

Ship's Log

TampaBayShipModelSociety

Meeting of August 27, 2019

TampaBayShipModelSociety.org

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, Sept. 24, 7:00 p.m.

Former Skipper Phil Stager called the regular August meeting to order in the absence of our vacating **Captain Sobieralski**. He welcomed and encouraged introduction of two former members, **Roman Barzana** and **Dave Barnes**. Later, visitor **Henri Baillargeon** of Tampa came in.

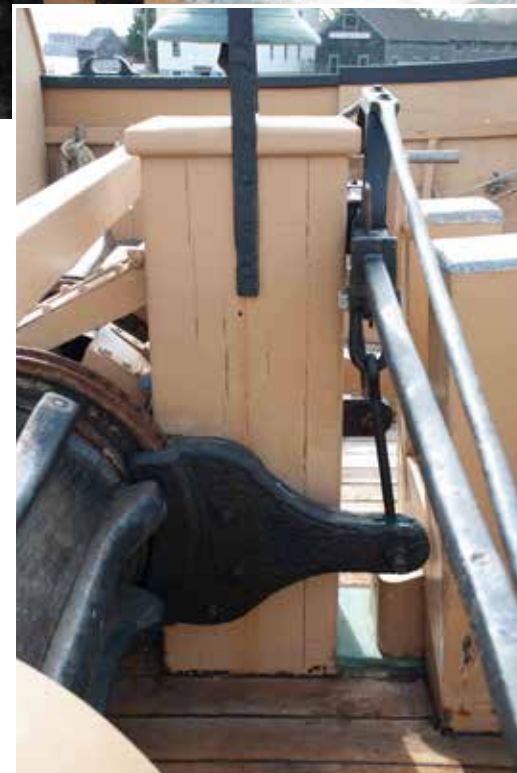
Roman brought in the kits, started models, and loose materials he took off the hands of Tom Ceely, that your Sec/Ed had reported as already disbursed. Henri ended up with much of this material.

Meeting Participation: May I suggest that rather than, or in addition to, bringing your complete models in progress, you consider pieces and parts... sub-assemblies. For the gazillionth time, NOTHING GOOD EVER happened to a ship model in transit. I myself have closed a car door on a mast. It is the solutions to the endless small problems of construction that I find of interest. Just grab the part you are currently working on and bring it to discuss. *—"Fails" are always fun!*

AND... we are continuing to get donations of models, kits, supplies, tools and materials, exceeding our ability to absorb or distribute. My thoughts are that we should try to locate a willing senior center or two and establish a "TBSMS Model Chest" of tools and materials and maybe try to sponsor classes. Call it community service or a guilt dump. Likewise, models can be donated for sale or auction to same places. Such donations can likely be deducted from taxes of donors.

I am told I will be getting an inventory from yet another ElderShModeler. Supply is far exceeding demand. I am still storing some of **Norm Jacobs'** goods.

RE: the year, **Captain Howe** pointed out that your Sec/Ed had failed to update the year on recent newsletter mastheads. Sorry if I disoriented any of you. It is usually the day I have trouble with.



Study these images of **CW Morgan** closely and refer back to them as you see, further on, **Steve McMurtry** emulating them in scale.

His photos were taken at the NRG Conference in Mystic, a few years back.



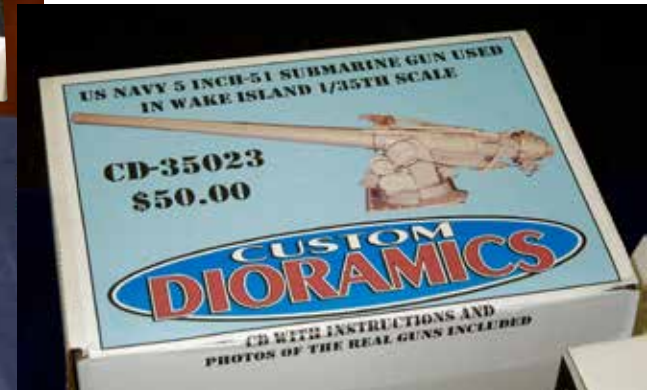
Show & Tell

Ed Brut on Naval Artillery:

"Shown were 3 resin kits from several manufacturers. In the scale model area, the World War One and two ships deck guns have been few and far between. In ship scales like 1/96 and such you could find many crude and undetailed metal kits. Many did not have the detail to make a nice stand-alone model without a lot of scratch work, and they were quite small. Now comes CMK and CustomDioramics to produce a few resin kits in 1/35th scale as shown

I have built the CMK British WW2, 4 Inch 10.5mm HA and have a second kit of it. It is the standard of a resin kit with all their problems of cleanup and assemble, but does make into a nice scale model. I placed it on a teak base, scratch built the oak deck and "Park Bench" as shown in an archive photo of HMS Hood prior to her 1923 Around the World Cruise.

