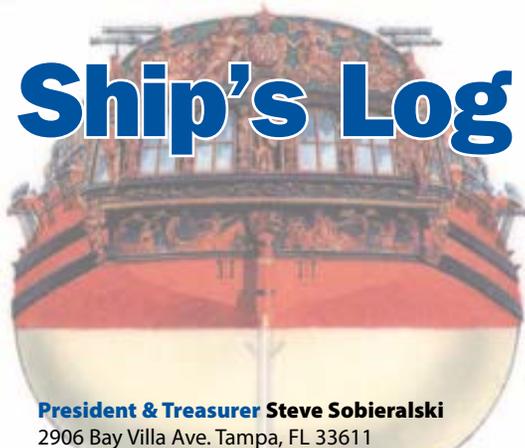


Ship's Log



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

Secty/Newsletter Editor Irwin Schuster
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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, Feb. 26, 7:00 p.m.

\$12 DUES ARE PAST DUE! Please remit in cash or check.

TampaBayShipModelSociety

Meeting of Jan. 22, 2018

TampaBayShipModelSociety.org

The regular January meeting was called to order by **Skipper Sobieralski**, who as Treasurer was also accepting dues.

YooHoo! You who have not paid, and intend to join or maintain your membership, please remit promptly. It makes the bookkeeping job less of a burden.

In discussion of the treasury, the subject of sponsoring IPMS Pelicon awards packages (as we have done in the past) arose and a motion to do this for an amount not to exceed \$100. was passed.

Subsequently, an additional category was added and current and past officers, who form an ad hoc steering committee, conferred and raised the amount to \$120. At least 6 TBSMS members are also IPMS members.

The Skipper reported that he had visited the *American Liberty*, examined the two warship models donated to the ship by **Norm Jacobs'** family, and applied the nameplates purchased last year by TBSMS. He also planned to take a tub of nautical pelias to Port Tampa Library. Those had been donated to the club by **Tim Roberts** in November.

Ed Brut announced that the **Wings, Wheels and Keels, IPMS** one-day show in Venice will be held on March 30th. The Tampa Woodworking show will be / has happened January 25-26-27.

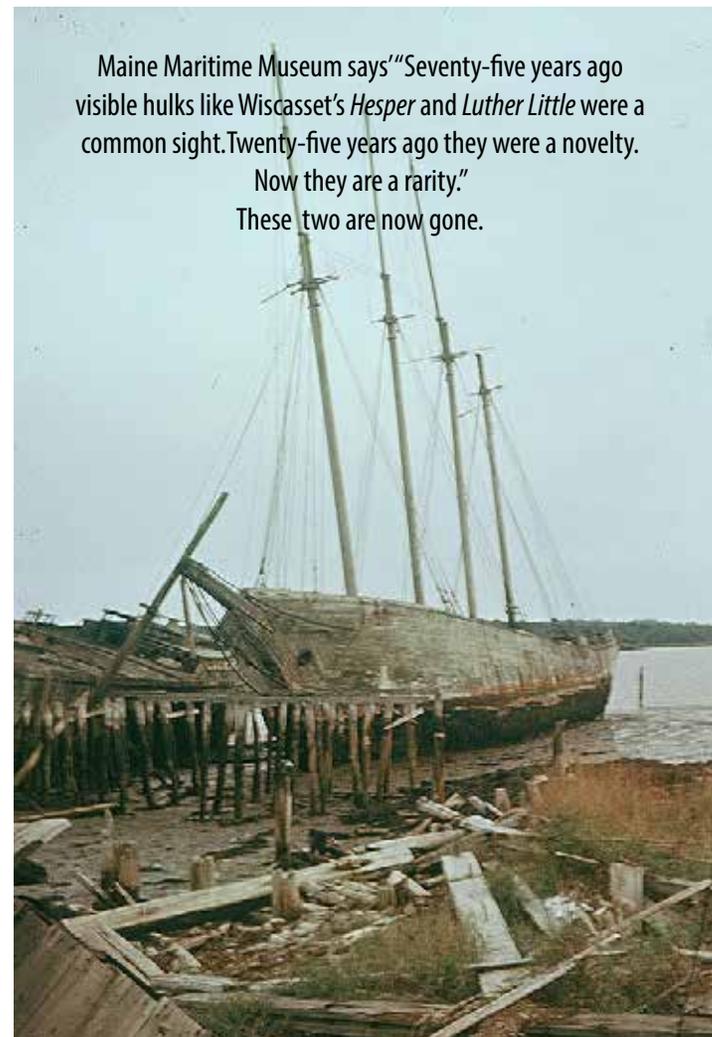
Which brings us to the **Joint Clubs Ship Model 2019** conference currently in planning. At this point there is no venue, and apparently no interest expressed to date, by the Ft. Myers club. The proposed month was April, and due to other events; **Pelicon** April 6-7 and **WW&K**, that means April 13th, as religious holidays fall later in the month. A fall date will be considered. Another option is to share the Pelicon venue: Minnreg Center, 6340 126th Ave. North, in Largo. IF space is available. This event is in the wind. Thank you to all who expressed interest. Stand by.

