

Ship's Log

TampaBayShipModelSociety

Meeting of Nov. 26, 2019

TampaBayShipModelSociety.org



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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, Jan. 28, 7:00 p.m.

The regular November meeting was presided over by **Skipper/Treasure Sobieralski** who, donning his other hat, reported on our treasury as secure and adequate. If any paid member is interested in the specifics, please contact Steve.

DUES ARE DUE! DO IT! Please remit \$12 in cash or check.

Guest Bob Johnson is a member of the Board of Directors of the currently forming **Gulf Coast Maritime Museum**. Bob describes the mission of this organization as covering the history of boats and boatbuilders from Naples to Pensacola. At this time, the Board is negotiating the acquisition of three buildings in Bradenton.

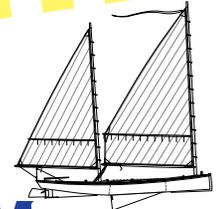
Your Sec/Ed was tapped to produce a "corporate signature," and after a series of presentations, the Board selected one featuring the Howard Chapelle 1894 Florida Sharpie, lines taken in 1927 at Cedar Keys. This plan is found in *American Small Sailing Craft*.

John Pether, ramrod of this organization has just submitted an updated document, stating: "The report now covers from the Everglades to Cedar Key. Last stage will be Apalachicola to the Alabama border. If anyone knows anything about boat building in the Panhandle please let me know."

This report is 41 .docx pages of detailed info on builders. If you would like to see it, contact Sec/Ed. While the mission seems to be creeping north, I submit that the Keys would be a better southern limit than the Everglades.

The material collected is rough at this point, but sufficient for a book, when edited.

Gulf Coast Maritime Museum



Please make (\$12.) dues checks to:
Steve Sobieralski, noted as "2020 TBSMS Dues."
Mail to: 2906 Bay Villa Ave., Tampa, FL 33611



Show & Tell

Visitor, Bob Johnson: Bob is an MIT Naval Architect and recently retired, selling his company, Island Packet Yachts, in Largo. He is researching and building a 340' Florida-Havana Railroad Car Ferry. (353' x 57' x 17' x 12kts)

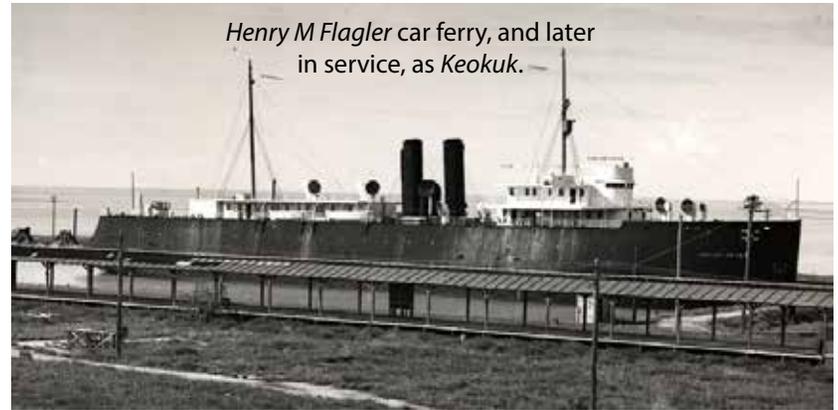
"I am currently building a model of a railroad car ferry, the "Henry M Flagler", that ran from Florida to Havana, Cuba from about 1915 until 1960, delivering and picking up loaded rail cars. The ship was built in 1914 and originally owned by the Florida East Coast Railroad (a Henry Flagler RR) and was sold after WW2 to the West India Fruit and Steamship Company, part of the West Palm Beach Terminal Company operating out of the Port of Palm Beach. This service lasted until Castro took over, shortly after which I understand the ship was scrapped. I have not been able to find any info on the ship (builder's name, drawings, etc.), but do have some photos that are allowing me to create a reasonable replica."

[Sec/Ed was able to supply the name of the builder, Cramp Yard in Philadelphia, same as Henry Plant's SS *Mascotte*, and that HMF was renamed *B Columbia Heights*, then acquired by Navy in 1941, as *C Keokuk* in 1942, as a net layer.]

"Thanks again for the invitation to join the meeting last night. I thoroughly enjoyed the discussions and sharing interests covering many maritime subjects. As you both have interest in this type of boat, I have included two photos of the 21' sharpie "Lightfoot" that I designed and built (plywood/ at home in our carport) in the mid 1970's. It is a dual-purpose craft with an un-stayed cat-ketch rig (my wife made the sails which we dyed a tanbark color in our kids little plastic pool) that stows under deck through the seat lockers, plus an enclosed outboard motor well aft that allows use as a launch. The centerboard trunk is offset to starboard to be part of the foot well side, keeping the cockpit open, and a central thwart provides a mount for one of the masts in heavier sailing conditions or a seat for rowing if desired. John Leather put a photo of her on the back cover of his book "Sprit Sails and Lug Sails", Roger Taylor included a review in one of his "Best Boats" books, and WoodenBoat published a feature piece I contributed for an issue of their magazine. I eventually sold her to a fellow from the FL east coast, but have no idea where it may be today – one of my favorite boats."

USS *Keokuk* (AN-5/CM-8/CMc-6/AKN-4) was a mine and net laying ship of the United States Navy during World War II.

Laid down in 1914 as the *SS Henry M. Flagler* by William Cramp & Sons, Philadelphia, and renamed *SS Columbia Heights* in 1940, she was acquired by the U.S. Navy on 28 July 1941 for conversion to a Coastal Mine-layer, CMc-6. Reclassified as a Net Layer, AN-5, and named USS *Keokuk* on 15 August 1941, she was commissioned on 28 February 1942. Reclassified as a Minelayer, CM-8, on 5/18/42, and again as a Net Cargo Ship, AKN-4, in 11/43. –Wikipedia



Henry M Flagler car ferry, and later in service, as *Keokuk*.



Bob's Photos of his sharpie.





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Bob Johnson on his model: "This is the model as it is today. Quite a bit to do yet (rigging, deck railings, misc. small details). It was purposely designed and built to transport railroad cars from port-to-port (note the 4 tracks that enter from the stern and run almost full length inside). No plans were available, but lots of old pictures allowed me to make a reasonable representation of the ship.