Also shown were the 4 inch/50 caliber naval deck gun with shield and the US Navy 5 inch /51cal submarine gun used in the defense of Wake Island by the Marines. Both these kits have from 20 to 30 pieces. Molding in all is quite good for limited run resin kits."





Ship's Log Tampa Bay Ship Model Society 3

iSelf on Vesper & Armature: I returned the *Vesper* enhanced half-model with half spars, and some other components that will be added "soon." The hull is laminated cherry and the field is a color photo made into sepia, with graphics and sails added.

Rushton used what he called "Deck Steering Gear" to get rudder control lines around the aft mast. I formed these from thin aluminum by stacking two layers and double-face taping them to a stick for support. Then, I shaped all with disk sander and diddler files. The RADIX Folding CB was made with fins of aluminum "soda" can. A paddle was shaped of wood, starting with a square section and rounding the MIDDLE only, before adding flats to both sides for grip and blade.

And, I made an armature for a figure of Seneca Ray Stoddard, a photographer and outdoorsman of the era, who has an iconic photo with this canoe. As mentioned, every time I do this I believe I find a better way to make one. For this one, I have used wood for head and trunk rather than building up those parts over wire. I anchored the wire elements with J-B WELD. This 2-part goo takes 4-6 hours to harden and 24 to fully cure. I usually use SCULPY to fill out the figure. I did not like figure #1 and pirated its SCULPY to apply to armature #2. I did not like this one either and made another stance. I follow the Impressionist school without a lot of fine work. Or maybe I do the best I can and it comes out "Impressionistic."

Ed Brut says, "J-B WELD, good stuff. I use A & B epoxy putty and use water to smooth it and wet fingers to keep it from sticking. I have some 3M two part Urethane epoxy which I am using for soft auto body parts, it is just very expensive but when dry it is very flexible."

Roman Barzana says, WESCO MAGIC-SCULPT, 2-part, does not require baking, as SCULPY does.

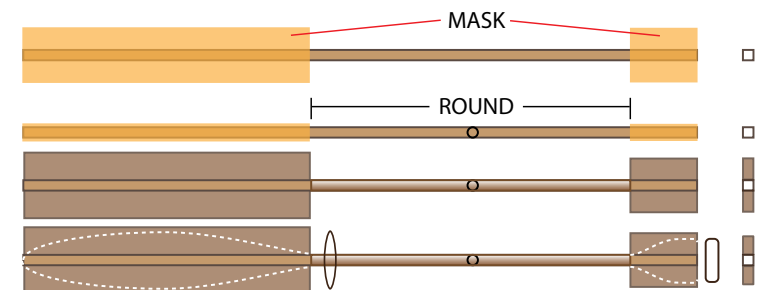


Hiking Board, Pennant and Paddle for those who like it spelled out

Steering Gear, Radix, Tiller, Rudder and Penny



200 gr.