Please make dues checks to:

Steve Sobieralski, noted as "2019 TBSMS Dues."
Mail to: 2906 Bay Villa Ave., Tampa, FL 33611

Maine Maritime Museum says "Seventy-five years ago visible hulks like Wiscasset's *Hesper* and *Luther Little* were a common sight. Twenty-five years ago they were a novelty.

Now they are a rarity."
These two are now gone.





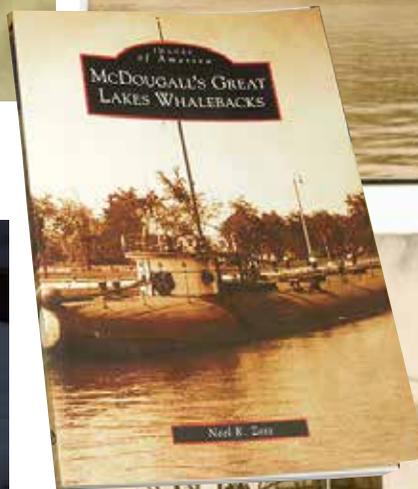
Show & Tell

Phil Stager on the Whaleback, *John Ericsson*:

"I have started work on the hull for the whaleback *JOHN ERICSSON* for eventual use in a diorama with my Hulett unloaders. The hull is of sign foam, which works easily with common hand tools. The hull will then be covered with plastic plate to resemble the actual hull plating.

