

Ship's Log



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, Mar. 26, 7:00 p.m.

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

TampaBayShipModelSociety

Meeting of Feb. 26, 2018

TampaBayShipModelSociety.org

The regular January meeting was called to order by **Skipper Sobieralski**, who as Treasurer also reported on the substantial club treasury. He listed 23 paid members at this moment.

Business: A *CW Morgan* model searching for a home has found one. The woodwork part was essentially complete, but no serious rigging had been attempted. **Sec/Ed** reported that no similar orphan ship model has received anything like the eventual **10** positive responses earned by this one. The donor was **Kevin Knoop** on the Atlantic side, an accomplished RC builder, as reported last month. He had decided the ship that he had harbored for a while was not going to be completed by him and his increasingly rickety fingers.

Chuck LaFave reported on the **Thrasher Stash**: "At the January meet I was informed about some frame sets that Milton's wife had, that she wanted to get rid of. The wife and I drove down to Sarasota and pick up the items and stock. Nancy is a very nice lady and we enjoyed talking to her. By the time we left the trunk and the back seat were full. Once we got home I sorted and inventoried what we had, I sent you a note with the list. At the February meet I brought in what was left: two frame kit and some wood went to The Villages. I brought the V32 kit, J-boat frame and wood strips to the meeting.

Remaining are two frame kits and RC boat kits: *Kiwi 32*, the *Pearson Soling 50* hull kit and *Victoria*.

I will bring in a cabin set for 102 inch *Ranger* to the March meeting. I also have a set of sails for a 102-inch J-boat. I plan to keep the *Endeavor* and a *Kiwi* half-hull I'm working on."

Two are Chuck's photos.





Show & Tell

Howard Howe on his Chris Craft Cobra: "Following the advice of our members at the January meet, I did some further experimenting with filling the cracks and gaps between the mahogany planks. I made up a plank sample board and filled gaps with the mahogany wood filler, and also used the 80-grit sanding particles that I bonded with clear white glue. Then I stained the sample with an oil base mahogany. The stain appeared uniform and relieved my concerns.

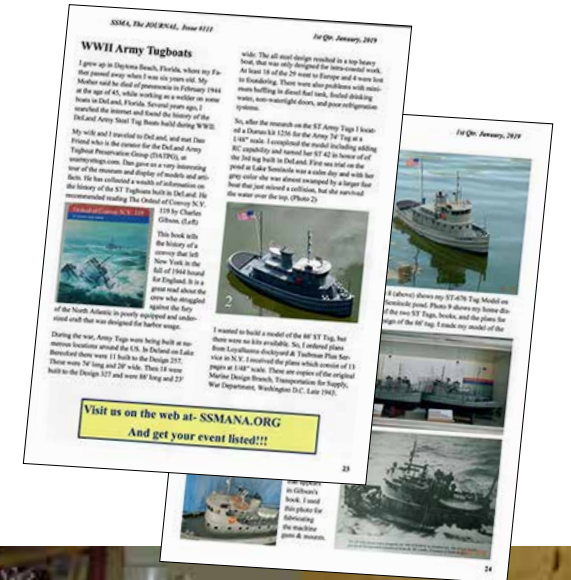
After that, I applied a 2 oz. fiberglass cloth with a finish gel coat. The results appeared satisfactory, so I proceeded to sand and finish the hull and gap filling, using the mahogany wood filler for ease of application.

I decided to seal the inside of the model using MINWAX clear polyurethane and caulk the base of the frames to prevent any water intrusion from flowing between compartments (bulkheads). I also created a storage area access (not in the plans) in the forward compartments for ballast or components if required.

Proceeding with the deck planking was very challenging because it is curved and fabricated from multilayer of different material in the kit. The instructions illustrate cross sections of the deck but do not key to the deck location. By perseverance and carefully reading of instructions and diagrams (as recommended in the introduction), I finally understood the overall plan.

