

Ship's Log

TampaBayShipModelSociety

Meeting of July 23, 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, Aug. 27, 7:00 p.m.

Skipper Sobieralski called the regular July meeting to order and opened a discussion on club viability, stating that fluctuations in attendance were normal and not alarming, to him. Your Sec/Ed contends that, given the descent of nearly all such clubs, ours being the last significant in the state, we should search for a means to allow congregation for more members.

While we have, on paper, a membership of 30, fully one third are not within reasonable driving distance. So, from a pool of 18-20, with travel in summer and night driving in winter getting a dozen is becoming less frequent. If there is not a high degree of S&T participation, there is less and less incentive to make the trip, even for those within 20-30 miles.

In short (my specialty), there is little incentive to make an hour drive with traffic risk, and return, for a 3/4 hour meeting. History, across the state and nation, shows that fewer and fewer will do it.



Steve Sobieralski's *Bismarck*

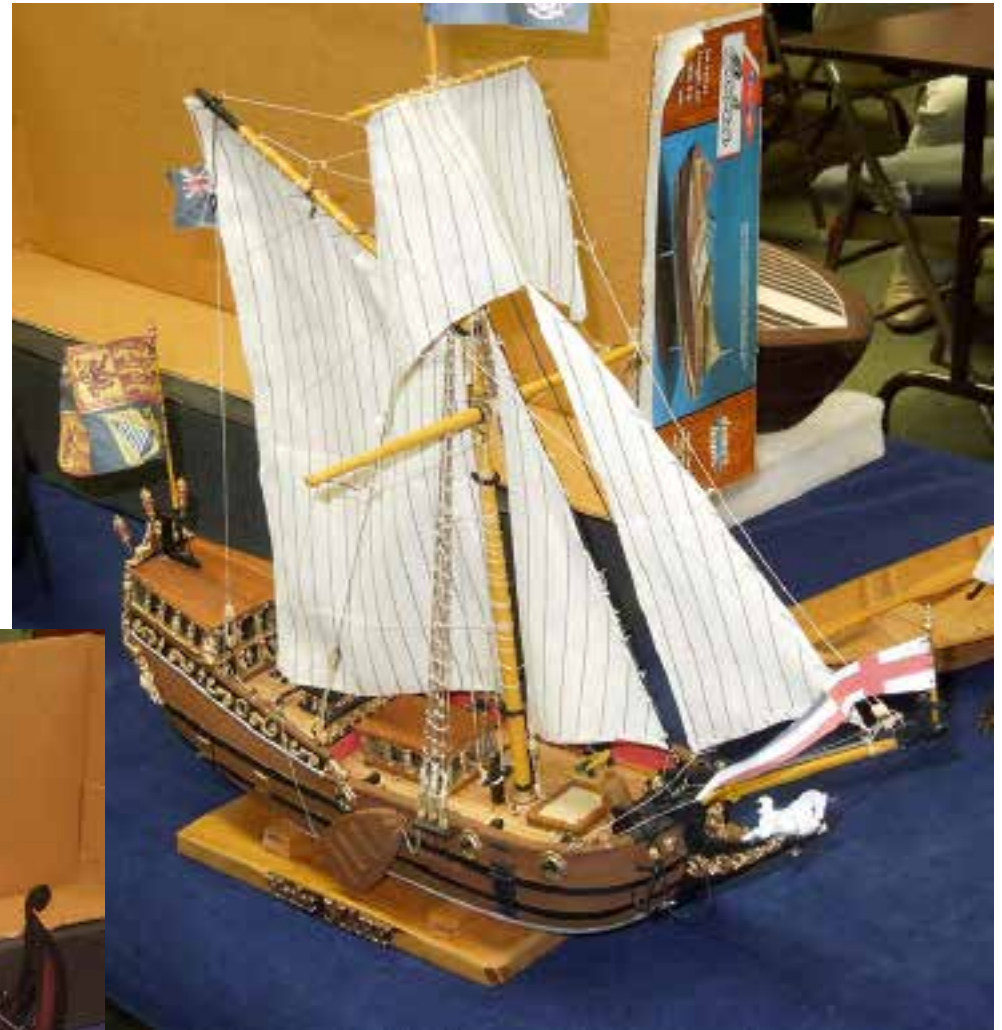


Show & Tell

Chuck La Fave: "I brought two boats tonight.

The first boat is the Yacht *Mary* by MILANO. I purchased this kit at one of the club meetings when people were selling old kits. It had some things missing but the price was right. *Mary* was the first Royal Yacht built in 1660 by the Dutch East India Company Then purchased by the City of Amsterdam and given to King Charles II. The ship cost 644 euros and was 92 tons, 50 ft. long and 18 ft. wide, with a crew of 30 marines, 20 gunners and 20 soldiers. She sunk 25 March, 1675. The kit construction is plank on bulkhead.

