



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, Oct. 22, 7:00 p.m.

TampaBayShipModelSociety

Meeting of September 24, 2019

TampaBayShipModelSociety.org

Captain Sobieralski called the regular September meeting to order, welcoming all. The only business discussed, follows:

Arthur Ortner, of Sarasota, has decided to retire from building due to age and eyesight, and donate his tools and materials to appreciative homes. **George Fehér** arranged for members to congregate on Saturday, 9/05, at Art and Barbara's home, and pick, then take the couple to lunch. Mission accomplished as documented at the right. The stash is shown later herein. Those shown attended, along with **Chuck LaFave** and a friend.

Much of the materiel was taken off Art's hands, to be distributed later, possibly to the **Suncoast Center for Fine Scale Modeling** in Odessa. There is, however, another operation that has contacted our club for suitable books, tools and materiel; a startup club in New Bern, NC.: the **New Bern Maritime Modelers Guild**, associated with the NC Maritime Museum in Beaufort.

And, we have been contacted about another offering of similar goods!



George Fehér, Barbara and Art, Steve Sobieralski, Earl Petrikin, Ed and Libby Brut and i., your Editor.

*Photo above by Linda Chadwick.
Photo at right, George Fehér.*





Show & Tell

George G. Fehér reports on Art

Ortner's Water Taxi: "With Art Ortner's eyesight fading away, he decided to build one last wooden ship model. The inspiration turned out to be on TV; he saw a water taxi plying the waters of Thailand. That was the one to build; not big, no masts or rigging, and without the plethora of "fiddly bits" to spend countless hours making and fitting. In short, a fairly easy build for a Master Model Shipwright like Art.

Unfortunately he had no plans or drawings, only the "screen captured" image his Brother-in-Law gave him. So, Art improvised; he used the width of a man's shoulder sitting by a window to estimate and scale-up the size of the taxi. He noticed a small cabinet inside the boat, which he added, along with bench seats and some other details.

It took Art about six months to build. The hull is plank-on-frame construction. He used cherry and basswoods for the hull and cabin, made a canvas cover for the top and added a steering station in the stern. It is being proudly displayed in his house."



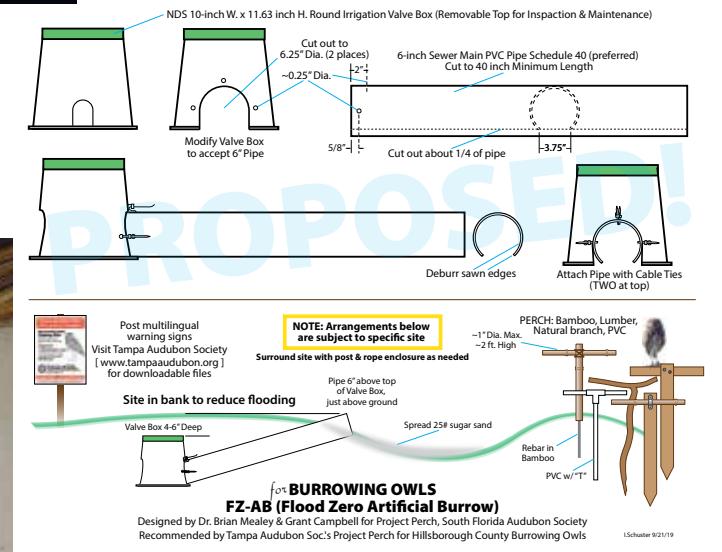


I. Schuster on Vesper Canoe: Making a little progress, I have mounted the folding Radix centerboard, metal rudder and the lever arms that get the steering around the after stick. And, I finished and mounted the scale figure of Seneca Ray Stoddard, photographer and outdoorsman of the period and location. My impressionistic figure work is very far from that of Roman Barzana. He is realist in the extreme, far beyond my poor capabilities. We spoke of additive (putting material onto an armature) and subtractive (carving from a solid) techniques. The ideal material allows both. The recent issue of NRJ describes those quite well. I generally use Sculpy polymer clay, that requires "baking." That is a nuisance, but I own it so I use it.