This ship, the *Henry M Flagler*, was built in 1914 and scrapped in the early 60's after service to and from Cuba ended with the Castro takeover. The Florida East Coast RR (owned by Flagler) operated this service (up to 5 or 6 ships at its peak) originally from Key West until the hurricane of 1935 took out the bridges, then to Port Everglades (Ft. Lauderdale) until WW2. Ships were turned over to the US military during the war and the FEC got out of operating them when the war was over, selling them to the WPB Terminal Company (independent company from the Port of PB) who also established the West India Fruit and Steamship Company to operate the service between the P of PB and Havana.

The FEC RR carried all the rail service to and from Jacksonville where it was sent or received from all over the US...a major "pre container" transport operation. A natural prototype for a model railroad, especially as I saw them in operation over a number of years while I was sailing in the area when I was in high school!"



Bob's Photos of model.



Brad Murray Carving: "A young man from Nantucket (not the beginning of a joke) named Wm. Spencer will be swallowing the anchor (getting married) 11/20. Being the oldest son of my wife's oldest friend she proposed a quarterboard for a present.

Being a persistent procrastinator and having a project with a deadline almost a year away, what could go wrong? For starters wishful thinking on my choice of wood. An appropriately sized, relatively clear board under my bench turned out to be not the hoped for pine but a piece of big box construction grade spruce with a difference in densities between the late and early wood to remind me that saving a few bucks can be expensive.

The next issue is drawing a letter S that is not painful to look at. A quick Google search found: <https://myedeleon.com/how-to-draw-the-letter-s/>.

Finally my hope of a simple painted sign ended with a request for gilded ends. The eleven months till delivery will, no doubt, fly by. Another poor wood choice was the circular rope carved base for the carousel whirligig. I still feel that the ply was easier than two sections of end grain if I had used a board instead. I gave it a coat of sanding sealer but the next time you see it, it will be painted.

The board with two cleats on opposing opposite edges is a portable work surface. Not sure but I think it is called a hook board although searching that turned up nothing. The cleat on the bottom catches or hooks the edge of a table or desk while the upper cleat acts as a stop/fence. This one was a 'come by', if I were to make one something a little longer but the same depth would work better.





I was gifted a small piece of Koa on my last trip to O'ahu. The roughed out three piece banner was my solution to get something useful/interesting from the small board while losing the very white sapwood. A small piece of the Koa has been shaped into a spoon for a salt dish gift for our landlord on the North Shore. The bowl of the spoon was cut with a 3/8" core box (hemispherical) bit in a laminate trimmer. A coping saw and belt sander for the rough shape followed by a knife, hand sanding and Danish oil.

Another project, a mobile of Polynesian outriggers, was in need of some curved pieces. The crab claw sail booms and the outrigger booms. At a club meeting in the spring I became the owner of a box of wood coffee stirrers just the right size for laminating these small parts. The off cut from the top of the Koa banner proved just right for the sail booms. The outrigger booms wanted a re-curve. The elliptical lids from some breath mint tins screwed to a scrap of ply look close enough. I was going to use a piece of an old straw hat for the sail but I now think some burlap may look better at that small scale.

The three similar cedar handled carving knives were made by my mentor Paul McCarthy. The longer riveted walnut knife I made with one of his high-speed steel blanks. So many tasty projects, so little time!"



These two photos by Brad.

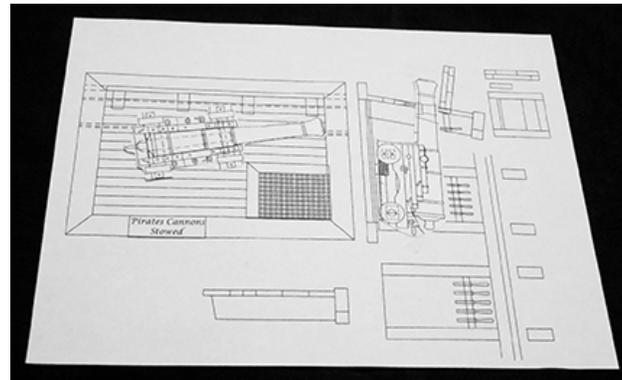
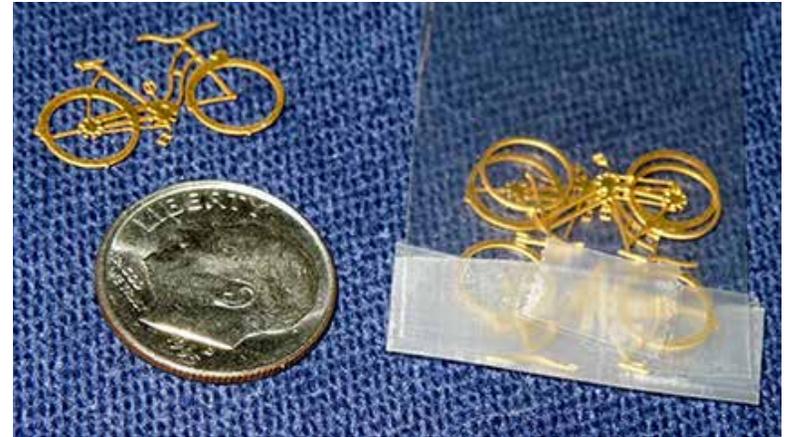
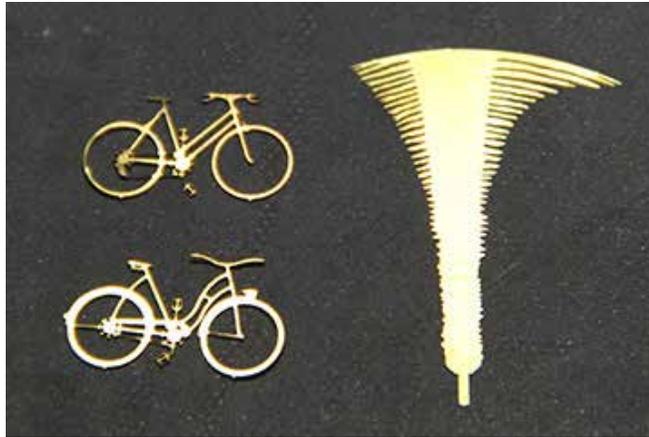




Ed Brut displays: 'Shown are some minor details for my Pirate deck gun diorama, only an Autocad detail of the planned diorama and some scratch-built chain shot ammunition. Hope to have time in January after the holidays to finish it for the next meeting.