Oseberg by BILLING BOATS: Viking ship, 70ft. long, 16 ft. wide, with sail area of 970 sq. ft. She could travel at 10 knots, with 15 pairs of oars for 30 men. This kit was old, and all the wood parts were printed on the wood and had to be cut out. The wood was dried out and brittle, but the end result was, it came out not too bad!"





Ed Brut on ARMING THE FLEET:

"My fascination with naval history and ships has led me to become very interested in the guns and artillery used by ships from the 16th century thru present day. Over the years I have built both old broad-side cannons on through the deck guns of the world wars. I have also collected examples over the years of the same weapons, some of pewter, or plastic or cast iron and brass, each ending up on a shelf. Most are items I picked up in second hand shops or flea markets, some were gifts. One, a commemorative brass 24-lb. deck gun from the USS *Constitution*, was a present that my future wife purchased in New England. She had it wrapped as a gift only to be forced to open it after an airport X-ray showed something "unusual" in the box.

On my last count I have about 50 "king of the battlefield" artillery kits and a like number of collected pieces from all eras."





Guy Hancock: Notes on building the ARTESANIA LATINA Virginia of 1819 kit.

The directions say the original boat was built in 1819 and used for pursuit and intercepting tasks as a coast guard boat. The probable purpose was to make sure merchant ships paid the customs taxes.

I received the kit in Dec. 2015 and finished it in mid 2019. The scale is 1:41 or 1" equal 3.4 feet. The original ship would have been about 40 feet on deck and 70 ft. overall. It is the first plank on bulkhead kit I've built. What this means is that plywood bulkheads are attached 90° to a central frame. The 2mm x 5mm planks are attached to the bulkheads and then covered by a veneer layer of 0.6 x 5 mm planks. Each veneer plank must have one edge tapered to fit against the plank below it. The number of planks at the midships of the hull decreases toward the bow and increases toward the stern.

Departures from the directions:

Paint scheme: the kit directions and photos show natural finish that highlights the wood. However, some parts of the kit are thin birch plywood and those edges would not look good. I looked up some ship's paint colors from that period and used acrylic paint on the plywood parts and some other areas. The colors are Depot Buff and Steel Blue from Vallejo Model Air paint.

- I built the companionway hatch partly open to try to add realism.
- The deck is planked with individual planks. A black marker was used on one edge to simulate caulking. I regret not also using it on the ends of the planks. I chose not to simulate pegs in the planks. It is hard not to make them too obvious and oversize.
- The kit comes with brass eyes which were to be inserted in the deck around the base of the masts to tie off halyards and other lines. As a sailor, I would not want to tie off a line to a ring. I built pin rails for both masts and bought scale belaying pins for them. My first attempt seemed out of scale, so I built a more delicate set which look better.

- The flag which came with the kit was in my mind too large and shiny. It was printed on adhesive-backed cloth. I scanned it and reduced the size, printed it, then wet the paper before folding .
- All the brass parts were blackened to look like iron fittings.
- I added a tiny star on the end of the bowsprit, made by printing a white star in a black circle, then cutting it out and gluing it on.
- The sails came with the kit, and the cut of the jib especially was wrong, with curved leading .
- The topsail was lashed to the topmast hoops, so it stayed aloft, and was furled with brailing lines. These were not shown in the rigging directions, so I added some of the lines. I also made coils of all lines that accurately represent how much line should be in the coil. The casks on deck in front of the cabin were turned wood and the wide bands were not to scale. I sanded the bands off, and used pinstripe tape to represent them."





Howard Howe reports on Construction of the Dumas Chris Craft Cobra: "Kit No.1232 has continued with completion of the deck mahogany planking and the styrene strips between planks. Medium CA was used for all bonding with extreme care to avoid breaking the styrene strips at the curves.

Since the planking and the styrene strips are not all the same height, a considerable amount of sanding with sanding blocks and various sandpaper grits was required to achieve a smooth deck with tapers and rounded edges.

Before staining, the styrene turtle deck and fin were assembled from the vacuum formed parts and wood edge parts were bonded under the turtle deck. This was followed by the fabrication of a removable frame in the hull opening that was subsequently bonded to the turtle deck. This will allow the turtle deck with fin to be removed after assembly for access to the boat hull interior. Further work is required to insure that the turtle deck makes a watertight seal with the hull for RC operation.

Finally, I proceeded with staining the mahogany hull and deck. I used an available oil base stain, which I had in place of the recommended water base. As a result, I had to scrape the top of the styrene strips to whiten them up! Fiberglassing the hull and deck will be the next step before I install the running hardware, painting and fittings."



