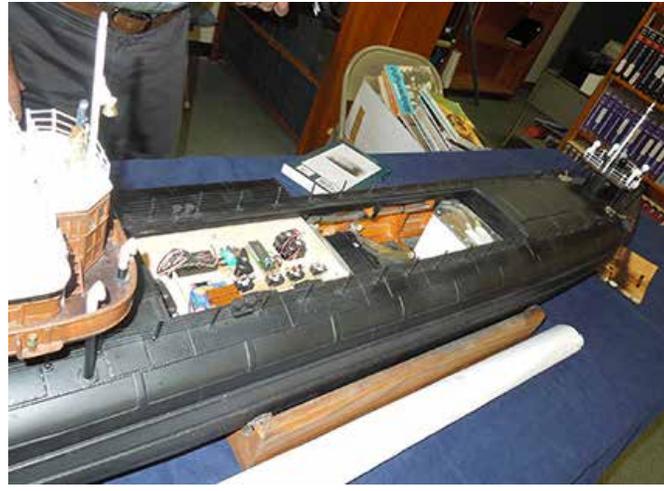
Her career was short: she ran aground on 8 September 1892 in fog off Coos Bay, Oregon while carrying a load of coal from Tacoma, Washington bound for San Francisco. Salvage attempts were frustrated due to bad weather, and the vessel was abandoned. Meanwhile the PACIFIC STEEL BARGE COMPANY yard, founded with the equipment she brought, built the SS *City of Everett*. No other whalebacks were built by the shipyard.





WikiWerdz: "A whaleback was a type of cargo steamship of unusual design, with a hull that continuously curved above the waterline from vertical to horizontal. When fully loaded, only the rounded portion of the hull (the "whaleback" proper) could be seen above the waterline. With sides curved in towards the ends, it had a spoon bow and a very convex upper deck. It was formerly used on the Great Lakes of Canada and the United States, notably for carrying grain or ore.

The term developed in common usage in response to the ship's appearance when fully loaded. A total of 44 such vessels were constructed from 1887 to 1898.[1] All but two were built initially as lake freighters for service on the Great Lakes. Six were built at Duluth, Minnesota; 33 were built at West Superior, Wisconsin; 2 at Brooklyn, New York; one at Everett, Washington; and one at Sunderland, England. A number of the Great Lakes vessels left the lakes for service on saltwater seas.



**This is a truly impressive historical model to be sent upon the briny! At right, an anchor from your editor has not seen, heretofore.**

The term "whaleback" has also been applied to a type of high speed launch first designed for the Royal Air Force during World War II, and to certain smaller rescue and research vessels especially in Europe that, like the Great Lakes vessels, have hulls that curve over to meet the deck. An example of the former is the BRITISH POWER BOAT COMPANY Type Two 63 ft. HSL. The designation in this case comes not from the curve along the gunwale, but from the fore and aft arch in the deck.

Another application of the term is to a sheltered portion of the forward deck on certain British fishing boats. It is designed, in part, so that water taken over the bow is more easily shed over the sides. The feature has been incorporated into some pleasure craft based on the hull design of older whaling boats, in which it becomes a "whaleback deck."



## Show & Tell

**Ed Brut on Subs in action:** "In my attempt to make modern submarines models less...shall I say boring, I constructed two 1/350 scale subs, a *Trident Ohio* Class SSBN and a *Los Angeles* Class SSN Attack boat. I mounted both on a walnut base, depicting underwater weapons and countermeasure launching. The *Trident* is in the process of ballistic missile launch, countermeasure and torpedo launch. The Attack boat is launching a VLS (vertical launch system) Tomahawk missile and a MK 48 torpedo. I used artist acrylic medium to simulate air bubbles during the underwater launching with the weapon's suspended by fiber optic wire or clear acrylic rods. I also added were towed sonar arrays and a towed communications buoy. This gave some character and action to the rather plain model sub hulls."



In the foreground lies a The *Trafalgar* submarine, a class of nuclear-powered fleet submarines in service with the Royal Navy. This is to the same scale, built by George Fehér. George made a presentation on painting this model but was not able to submit his notes. The subject will be covered next month.



## I. Schuster on a Pocher (properly pronounced POKer) 1/8 Scale Model kit Alfa Romeo Spider Touring Gran Sport 1932 Kit K 73:

Brand new and 100% original. The box seal is open but the contents are 100% in place. "One of the greatest 1/8 model kits ever made." This Pocher kit consists of 1,954 pieces (1,150 in brass, 360 in stainless steel, and 351 plastic).