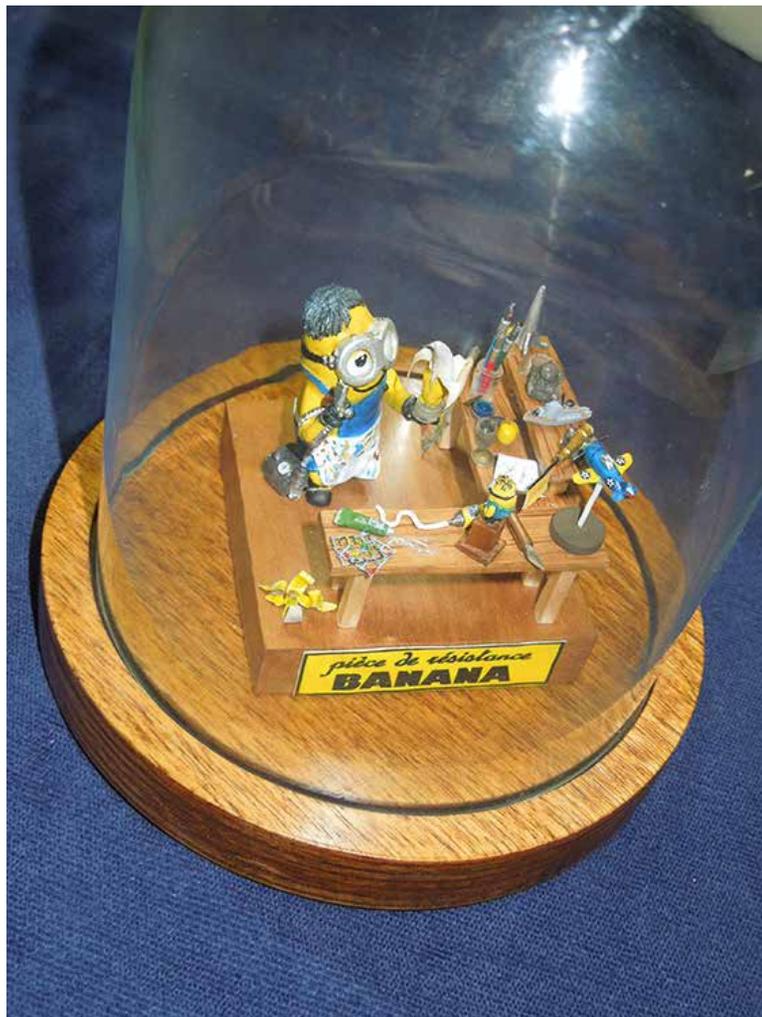
Shown also were two real photo picture post cards (RPPC) of the *ERICSSON*, one of the ship under the Hulett's in Ashtabula and the other under the Brown "Fast Plants" in Conneaut. The RPPCs are useful for locating details on the ship.

Much to my surprise, replies from the librarians at Bowling Green and Superior, WI were waiting for me when I returned from the meeting. Both promised to get on my requests for copies of blueprints showing hull plating and details."





Ed Brut on Minion Benchorama: The never ending story of *"The Yellow Goggled Capsule"* The Minion Modeler by NORTHSTAR models, finished and mounted with all of his scratch build "model" stuff. The diorama is titled "Piece de resistance, BANANA." Still don't know the scale.



CLUB SAMARITAN

Chuck LaFave offered to travel to Sarasota and retrieve and handle materials collected by the widow of past member **Milton Thrasher**. These were RC sail kits and frame sets for the most part, and strip planking. Chuck did that and will likely report on sales and such, of the goods.

This is the kind of family service we are called upon to do all too frequently. **Thanks to Chuck.**



Howard Howe on his Chris Craft Cobra: "At our October 2017 meet, I brought in a partially built model of a DUMAS *Chris Craft Cobra*. Kit No. 1232. The original owner had built the model up through the frame assembly and diagonal planking with the birch plywood. However, due to health issues he was looking for someone who wanted the kit to complete the model. Since I did not have a fast RC model, I accepted his offer.

Since that time I have had a lot of personal issues to deal with, but I have managed to plank the hull with the mahogany strips. As my first planking job, this has been very challenging with the hull curvature and the stiff and brittle mahogany wood. I specially ordered mahogany wood filler for the voids, but the color is too light to match the wood. At the suggestion of other club members, I may try using some of the sanding dust with a bonding agent to fill the voids. Since she will be an RC model, if all else fails I may fiberglass and paint the hull but keep the pretty bright work for the deck.

The *Chris-Craft Cobra* boat was introduced in 1955 and used the new technology of plastic resin reinforced with fiberglass. The "Fin", along with the after deck, was made of fiberglass. The rest of the boat was built out of traditional *Chris-Craft* mahogany construction. There were 108 of the 18 footers built during 8 months and cost between \$3,700 and \$6,500. Top speed with the largest engine available, the KBL 131hp was 39 mph."





Barry Reese on his D.E., U.S.S.

Buckley: Amazon: REVELL 1:249 USS *Buckley* Model Kit, Currently unavailable.

Features Include: detailed deck, superstructure, hull, propellers and shafts ; Armament includes: deck mounted torpedo tubes, depth charges, three 3" guns, eight 20mm guns and twin 40mm guns; Display stand; Contains 96 pieces; Illustrated assembly instructions.

