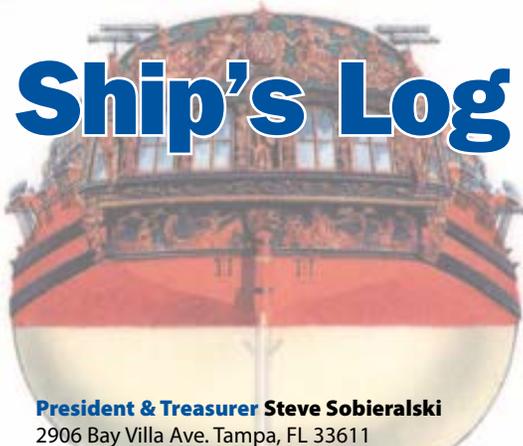


Ship's Log



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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, Apr. 23, 7:00 p.m.

TampaBayShipModelSociety

Meeting of March 26, 2018

TampaBayShipModelSociety.org

The regular March meeting was gavelled to order by **Skipper Sobieralski**, who welcomed the return of **Jerry Hughes**, who has been busy **WORKING** (horrors). Jerry informed the crew that he is nevertheless proceeding on CSS *Alabama*, but she is too cumbersome to transport to meetings at this stage.

Paid members are listed as:

Paul Anderson, Ed Brut, Randy Baker, Fairlie Brinkley, George Fehér, Mike Graff, Roger Griffith, Guy Hancock, Lynn Hill, Howard Howe, Jerry Hughes, Roger Kibart, Chuck LaFave, Mike Marcus, Steve McMurtry, Curtis Miller, Brad Murray, Pat O'Neal, Earl Petrikin, Barry Reese, Tim Roberts, Byron Rosenbaum, Irwin Schuster, Steve Sobieralski, Phil Stager and Cliff Stanis (25). If you have been omitted, speak up or submit funds (see last page).

Upcoming IPMS shows were mentioned by **Ed Brut**, but will have been over and done when you read this. TBSMS sponsored 4 awards at Pelicon.

Friend of the club, **Lew Zerfas** reported:

"Jim, Mike, Howard, Roger, and myself represented the SSMBC at the 2019 International Plastic Modelers Society (IPMS) Regional Convention in Largo this past weekend (4/6+7). We had a joint display with the Bay Area Blitzkrieg (RC tanks). As it was on the same weekend as the regular SSMBC meet, the showing at the park was light. [RC Armor club? Who knew?]"

Unfortunately, the IPMS does not allow radio controlled models in their contests. So, the local club (Pelikan) allowed us to have three tables to setup our RC models (boats and tanks) which was a good hit at the show. Many people came up to look at the models and did not realize that they were operational. There were very few models of boats and ships in the contest. However, there was an abundance of cars, planes, armor, sci-fi, and other models out there, yet not enough to really be a great show."



MY RAG, MY RULES DEPARTMENT! (Photos By Steb Fisher) Macquarie Innovation Speed Sailing: During Record Breaking Run, Australia's *Macquarie Innovation* set a world speed sailing history when it powered down the 500m Sandy Point course at an average speed of 50.43 knots. In winds of only 24 knots, *Macquarie Innovation* reached a maximum speed of 54.23 knots (100km/hr) and became the first sailing boat in the world to complete an official 500m run over of 50 knots. **"This is Class C."**

The record claim by the Macquarie Speed Sailing Team (was) prepared for ratification by the sport's governing body and while the final acknowledged speed is expected to be reduced to 50.08 knots, due to tidal variances experienced along the course, the claim realizes the team's long term goal to sail their craft beyond 50 knots. Posted on Friday, March 27, 2009

24 November 2012 - Vestas Sailrocket 2 - Paul Larsen AUS - Walvis Bay, NAM - 65.45 (knots) = 75.2 mph. Class unknown. First record above 60 kts.



Show & Tell

Ed Brut says: I think this is a first..... my Show and Tell report for tomorrow's - Tuesdays meeting: **"HOTCHKISS REVOLVING CANNON MODEL PART II.** Scale approx. 1/7

The Hotchkiss Revolving Cannon which I showed several months ago is finally done for now.

I took a serious look at the carriage and decided to place the cannon back on the wheeled carriage. The walnut wood was so nice but needed a lot of tender repair. After disassembling and repairing the wheels and carriage parts, with some additions, a good cleanup of the Brass, I coated the walnut with tung oil. The walnut and brass turned out great. I added a scratch built walnut ammunition tray with a number of shells to the carriage ammunition storage box."

And this... as part of an ongoing fascination with modeling uses of the common spring clothes pin, Capt. Brut, TBSMS Ret., and yer lowly scribe, on occasion stumble upon other applications.