I. Schuster on Bamboo (for the birds):

For another interest, the Audubon Society, I volunteered to do some manufacture of artificial burrows for burrowing owls, to restore them in former numbers to Hillsborough. Knowing that our SuperCoasty, Stamp and Postcard Collector and Plant Authority of the highest order, **Phil Stager**, cultivated it, I sought a bit. Being a collegial sort, he complied. The artificial burrows consist of 6" Dia. sewer pipe sawn to a "C" shape x 40" long and a 10 Dia. irrigation valve box. The bamboo is for a perch. In toto, an emplacement consists of a couple of pipe & box assemblies, 25# of sugar sand and a perch, plus permits and warning signs. The little (9" tall) buggers historically use gopher tortoise burrows, and those are getting a bit rare... hence the help. Why the "C" you ask? Like a Quonset, so they scramble on soil. Why the sand, you ask? It acts as a flag, as if the burrowing animal scratched and cast up it up and out. It is a tested design. I am but semi-skilled labor.



Phil Stager brought in some bamboo culms for Irwin's burrowing owl project. The species were: *Gigantochloa atroviridis* and *Bambusa glaucescens* cv. Alphonse Karr. Both are tropical clumpers and not the dreaded temperate runners. Bamboo's use in ship building is rather limited, e.g., battens on the sails on Chinese junks, short spars, outrigger poles on native craft, simple rafts from small to over 30 meters in length, the deckhouse on Thor Heyerdal's Kon Tiki.



Vic Lehner and HMS Alfred of 1778:

Vic showed progress on his 3/16" scale scratch ship started in 2016. Similar to HMS *Warrior* of 1772, launched in 1778, 74 guns.

Wikipedia says: She fought at the Battle of Cape St. Vincent in 1780. Lloyd's List reported on May 1795, that *Alfred* had captured a French 22-gun corvette off Cape Finisterre. The corvette had been sailing to the West Indies and *Alfred* took her into Barbados.

Alfred was broken up in 1814.

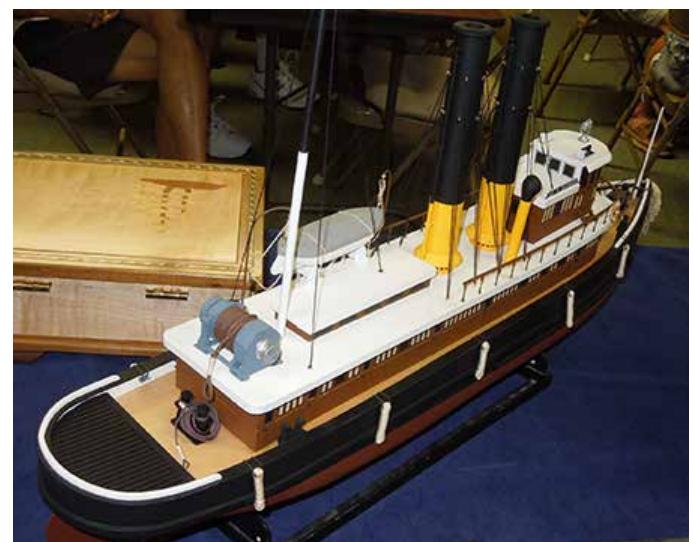
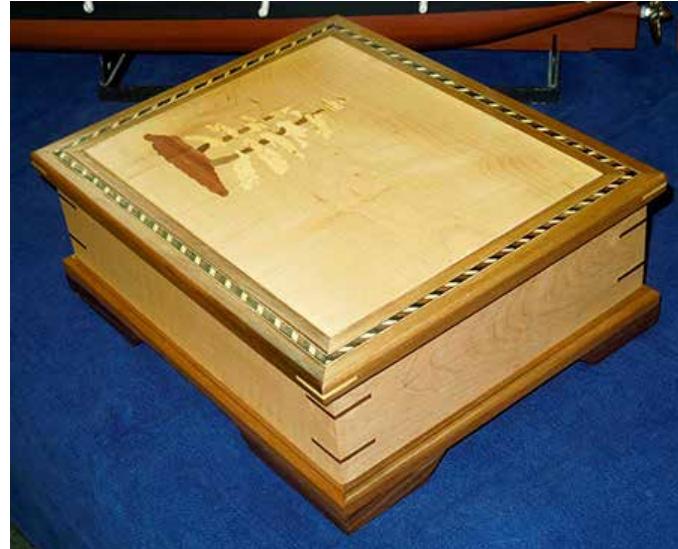
Built Chatham Dockyard, 1,638 (bm)
Tons, 169 ft. (gun deck) x 47+' Beam.
Gun deck 28 x 32-pounders
Upper Gun deck 28 x 18-pounders
QD 14 x 9-pounders
Fc 4 x 9-pounders

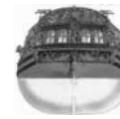




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Larry Burden is now making inlaid boxes but has built models such as tug, *George W. Washburn* in the past.