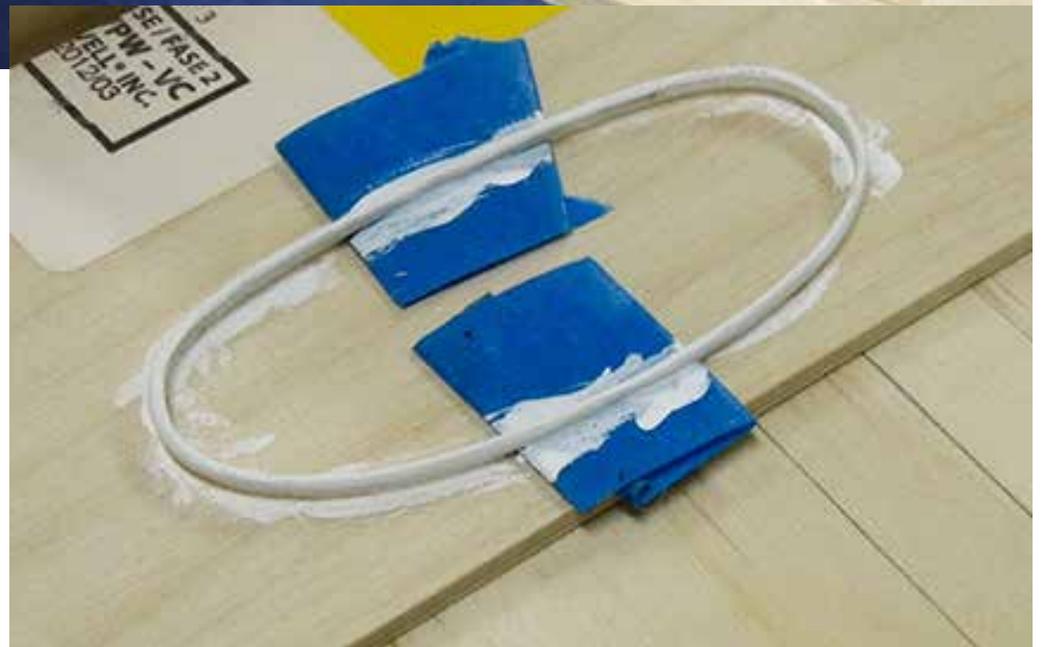
Also some interesting things out there on the net, in photo-etched items. A sample of what is called "propblur" from a company called..... PropBlur.com. It is a photo-etched model product for simulating the blur of a spinning propeller on an aircraft. They come in many scales and blade numbers and when painted look very believing as a spinning propeller. I also received as a gift from the company, some photo etched bicycles in a very small scale. One of our members suggested they might make a nice pair of earrings out of them – that small, but maybe a little too fragile.

The Telegraph Key mounted on a piece of teak was acquired as an example, to build a "kid proof" one, for a communications exhibit for a children's museum. I found an incomplete key at an arms show and purchased it. I was able to find on line, a collector who sold parts and purchased the needed parts complete it. It is marked US Navy on the bottom of the gray steel plate. I assume it came off a ship or naval base, though it appeared unused, maybe from surplus. Dating it is hard as that design made by the J.H. Bunnell company was made for at least 50 years and may still be in use today. With its brass, copper, black handles and chromed steel parts it makes a nice display."





Guy Hancock on Emma C, Berry: I have finished adding the frames to the Emma C Berry, and then installed the clamps on the inside of the frames. I took pains to make sure they were at the same height from the building board on each side, but still they came out slightly different at the bow and the stern. I have dissolved the glue joints with water, repositioned and re-glued them at both ends. Re-reading the directions for the 10th time or more I noticed that the instructions are to remove the hull from the keel support and brace it upside down on the board to do the planking. That makes much more sense. There is a lot of bracing to make between each of the deck beams, but most of them won't be installed until after the fish well is built. I was planning to hang the sheer plank to help stiffen the hull before working on the fish hold but am reconsidering.

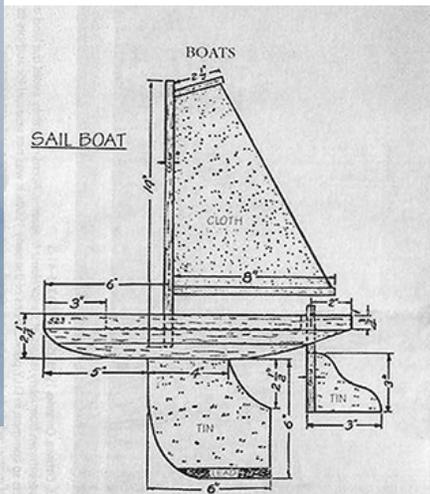




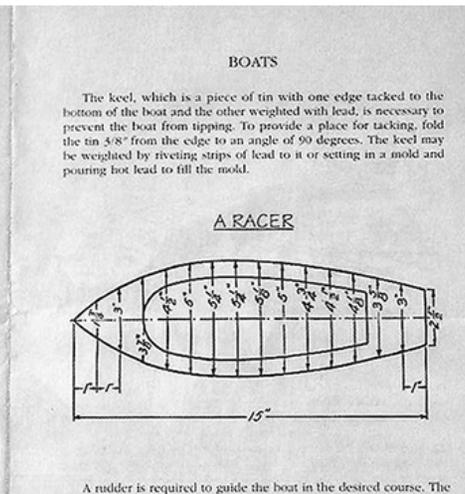
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I, your humble Sec/Ed servant, not having picked up my 1910 Vesper Canoe project in a while, brought a sample of a basic warship. I call these "Daddy Boats," and used to have a whole bunch. They are charming in their simplicity. Almost abstract, picked up on the byways of New England, but one can only store and display so much stuff. As kids, a stick in a puddle was a boat, and started most of us on the path to modeling.