While on RC boats, at right, is the work of Kevin Knoop, friend of the club and donor/sharer of excess model goods. Photos by Kevin Knoop.





iSelf on *Britannia*, Sydney Harbor Racing Skiff:

The book, *The Blue-water Bushmen, The Colourful Story of Australia's Best and Boldest Boatmen*, by Bruce Stannard, describes the open skiffs, 6 to 22'.

No hiking boards in the photos.

The class kicked off in 1892 by Mark Foy, a businessman who was disappointed that local sailing attracted practically no public interest. He realized the reason; that racing was over a 12-mile course, out of sight for up to 2 hours.

His idea was:

1. Racing must be exciting and faster.
2. Boats had to be colorful and easily identified by a graphic on the sails.
3. Races line-to-line (no handicapping).

The first of the 18-footers was an open, centerboard boat with a very light hull, an 8-foot (2.4m) beam and only 30 inches (76cm) amidships. It carried a crew of 14 and had a huge spread of sail for sensational aquaplaning speed downwind.

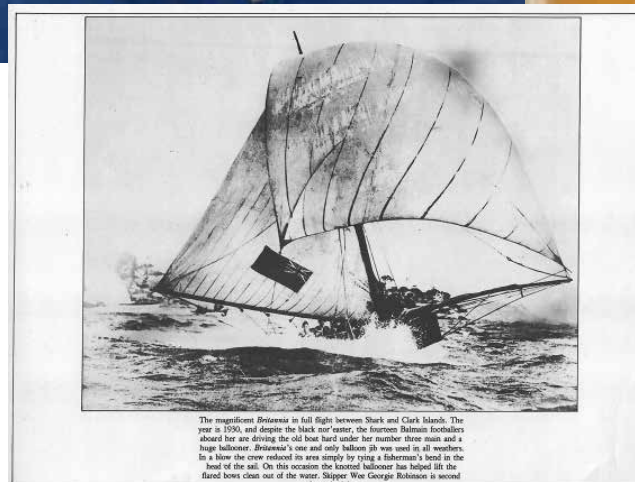
The boats had a colorful emblem on its mainsail - although today the emblem is almost exclusively the logo of a corporate sponsor.

Foy tried to enter his boats with the Anniversary Regatta Committee of 1892, but was rejected, as the committee believed that "such badges were not in keeping with the dignity of the oldest regatta in the southern hemisphere." Foy started his own regatta "to give the public what it wanted." Hugely successful!

One of the most famous boats was *Britannia*, built by her owner-skipper 'Wee' Georgie Robinson in 1919, and raced on Sydney Harbour for more than 20 years. She was built from 0.5-inch cedar planks, had a 7.5-foot beam and was 2.3 feet deep. She carried approximately 3,200 square feet of sail and 11-15 crewmen. Sails included main, ringtail, tops'l, balloonier, water sail and spinnaker.

This model is one of the first of my rigged halves. Sails were laser-printed on adhesive paper and applied. More recently I print the entire field with sails and apply half spars.

For some reason I made a plug, then plaster mold and cast a hull, before deciding to just carve the hull.



The magnificent *Britannia* in full flight between Shark and Clark Islands. The year is 1920, and despite the black 'ee' water, the famous *Britannia* boatmen aboard her are driving the old boat hard under her number three main and a huge balloonier. *Britannia*'s one and only balloonier jib was used in all weather. In a blow the crew reduced its area simply by tying a fisherman's head in the head of the sail. On this occasion the knotted balloonier has helped lift the fared bows clear out of the water. Skipper 'Wee' Georgie Robinson is second from the left.

Britannia under sail. I'll say!



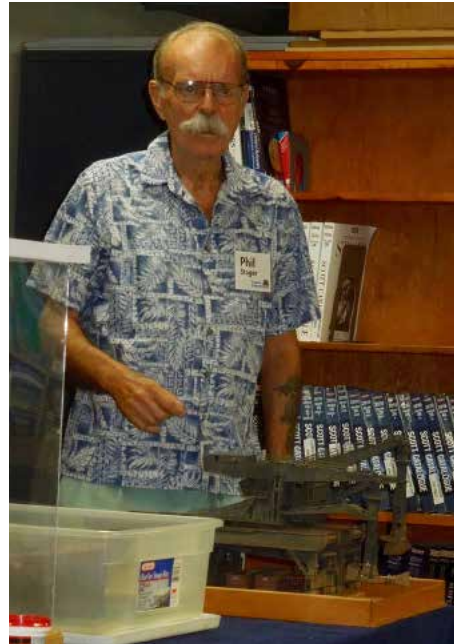
Phil Stager on Hulett Unloaders (1899):

"I brought in two models of a 17-Ton Hulett ore unloader built from WALTHERS kits. The kits are no longer in production and on the secondary market command a price 4 to 5 times the original retail price. The first one was built straight out of the box with few modifications other than a weathered paint job. The second was modified to include operating cables for the bucket open-close function and bucket-rotate function plus the tensioning gear in the rocking beam. An operator at the base of the bucket leg plus an oiler and electrician and the larry operator comprise the crew.