Once I complete the deck planking, I will proceed with the final sanding, staining, fiberglass, painting, and finally the RC component installation. There are many pitfalls ahead to avoid, including staining of the mahogany without affecting adjacent wood section. It has become a challenge to complete the DUMAS *Chris Craft Cobra* Kit No.1232, but now I am committed."

Howard's article on WWII Army Tugs was included in the January issue of the SSMA Journal. This is a publication of the Scale Ship Modeler's Association of North America. The organization is in need of a National Membership Director and also, an Editor.





Steve McMurtry on his *CW Morgan*: "I've attached some photos of my progress and a write-up is below. Give the crew my best at the meeting this month.

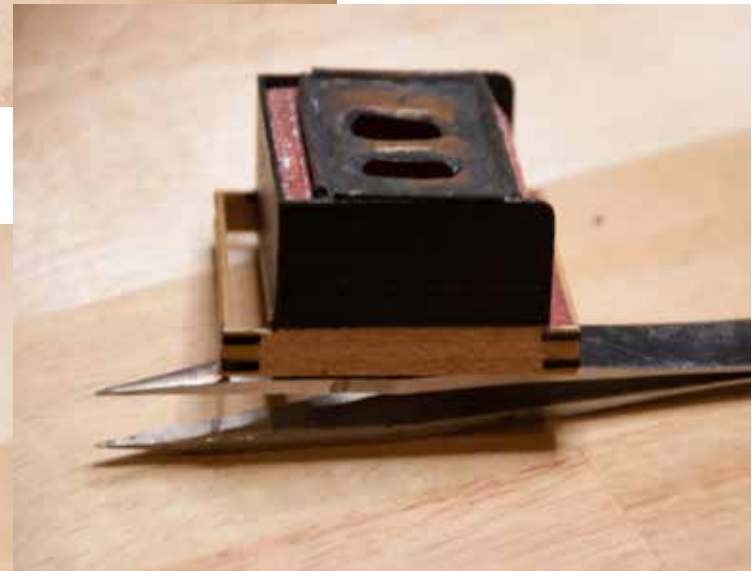
The tryworks is now complete. Since my last update I have made and installed the corner brackets and fill cover on the duck pen, fabricated the fire shield plates and their support rail and installed the smoke stacks. The duck pen fill cover is maple using that aging concoction that I have, to make it gray.

The corner brackets and shield plates are made from 0.003" brass sheet. They are painted flat black. I tried to make the shield plates in one piece but the cutting was too difficult. In the end, I soldered on the straps that it hangs from, on the support bar. It actually looks much more like the real thing this way.

The support bar is 0.010" brass wire with the center support looped and soldered to the main rod.