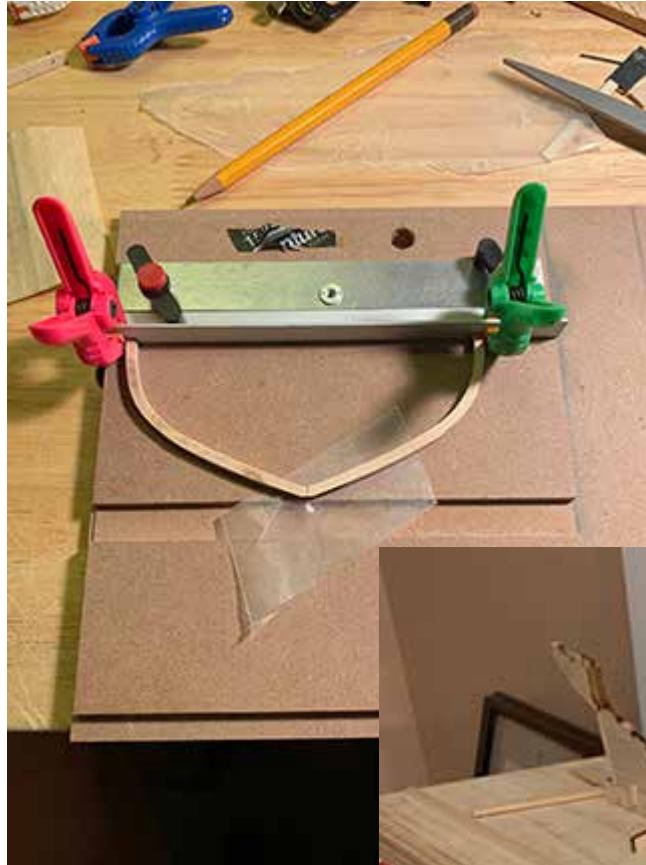


Guy Hancock on Emma C. Berry: "I got started on the *Emma C. Berry* well-smack of 1866 kit by MODEL SHIPWAYS, by making the building board. I used my thickness sander to make the slightly warped pine board flat, then drew the centerline and fixed the rails for the frame support. I glued the rudder-post, deadwood, keel, stem knee, & cutwater together. I hollowed out the sternpost for the rudder, and started cutting the rabbit. I marked the frames on both sides of the keel and the keel support, but later did a more accurate job on the building board itself. I had to reinforce the joints on the frame support. I plan to make a sanding block to clean up the rabbit, which I cut with an X-Acto knife."

The *Berry* is afloat at Mystic. A well-smack is a fishing vessel with a mid-ship wet well, open to the sea. "Augur holes were drilled in the sides of the hull so that water could flow freely for re-oxygenation.

[On the photos] The building board with the keel support, the moving frame to support the boat's frame when gluing them to the keel, and the marks on the board for the frames can be seen. The other picture is one way I've glued Fram halves together. The clamps at the top keep the frame ends the right distance apart, and scrap of wax paper keeps the frames from being glued to the board." Photos by Guy.

Mystic says: The *EMMA C. BERRY* is 38'6" fishing sloop, designed and built by R. & J. Palmer of Noank, CT in 1866. She was built as a sloop, re-rigged as a schooner in 1886, and returned to sloop rigging in 1969. Between 1969 and 1971, she was extensively restored by Mystic Seaport staff and converted back to her original sloop rig configuration along with re-installation of the fish well.