Wikipedia: USS *Buckley* (DE-51) was the lead ship of her class of destroyer escorts in the service with the United States Navy from 1943 to 1946. After spending 23 years in reserve, she was scrapped in 1969. Construction started June 29, 1942 at Bethlehem Hingham Shipyard. Launched January 9, 1943. 1,400 long tons (1,422 t) light; 1,673 long tons (1,700 t) standard Complement 186. Armament: 3 x 3"/50 Cal. guns; 1 Quad 1.1"/75 Cal. gun; 8 Single, 20mm guns; 1 Triple 21" Torpedo Tube; 1 Hedgehog Mortar; 8 K-gun Depth Charge Projectors; 2 Depth Charge Tracks.





Guy Hancock on his armed Schooner *Virginia*: "I finished the slack gaff boom vang lines by wetting, using dilute glue, and weights to drape them from the rail, across the deck and back to the rail where they are tied off and the excess coiled. As a sailor, I would prefer tying off to cleats but don't have any historical information to dispute the directions in the kit.

I got a pine board at HOME DEPOT for a base and had the idea to dress it up to look like decking. I used a router to make shallow grooves, then painted them black to look like caulking. The bunged fastenings were simulated by making a groove with an x-act blade and wiping with black paint. The board was stained with MINWAX golden pecan. The next step is cutting and gluing the plastic case."





Irwin Schuster, your Sec/Ed, on the Guérande

"pool" sloop: I was asked to repair what turned out to be a souvenir boat from Guérande, about 30-40 miles west of Nantes, France. The stamp on the sail says: "Les Voiliers Guérandais - Garantie Navigabilité" which translates to "The Sailboats (of) Guérande (are) Guaranteed Seaworthy." There is not enough legible across the center of the circular stamp, to translate. From info on the www, it can be deduced that the middle of the sail is marked, V.G / 30.

The www also shows that this style was an industry in Guérande, with many similar vessels in a variety of sizes. The mast on this and other samples rakes forward $\sim 3^\circ$. That is the way the step tube is drilled!

In any case, it was just a matter of swabbing the deck, lacing the foot of the main, ironing the sails with a bit of spray starch, re-rigging the sheets to the large, single cleat and bedding the bow fitting (brass screw-eye) in Elmer's.

The owner got the toy from a relative, as a child, and treasures it enough to commission a case for it.





Next, the future project will be a half model of a late 1800s Rushton *Vesper*, sailing canoe. I wrongly claimed these were not lapped. They were. That may have been wishful thinking on my part because that would make the model a lot easier.

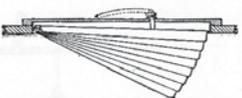
The old photo is "Senaca" Ray Stoddard and his *Vesper*. An unusual feature of many of these cruising canoes was the folding centerboard. They allowed sleeping aboard. RADIX was a popular brand and offered their nine U-shaped segments in three sizes. Another brand, the BROUGH, had five flat elements.

On the model, the sails will be printed as part of a background photo, but I have not decided on the sail pattern as yet.

28 THE ONTARIO CANOE COMPANY

CENTREBOARDS.

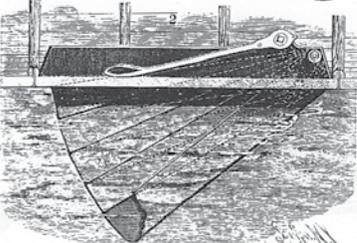
THE RADIX CENTRE BOARD.



Size, 30 in. x 15 in.	Weight 9 lbs.	Area, 1 3/4 feet.	Price, \$15.00.
" 36 in. x 18 in.	" 12 lbs.	" 2 1/2 feet.	" 20.00.
" 37 in. x 24 in.	" 15 lbs.	" 4 "	" 25.00.

THE BROUGH CENTRE BOARD.