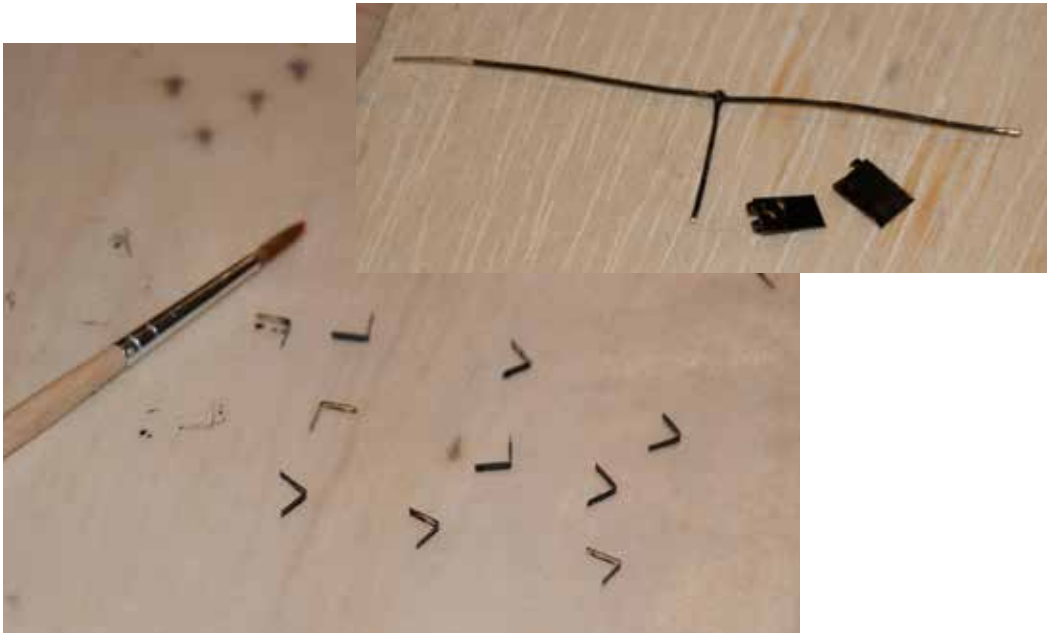
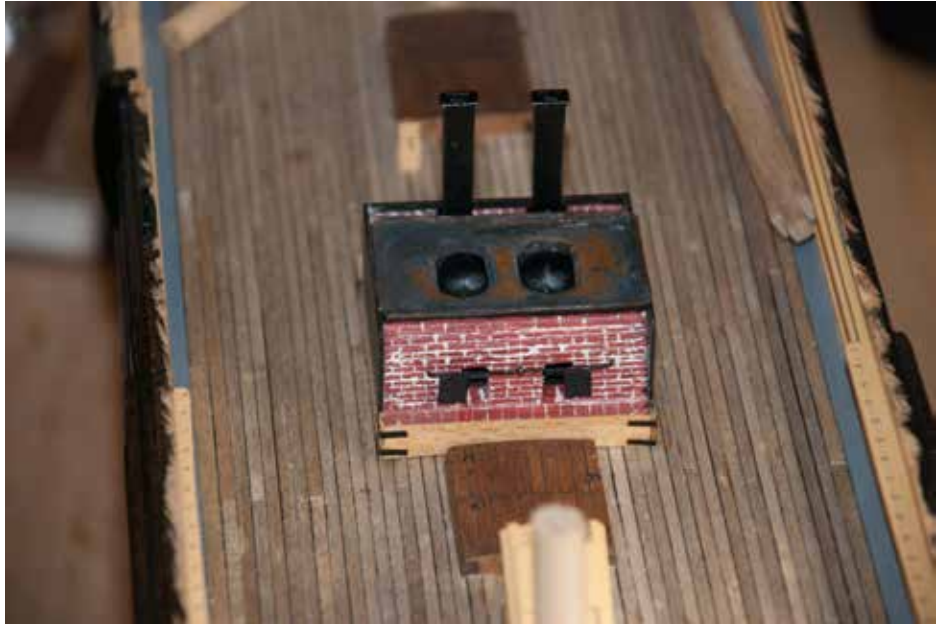
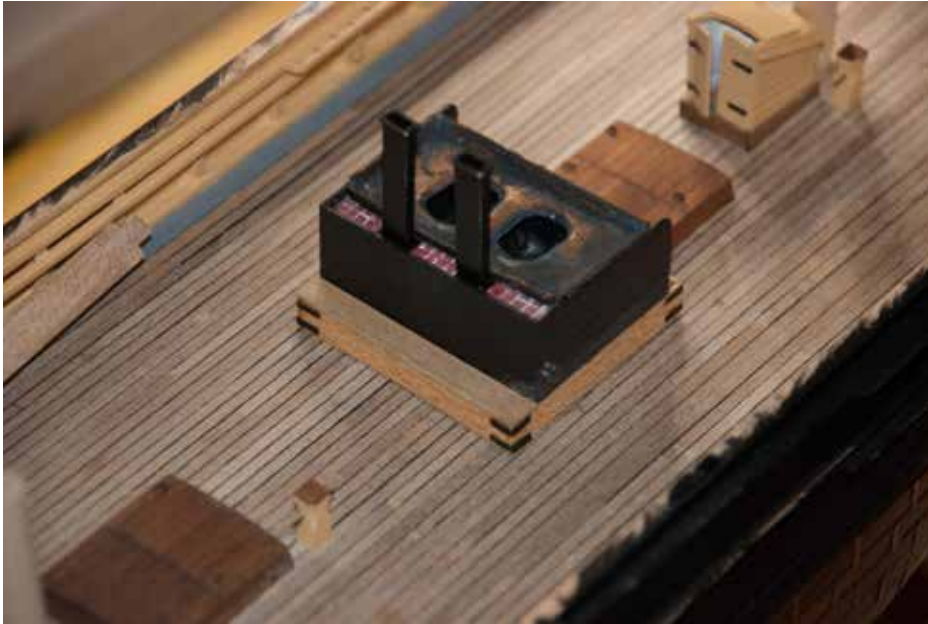
I used the Britannia metal smoke stacks that came with the kit with some modifications. I cut off the large section that would extend below the brick surface and milled the top openings so they are deep enough that you can't easily see the bottom. I drilled a hole in the bottom of each and used brass wire to dowel them to the main structure.