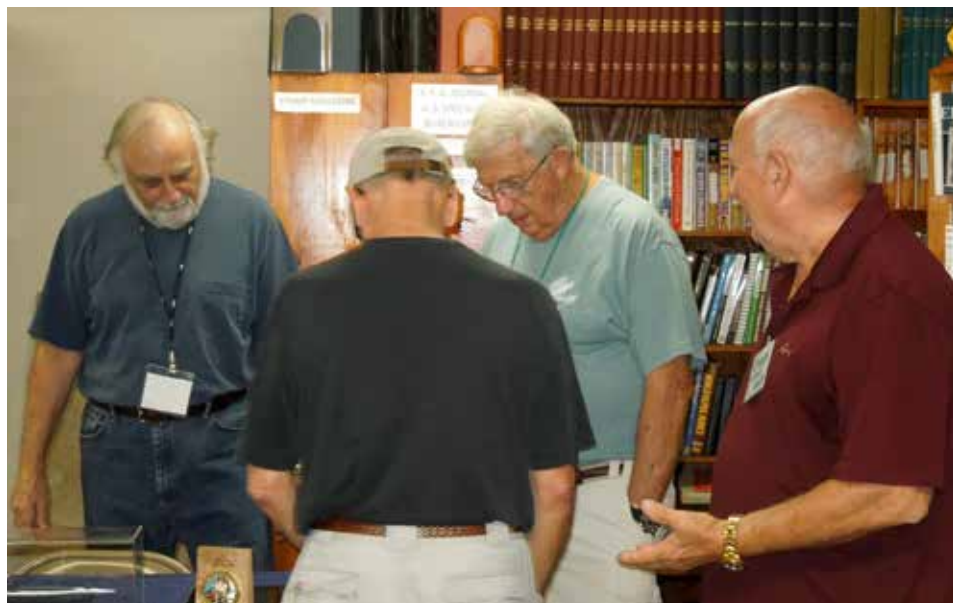




Phil Stager on Whaleboat: "I brought in my model of a Delano type whaleboat built from a MODEL SHIPWAYS kit, 1:16 scale (3/4" = 1'). The kit was quite complete and well-designed, was of plank on frame construction very similar to the real thing. Sailcloth is also included if you want to rig the boat under sail. It did not include about another thousand or so ship nails if you want an exact replica. It did include 6 sheets of plans and a nice 150-page book by Erik Ronnberg. A nice model that does not occupy a lot of shelf space."

Kit MS2033

- Authentic plank-on-frame construction duplicates original construction techniques.
- Laser cut basswood components, Photo-etched copper fittings include harpoon, lance and cutting spade heads, knife blades, oarlocks and mast hinge hardware.
- Cast Britannia compass bowl and bomb lance gun, sailcloth & three diameters of rigging line.





While Howard Howe was unable to attend, he contributed as follows: " I was unable to attend the August meeting, but have made some more progress on the DUMAS CHRIS CRAFT *Cobra* model. The fiberglass of the model was a three-step operation. First with the model upside down on a fixture, I laid a 2 oz. fiberglass cloth large enough to cover the entire bottom of the hull. Then using a two part finishing resin, I applied the mixed resin over the cloth with a 1-inch brush. After curing, I trimmed the excess overhang cloth with a sharp blade and some sanding. The same process was then repeated for the transom, and finally the deck.

Construction continued with the fitting of the turtle deck and removable cockpit components. Then with the hull upside down, I measured and drill holes on the centerline per instructions for the rudder shaft and the stuffing box. A slot was cut for the stuffing box. The stuffing box (tube) with shaft was installed in the slot and secured in place with the strut. The motor and mounting blocks were installed to insure alignment with the shaft. Effort will continue for the rudder fabrication and RC components before finishing with the painting and fittings. Finally a water test, ballast, and sea trial will be performed. I am looking for a blond boat operator about 8 inches tall, (1/8 scale). Most of the Barbie girls are 1/6 scale. Any recommendations?" Howard's photos.





Chuck LaFave on *Volante*: I'm working on an old MODEL SHIPWAYS, from when the company was in Bogota, N.J. The kit was started and had some missing parts. The hull is solid, machined wood, and I'm at the point of doing the rigging. She is a beautiful example of the many small and sailing vessels which worked the so-called "Triangular Trade" - from New England to the Mediterranean, and returning via the West Indies where sugar, Molasses, etc., were loaded for the U.S. ports. Small but moderately fast vessels were required for this trade in perishables.

Triangular Trade: (Edited from "*The Way Of The Pirates*" website) ... Some Atlantic ships in the 1800s worked the shipping lane network called "Triangular Trade". This means merchant ships traveling not between two ports, but maximized profits by sailing to three continents. This kind of trade evolved by needs and offerings of particular markets, but also use of the Atlantic trade winds.

One type of triangular trade was connected with the transport of slaves from Africa to the Americas; manufactured goods from Europe to equatorial Africa where they collected slaves, and westward below 30 N latitude, using the regular trade winds to the Caribbean. After selling their slaves, almost always to cotton or sugar farmers, they took on raw goods of the New World (cotton, tobacco and sugar in the liquid molasses form) and sailed back to Europe on the northern part of the Gulf Stream.

Even though this form of trade was profitable, it was difficult in that very few ships could easily accommodate both the transportation of goods and slaves. Poor living conditions of slaves created health issues for all onboard those ships and logistic issues with their purchase in Africa often caused ships to miss their travel deadline and to arrive in the Americas out-of-season, forcing them to wait for crops to become ready for transport, or to fill up their ships with insufficient cargo and stabilize the ship with inert ballast. Typical travel time for this Atlantic route was a year.