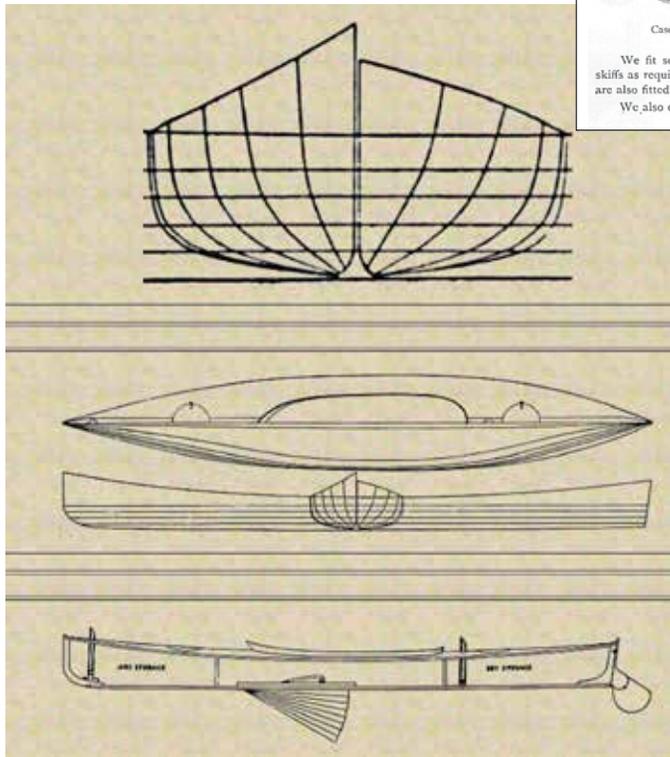
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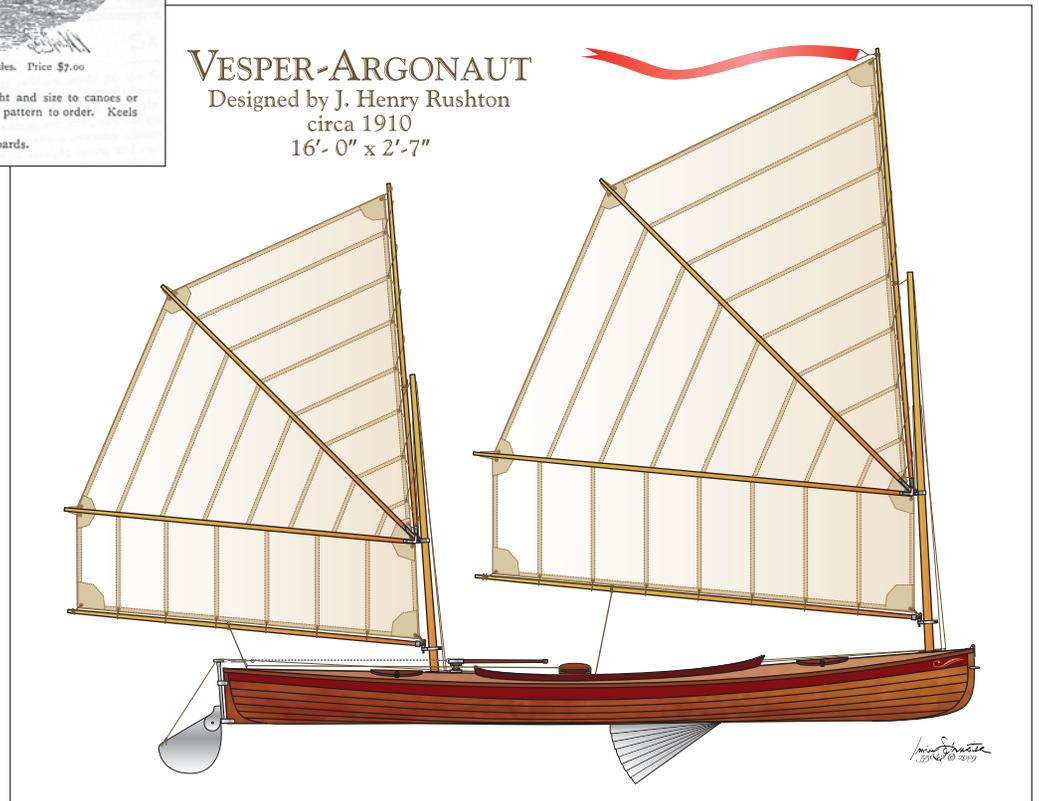
Case 27 inches long, 4 inches high. Five Blades. Price \$7.00

