

Ship's Log

TampaBayShipModelSociety

Meeting of May 28, 2018

TampaBayShipModelSociety.org

President & Treasurer Steve Sobieralski

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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, June 25, 7:00 p.m.

The regular April meeting was gavelled to order by **Skipper Sobieralski**, who welcomed **Vic Lehner, Larry Burden** and **Andy Young** from the Ocala area. Steve also reported on a lecture by David Meares, shipwreck hunter-finder (*Hood* and *Bismarck*, for instance). A free program at the Mahaffey Theater in St. Petersburg, on 7 May, 7:00. "Mearns turned his 1986 degree from the University of South Florida's College of Marine Science in physical oceanography into a high profile career of finding lost ships – from a 16th Century caravel that was part of Vasco de Gama's fleet to some of the great maritime tragedies of World War II."



Larry Burden's US Brig Niagara



Show & Tell

Howard Howe's Cremation Cask

Presentation: "My progress on the 1955 Chris Craft *Cobra* model has been slow due to other priorities, so I decided to bring in a mystery project that relates to boating, water, and woodcraft.

After making our final arrangements for cremation and plan for our ashes to be scattered in the Gulf, my wife and I started thinking about a cask to hold our ashes until they could be scattered together at sea.

I located an article in "Woodworkers Guild of America" about building a cremation cask. First task is to do the volume calculation. It turns out the cremation process results in about 1 cubic inch of space required per pound of live body weight. So to accommodate both of our ashes, I needed about 300 cu inches.

The design suggested for the cask used pillars at the corners of the frame pieces with contrasting wood for the top and bottom. I selected teak for the pillars and frame pieces and sycamore for the top and bottom to get the necessary widths. The frame is jointed to the pillars with biscuits in slots and G/flex 650 epoxy due to the oil in the teak. The wood is sealed inside and out with satin finish Minwax. The bottom is removable with screws for access.

We designed a plaque for our cask and had a local trophy business etch a brass plate with our information, a picture of our boat, and a special GPS location in the gulf of Mexico. This is one of our favorite dive locations, where our ashes will be scattered together. The cask can be a keepsake for one of our family members, or their problem to decide its fate."





New member Larry Burden Introduction: "I've been retired from GE Aviation for ten years and worked for 38 years, all in the field of R&D. I've always been interested in wood working but prior to retirement it's was difficult to find time. Once retired, a neighbor and close friend **Vic Lehner** amazed me with his model ship building skills. Along with his willingness to teach and share his knowledge I managed to build a DUMAS kit of the *Geo. W. Washburn* Tug. The *George W. Washburn* tugboat was launched in 1890 by the CORNELL STEAMBOAT COMPANY to move barges and cargo like stones, sand, and bricks up and down the Hudson River.

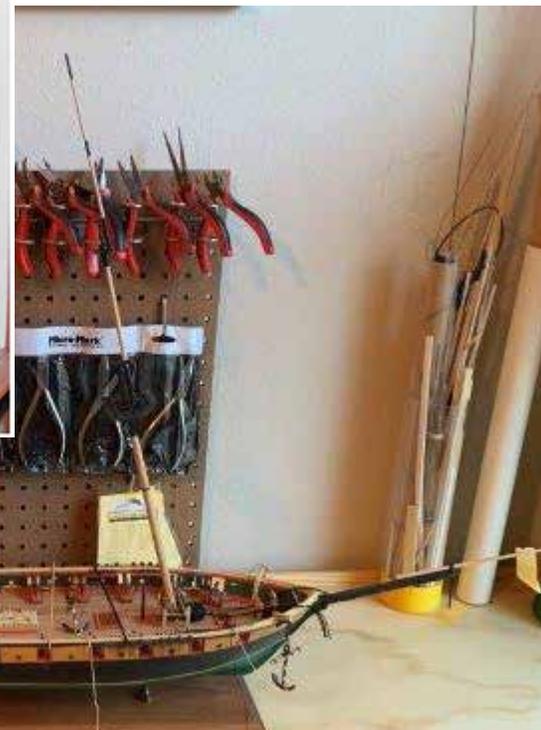
The kit features laser-cut plank-on-frame construction. The size is: Length: 30" inches Beam: 5 1/2" inches and can be built as a static or RC model. My build is RC capable but my intent is to simply display it. I added a few details beyond the intent of the kit, including a bow beard that was not on the original ship. My reasoning was simply I liked the idea and since I was the Captain of this ship it was reason enough.