I sent, he tested and reported that **eye protection is advised.**





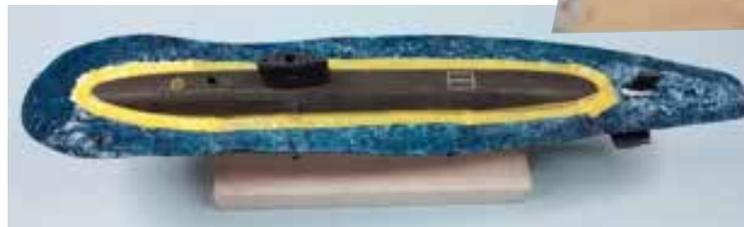
George Fehér on Adding Water to the Submarine

Vignette of HMS *Trafalgar*: The last account of “building-up” HMS *Trafalgar* ended with having to add the water around the sub. The idea was to have *Trafalgar* running on the surface in a thin layer of water so that both the above and below water sections of the hull could be seen. This would add some interest to an otherwise mundane “black cigar”.

The first step in setting the waterline was to look at several Internet photographs to provide a reference as to how the sub sat in the water when running on the surface. However, no two photos matched because different subs were pumped out to different buoyancies. The other challenge in modeling a sub running on the surface is to recreate the bulging bow wave cascading down the sides and turning into a frothing wash. [Sub on white stand]

To start off, a waterline was penciled in along the upper hull and its offsets were transcribed onto a cardboard sheet. [Beige square] In turn several trial “cut-outs” were made from various materials to represent the water, eventually settling on 0.015 in. (0.04 mm) clear polystyrene sheet. This seemed thin enough for the water and yet strong enough to take the “gel waves” without the need for supporting pins running out from the sides of the hull. Unfortunately, the fit did not match perfectly to the hull and left gaps all around that needed to be filled. Once I was satisfied with the general placement of the “cut-out”, it was tacked to the hull in a few places with gap filling CA cement. [Sub on Green]

Next, the water was added – with the gaps still there - using Golden Heavy Gel Medium tinted with a mix of Liquitex acrylic colors: Turquoise Deep, Cobalt Turquoise, Titanium White and Grumbacher Warm Gray. This sequencing was done to minimize messing up the hull with the “blue” water, knowing that when the gaps were filled with the white “foam”, it would blend to the hull. Once all of the water dried, the gaps were closed off with TAMIYA Masking Tape along the upper hull, and filled with ELMER'S White Glue along the lower hull. [Yellow ring] A special jig was made (left) from Styrofoam to support the sub upside down [with ELMER'S].



Lower 5 photos by George.



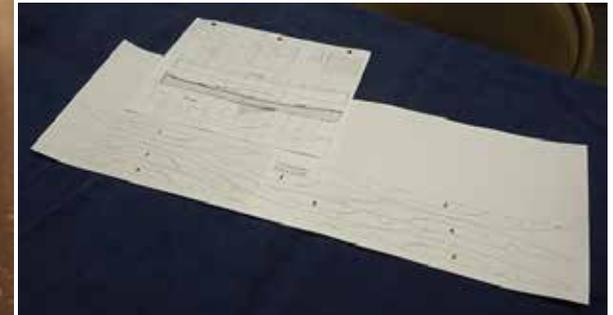
iSec/Ed on Rushton Vesper: Having made little progress on the physical build of a turn-of-the-century (1910) *Vesper-Argonaut* cruising canoe half model, I showed only a layout (far right) for getting eight lifts out of a 3 x 24 x 3/32" cherry plank. Of all of the model stock I own, I hardly ever seem to have the material I need and so, stopped at Ace Hardware and AOE, next to each other on 56th St. in Tampa-Temple Terrace. Both stocked only 1/16 and 1/8" at different prices. AOE –art and engineering and teacher's supply store, was 66.4% of Ace! And so I bought 1/8" and **Curtis Miller** kindly agreed to reduce the thickness for me.

I plan to cut the eight deck plan profiles and bend them to the shape of the sheer curve. They will simulate the strakes, glue-laminate and finally, contour-shape.

The spars will be half-round and the sails will be printed on the field, a sepia photo of the Adirondacks now selected. If you look closely, you will spot, through the foresail, a canoe pulled up on the grassy bank, super-subtle.

The 1907 Rushton catalog is educational. In pages on fittings it explains that the U-shaped part of rowing hardware is called the OARLOCK, the part fastened to the boat is called the SOCKET, and together they are called ROWLOCKS. That is a fine point I had not seen before, and considered rowlocks the proper term for what others call oarlocks.