Here are a couple others. The sailboat, called "A Racer" was originally published in 1928, in Junior Home Magazine, reprinted in 1998 in a book titled "Boy Craft". The sternwheeler is another free-style, minimalist floor toy.



The **Sail Boat** may be carved from a solid piece of pine, or built up of three three-quarter inch boards. The plane, gouge, spoke shave, saw, brace, bit, and chisel will be found the most convenient tools to use in carving the boat to form.



BOATS

The keel, which is a piece of tin with one edge tacked to the bottom of the boat and the other weighted with lead, is necessary to prevent the boat from tipping. To provide a place for tacking, fold the tin 5/8" from the edge to an angle of 90 degrees. The keel may be weighted by riveting strips of lead to it or setting in a mold and pouring hot lead to fill the mold.

A RACER

A rudder is required to guide the boat in the desired course. The tin is tacked in a slot sawed in the wooden rudder shaft.

The sail shown is of simple construction to be made by small boys. Older boys should experiment and add as much sail as the ship will carry.





Charlie Gravalesse on ELSIE HULL by the lift

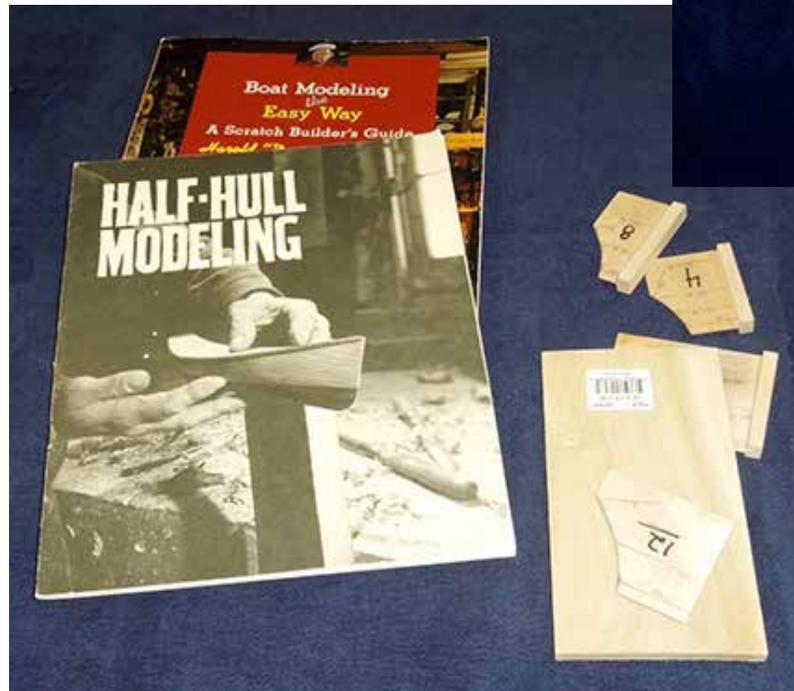
method: "My model of ELSIE, 1910, has been constructed using the traditional solid hull lift method with a twist, applying techniques presented in Harold Payson's book, "Boat Modeling the Easy Way". Mr. Payton's method for building a solid hull model is to make two mirror image half hulls and then glue them together at the centerline. This approach offers a significant advantage to the solid hull builder; the sheer line can be very easily and accurately transferred directly from the plans onto the hull.

The first step was to make templates as accurately as possible for all the waterlines, profile (Sheer Line), and all the sectional body stations. All templates were made directly from the ELSIE plans. The material used for the templates is 1/32" model aircraft plywood. Material for the hull itself is 1/4" poplar boards obtained from Home Depot. In the first stage of hull construction, the waterline templates were traced onto the poplar stock and during this process the location of each body station position was also marked on the poplar boards. I cut out the waterline lifts along the outside of the traced pencil line. Personally, when cutting lifts,

I like to leave about 1/8" extra wood outside the line as a margin for error. I have found that no matter how careful I am, dimensional errors always find their way into the hull somewhere along the way and the extra 1/8" has saved many frustrating hours of rework.

After the waterline lifts were cut from the poplar boards, I extended the notated station lines all the way around each and every lift. These station position points on the lifts are a key element in gluing up the hull block as well as the carving process.

When gluing the lifts together I found working with 2 or 3 lifts at a time was much more manageable than attempting to glue up all the lifts at one time. I used small diameter dowels as locking pins to keep the lifts from "skating" out of position during the gluing/clamping procedure. After all lifts in both half hulls are glued up, it's time to cut the sheer line.