Roman Barzana on sculpting figures:

"September's meeting provided me with the opportunity to bring in my sculptures to the Show and Tell. I brought in the 8oz commercial containers of Magic Sculpt from WESCO ENTERPRISES in California; a two-part system for sculpting, and the associated figures for my subject project. I went over some of the details and shortcuts to creating the figures in their various poses as well as their facial and anatomical differences. I also brought in some wood carvings depicting human figurines in various stages of progress as well as FIMO sculptures; figures all intended for ship model themes.

I went over some details and differences between sculpting with synthetic material and wood carving and stated the importance of the preparatory work before executing the work by that I meant the details of the armature or the blocking cuts on a Boxwood carving in order to simplify the work along the way.

In the end I stated that the process of sculpting is one in which material may be added to fill the areas that need building up to create the sculpture differentiating it from wood carving in which you approach it by removing the material that does not belong, not difficult but it requires attention to details and vision so as not to remove too much to ruin the piece, in essence a less forgiving process than working with synthetic products such as MAGIC SCULPT, FIMO, MILLIPUT, GREEN STUFF and many of the other products in the market."





From Henri Baillargeon on USS

Olympia: "I chose to build the USS Olympia as my first project after a 50 year hiatus from modeling mostly for nostalgia. As a young boy, this REVELL kit had been my first model that was too complex to knock out in one day. I found an old ENCORE kit with wooden deck veneers, photo etched parts, and cast metal parts.

I wanted to complete some part of this project fairly quickly, so I chose one of the ship's boats, the steam launch. **(A)**

I removed the plastic canvas frame and replaced it with 0.02 brass rod. After an ill conceived attempt to solder this I started over and used cryo [CA] instead. I darkened the frame with gun bluing (Works on some brass but not others. Don't know why) and touched up the glued areas with black acrylic.

I drilled out the middle to the smoke stack but got too greedy and came out the side. Luckily an order from MEGA MODEL arrived with an assortment of brass tubing. One was the right diameter, so I created a jig to hold it straight while the glue set.

(B) The original model included no rudder or prop for the launch, so I cut a triangle out of a piece of plastic insulator, and shaped it. I built the rudder from a plastic Jello cup.

(C) Given all the mistakes and redo's, I probably built this item 5 times before I got the finished product **(D)**."

Lettered photos sent by Henri.



A



B



C



D



Skipper Sobieralski brought a bonus kit showing workings of a *Bismarck* turret.





Howard Howe on RC CCCobra:

"The DUMAS Chris Craft Cobra model is nearing final completion. Only the gunwale rub rail and rear bumpers still remain to be installed before doing a sea trial. There has been some difficulty in locating the correct blond female operator (1/8 scale). Barbie is too tall and her little sister Chelsea is too small and young. So, the search continues.

This has been one of the more challenging models that I have assembled. I inherited the kit after the framing and first layer planking was completed on the building board. Then I began the hull sanding. This was followed by the layered bass wood decking and my first planking with mahogany strips, filler, and lots more sanding. Finally staining, fiberglass, and painting. Application of the gold paint, and bonding the windshield to the boat presented challenges.

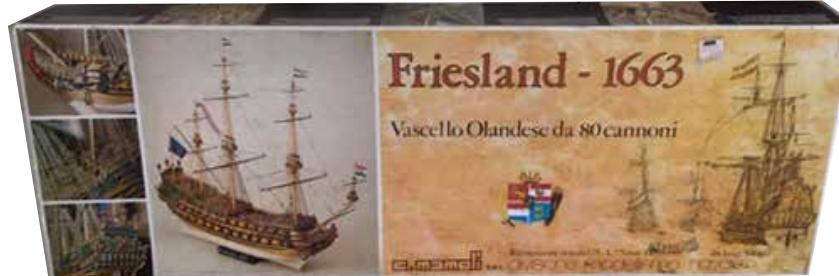
The sequence of build was critical with the installation of running hardware, RC components, and interior access. All interior components are removable with screws or Velcro, and I used magnets to secure the turtle deck/fin assemble and provide access to the RC components. Next month, I hope to report on the successful sailing of the "Golden Egg."