Lecture: If you do not see Pinterest,

I advise keeping it that way. The enormous talent displayed is depressing. But, the site makes one thing clear. The really eye-catching model projects are not static. While scenes, dioramas, action, draw attention away from the primary subjects, they are also attractive, and bring emotion and excitement to the business. Consider adding a scale figure, deploying an anchor, or a seabird perching on a yardarm, to set your ship apart and add a bit of interest.

The figure work of **Rex Stewart** is far beyond the talents of most of us, but scattered tools and materials are not, and help ground the work.

NOW! Please search "USS Constitution Gun Deck Cutaway - The Beginning" to see a staggering video: [https://www.youtube.com/watch?v=vv0_HC0cwrM] Rex does not seek anatomical accuracy, but dynamic small sculpture, and a LOT of it.

6 Steps to BOOM!: [beta-toptrendspint. whitejumpsuit.t....] This is a terrific example of "How To." **George Fehér** says the IPMS show had such effects in rocket dioramas.

Florida Historic Ship Modelers: Two names have been added and four removed for various reasons. Quite a few I listed because they are associated, not builders and those I know are essentially inactive, bring the real number down to about 85. As a populous, coastal state with advanced age demographics, that is telling. Double it... still not a hopeful situation. Having said that, IPMS has many very talented ship modelers that I have not accounted for.



1-6 Got to try this.
Below, Kraken me up!
Right and below it,
by Rex Stewart
Lower left, applied BOOM!
(Pix from www)





Sec/Ed Brief Case Report: Charlie Gravalesse

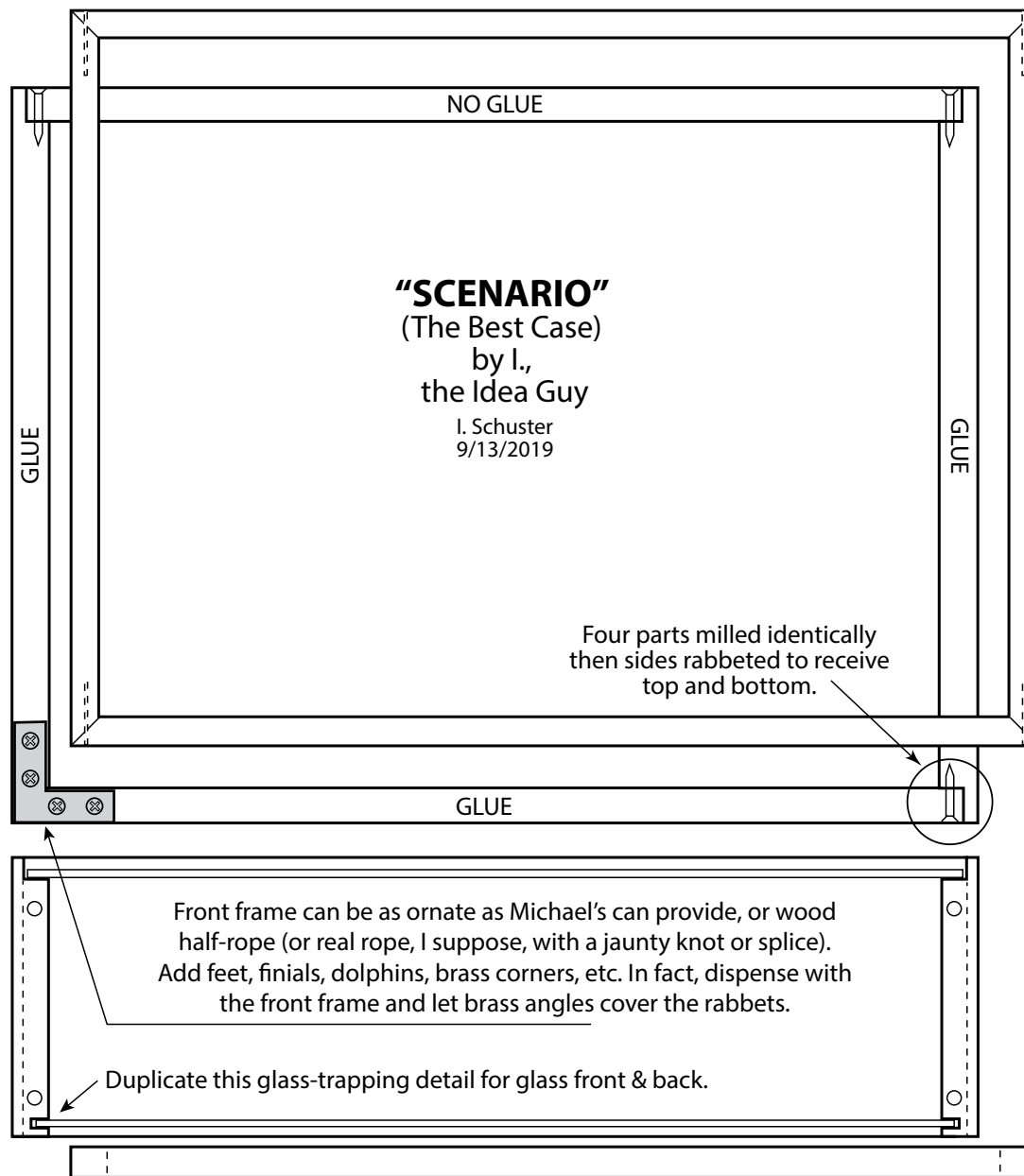
called to ask if I knew a case maker. I advised building his own. He did not want to. I advised BLUEJACKET. He got a quote: \$500 + \$800 S+H. I advised having glass cut professionally. He knew a guy. He has ordered an assembled, 5-sided glass box for \$60. He is making a base from a walnut plank he had on hand. I figure he will owe me about \$600, if this works out.