The model is in HO scale and will someday be in a diorama with the whaleback *JOHN ERICSSON*."

[The larry or larry car transported the ore from the hopper at front or dock face end of the unloader to waiting rail cars for a pit or temporary storage. It too, was cable operated.]

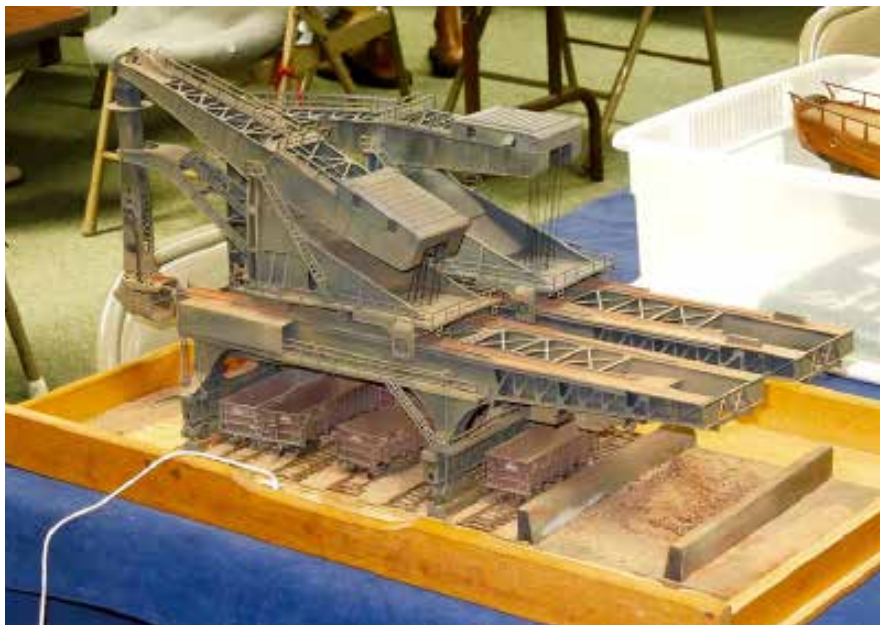
(ED – so, Larry Car was a cable guy)



Larry car

Coke larry car made by Jeffrey Manufacturing Co. Mule-powered larry car at Stone Cliff mine. Coke larry cars (larries) are large hopper-shaped steel cars that were commonly used in the coal fields during the late-1800s and early-1900s to carry coke from the storage bin to coke ovens. May 28, 2015

[Coke Larry Car - West Virginia \(WV\) Cyclopedia](http://www.wvexp.com/index.php/Coke_Larry_Car)
www.wvexp.com/index.php/Coke_Larry_Car





Tim Roberts on Milton's *Chaleur*:

Tim showed former member **Milton Jones'** 1964, walnut and cherry model of *Chaleur*, which was captured and documented by the British. The accuracy of the documentation is questioned, however, as there is a conflict between structure and a gun port. Tonight, **Skipper Sobieralski** assured that this was not unusual. While Milton was an extremely accomplished cabinet maker, carver, wood and metalworker, this was his only ship model, although he was a long-time yacht club member.

The kicker is, Milton had questions about the plans drawn by **Howard I. Chapelle** and wrote to him on the subject. He got a signed response, and Tim has preserved this exchange. He plans to decide how the material and model can be kept in close association.

Smithsonian – History-On the Water says: *In the mid-18th century, little sloops, brigs, and schooners were the small craft of choice for use in local coastal trade along the shores of North America. In the early 1760s, the British Royal Navy produced a list of six vessels it intended to purchase in the New England area for use in the North American Squadron. The Chaleur was one of these vessels, possibly purchased in Boston in May 1764. Its original name and home port are unknown.*

Originally, the Chaleur is believed to have been rigged as an armed sloop. In 1768, records indicate that it was re-rigged as a two-masted schooner, as shown by the model. The Chaleur was sent back to England, where the hull shape was documented at the Royal Navy's Woolwich Dockyard, London. The schooner's hull was found to be rotten, so the Navy recommended that it be sold. It dropped out of the record at that point, and at present nothing is known of its later history.