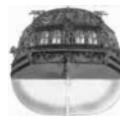




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Arthur Ortner of Sarasota has resigned from a long career of ship modeling and donated his tools and materials. He is still holding this MAMOLI *Friesland* kit. Please speak up if you would like to have it, otherwise it will likely go to the NC club.





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TBSSMS is working to distribute the models and tools of a local family. *Shenandoah*, below that, *Dapper Tom*, middle right is *Flying Fish* and below her, an unknown 3-masted schooner. Behind *Flying Fish* is unknown waterline clipper looking very sleek.



Case report from Charlie

Gravallese: "Finally making some progress on the "CASE": "Took delivery of the Lexan box this week from DELCRAFT ACRYLICS in Sarasota. It is a beautiful thing. It is perfectly square and glued together very professionally. I'm very pleased. Now working on completing the baseboard, moldings and nameplate. I'll send a few photos when I find some time and feel its ready to be seen."





Guy Hancock on *Emma C. Berry* progress:

"The building board and keel support are shown holding the keel and a single frame clamped as it will be to glue it in place. I've finished 16 frames since the meeting last month, of the 23 in the hull. I used the X-Acto knife to cut the bevel on some, and on others the mini-rotary tool and a file are enough. I had thought this job would be harder but it seems to be going OK. I anticipate some difficulties sanding the outside of the frames once they are all glued in place because they won't be very stable until some planking or ceiling is installed.

I bought the planking clamp because it should be very helpful in trimming one edge of the planks to fit the plank below. When building the *Virginia* I was mentally designing something like this as a way to make the process easier, and then I saw this clamp on sale. It can also be used to hold the hull by clamping the keel, which may also be very useful during the planking process or later."

"Oops! Subsequent message: "The frame which I had displayed on the building board was in backward, so the floor was glued to the wrong side of it. The bevels on the frames were going the wrong way. Luckily, I've been using white glue so soaking it allowed be to disassemble the pieces and I'll re-glue them. I'll have to pay special attention when gluing the frames to the keel."





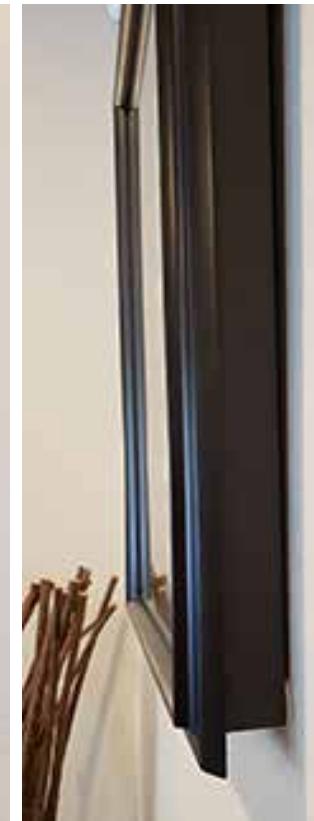
Paul Anderson on Encasements: "Simple shadow box can be made from a frame from Goodwill by attaching 4 pieces of wood to the back of required depth, attaching a Masonite back and painting the whole thing. Carpentry is basically not seen so it doesn't have to be fancy. I also get all my glass from old Goodwill frames. Easy to cut with a few simple tools I can furnish more info if there is any interest."

I. Schuster on Duck: Years ago when documenting my collection of working decoys, I was researching "duck" fabric because I had a couple samples made of canvas. The word is derived from Dutch, "doek," originally linen canvas. Okay, that's neat; duck ducks. But recently I discovered nautical connections.