I am now off on making the main windlass. I'm not happy with the cast metal part in the kit so I am making one semi- from scratch. The lathe (Norm Jacobs') is coming in very handy now and I'm using some innovative techniques to cobble the barrel together. More to follow next month on that." Steve's photos.





Ship's Log Tampa Bay Ship Model Society 4





Mike Hanson's Skull Skull: "I wanted to share something unique, and when I was wandering around the vendor rooms at the IPMS Nationals I came across a table full of dinosaur skulls. They had Stegosaurus, Allosaurus, and, of course, the T-Rex, most in three different sizes: small-medium-large. Alas, I was too late for the larger pieces, as they'd already sold out. I think they didn't expect the demand to be so high. But I was able to pick up one of the medium-sized T-Rex skulls. It's only two parts, the upper skull and the lower jawbone, and there's a pre-made hole in the upper skull at the balance point so it can be mounted on a rod and displayed. It looks like someone modeled the skull out of clay and then cast it in brown resin. It's about 7 inches long, or about the length of 1.5 full-size T-Rex teeth (I also have a T-Rex tooth, so the comparison was easy). Should be a quick build once I get to it, as it's mostly just resin cleanup and painting."



Mike's photo.

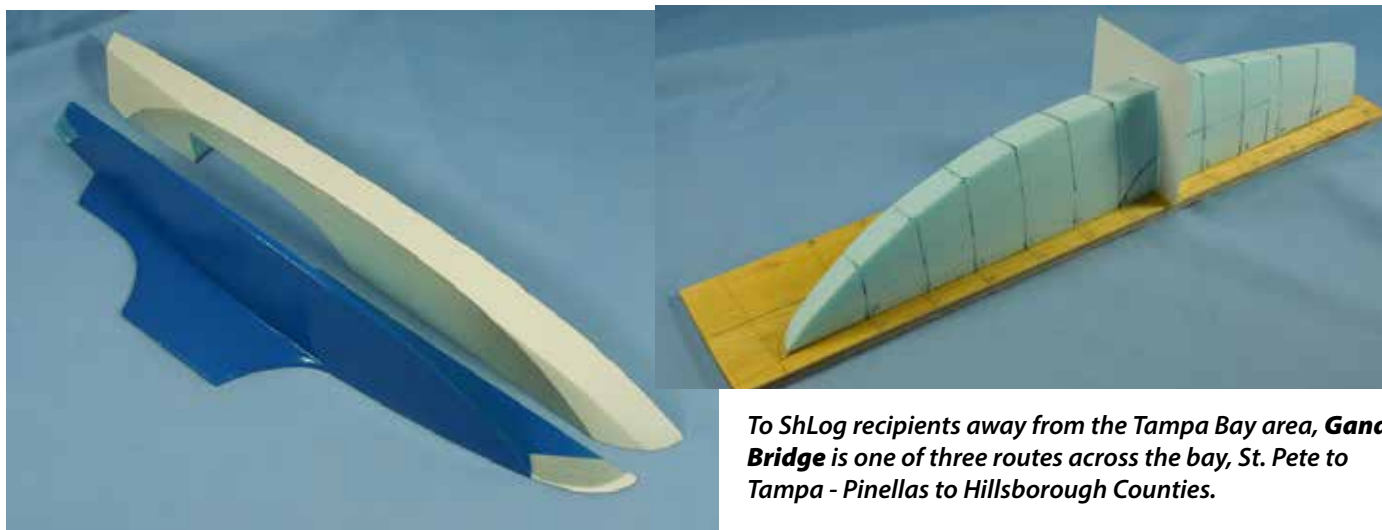
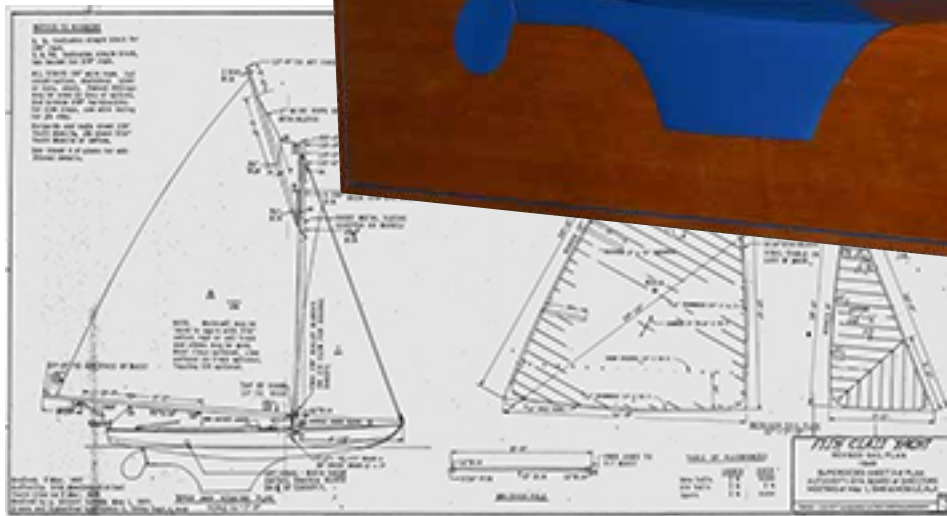