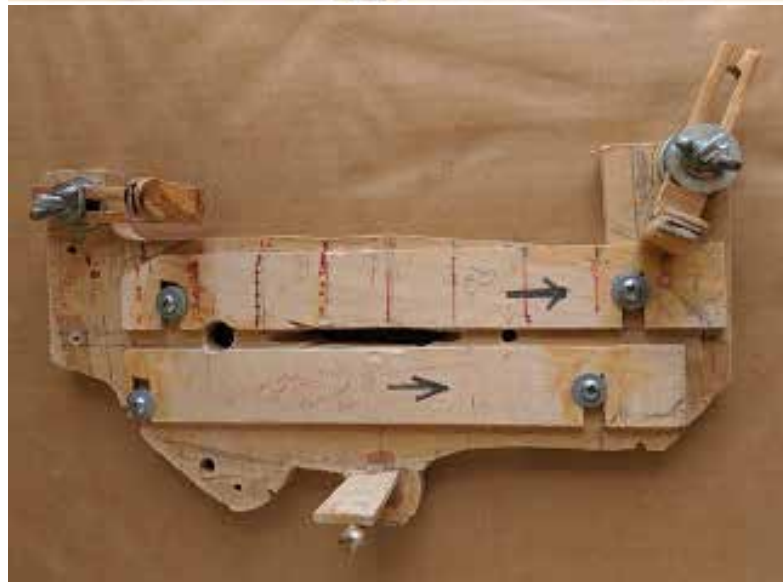
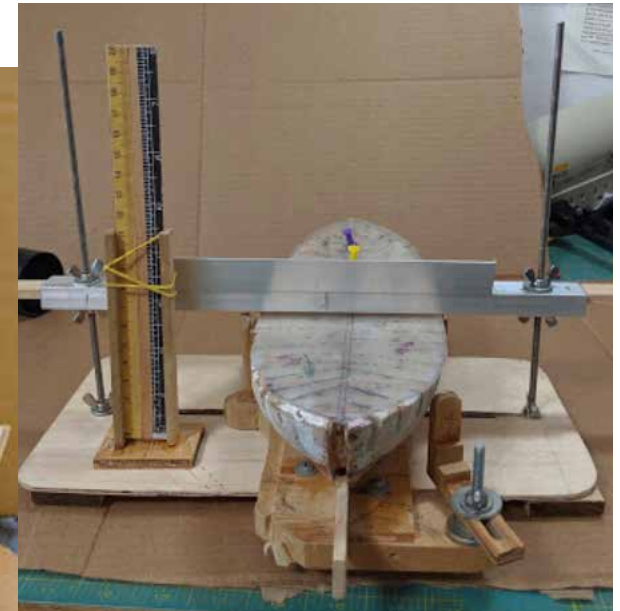
Mike Marcus on Building Jigs:

"While building a 9/32 model of *Gerda* III, a Danish lighthouse tender that thwarted Nazi plans during WW II, I wanted a jig that would hold the hull securely to be worked on, with the stem and stern posts vertical, and the deck horizontal sheerstrake -to-sheerstrake.

The jig had to be easily adjustable for the height and width of the deck as they vary for *Gerda* and future models. The jig consists of two rods set in a baseboard and a movable straight edge, i.e., the level, that is set to be horizontal and held between the rods. The level rests on the model's deck at different places along the deck as its height varies. To make the level easy to position and lock it in place as the deck varies in height, the fixed vertical rods are threaded so wing nuts beneath the level raise, lower and lock it up in place. Wing nuts above the level keep it down and in place on the deck. The model is placed atop the jig's baseboard at right angle to the level suspended above it. The jig described below can aid in positioning model, but isn't required.

Long prior to making the jig described above. I made one that holds a model upright by placing its keel in between two adjustable parallel wood runners on a base board and three vertical posts. The width twixt the runners can be adjusted by moving either or both to hold the keel securely in place. They are locked down with screws that go into the baseboard through slots in the runners.

One of the three vertical posts is glued into the base board, so it is immobile. Two swivel posts are on the opposite side of the model. The model is placed with its rudder on the baseboard and between the runners with one side of the hull against the vertical upright fixed post. Each of the two swivel posts can be independently adjusted in length and angle to touch a side of the hull to keep the model upright and secure between them and the fixed post."





Steve McMurtry reports from TN, on *CWM Morgan* progress: Windlass assembly.

"The windlass on the *Morgan* is operated by a see-saw ratchet mechanism. I cut the casting that came with the model kit into pieces. I kept the center ratcheting structure and the pulleys that go on the outside ends of the assembly. I created new barrels and bollards as the casting was quite poor.

The outer ends of the barrels have 6 evenly spaced square holes in the ends to insert a pry bar for additional leverage and to release the catches. To make the square holes I set up the mill and chucked the barrels in a rotating table. I machined a slot in the end the correct width, rotated 120 degrees, repeat. I then machined a pair of brass end caps similar to those on the real ship. These doubled to hide part of the slots and make them appear as square holes.