Curtis Miller on Soling hull and mold: "The *Soling* parts I offered up are a fiberglass hull/plug and mold for a remote control boat. The hull is 39" loa with an 8.5" beam. It is free to a good home."



Curtis opines on the source of the donation: "Models like the *Soling* are distributed whenever one of the sailors crosses the bar. Then they are redistributed when a recipient realizes he doesn't have room in his heart, or shop, for one more project. In other words, I have no idea of the origin of this set of molds."

And, Sec/Ed has no idea where it went. It did not go home with Curtis.



Chuck LaFave on Anderson Lumberyard and Thrasher goods. (Anderson bills itself as "Knot Ordinary") 666 49th St S, St. Petersburg, FL 33707 (727) 321-3111 hcanderson.lumber@gmail.com

"I sold the three RC sailboat kits for \$215.00, and will be sending her (Nancy Thrasher) a check. I still have 2 frame kits but no takers. I posted them on Craig's list to see what will happen.

What I found a home for:

- 2 sets of J-boat sails and cabin kits for 102 inch Ranger,
- 3 RC sailboat kits: *Soling* 50, V32 and *Victoria*
- 3 boxes of wood strips
- 5 frame kits!"

In a subsequent report, Chuck says both frame kits are gone and he is only waiting for the *Soling* 50 to be delivered. Happy end of the story! Applause for Chuck's efforts and success!



Daniel Riggs frames for the Plastic Fantastic - NZ's K Z 7





Capt. Roger Griffith on Verne's Nautilus in paper: "From Walt Disney's, 20,000 Leagues Under the Sea."

"After building plastic and wood ship models for many years I decided to try my hand at paper modeling. This model of the *Nautilus* as depicted in Disney's "20,000 Leagues Under the Sea," is my first attempt at paper and I added a lot of additional detail from parts that I cobbled from many places. Enjoyed building this so much that I ordered the TASCHEN *Titanic*, the HALINSKI *Scharnhorst* and many others. Now I just have to find time to build them.

Harper Goff who designed the *Nautilus* for Disney was a brilliant engineer on Disney's staff. He managed to perfectly capture the sinister look of the *Nautilus* while maintaining the Victorian look of Jules Verne's time. The model is 36 inches long (1/60 scale) and was made from 120lb cardstock. After coating with clear matte finish it seems very sturdy and shows no signs of warping even in the humid climate we have here in Florida.

Additional rivets were put on parts that I added with black markers. The finished model was coated with four coats of TESTOR's satin finish clear coat (clear parts were masked during the final coats.

The hatches were made from wood buttons with hinges and handwheels made of paper and dowel pieces.

The conning tower windows were made from dolls' (Googly) eyes bought in a craft store - cut out the back remove the "eye" and you are left with a nice clear dome shape (you can buy a bag of various sizes for a couple of bucks).

The large side viewing windows were the most challenging. I finally got some inspiration when I bought some light bulbs for



Roger supplied these two photos.



the house in a blister pack. The shape was close but too small, so off I went to Home Depot to look at things in blister packs when, lo and behold, I found the perfect size and shape in a toilet bowl flapper valve (amazing the sources for modeling materials). Now I had my windows as well as spare toilet parts. Adding some paper strips to simulate observation windows completed the observation windows.

Another interesting item is the spiral speed log. This I made from a piece of spiral macaroni. The original macaroni had two spirals so I cut one spiral off with a DREMEL tool. The prop shroud was made from PVC pipe. Other deck hardware came from kit pieces that I had lying around.

If you look through the windows you can see Captain Nemo and the interior of the grand salon. These came from ensmallments that I made from movie stills and glued them behind the windows. I'm working on a display stand for it. Found four nice nautilus shells at a shell store and was thinking of supporting the model between the four of them on a display baseboard."



Roger supplied these photos.



Brad Murray on Carving Classic Quarter Boards: "Even before an 1815 maritime law mandated ships display their names prominently on their sterns or bulwarks it had been a custom for centuries. As post colonial commercial shipping increased so did the number of wrecks on Nantucket shoals and in Nantucket sound and some of this signage washed ashore on the island and was nailed on the sides of homes as decoration. What had been free became fashionable and finally only seen in museums or private collections. Fast forward a hundred or so years and what had been a quaint custom has now become a lucrative cottage industry for a few talented carvers, as every McMansion tries to outdo its

neighbor with gilded ostentatious name boards. I learned the craft from master carver Paul McCarthy and it has served me well as a post retirement pastime. The 'FURTHUR' board lives on the front bumper of our modest motorhome and was off for refinishing. The seeming misspelling is a homage to Ken Kesey's bus made famous in Tom Wolf's book and signifies our destination when on board. The decorative ends may be evocative of pineapple fronds or occasionally, whimsically related to the name on the board itself. The stencils show a few examples and the pine practice piece can help save ruining a labor of love with a miss cut."