We fit solid Plate Centreboards of any weight and size to canoes or skiffs as required. These we have to get made to pattern to order. Keels are also fitted on when required.

We also expect to get a smaller size of these boards.



VESPER-ARGONAUT
Designed by J. Henry Rushton
circa 1910
16'- 0" x 2'-7"





Brad Murray on Outrigger Dugouts: "While beachcombing on the North Shore of Oahu I found a stick that I felt would yield some outrigger canoe hulls for a mobile I've been planning to build. In our landlords tool shed I found a rusty ol' coping saw. With that, a pencil and my KERSHAW *Scallion* (pocket knife) I eyeballed several canoe hulls and set to shaping them on the beach the way the ancient Hawaiians did, only in miniature. The wood appeared to be mahogany, but way harder. Having only a kitchen knife type of sharpening iron available progress was slow and painful. After two hulls and a small outrigger the next piece had some embedded pin knots which stopped all work until I returned home to proper tools and sharpening stones. The landlord's handyman offered me a piece of luggage sized Koa from his stash which I gladly accepted. I am looking forward to fashioning it into something so that the beauty of the tree will live on. "We are left in awe by the nobility of the tree,...it does nothing but good, with its prodigious ability to serve, it gives off its bounty of oxygen while absorbing gases harmful to other living things. Its fruits feed us. Its branches shade and protect us. And, finally, when time and weather bring it down, its body offers timbers for our houses and boards for our furniture. The tree lives on. 'Soul of a Tree- Geo. Nakashima.'"





Steve Sobieralski on HMS *Dorsetshire*:

"The 1/192 *Dorsetshire*, and her sister HMS *Norfolk*, comprised a two-ship sub-class of the famous "County" Class cruisers. The Counties were the first of the so-called "Treaty Cruisers", which were built to conform to the 10,000-ton displacement and 8" maximum gun caliber limits of the 1922 Washington Naval Treaty. *Dorsetshire* was commissioned in 1930 and was the last of the County Class to be built. She spent most of her life prior to World War 2 as part of the Royal Navy's China Squadron. In 1941 she was in the Atlantic involved in the *Bismarck* pursuit, torpedoing the battleship at the end and credited by some with delivering the coup de grace.

Back in the Far East in 1942, she was sunk by Japanese aircraft, along with HMS *Cornwall*, in the Indian Ocean. The model depicts the ship as she appeared in 1937 after a major refit in England and while on a goodwill visit to Sydney, Australia. The union jacks were painted atop B and X turrets as aerial recognition markings following the Japanese attack on the gunboat USS *Panay*.

The model was scratch-built using in 1/192 scale (1/16"=1') using a fiberglass hull purchased many years ago from a now-defunct British company. The build started in 2005 and, with the exception of some minor details, paint touch-up, a few small items I want to redo, and a permanent base and case, is finally complete. Superstructures and decks were built up out of sheet styrene and other plastic shapes. A master of the main gun turrets was built and four were cast in resin for use on the model. The wood decks are individually planked using 1/32"x1" wood strips. The *Walrus* seaplane carried atop the catapult was a fortunate purchase many years ago from a company, now sadly gone, that made a large variety of 1/200 scale aircraft. Other minor fittings were either scratch-built or purchased from after-market vendors."