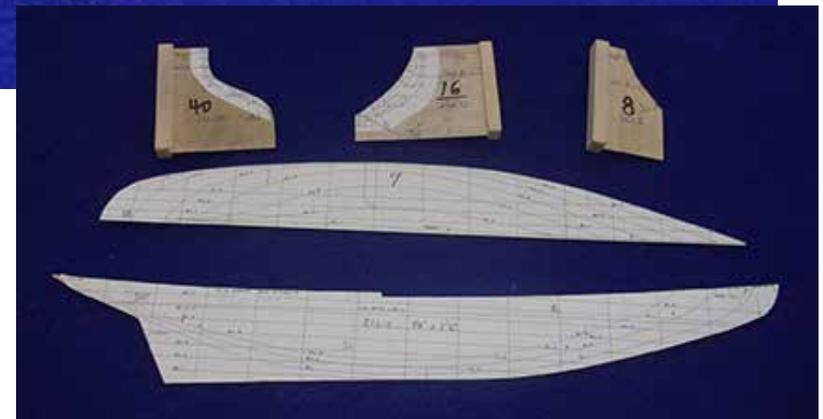
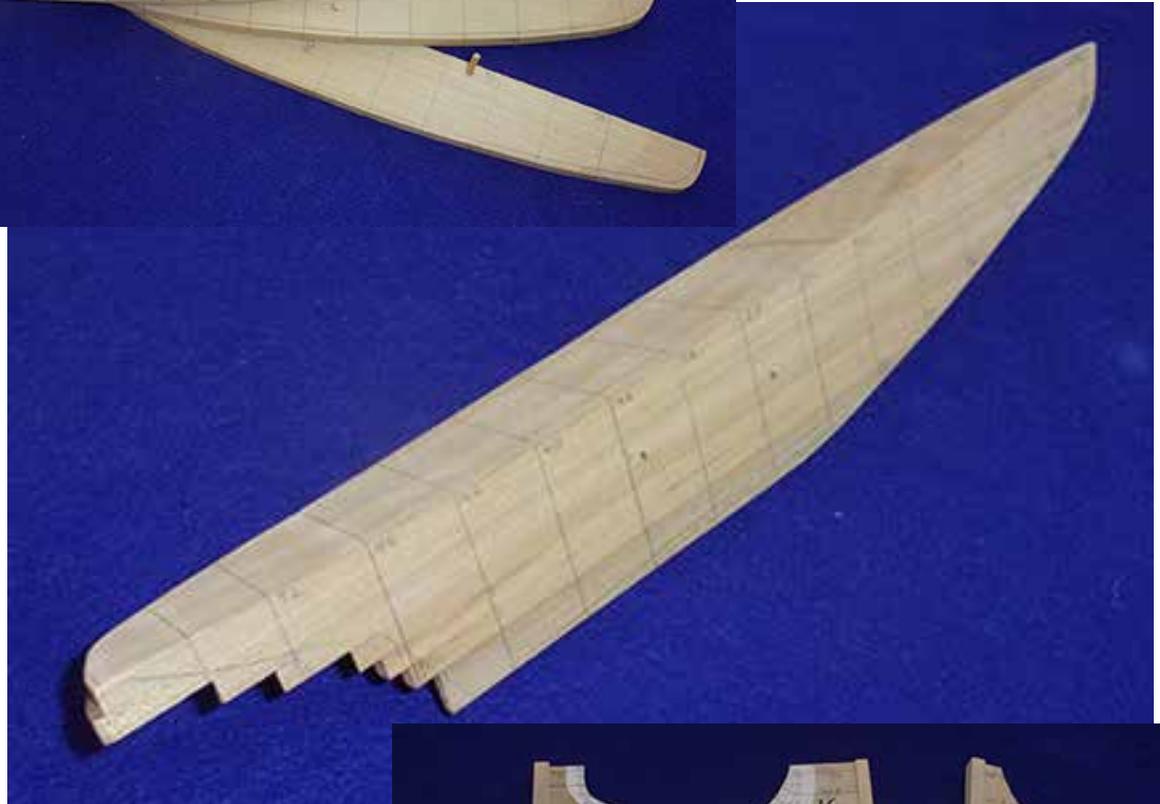
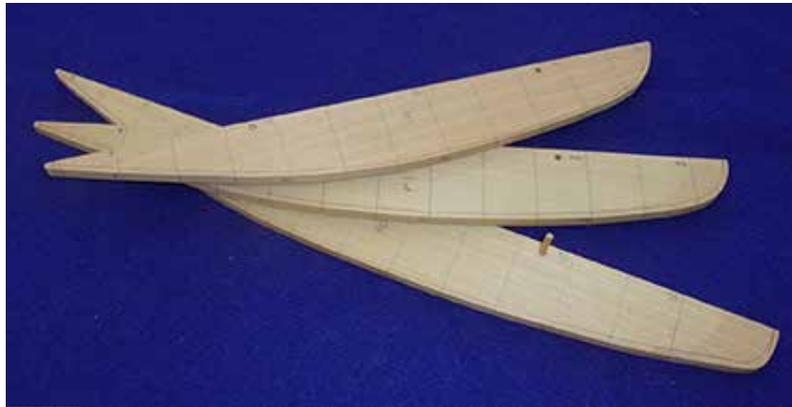




Holding the profile template to the flat backside of each half hull, align the corresponding points of all the waterlines and station lines from the template to the half hull blocks. When all the reference points were in alignment I traced around the template. The next step was to cut the profiles. For this cut I worked closer to the drawn outline especially the sheer line at the top of the half hull blocks. Still, I cut outside the traced lines leaving a little extra wood to account for creeping errors.

Before gluing the two half hulls together, I darken the flat backside of one of the half hulls using a large black alcohol marker. The purpose of the black marker is to provide an important reference point, i.e. the exact centerline of the hull. This centerline is now a permanent line and will not be obliterated by the coming carving process. (Warning--- Do not use an oil based stain. The oil will prevent a permanent bond and glue joint failure is assured).

I now use the body templates to guide the carving process. For carving I employ a mechanical rotary carver but this can also be done with hand carving tools. In fact I find hand carving a very relaxing pass time. However, the rotary carver is faster. I start work from the mid-ship station going toward the bow, carving between two-three stations at a time. The objective is to remove a small amount of wood with each pass, constantly checking with the appropriate body station templates to ensure the hull shape is emerging as it should. The stern is always the most difficult part to carve because there are reverse, compound curves. As I carve, I have a small table-top lamp positioned behind the hull and when I conduct a template trial fit, the backlight immediately tells where the high spots are which need more wood removed. I do not try for an exact fit of the body templates. I just get them close. Following the carving process I use flexible sanding sticks to finish fairing the hull and this brings the whole thing down to the correct dimension, or as close I think a 1/96th scale hull needs to be. Don't get me wrong. I strive for accuracy in my models but being realistic, at 1/8" to the foot, being off by 1/64" is not an issue to me."





A gentleman named Darwin Tweedy contacted the club about disposal of some nautical materials he found in a house he had just bought, including a 1984 *Seguin* kit and an SIB kit of *Volunteer*. I contacted my SIB GoTo, and got the following response.