Cotton duck cloth is rated by weight per square yard. "Naught" is any over 30 oz; No. 1 (30 oz) is used for heavy equipment covers; No. 2 (28 oz) for hatch paulins! What the heck is that? Think tar-paulins; No. 3 (26 oz) for sea bags; No. 4 (24 oz) for hammocks; No. 5 (23 oz) for work clothes – and so on down to bags, tents, backpacks, awnings, shower-curtains and stretched artist's canvas. Traditional sails are in there scaled to every weight.

Duct tape, casually termed duck tape, was originally adhesive coated duck. Full circle! And then, you duck your head (avoiding the boom), duck under water and DUKWs. Well, the diving bird ducks have a German root, but then Dutch and Deutsch are pretty closely related... did you notice "square yard"? That sounds shippy.

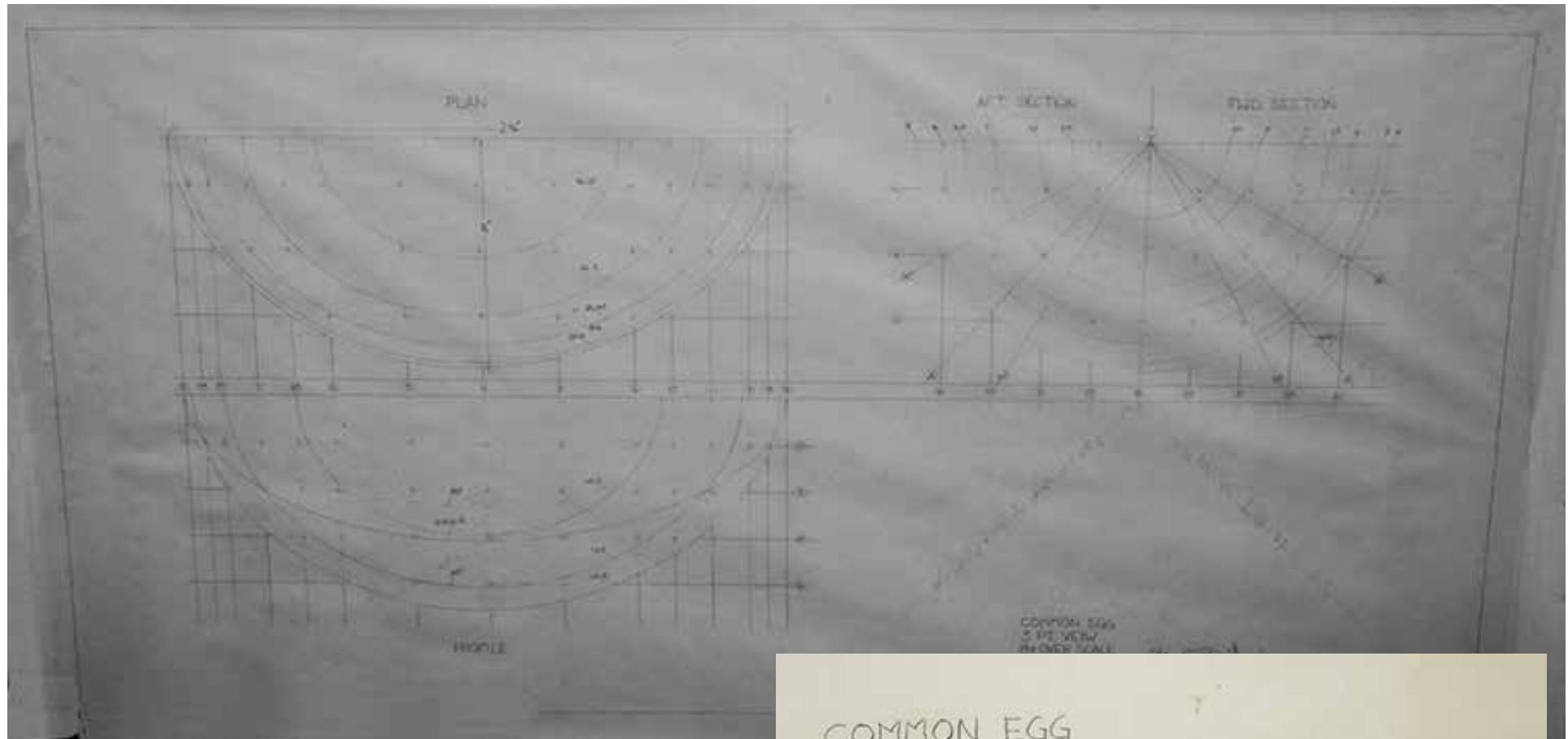
I had written this even before our September meeting took this odd turn toward birds.