Those ship model case kits.... our member over in Cocoa Beach, **Mike Marcus**, has ordered one.



Photo by Henry Rey



Jerry Hughes brought 72" HO Scale, USS^{TEEL} Great Lakes Freighter waterline model, motor and PBY (I think. I mean I know it's a PBY, but not for sure that Jerry brought it.)

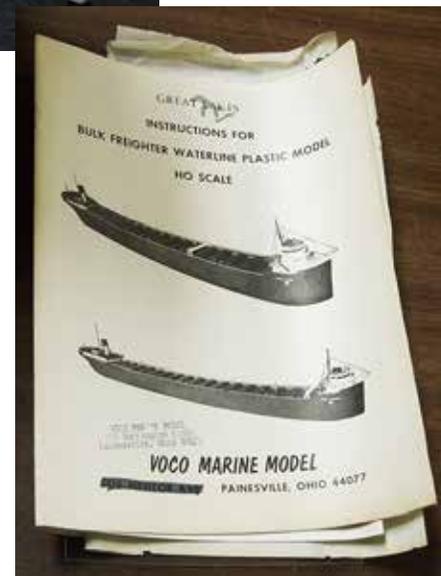
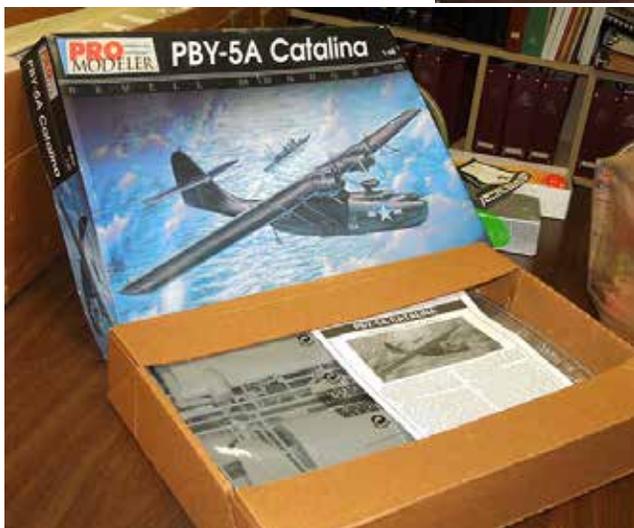
Phil Stager Great Lakes specialist, took the freighter Voco Marine Model still in the box from the late sixties to the early or mid seventies. The freighter model is designed after the famous *Edmund Fitzgerald* and *Collingwood* that sailed the Great Lakes. Original price was at least \$100.00 when offered. While waterline hull it is said to be designed for RC

Ed Brut took the PBY, to be a raffle prize at the IPMS event.

These were donated by a retired State Policeman, **Ken Sullivan**, previously of the Bradenton area. If anybody knows him, thanks to him from all.



Phil says: "Original price of \$149.95 as per old brochure in box. 6' long and barely fit in the car. It would make a nice project to accompany the two Hulett ore unloaders already built and the whaleback *JOHN ERICSSON* under construction on a dead slow bell.