My next and current build is the US Brig *Niagara*. Length: 43" Hull Width: 11" Height: 27". The US Brig *Niagara*, is a wooden-hulled snow-brig that served as the relief flagship for Oliver Hazard Perry in the Battle of Lake Erie during the War of 1812. The kit is a static plank on frame and like the *Washburn* I added features beyond the intent of the kit. Family issues, health and other life issues have made this a five plus year project, but the difficulty level is much higher than my first build. I'm @85% complete and close to starting the rigging but another interest has appeared in my shop (Thanks Vic...lol) slowing down the *Niagara* build, but at least its not a complete work stoppage.

Wood jewelry boxes have also become a passion. My wife and I wanted a hobby or craft we could work on together so "L&K FINE WOOD PRODUCTS" was born. We're currently busy making boxes and small wooden items in hopes of attending the occasional craft show and maybe selling a few items to help support our new hobby.

Karen and I are both from SW Ohio but also lived in California for eleven years due to a work transfer. Right now, and we hope for a long time, we live in Beverly Hills Florida. We're within eight miles of our son and grand-daughters and enjoy having them close by."

These photos by Larry





Skipper Sobieralski brought and spoke on the Yangtze River patrol boat *USS Panay* and her armament: The model was built from an IRON SHIPWRIGHTS, 1/192 resin kit.

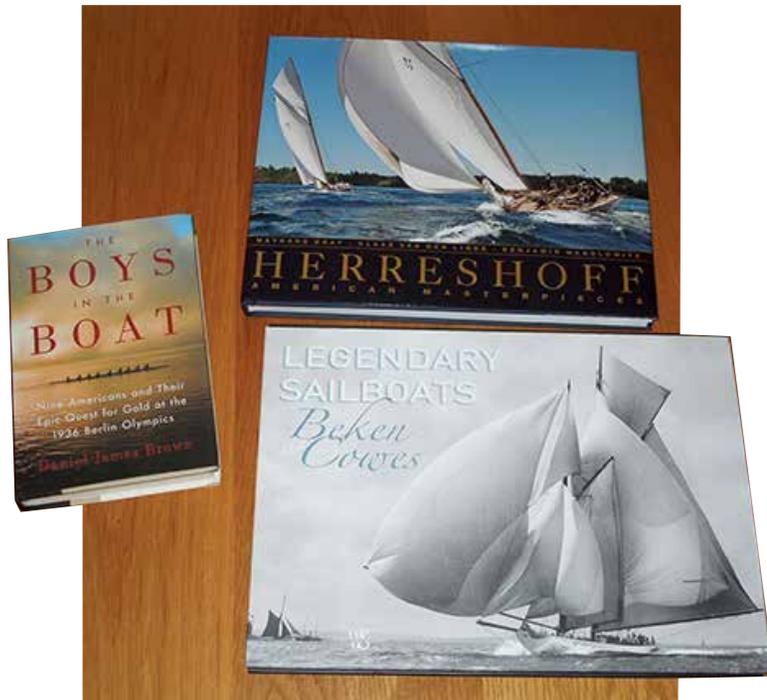




I, Irwin, your Sec/Ed presented progress on the Rushton Vesper half model: The hull is essentially complete but still mounted on a temporary paper background. I expressed that the model was created somewhat hind-end-foremost in that the case was built first. The hull is cherry, 0.093" lifts soaked and bent to the gunwale sheerline. The top four lifts were laminated and the cockpit cut out. The lifts, intended to simulate strakes do not do that well. The maroon upper strake and its gold fru-fru are printed paper.

In addition, I brought three books: *The Boys in the Boat* by Dan Brown about the 1936 Olympic rowers; *Herreshoff American Masterpieces* by Maynard Bray, Claas Van Der Linde and Ben Mendlowitz; and *Legendary Sailboats Beken on Cowes* by Bruno Cianci, 208 pages of glorious sailing yachts.; 12.4 pounds of reading material, if you were wondering.

Legendary Sailboats employs the unusual format of a landscape construction with binding at the top. This allows the open book to present 15" W x 21" H photos of these gorgeous vessels, albeit across the fold.





Byron Rosenbaum brings to our attention, the Wondercutter S Ultrasonic Cutter @ \$419.95 which operates at 40,000 wiggles/second, from MICRO-MARK. Buy-it-try-it and report, if you will.