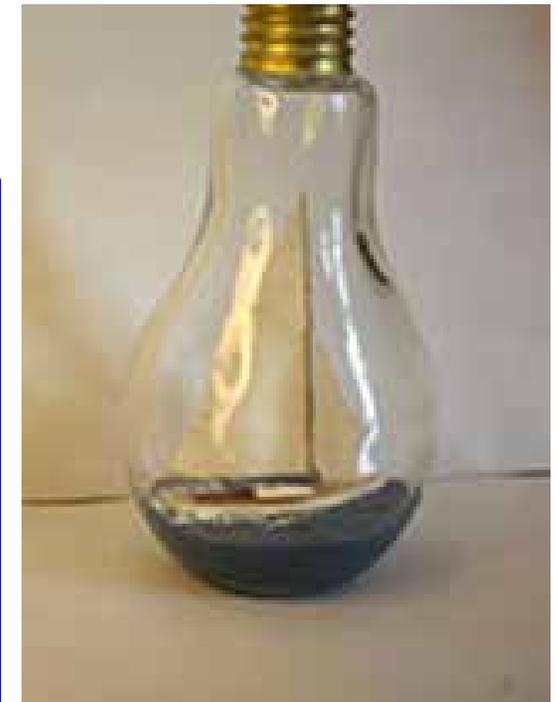
Alex Bellinger on SIBs: "The main limitation is the bottle, which may look great cozy in its wooden box, but is usually of such inferior glass that putting a ship into it would be a wasted effort. A few years ago a customer asked me to put a ship, of my own choosing, into a novelty bottle. What I chose was the lovely sloop designed by Charles Mower, the *Sound Interclub Class*. Where you can see her getting rigged and finally bottled.

Someday I hope to get back to this sloop and do her justice in a decent receptacle."

The *Seguin* kit was taken by a fellow toward Naples.



Above is the SIB kit in question.
On the perimeter are photos by Alex.



Visit Alex's site: AtlanticShipInBottle.com

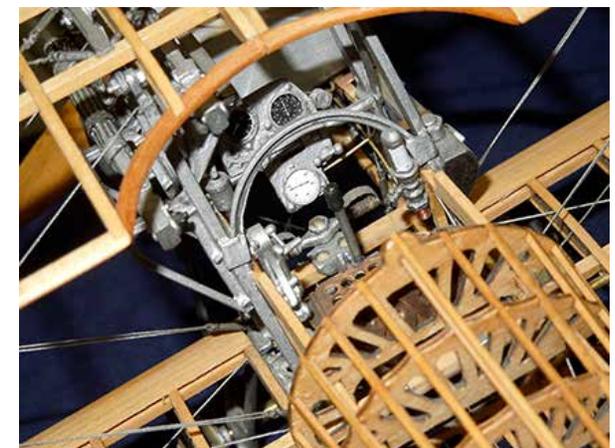
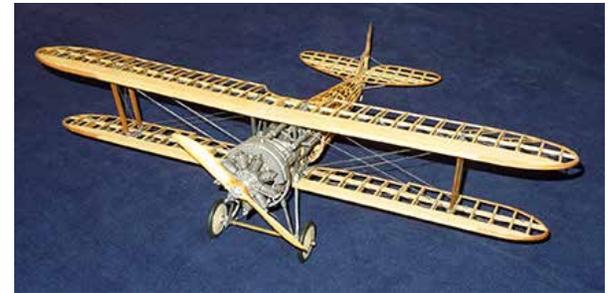
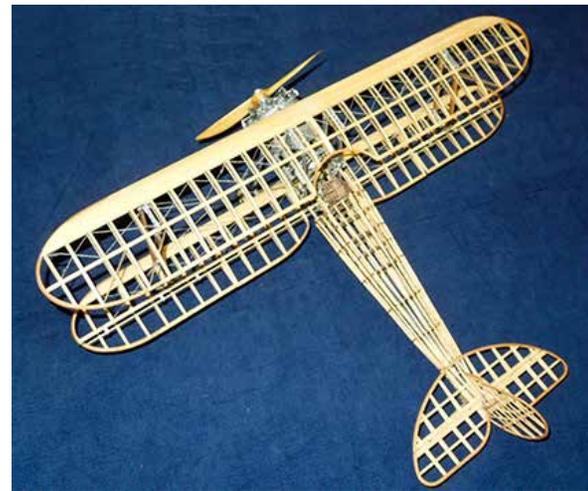
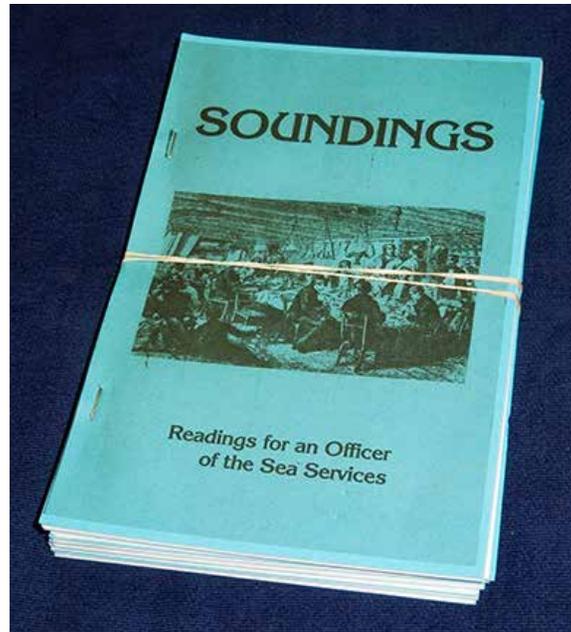


Tim Roberts brought, for free distribution, copies of *Soundings, Readings for an Officer of the Sea Services*: This booklet was assembled under the direction of U.S. Marine Corps Colonel John Walter Ripley, as Director of the Division of English and History, Marine Corps History and Museums (June 29, 1939 – October 28, 2008).

Sounds like a booky kind of guy, huh? Yeah, Ripley, "was a United States Marine Corps officer who received the Navy Cross for his actions in combat during the Vietnam War. On Easter morning 1972, Captain Ripley repeatedly exposed himself to intense enemy fire over a three-hour period as he prepared to blow up an essential bridge in Dong Ha. His actions significantly hampered the North Vietnamese Army's advance into South Vietnam. The story of "Ripley at the Bridge" is legendary in the Marine Corps and is captured in a gripping diorama at the United States Naval Academy. On October 28, 2009, the first biography about Col. Ripley was published. It was written by Norman Fulkerson and is titled *An American Knight, The Life of Col. John W. Ripley*."

In October 2006, John Ripley returned to the site of the Dong Ha Bridge to film a documentary of his action. The documentary was hosted by Oliver North, and was shown on November 12, 2006 on Fox News. In addition to the Navy Cross, his personal decorations include the Silver Star, two Legions of Merit, two Bronze Star Medals with "V" for Valor, the Purple Heart, the Defense Meritorious Service Medal, the Meritorious Service Medal, the Navy Commendation Medal, the Combat Action Ribbon, the South Vietnamese Army Distinguished Service Order, 2nd Class, and the South Vietnamese Cross of Gallantry with Gold Star, and other honors.