That is preamble to finding a dearth of material on building display cases for your models. The Wild Whirled Web usually has more info on every subject than we can check out, but not on this one. As mentioned before, your Sec/Ed has made a number of shadow boxes. This drawing shows an option for two glass sides.

I present, "**Scenario, the Best Case.**" While not classic, it is easy to make, easy to refine with decorative elements and inexpensive. This is a follow on - refinement of previous suggestion. Glass is inert, easy to clean, hard to scratch and LOOK OUT! Unless you live in a cave, you have proof it works well at keeping stuff in and out. Real glass can be got, cut to size at ACE HARDWARE. A glass and mirror shop will do the same and offer a variety of edge finishes. Use mirror for the back wall (realizing that it reflects the far side of your model, but also you admiring your work and the rest of the room).

If your case is large, feet or a platform that allows you to get your fingers underneath will facilitate moving it. Order fancy trim from CONSTANTINE'S WOOD CENTER.

Visit CONSTANTINE'S site even if you don't choose "Scenario," it has all kinds of nifty stuff and is not mentioned enough.



Mitered Frame

Do NOT glue the top of the frame to the top plank, so glass may be replaced if necessary.
Or, risk it. It's up to you. I'm not your Mommy!



Steve McMurtry progresses on *CW Morgan* from the hills of TN:

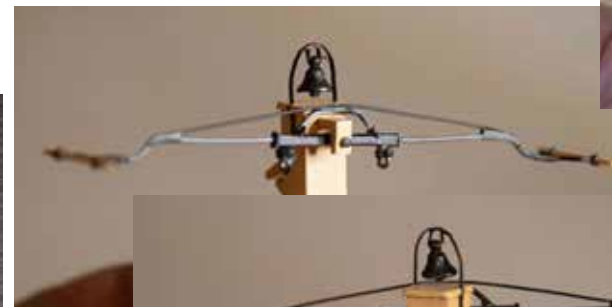
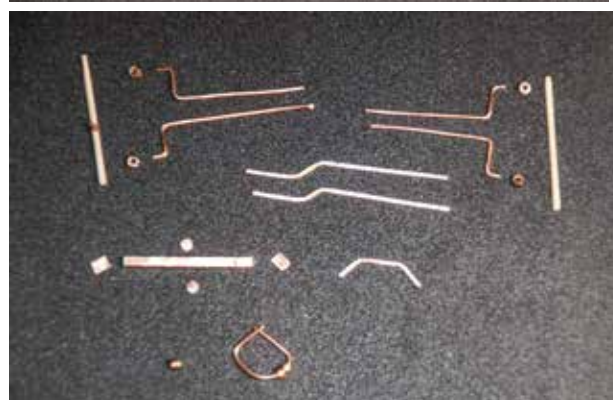
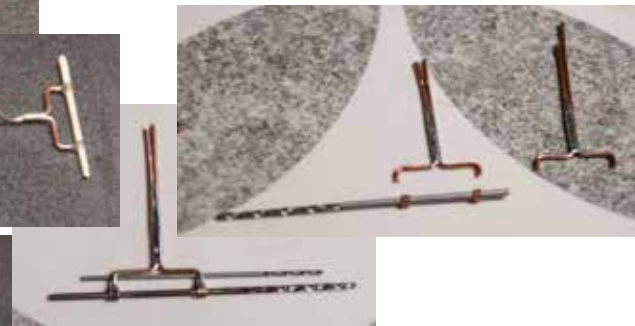
I've got a bunch done again this month. Pressing to get the forward half of the deck complete soon. My progress this month was to get the windlass complete and ready to install, build the scrap bin that goes with the tryworks, build and fit the crew's head and build the work-bench/chicken coop.