"When fully assembled, the engines cranks over, the steering wheel turns, the wheels turn, the brakes work on all four wheels, the headlights can be turned on and off, etc. The seats are upholstered in leather. Box dimensions are 23"x16"x5"

I have had this kit, a gift, for about 30 years. It is currently advertised for up to \$700 (asked)."



## Annie's Titmouse, Little Bird 1/15:

And, I brought my 1/15 model of an open version of the Sam Rabl 15' Titmouse design. This boat, *Little Bird*, lives in San Diego, owned by a friend, Annie Holmes. I have finally gotten a satisfactory hull, of cherry and poplar, with added cherry transom. The deck has been canvassed with muslin or some similar fabric from my stash. The odd scale was chosen to get a one-foot hull, and that was chosen to arrive at a framed size to fit her mantle.

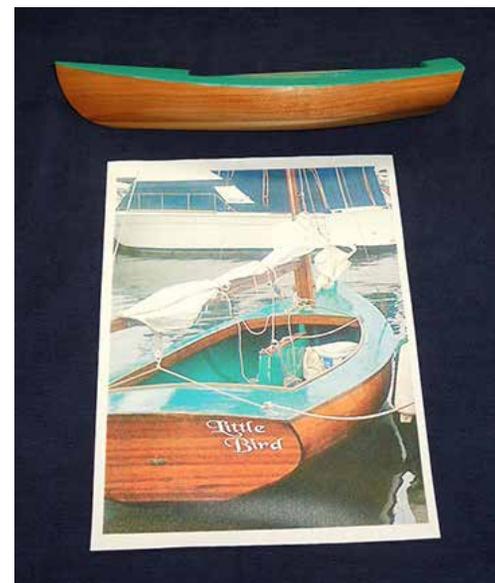
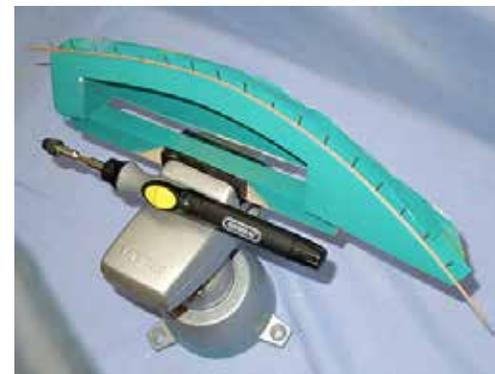
The hull will remain natural, with the bottom light gray. The deck and interior have been painted green-blue, to match the boat. While the boat has no boot-top, the model will have a red one because Annie wants it that way!

Rubrail: I finally got the opportunity to use my cobbled together, super-fine but super-slow "drill." The tool is a General mini-screwdriver adapted with a micro-chuck and "+" mandrel to accept the smallest practical bits.

Here, above right, it is attaching a rub rail.



As I have not built this Alpha Romeo, Earl Petrikin spoke on his experience with Pocher kits, as did Steve Sobieralski.





**Guy Hancock or rigging *Virginia*:** "I have made progress on rigging the *Virginia*. The sequence is tricky because some parts, such as mast hoops, would be much more difficult to put on if shrouds are in place. I wet the sails and laid them out flat to dry. I sewed the mast hoops to the sails, then threaded them onto the masts before adding mast top or shrouds and stays. I discovered the foresail gaff boom was too long to fit the sail so shortened it. After rigging the boom I had to shorten it again because it could hit the mainmast. There were not enough mast hoops for the topsail, so I made new ones of brass wire, blackened them, and sewed them to the sail. The ball at the top of the topmast is too large so will have to be attached after the sail is on. The throat halyard block on the mainmast will need to be removed to add the shrouds, then reattached before mounting the topmast."





**Steve McMurtry updates his CW Morgan tryworks progress:** "My initial attempt to cast a Plaster-of-Paris tryworks yielded a part that was not straight and true. I made a new mold using 2-part latex. I used the same HDPE master plug.

As before I tinted the plaster a light mortar gray color for later processing. I was not able to get the part out of the mold without breaking a section out of each side but they glued in well. The combination of mold depth and wall thickness made it difficult. As I had hoped, scraping material off the part was easy with an X-Acto blade. I formed the stepped brickwork on the top from of the part.

I sealed the part using clear GOLDEN acrylic base to prevent the color from wicking into the pores of the plaster. Next was to mix up some very thin brick red color and painting the thinnest possible coat that would give coverage.