The booklet is a bibliography of suggested readings broken into: American Values (18); Relationships (7); Strategists and Captains (19); Combat; Ethics (15); Spies (9); How to Run a Country (8); Gamesmanship (8); Biography/Autobiography (19); Psychology and the Unconscious (9); Spiritual Dimensions (8); Cultural Diversity (19); Economics (6); Adventures in Science (10); Heroic Tradition (13); Good Long Books (12) and A Writer's Bookshelf (11). That's 157. You have no doubt read some. Better get cracking on the rest. Sec/Ed could not find this list on the www.



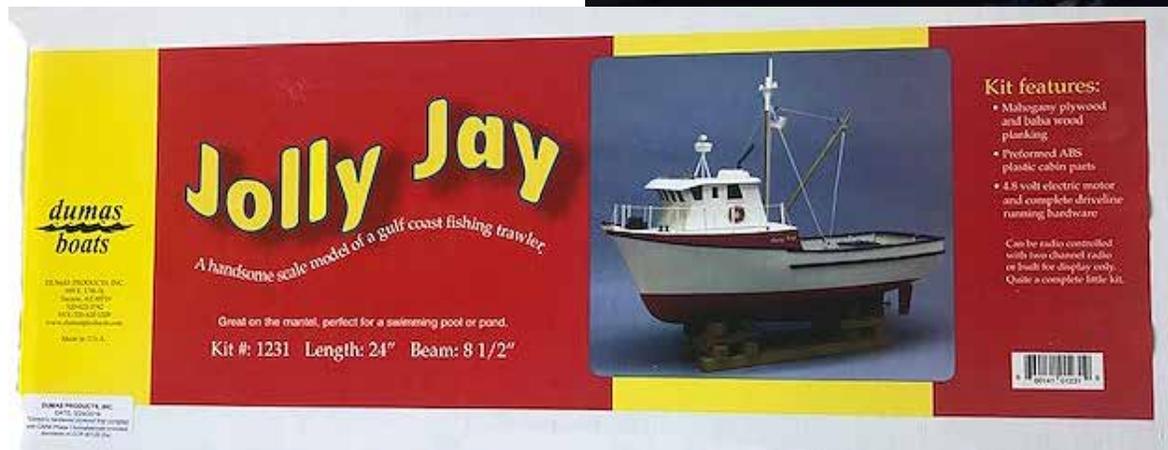
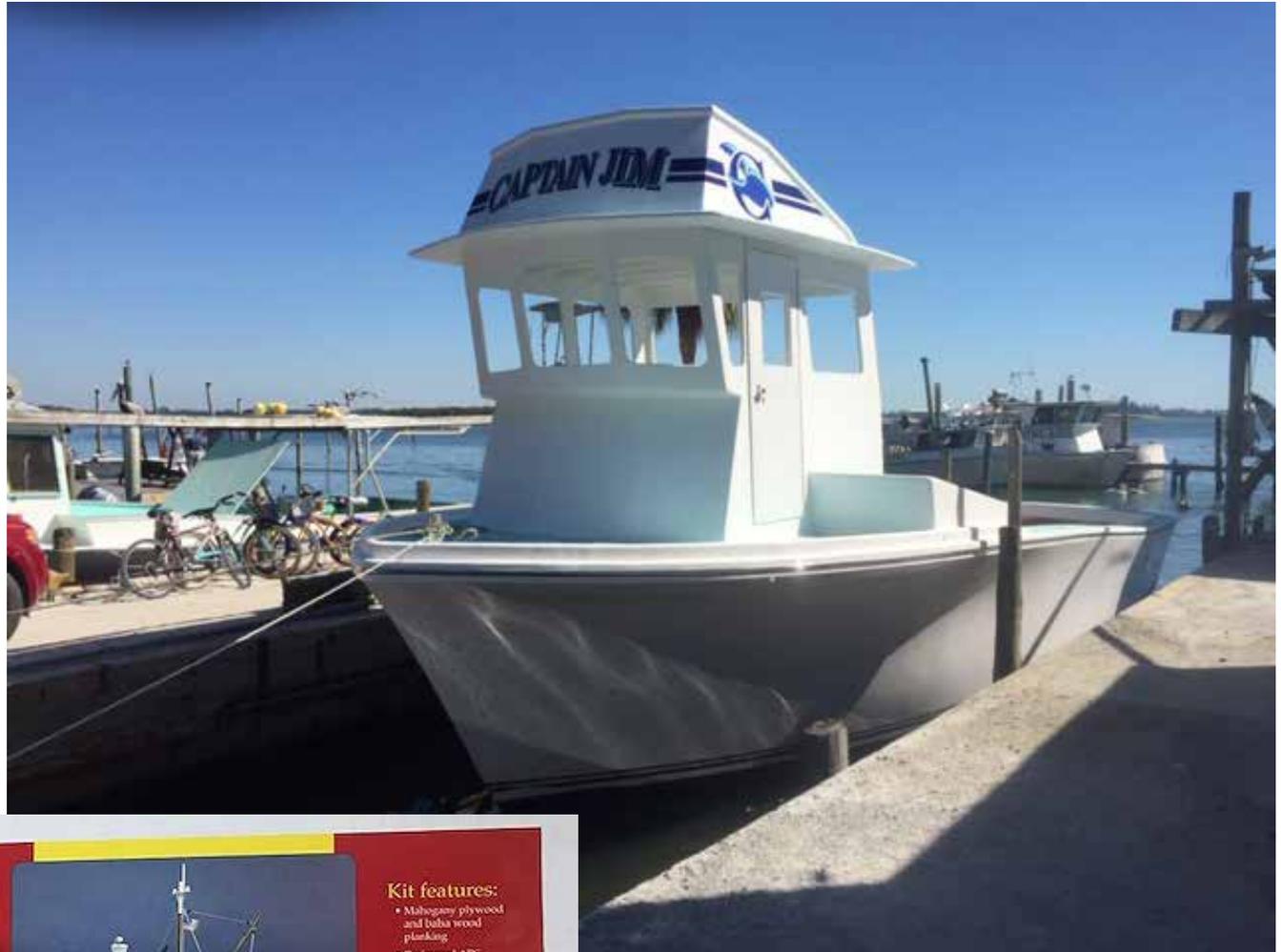
Tim also displayed this model of a Nieuport 28, Captain Eddie Rickenbacker's WW I fighter, at 1:16 scale. Available from ModelExpo #88308.