I, your Sec/Ed mentioned the *Rushton Vesper-Argonaut* (next project), having discussed the type with **John Pocius** formerly of Chicago area, now in Oregon. He has studied the type, recently built a canoe model and is contemplating another. He solved my problem of lap vs. smooth shell by sending me a page from a Mystic document that describes both. The smooth hulls were made by planing matching chamfers and riveting through the adjacent strakes. John is a fellow graphic designer and continues to create his Chicago club's newsletter.

The other, past model I displayed, was a 1919 *Fish Class One-Design* keel yacht designed by a fellow named Rathbone J. DeBuys. Commodore DeBuys of New Orleans created the 20.5' vessel and six were bought for \$150. each, by members of the St. Pete YC. At the time the Commodore of the SPYC was George S. Gandy (1851-1946). These boats were raced actively in the Gulf Yachting Association and the class was maintained into the late 60s!

Records show that in 1919, his son, George S, "Gidge" Gandy, Jr., also introduced his own design to the SPYC... a 16' deadrise, Cricket-type, club-clew knockabout, I have also modeled.

Mr. Wiki says, "Despite his heart condition, Gandy lived another 22 years after his bridge was completed. He lost his sight while in his 80s but continued being chauffeured to his office. Gandy died at age 95 and was interred at Royal Palm South Cemetery in St. Petersburg. Gandy's legacy was continued by his son, George S. Gandy, Jr., who founded the famous **St. Petersburg-Habana Sailboat Race**, which was discontinued in 1959 upon the rise of Cuban dictator Fidel Castro. The race will be (was) revived in 2017 after the newly reunited Cuban-American relations."