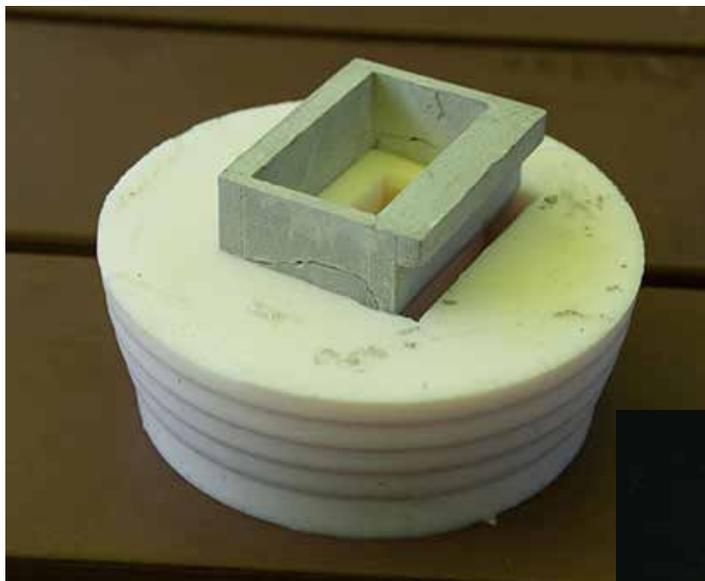
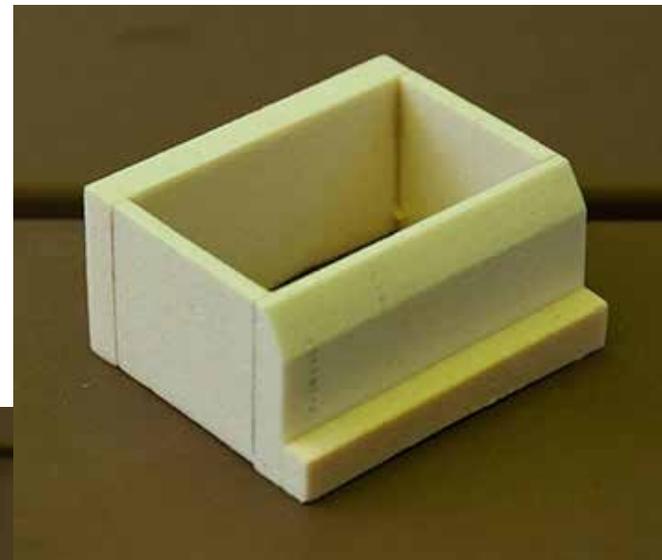
I made spacer templates from thin maple sheet that were the length, width and thickness of the bricks. Then, very carefully I scribed the mortar lines into the paint exposing the gray plaster underneath. The result is not perfect but very believable.

Next I built the duck pond, which is a framework between the tryworks brick base and the deck. It is filled with water to prevent damage to the deck. It had to be radiused to match the camber of the decking. This was glued at the proper position to the outside of the brickwork and oiled with linseed oil.

I then cut the planks for the rear and side wood cladding, which are 2 x 8 planks at scale. These were cut slightly over length and edge glued on waxed paper, sanded flat after they dried and then glued in place to the brickwork. After trimming to fit I painted them black.

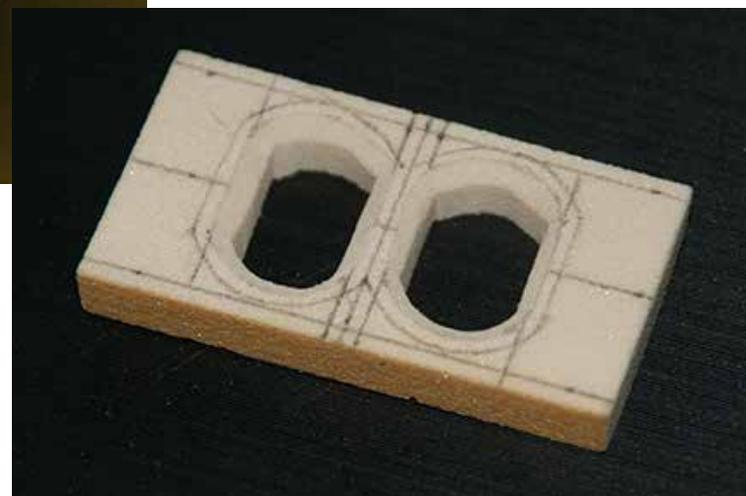
The next phase of the project is to install the trypots in the interior of the brickwork and install the copper 'cover' or top that encloses the firebox and the pots. This also acts as a splash drain to allow spills etc., to run back into the pots in operation. For this I made a male template from HDPE (I hope it will be strong enough to take the forming of the brass). I'm waiting for delivery of some 0.002 thick brass shim stock.