Curtis Miller displayed a drawing of the "Common Egg:" "I shared a three point lines drawing of a common chicken egg in 8x over-scale. The drawing has a 1/4 section view, water and buttock, as well as diagonal lines laid out and employs all the methods used in the architecture of boat hulls.

I drew it in the mid 80's and it was used as a training tool for workers who were new to lofting and plug building/tooling. I also used it as a resume of sorts to obtain jobs as a loftsmen at yacht manufacturers."



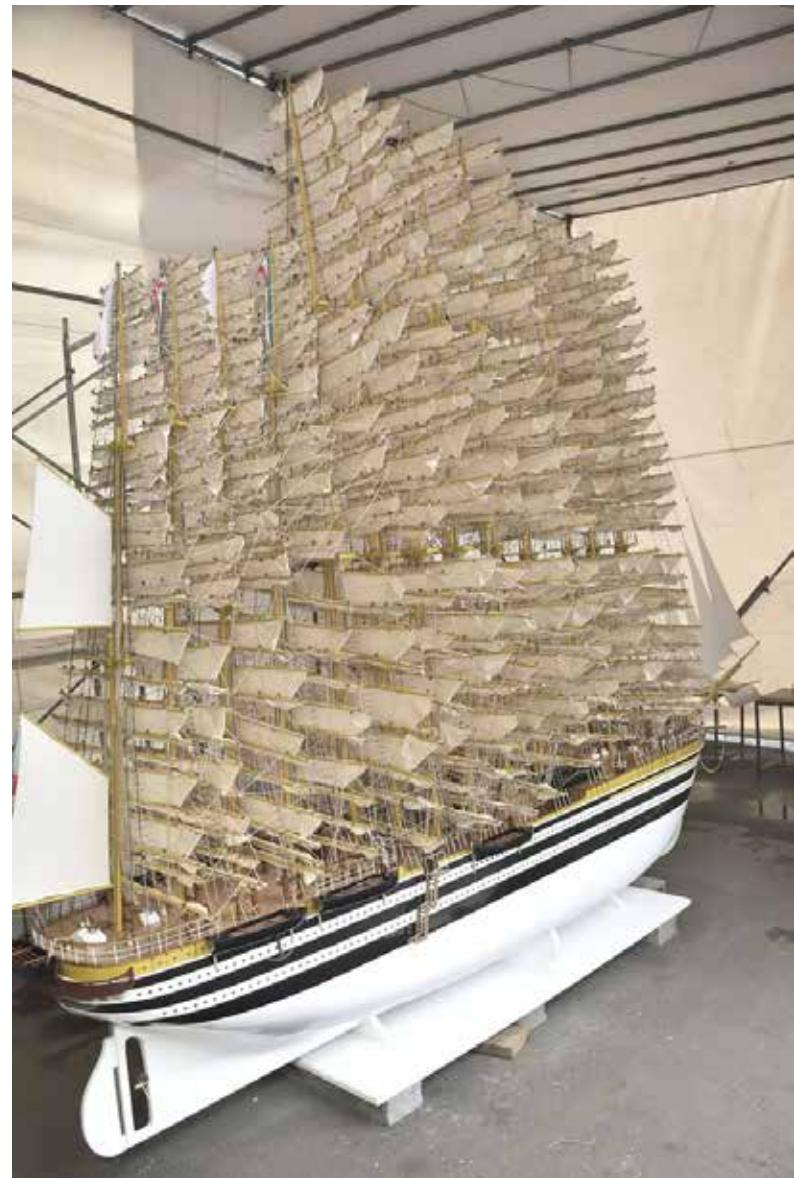
COMMON EGG
3 PT. VIEW
8x OVER SCALE

11/96 C.M.

& MORE



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Ed Brut sent this vessel photo, an extraordinary sail carrier.

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

<<GOLD LEAFING >>

Final Note: Did any member or other recipient of this fine publication ask me about gold-leafing?
If so, please ask again. It is an art that I have meant to try and so, took Art's materials. Happy to share if you have an application.
[Sec/Ed]

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**