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Howard Howe reports on a commission:

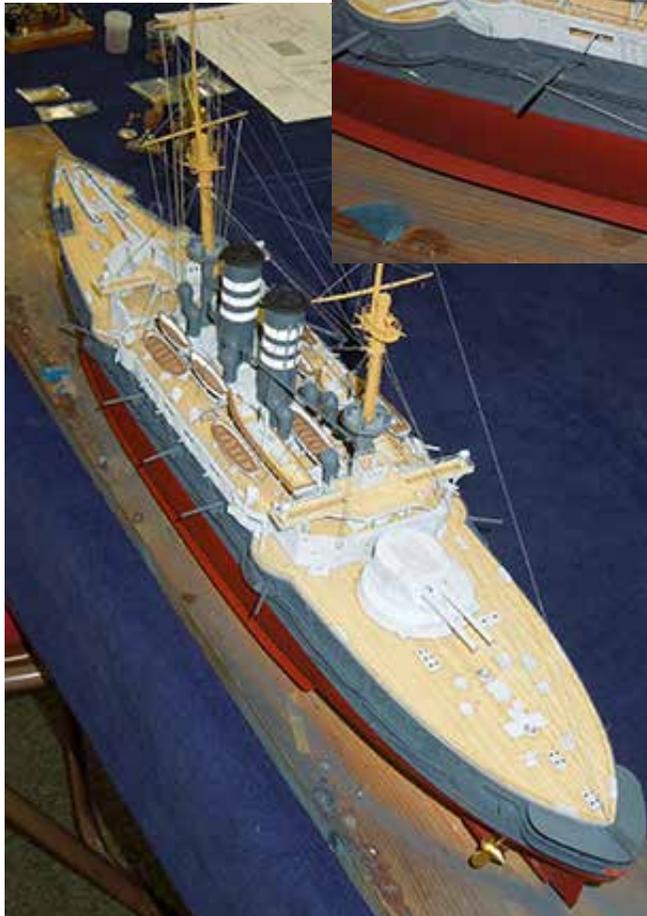
I still have plans to continue with some model work in the near future. A boat captain who is a member of the family that owns the "Fish Co." in Cortez, after visiting my house several months ago and seeing my models, asked if I could make a model of his boat that was under construction in Cortez. After investigation, I ordered the DUMAS Kit, "Jolly Jay", and plan to modify and use it as a starting point.



Photos from Howard



Skipper Sobieralski on TRUMPETER battleship *Mikasa*:
This is the 1902 Japanese pre-Dreadnought battleship *Mikasa* in 1/200 scale.



MORE



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The Barnacle Society of Coconut Grove, asks to post this notice (this is for "real" 1:1 sailboats):

24th Anniversary Washington's Birthday Regatta will take place on February 22nd, 2020.

Whazzat?

The Barnacle was the home of Commodore Ralph Munroe, yacht designer, Florida pioneer and founder of the Biscayne Bay Yacht Club. It is now an Historic State Park.

This event is a race with four divisions: **Egret**, **Plover** and **Sandpiper** divisions will be based on "length and sailing characteristics." The **Open Class** will be for non-traditional entries, and will be a "Pursuit Race." The Barnacle Handicap System will apply. [Bring your lawyer]

Competitors are required to carry VHF radio and monitor VHF 72, etc.

- Registration 10:00 am
- Skippers Meeting 10:30 am
- First Signal 12:30 pm
- Chowder Party 5:30 pm
- Awards 6:00 pm

\$50 Donation / Entry (\$75 on Day of Regatta)

Info: The Barnacle Historic State Park
3486 Main Highway, Coconut Grove, FL 33133
305-442-6866

[Sec/Ed] The photo above is Munroe's boathouse, not the Barnacle (home). Worth a visit if you are in the area.

Sec/Ed on Region names around British Isles: The 31 sea areas and coastal weather stations covering the waters around the British Isles, referred to in the "Shipping Forecast." You just cannot have too much information. There may be a quiz.



This little vessel was in need of minor restoration and a person was found to do it. At least it is not in a bottle, but still required a very steady hand. Actually, a few fellows were interested. LOD ~ 3 inches.

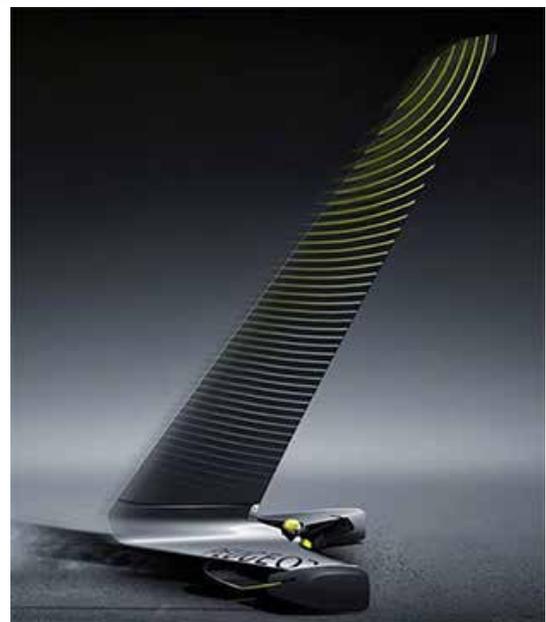
And below is SS *Mascotte* by Irwin Schuster in Bellevue Inn, Belleair.



& MORE



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The world wide web allows us to see into the future, and it is of interest to see what subjects we or our spawn will be modeling. At least one is pretty easy. For others who like complexity>>

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 Ortners' 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.

Please make (\$12.) dues checks to:
Steve Sobieralski, noted as "2020 TBSMS Dues."
Mail to: 2906 Bay Villa Ave., Tampa, FL 33611

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Mail to: 2906 Bay Villa Ave., Tampa, FL 33611

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