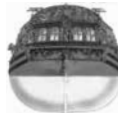
Building the actuating mechanism for the windlass was by far the most tedious project. Very tiny work and careful soldering. I sent a series of pic for this process. It is all made from copper.

I bought square wire for the parts that have to have that cross section and round in the appropriate diameters for the rest. I bought and used a mini torch for most of the soldering. Using an iron would have been impossible as even the slightest touch would have moved or misaligned the parts. I used 4 mesh tin lead solder paste for the joints.

I included a couple photos of the actual ship for comparison (Page 1).

The handles were a challenge. I had to form the two halves of each, solder them in parallel and then attach the handle support tubes to the butt ends of the handles. I center drilled 0.050 wire to 0.030 for. The handles are made from mini bamboo skewers. I put the handle sleeves onto a small drill bit. This served to align them, allow me to accurately position them to the handle ends and prevent any solder from wicking and filling the holes. The solder won't stick to the steel either.





Another interesting assembly was the two shackles that attach the actuating rods to the windlass. I made these by putting a small blob of solder on the end of a piece of 0.015 wire, hammering it flat into a lollipop shape, cutting it to the correct length and repeating on the other end. Then I drilled the holes in each end and files the outside diameter down to the correct wall thickness. Once shaped and painted they came out super.

The ship's bell attached to the pawl bitt is copper foil strips, a little match drilled bracket soldered to the apex and a wire clevis pin to hold the bell.

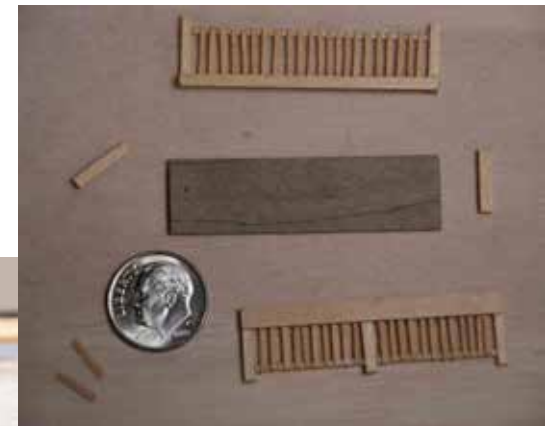
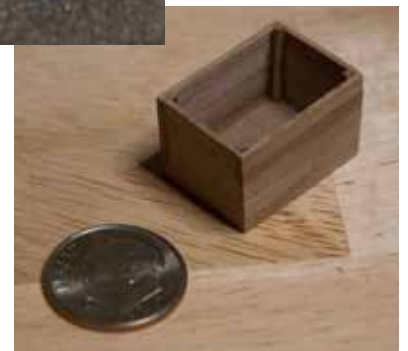
The hardest part of the crew's head was matching the profile of the bulwark/rail structure. The planking is scored into the 0.031 panels.

The chicken coop was tedious at best. Tiny slats of 0.015 x 0.031 bass glued onto the frames. The top is aged and oiled maple and the drawer fronts are just glued on with wire handles. The carpenter's vise was a casting that came with the model that I cleaned up.

The scrap bin was pretty simple and I aged and oiled it for a realistic finish.

The anchor deck is made using the same pre-aged planking as the main deck. The center section is not installed yet. Two large fore stays are attached to the bulwark on either side of the bowsprit (you can see the holes where they go). That needs to be done at the rigging stage and then holes drilled in the planking to clear them.