To ShLog recipients away from the Tampa Bay area, **Gandy Bridge** is one of three routes across the bay, St. Pete to Tampa - Pinellas to Hillsborough Counties.



From Byron Rosenbaum on his proposed schooner, *Jeanette*:

"It started with (wife) Jeanette and I seeking a live aboard boat to use in our retirement for cruising along the east coast and in the Caribbean. Son Bob owned had rebuilt *LANAKAI* in prior years. With some changes we used that boat as our guide. The model was started as a prototype to work out details before committing to building the real boat. Jan's throat cancer ended the real project. Two years after she died I continued to finish the model.

The Editor/Owner of Seaways (SIS) was interested in publishing the full story in continuous installments from start to finish. After 10 or 12 were published they skipped publishing the story for two months. The last few chapters which were then published in Nautical Research. This profile picture was published in NRJ long ago."

(Byron's) schooner *JEANETTE* is a modified version of *LANAKAI*. The model's interior detail slightly differs from the working drawings, keeping the general basic layout intact.

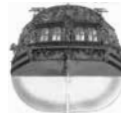
There are no changes in the forward stateroom. In the salon the only change omits the vertical posts at the aft end of the sofa/berths. The galley layout retains the stove position but moves the sink and cold locker to another position. *LANAKAI* was a rugged boat with few modern appliances. *JEANETTE*'s equipment is to be modern and attractive. The preferred finishes and color decor are shown. Personalize your version.

This galley photograph looking aft without the cabin sides attached or the cabin roof built; show the intended galley layout and design. This shows the interior completion required before continuing further construction above the deck."



Byron supplied these photos.





The OA was 48 ft. The model has some unusual detail. The hull was produced using the waterline method, with selected perfectly clear straight grained seasoned spruce wood, the halves joined, then hollowed to a shell of 1/8" thickness. See the open mid-section photo of the salon galley (previous page) that shows the hull thickness. Slight additional thickness was retained in the bilge and stem areas.

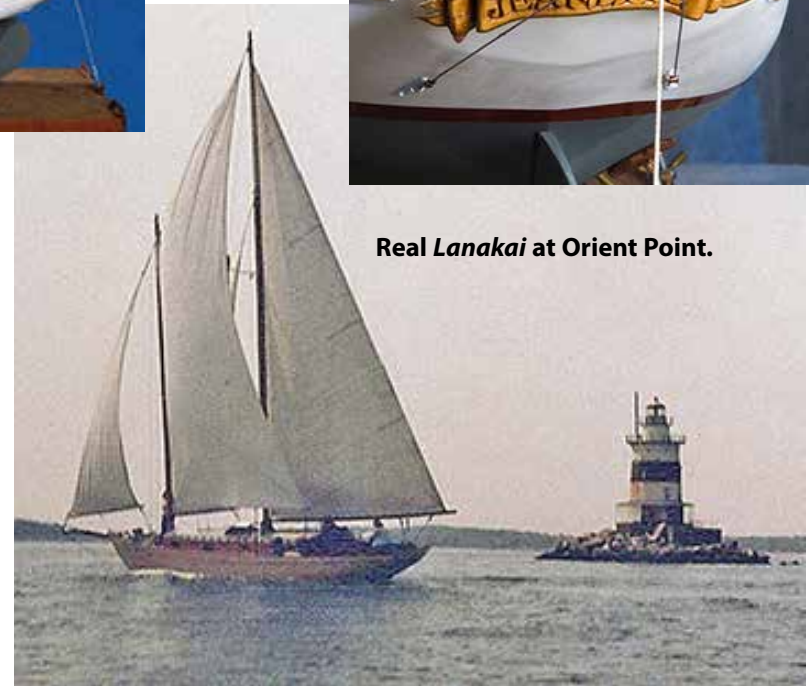
The rest of the construction detail is traditional wood boat by the book.