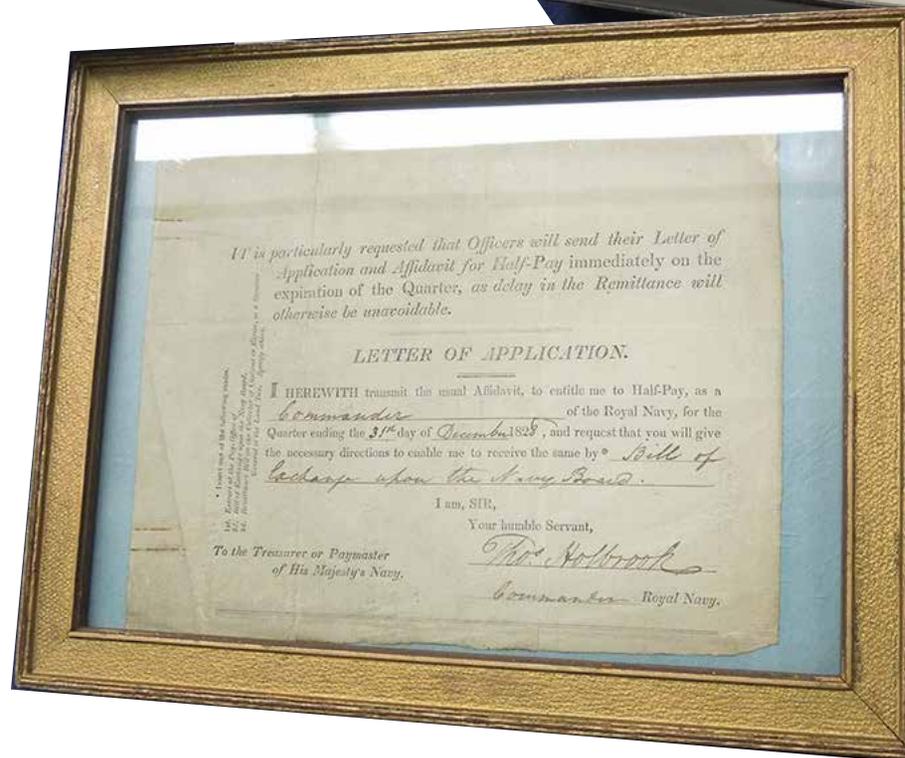


Tim Roberts on an old Bill of Lading, and Application for Half Pay:

"I brought in two old framed documents I purchased in an auction at a nautical flea market I attended 20 plus years ago. The first one, dated November 14, 1863, is a Bill of Lading stating the Bark *Jewess* received 40 barrels of sugar from MARTIN L. HALL & Co.

A line on the document for a signature upon delivery says the aforementioned sugar will, "be delivered to _____ in like good order, the danger of the seas expected". My limited internet search found nothing about MARTIN L. HALL & Co. and only one entry for the Bark *Jewess* dated 1864, when she went to India.

The second item is a "Letter of Application and Affidavit for Half-Pay" for Thomas Holbrook, Commander, Royal Navy, dated December 31, 1828. Since everything British Navy has been saved and documented I found a plethora of information regarding Commander Holbrook. He joined the Royal Navy on Feb. 24, 1806 as a "Fst-cl Vol" (1st Class Volunteer) on board the *Ocean 98*, Capt. Fras Pender. HMS *Ocean* was a 2nd rate ship of the line built in 1805 and had 98 guns. Holbrook was promoted to Midshipman in Aug of 1807 and Lieutenant in May of 1811. He was in many battles, boardings, small boat actions and captures. After his request for half-pay he must have left the Royal Navy since I cannot find any further record of him.





Happy Ending on the search for a home for *CWMorgan* model.

"Hello Irwin,
You sir are to be commended. I had six gentlemen contact me, thanks to your email presentation. The model has found a new home and I will contact the others tomorrow to inform them. By the way, all those I have spoken with so far have been a pleasure to talk with.

Thank you again for rendering your assistance, the response was heartwarming.