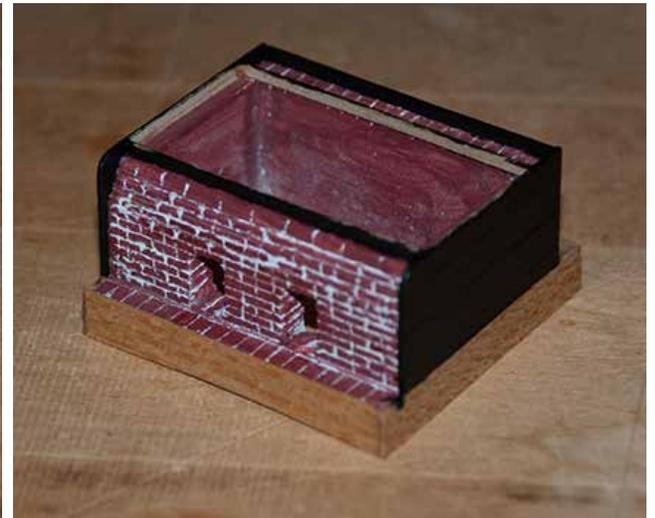
After I get the cover made and in, I only need to make the traveler rod and fireplates for in front of the fire box openings."



**Steve was not pleased with his first attempt at this tryworks and is now reporting from Tennessee.**

**He bought Norm Jacobs' Sherline lathe and milling rig with numerous accessories. It is a fine running set-up. These photos by Steve.**





At the 2015 NRG conference in Mystic, Steve photographed the ship extensively, so has plenty of reference material.



**Friend of TBSMS Larry Sperling, of Naples,** submitted a couple pix of a ladder wagon built by his friend, **Bill McLearn.** Larry is involved with 1:1 boat lift controls in his grown-up life. He has bought **Norm Jacobs'** brass etch bending jig.

"The model that Bill made is from the Marc Mosko collection out of Model Shipways. Marc wanted Bill to build it and like any other model, it is interesting to see."

**1890 Hook & Ladder Wagon:** 1/12 Scale Wood & Metal Kit.

American building grew taller, many people perished in fires because of inadequate ladders. It became obvious that taller ladders were needed. Soon, the hook & ladder with tall mechanically powered ladders was developed. Its primary purpose was more a matter of rescue than extinguishing the fire. Although this wagon was a transitional design with two rings on the rope handle to engage a hitch for a horse, it was hand pulled. The horse came after the firehouse had enough money to buy one.

#### KIT FEATURES

- Historically accurate, highly detailed wood & metal model
- Plans taken from an 1890 hook & ladder wagon on display at the Wayne County Historical Society, Ohio
- Laser cut basswood & precision cast Britannia metal parts
- Spoked wooden wheels with metal hubs
- 4 sheets of clearly drawn plans
- 44 page illustrated instruction manual

Length: 27" Height: 25" with ladder extended, Width: 5"

Model Trailways Kit No. MS6007 Design, plans & prototype model by Ken Foran.





**George Fehér sent these shots of the transition of his office into a full-fledged model shop with a minor in office workstation.**



**National Maritime Museum of the Gulf of Mexico:**

This is a very substantial emplacement: GULFQUEST - National Maritime Museum of the Gulf of Mexico • 155 South Water St • Mobile, Alabama 36602 • <http://www.gulfquest.org/>

Has anybody visited this place?





# Ship's Log Tampa Bay Ship Model Society 12



The crew checking out this and that before the meeting started.

A box of donated books and magazines.

Above, a sample of Ed Bruts photos from Modelpalooza.



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This is a beautiful FULLY ASSEMBLED Bluenose II. The main and fore booms are connected to the main and fore masts respectively to make up the beautiful rigging. The hull is hand-built lifeboats with ribs and planks. The deck is held securely to the bow by rigging. Located on the wooden deck, you will find the two golden ornament pieces of the Bluenose II.

L: 29.5 W: 5 H: 24 inches

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Tell me about it and I'll put it here (obviously, this ain't workin').



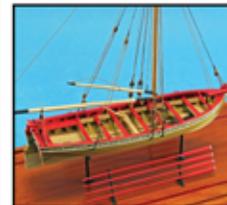
An artistic rendition of a Pacific canoe. Nothing quite like this found in, "Canoes of Oceania."

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