Fixed and running hardware is all custom made by me. This is where I used eyeglass hardware extensively and altered for the use in gooseneck hinged parts. This is the first time I developed sail tracks and sail slides to be able to change sails as desired. The hull supports are a first for me. If I had no source I made what I needed.

From start to finish many years went by. All of this happened during my last life. The real LANAKAI passing the Orient Point, L.I. lighthouse with her "Golly Wobbler" sail set. Sailing with Bob on Narraganset Bay in a 45MPH blow convinced me that this boat would be a good safe design to imitate. She loved strong wind conditions.

The R.C. model of *Jeanette* sailing on a Florida lake.

Byron supplied these photos, too.



Real *Lanakai* at Orient Point.



Skipper Steve on USS Maine: "This is my model of the USS *Maine*, built from the 1/192 scale kit produced by IRON SHIPWRIGHTS (ISW). The kit is predominately cast resin with cast white metal details and photoetch, and follows ISW's usual practice of casting the hull and major superstructure as one large resin piece. Quality of the main hull piece was very good, but the minor parts were hit and miss and some minor scratch building and, as always with resin kits, lots of clean-up was required. I started the kit about 20 years ago, put it away, and finally got it back on the bench and finished it.

Maine was built in response to the Brazilian battleship *Riachuelo* and the increase of naval forces in Latin America. *Maine*, and her near-sister ship *Texas*, reflected the latest European naval developments, with the layout of her main armament staggered *en échelon* rather than on the centerline, the fore gun sponsoned out on the starboard side of the ship and the aft gun on the port side, and with cutaways in the superstructure to allow both to fire ahead, astern, or across her deck. She dispensed with full masts thanks to the increased reliability of steam engines, but still carried auxiliary sails, just in case.

Despite these advances, *Maine* was out of date by the time that she entered service, due to her protracted construction period and changes in the role of ships of her type, naval tactics, and technology. She took nine years to complete, and nearly three years for the armor plating alone. The changing role of the armored cruiser from a small, heavily armored substitute for the battleship to a fast, lightly armored commerce raider also hastened her obsolescence. She was therefore reclassified and entered service as a second class battleship. Despite these disadvantages, *Maine* was seen as an advance in American warship design.

Maine is remembered for being lost while anchored in Havana harbor on the evening of 15 February, 1898. She had been sent to protect U.S. interests during the Cuban revolt against Spain, but she blew up without warning and quickly sank, killing nearly three-quarters of her crew. The explosion was blamed on a Spanish mine and was one pretext for the US to start the Spanish American War. Later investigations have suggested that the actual cause may have been a fire in her own coal bunkers which caused a magazine explosion.

Aside from the historical significance of her sinking, *Maine* was at the forefront of a qualitative and quantitative expansion of the US Navy which has lasted more than a century."