Oh yes, for the record, I am still building, but now on a larger scale. Photos show the steam drifter *Emily K*. I was three years building her and at 1/24 scale she is 42" in length."

Best Regards, Kevin Knoop

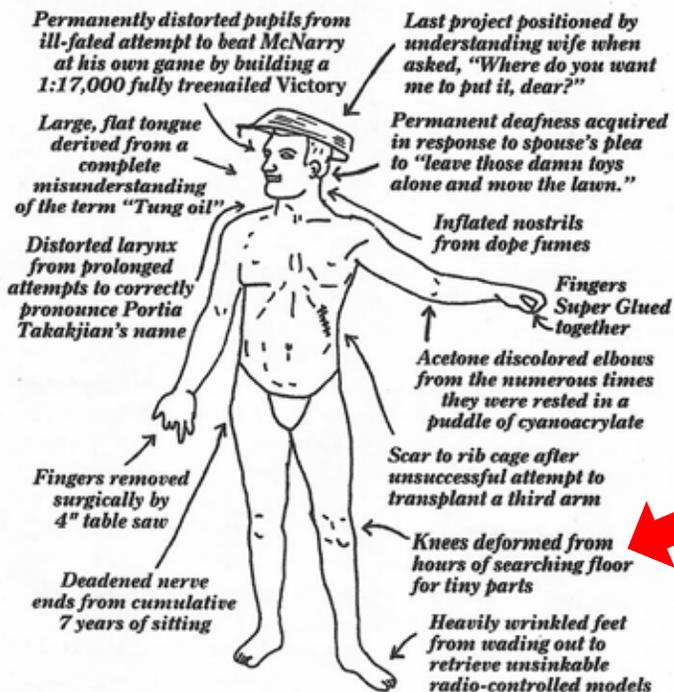
Y'all saw the distribution on the *Charles W. Morgan* model Kevin had on hand. This kind of thing comes up routinely, but I seldom get such a positive response and even more rarely, a gratifying reply. Here is Kevin's fine RC model and equally impressive photography!





How to Recognize a Model Shipbuilder

by Dave Holehouse & Lorne Yacuk
Alberta Ship Model Society



Page 6

SHIPS IN SCALE

Contributed by Howard Howe

Letter to the Editor:

Dear Mr. Schuster, (she said), "I hope you are as proud of your modeling talent as I am! Your beautiful scale half-model of my 15' 1930's Sam Rabl-designed Titmouse, LITTLE BIRD, is spectacular! Photos don't do it justice. They only give a hint of the impression you get in the same room with it.

When you said you would incorporate a photo of me with it, I was afraid it would detract from the model itself, but the photo is faded back enough to become a background, hinting at the pleasure the smiling owner has in owning such a rare treasure.

I found the boat over ten years ago with the aid of Craigslist. With the help of friends and some talented shipwrights we put her in perfect sailing condition. She was built around sixty years ago by Bud Van Winkle in San Francisco. He built her to take his two young sons sailing. They loved it and soon wanted a bigger boat. They never gave her a name.

Since I had naming rights, and since a Titmouse is a Little Bird, I named her LITTLE BIRD. It fits, too.

Irwin, my thanks again for this enormous gift. I will treasure it until I die, and I'll make sure that whoever owns BIRD at that time will also get to own this beautiful half-model.

Warmest regards and gratitude, Annie Holmes

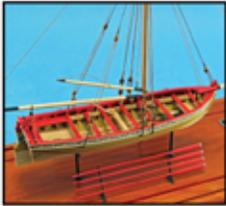
The 2019 NRG Conference will be October 24 - 26, at the Whaling Museum in New Bedford, MA.

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.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.





For more information contact us at: www.thenrg.org or call 585 968 8111

Sec/Ed visited the NBWM a few years ago, and it is a greatly improved. Further, The Herreshoff, Mystik and other maritime venues are nearby.

\$12 DUES ARE PAST DUE! Please remit in cash or check.