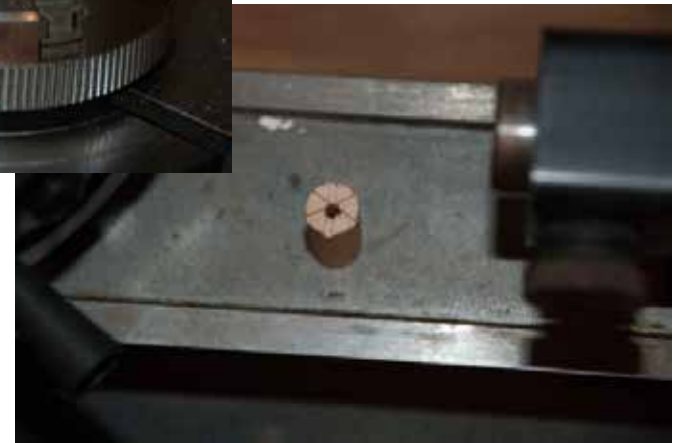
I created the bollards from Sculpy clay. I made a couple rollers with the profile of the 2 bollards, rolled out a ribbon of material, baked it hard and sliced off sections the width of the bollards. I used my rotary table again to mark the centerlines of the 8 equally spaced bollards (45 degrees apart).

The support timbers are 2 pieces each split on the centerline of the axle.

The ship as currently configured has a metal housing covering up the belt drive from a steam donkey engine in the foc'sle. I made this from HDPE foam and then split it down the centerline. After painting I glued the two halved back together in their position on the starboard barrel.

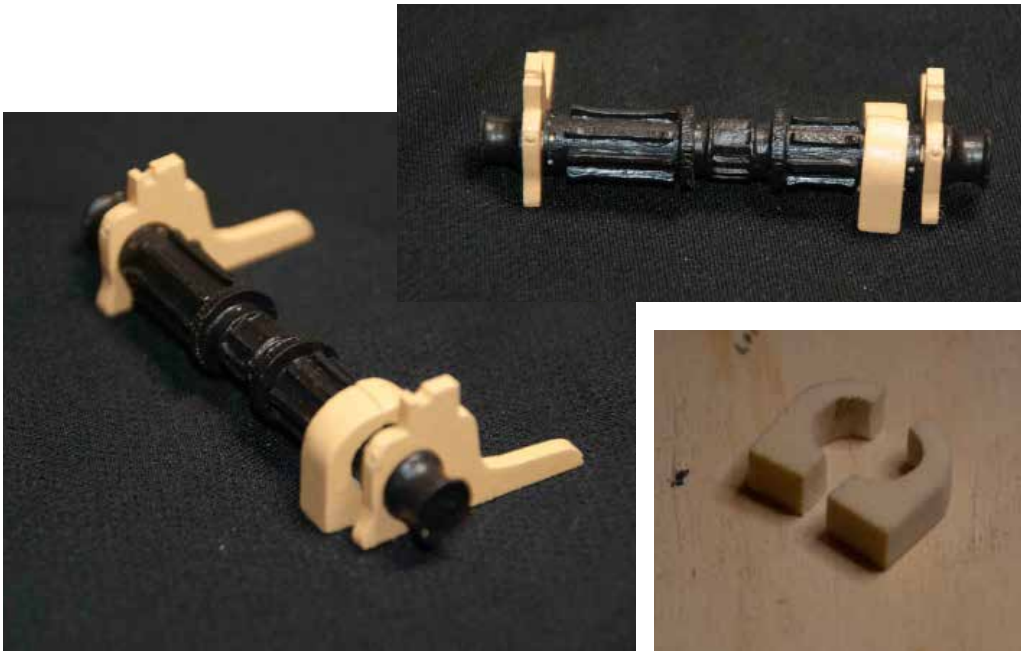
The assembly is now done and painted and ready to install. I'm waiting to complete the ratcheting mechanism, and the anchor deck before putting it all together. It's pretty crowded up there in the bows.

The catheads are done and installed, and the bowsprit and the jib boom ready to paint & install."





Ship's Log Tampa Bay Ship Model Society 11





Lynn Hill on USS *Kearsarge*: Lynn brought an old SCIENTIFIC kit of the Civil War ship, with stack-prop and sails, famous for sinking CSS *Alabama*, off Cherbourg. Kit ca. 1995, 1/88, #166.

Curtis Miller on a Stitch+Glue Rowboat: Stitch and Glue involves pre-shaped panels wired together, then glued (usually epoxy at 1:1). The shell becomes a structure. "Wirey Willie" provides scale.

"The model I shared was a simple stitch and glue rowboat made from 1/16" plywood. It was designed by Ross Lillistone of Australia to be built full sized.

Its a 14' "Flint" in 1/12th scale. The main point of the demo was to show how aircraft ply could be joined with wire twists and the joints glued after all the panels were assembled. This is a great method for any hard-chined vessel!"