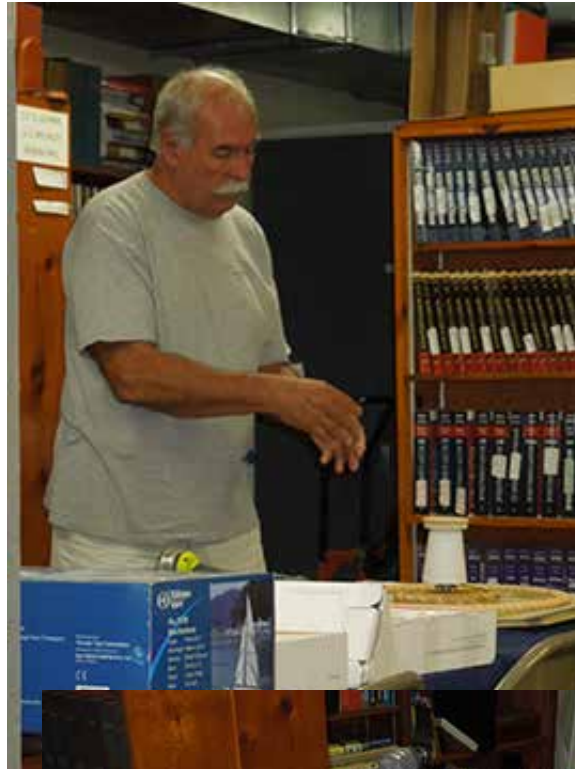




Brad Murray on Rainbow Fleet

Whirlygig: "Now that the interminable carving and sanding of rope is complete and the inverted cup/lighthouse has been trimmed to the approximate proportions of the Brant Point Light it is time to scale the catboats to the light. The scale of the light was determined from a photo saved from a 1984 calendar. The yellow paper hull cut outs I had put on my rudimentary plan caught Irwin's calibrated eye and I was informed they should be at least twice as big, thank you Irwin. Because I determined that three spokes would be adequate, then the manner of connecting them to the rim and hub has been causing sleepless nights and distracted days.

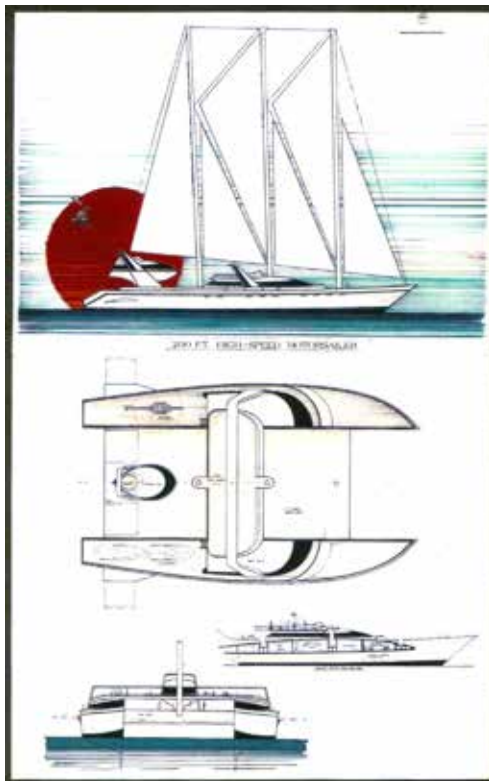
I found small nuts and bolts that perfectly fit the spoke holes in the hub. The number of holes worked out for the three spokes. Initially I started to make the spokes from some 1/8" aluminum flat stock but it looked cheesy so out from under the bench came my stash of 1/16" bronze stock. The solution for cutting a 1/16" mortise/slot in the rim came in the form of a new tool. The oscillating saw with the narrowest blade and a fixture to allow precise plunging answered the need. It will also cut the centerboard slot in the cat boat hulls. Irwin's input from his previous experience with rigging and longevity of various types of sail material lead me to think sails made of zinc or aluminum flashing will give the best service life. Still having fun with this one."





Byron Rosenbaum on Big Cat: "Son **Bob** (Robert Val Rosenbaum, N.A.) designed this high speed boat which never got built. The solid hull model was carved from a construction wood stud and finished with acrylic paint. The sails are thick paper. Backing and bottom are 1/4" thick plywood bound with black electric tape.

This half water line model is mounted on a full sheet of acrylic faced \$1.00 mirror. Although the reflected image is distorted the effect is a full model. Son **Michael** just took and sent these 4 pictures of the model attempting to get rid of unwanted reflections. I am also sending the presentation drawing that I used to make the model!"



Byron supplied these photos.





Skipper and Treasurer Emeritus, Steve McMurtry sent this photo of his new shop in the mountains of Tennessee.

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

THIS SPOT for SELLING!

Got something you don't need or want? Or, something you need or want?
Tell me about it and I'll put it here (obviously, this ain't workin').

**➔ 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.

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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. ➔