Smooth sailing and all the best, Steve." All pix from Steve.





Ship's Log Tampa Bay Ship Model Society 12

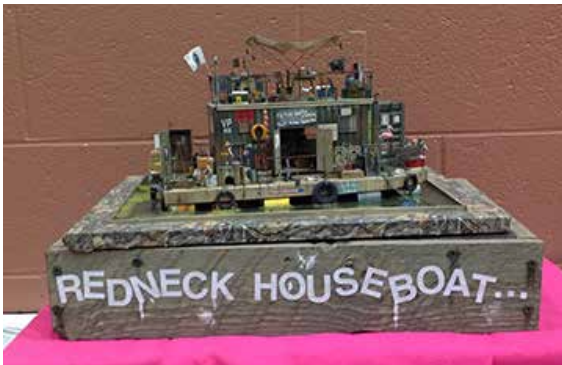


George Fehér reported on the 2019 IPMS USA Nationals, in Nashville, TN where he won the award for Subs, 1:350, post 1946, and explained why there were so many categories.





Ship's Log Tampa Bay Ship Model Society 13





A Nautical Extravagance ... just too great not to share...
(Picked up from **Messing About in Boats** and the www.)

*I stood one day by the breezy bay a-watching the ships go by,
When a tired tar said, with a shake of his head: "I wisht I could tell a lie!
"I've seen some sights as would jigger yer lights, and they've jiggered me own, in sooth,
But I ain't wuth a darn at spinnin' a yarn what wanders away from the truth.*

*"We were out in the gig, the Rigagajig, jest a mile and a half to sea,
When Capting Snook, with a troubled look, he came and he says to me: —
"O Bos'n Smith, make haste forthwith and hemstich the fo'ard sail;
Accordeon pleat the dory sheet, For there's going to be a gale.'*

*"I straightway did as the Capting bid — No sooner the job was through
When the north wind, whoof, bounced over the roof, and, murderin' lights, she blew!
"She blew the tars right off the spars, and the spars right off the mast,
Sails and pails and anchors and nails flew by on the wings o' the blast.*

*"The galley shook as she blew our cook straight out o' the porthole glim,
While pots and pans, kettles and cans went clatterin' after him.
"She blew the fire from our gallant stove and the coal from our gallant bin,
She whistled apace past the Capting's face and blew the beard off his chin!*

*"O wizzel me dead!" the Capting said (And the words blew out of his mouth);
'We're lost, I fear, if the wind don't veer and blow awhile from the south.'
"And wizzel me dead, no sooner he'd said them words that blew from his mouth,
Than the wind switched round with a hurricane sound and blew straight in from the south.*

*"We opened our eyes with a wild surprise, and never a word to say —
In changin' her tack the wind blew back the things that she'd blew away!
"She blew the tars back onto the spars, and the spars back onto the mast;
Back flew the pails, the sails, and the nails, which into the ship stuck fast.*

*"And 'fore we could look she blew back the cook straight into the galley coop;
Back dropped the pans, kettles, and cans, without even spillin' the soup.
"She blew the fire back into the stove where it burnt in its proper place —
And all of us cheered as she blew the beard back on the Capting's face.*

*"There's more o' me tale," said the sailor hale, "As would jigger yer lights, in sooth,
But I ain't wuth a darn at spinnin' a yarn what wanders away from the truth."*

– Wallace Irwin (March 15, 1875 – February 14, 1959) No relation.



Make up your own captions.



ELMER'S has too many container options, but one is interesting. It is a stocky pen with screw-off caps at ends, a fine point and broad tip with a toothed, rubber spreader for (obviously) larger surfaces. Look for UPC 06134; Washable, Dual Tip School Glue. Claims are "Adjustable Before Setting, Dries Clear." "Washable" is ambiguous. They mean it can be laundered - will not wash out - "Clean with water prior to setting. After it is dry, use soap and water." I'm quoting the package. "Do Not Dry Clean." Does not mention using for fabric, or wood for that matter, but primarily paper. Uh, that's generally made of wood. Anyway, it works on wood in my tests. Upside: Handy. Downside: separate caps.



And a couple more J-B gooproducts not seen before. In retail, it all comes down to "facings." Get the brand on the shelf as many times as possible, trading on the good name.



**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**