[Sec/Ed] It is, but plotting the panel shapes is a challenge. Apparently there is software for those so inclined.



The real thing.



Steve Sobieralski on *Bismarck*: Steve mentioned his "Shelf of Doom" and his "Shelf of Delay," with *Bismarck* was last lifted in 2016. The ship is a plastic, TRUMPETER kit with "peel and stick" wooden deck.

"I brought in my almost (95%) complete 1/200 model of the *Bismarck*, built from the TRUMPETER kit. The model was purchased and started in 2012, worked on through 2013, put on the shelf until 2019, and has become another part of my post-retirement drive to complete my backlog of partly-built models, some started decades ago.

As near as I can determine from various conflicting sources, the model represents the ship as she appeared on May 24, 1941 during her famous battle with HMS *Hood* and HMS *Prince of Wales*, resulting in the catastrophic loss of *Hood*. Three days later, after receiving rudder damage from the attacking British, *Bismarck* was tracked down by a fleet of British warships and was herself sunk by gunfire and torpedoes.

The plastic kit was constructed with the addition of a comprehensive after-market accessory set by KA MODELS, which included self-adhesive wood decking, and many photo-etched, turned brass and cast resin detail parts. Still to be completed are the railings around the main deck, rigging, markings and flags, and a permanent display base with plexiglas case."





Not letting the previous subject of club membership-meetings die: Is there any interest in creating club divisions? Our current Florida members range from Apollo Beach to Ocala and west to St. Mary, Sanford and Cocoa Beach. Actually, south to Miami!

For instance, such divisions, being localized, might attract additional members who are not comfortable driving at night or the distance that a central meeting requires. Divisions would also be able to choose the type of meeting they like (hands on, show & tell, etc.), as suits the skills represented, as well as time and place. Smaller groups might meet at homes or local library or community meeting rooms.

My proposal suggests that only one Skipper, Treasurer and Newsletter Editor be required, with division leader and scribe designated in the divisions. Members would be responsible, as now, to supply newsletter notes and photos, unless a local member chooses to do that. It is further proposed that one or more joint annual meetings would be held, perhaps with a model show.

[This is vaguely reminiscent of the association of Florida Maritime Museums called the FLMHA - Florida Maritime Heritage Association. This was an old organization briefly revived in 2007-8-9. At that moment in time funding dried up and travel expenditures vs. payday became an easy decision.]

If this rather painless arrangement of assembly finds no level of interest, in a state as populous as ours, with the age demographics, I believe the evidence is clear, that static ship model clubs are in the final throes.

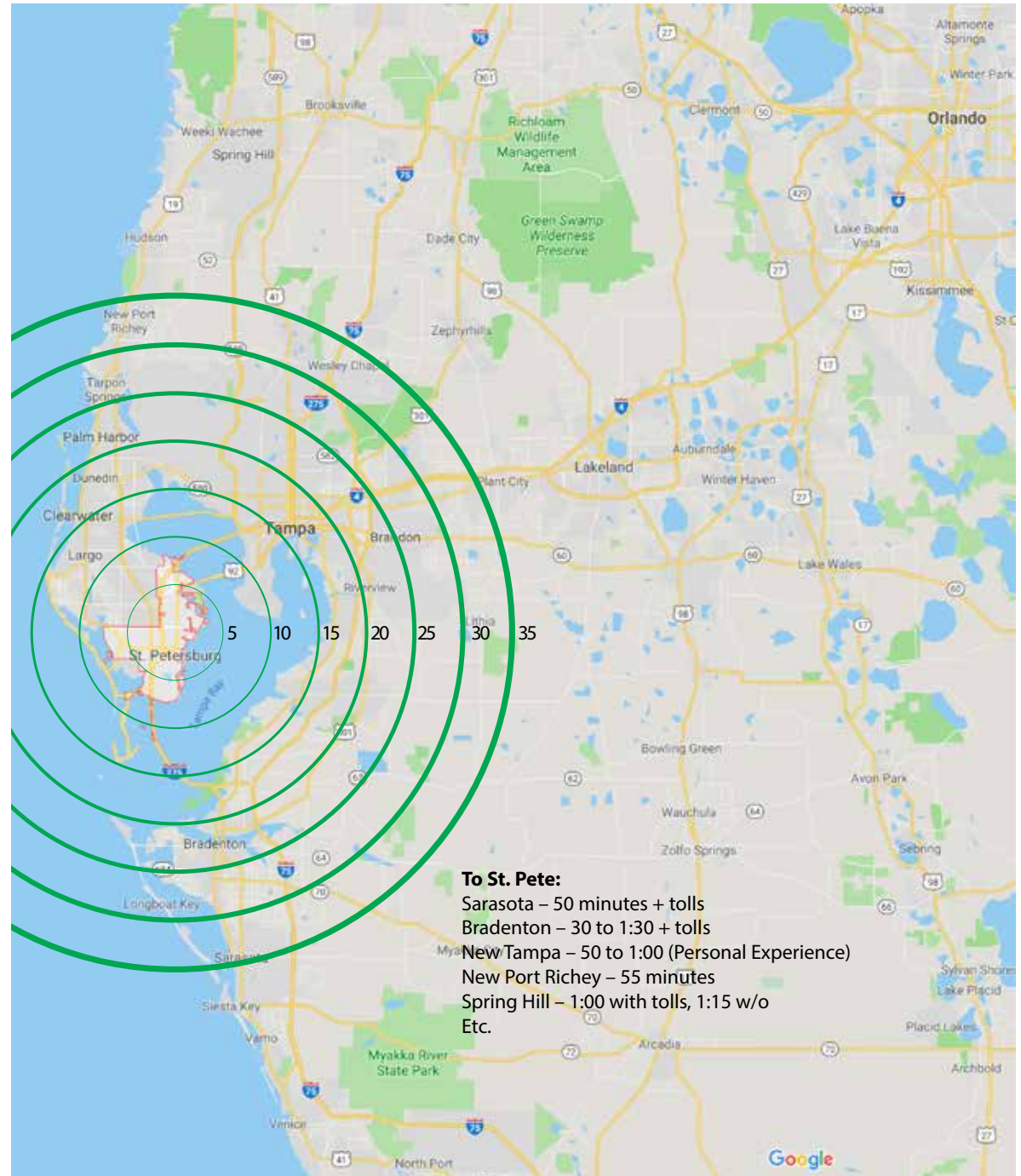
There are, of course, exceptions: Notably some RC groups and clubs at significant maritime museums, with shops. That has to do with action; sound and fury, and open, manned venues.