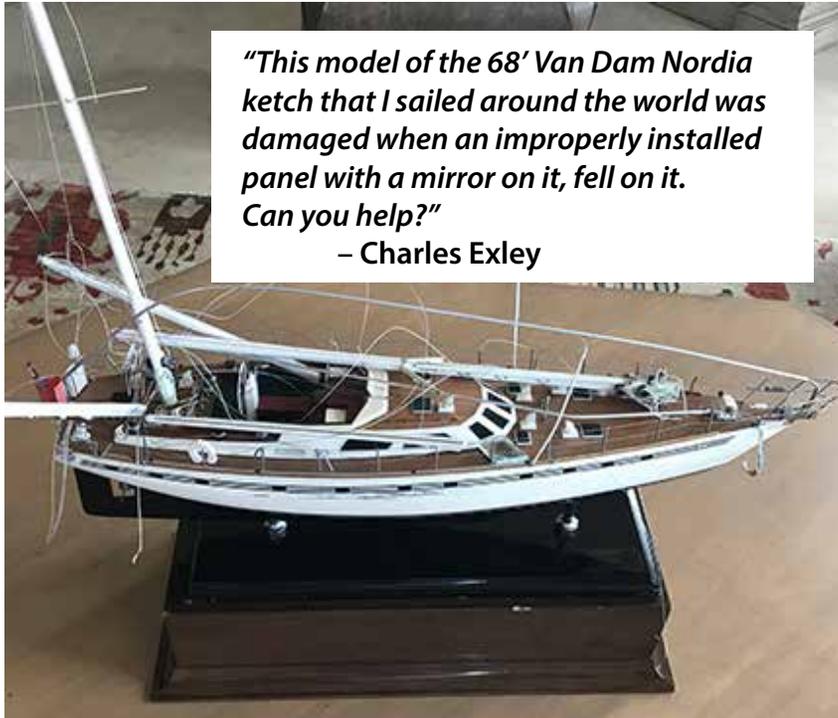


Steve Sobieralski on Curtiss Helldiver:

"This is my 1/32 scale Curtiss SB2C-4 Helldiver model. The Helldiver was designed as a faster, longer ranged replacement for the SBD Dauntless and first flew in December 1940. Many teething problems, as well as the need to replace the original engine, kept the Helldiver out of combat until November 1943. The Helldiver participated in all the late war naval air battles and participated in the sinking of the Japanese battleships *Musashi* and *Yamato*. It ended its combat career in the 1950's with the French in Indo China.

The model was built from a kit produced by the Czech company HPH. The majority of the parts are cast resin and a large amount of photoetched details were also included. As with most multi-media kits there was much clean-up of individual parts required and fitting and assembly can be challenging. The kit was built over a period of about two years with several rest breaks required rest and recuperation. One of the nicknames for the real aircraft was "The Big Tailed Beast" and the kit certainly lived up to that name. The end result was not all that I hoped for, but is acceptable, and as time passes and the memory of the build fades I am sure that it will look much better to me."





"This model of the 68' Van Dam Nordia ketch that I sailed around the world was damaged when an improperly installed panel with a mirror on it, fell on it. Can you help?"

– Charles Exley

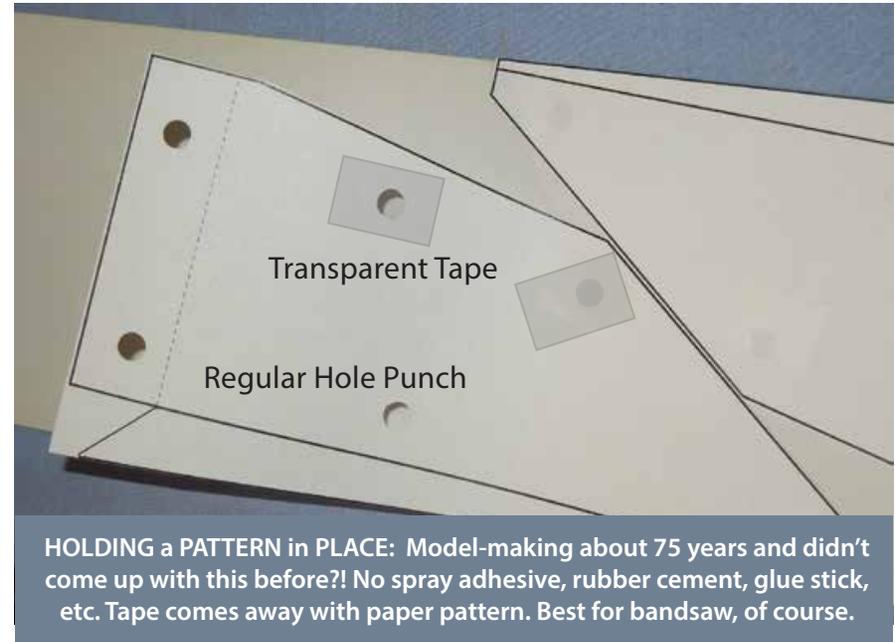
An example of the kind of plea routinely received – more often damage in shipping, age or inexperienced attempts at repair. Sec/Ed maintains a list of restoration specialists, none of whom are members, to refer.

I usually get photos to assess the damage and on my own hook or in consultation with others, recommend a way forward. Occasionally the owner wants to pass a model on to an appreciative home, or sell. My list includes a couple of brokers who also repair or have associates to rely on.

But, if I see something I can readily do, or something I know that a member could do, we are first in line, at least to be contacted. It is my constant goal to avoid crating and shipping where possible.

This model, clearly worth professional restoration, is now in the hands of one of the cadre for assessment, and price and schedule quotation.

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



HOLDING a PATTERN in PLACE: Model-making about 75 years and didn't come up with this before?! No spray adhesive, rubber cement, glue stick, etc. Tape comes away with paper pattern. Best for bandsaw, of course.

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

THE NAUTICAL RESEARCH GUILD

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