And, there is a clever Micro-Make Twist Plier for \$35. New tools are fun, but you can do the same thing with any shape (wire, square nail, D-shape) and a decent plier.



Gundalow-Gondola: had not occurred to your Sec/Ed but an NRJ article suggests this is just a matter of the free-style spelling that existed until recent centuries, in particular the spelling of a foreign word. *Gondola* has a more general sense of a vessel, as in the railroad car or ski lift pod.

The Carrington Weems collection of ship models was mentioned: [weemscollections.com/ships]. Explore and evaluate for yourselves.



From Charles Cozewith of the Gulf Coast Ship Models Society:

"Hi Irwin,
Kudos for the work you do on your newsletter which I enjoy reading each month. The half-models you have been building inspired me to give this a try since I have zero space left in the house for models. I thought doing something I could mount on a board and hang on the wall would keep me busy modeling and solve the space problem.

I selected two ship plans from Chapelle and built them plank on bulkhead at 1/100 scale to give hulls about 6" long. This was a challenging size for me when it came to making the deck furniture, and I would not want to make anything smaller. The overall size of the mounted models is about 10" x 13".

I'm sending along photos of the completed pieces since some of your club members might also have similar space problems or are just looking to do something different."

The GCSMS meets at the Houston Maritime Museum on the second Saturday of every odd month, 10:00am to 1:00pm.

New member Victor Lehner brought his in-process Alfred built on the Harold Hahn method using boxwood and Swiss pear.



Ferret and Sir Edward Hawke photos by Charles





USS Constitution club holds annual shows during Feb. school vacation.

I (Sec/Ed) got to wondering if... believing that, at IPMS events, our guys (apart from IPMS members) do not participate more, is, the nuisance and risk of transporting, leaving overnight and retrieving the next day. I speculate that a month-long event would be more palatable... deemed worthwhile.

Note that the following addresses what I call, "Self-kitting" the use of custom manufactured parts if they are drawn - detailed by, and specifically for the use of the builder.

From the Broadside, USS Constitution Model Shipwright Guild newsletter May, 2019.

What Does Scratch-Built Mean to Us?

By Rob Napier

"This winter, I realized that our Guild had no specific or codified definition for an important criteria we use when looking at ship models. We had no firm definition for what determines if a model is Scratch-Built or for its related qualities: Modified Scratch-Built, or Kit-Built.

"I (Rob Napier) proposed to Admiral Swanson and Captain Ward that at April's regular meeting we could have a membership-wide discussion about this. The idea would be to review some other organizations' definitions of the terms, then discuss how they applied to us. By the end of the evening, I hoped the membership would be able to agree by consensus on a firm definition.)

Discussion opened after the meeting's regular business. A sheet was distributed that had definitions for **Scratch-Built, Modified Scratch-Built and Kit** as formulated by the Mariners' Museum for its Competition and Exhibition for Scale Ship Models. These were held in 1985, 1991, 1995, and 2000. We also considered the Mystic Seaport Museum

definitions. From the floor of the meeting, members contributed ideas used by the International Plastic Model Society (IPMS).

During the meeting, our definitions became refined, and a fourth level was introduced. This was **Modified Kit**. We now have a clear distinction between a model that is built entirely from the contents of a kit's box and a model that is based on a kit and includes hand-made things.

In the end, the sense of the meeting seemed unanimous. We agreed that we could all live with the following definitions, and that they would be applied when members are preparing their entries in the Guild's Annual Show. Here it is:

Scratch-Built: Models employing no manufactured items except cordage, chain, and belaying pins; and fastenings such as pins and nails. Such materials as dimensioned lumber, sheet metal, tubing, wire, and milled shapes are allowed as raw materials. *Photo-etched, laser-cut, cast, or parts mechanically or chemically duplicated by others from the entrant's original master or pattern shall be considered as scratch-built. Parts made by CNC or 3D-printing will be considered scratch-built if the original design files or copy masters were created by the modeler.*

Modified-Scratch: Models based on scratch-built hulls, but employing fittings designed and produced by others.

Modified Kit: Models based on commercial or third-party kits or hulls, with the addition of other commercial fittings or scratch-built parts.

Kit: Models built essentially from just the parts supplied in the box with a kit. Items such as thread, paint, and glue will be considered as acceptable exceptions."

The 2019 NRG Conference will be held on 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, Mystic and other maritime venues are nearby.

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').

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