This requires no effort on the part of locals, but distant members and non-members contacted to do a little hustling with a contact list of known Florida shipmodel crafters.

Any willing clusters are free to affiliate or just form up.

– Sec/Ed

Miles are as the crow flies and transit times shown are surely dependent on weather and traffic.



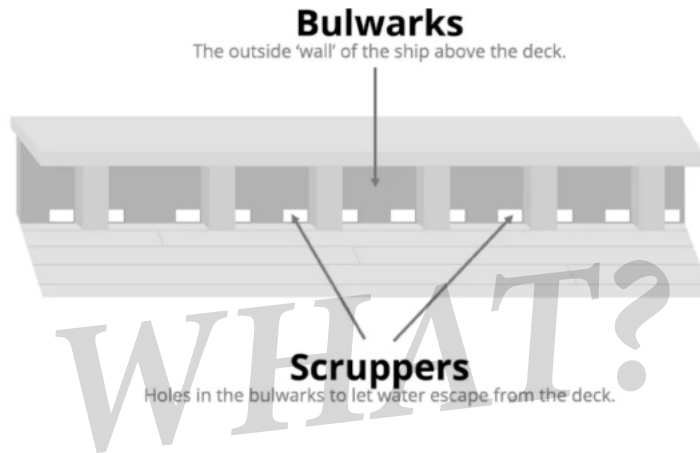


Scrappers: This may come as a surprise, but not everything found on the www is necessarily absolutely accurate. Things show up as popular for all kinds of reasons. If "scrappers" shows up, folks with some knowledge check on it and all of a sudden it is visted, and so gains visitors. Self-fulfilling, circular process. Print something stupid and it becomes fact, world-wide-web-wise.

And then there was a small sign in the TBHC pirate exhibit, which told that "wenches" were used to raise the anchor.

Uh, who served the rum whilst they were so occupied?

I do not know if this has been corrected. [Ed]



Ceely Family ships, kits and tools: My broadcast of Captain Ceely's model supplies worked, to my astonishment, with the goods being snapped up in hours. That, fellows, is rewarding and unusual. Three buyers on all but the *Bounty*.

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.

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

WARNING - Pirated Kits: It is reported that sinister foreign forces are copying kits and instructions, with shoddy workmanship and materials. This is detrimental to legitimate manufacturers who do the research, art and tooling originally, cutting into sales and profit. The warning appears in the latest NRJ and The Forecastle Report (Midwest Model Shipwrights) which published this list of alleged scammers, as follows:

ZHL	Woodenkit (Russian)	CN
RealTS	YengFan	CF
Snail Model	Moxing	Shi hai
XinFeng	WN	4H Model
JD Model	Unicom Model	CAF Model
LHQB	YQ (YuanQuing)	SC
Shi Cheng	Master	DU jiao shou

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').

Hmmmmm. Some of our favorite tools are owned by the same company - Newell Brands.



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