

**\$12 DUES ARE PAST DUE! Please remit in cash or check.**

# TampaBayShipModelSociety

Meeting of Jan. 28, 2020

[TampaBayShipModelSociety.org](http://TampaBayShipModelSociety.org)

## Ship's Log



**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, Feb. 25, 7:00 p.m.**

The regular January meeting was presided over by **Skipper/Treasure Sobieralski** who called the meeting to order and reported that the treasury was substantial and he would be more specific when dues were collected. 26 signed currently.

**Phil Stager** moved to retain officers. Passed. Phil moved to ratify Bylaws. Passed.

Skipper welcomed the return of (now retired) past member **George Hecht**. George has 19 RC vessels in running order.

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

**George Hecht's RC PBR**, a working model of a Viet Nam era PBR, a – Patrol Boat River. More on this further along.





## Show & Tell

### Steve McMurtry reports on *CW Morgan* progress:

"Since my last report I have accomplished much. I fit and built the crews head. The hardest part of this item was making the profile matching the bulwark and rails.

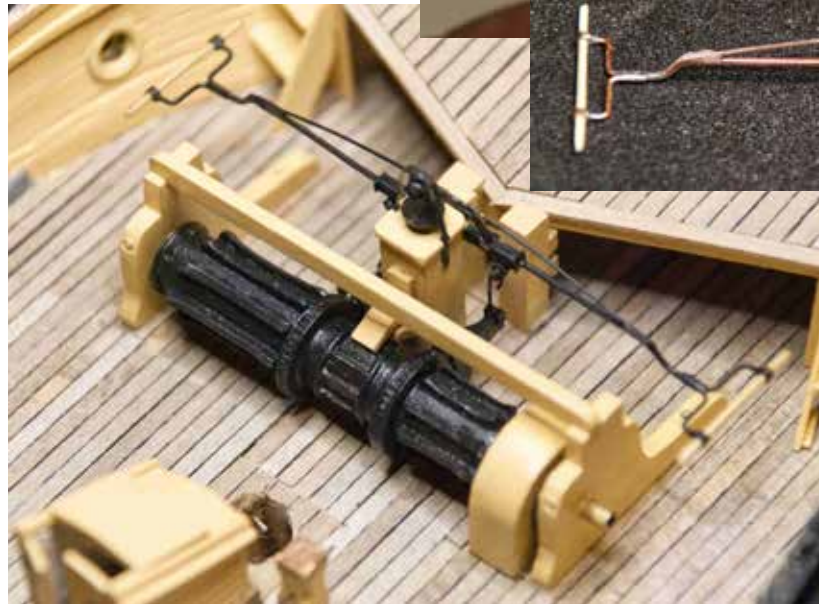
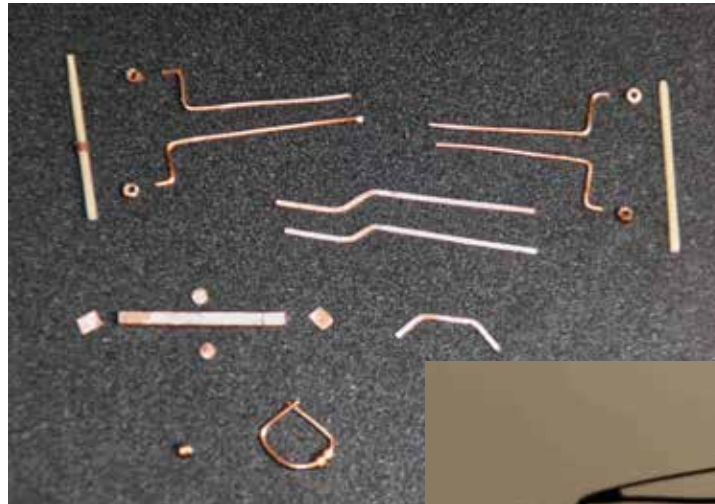
I made the see-saw actuator mechanism used to rotate the main windlass. This is made of dead soft copper wire in round and square profiles. I soldered the components using solder paste and a mini oxy-map gas torch. This allowed me to localize heat without melting the solder joints elsewhere on the assembly.

The fully installed windlass looks very realistic. It was a trick to make the tiny shackles the join the tie rods to the windlass actuator shoes. Next I made the ship's carpenters workbench. It doubled on the *Morgan* as a chicken coop.

In the middle of her working life one of her captains sailed with his wife aboard. He constructed a separate cabin for her just forward of the mizzen mast. I included the bed as in the Mystic Seaport ship. The bed cover is fine fabric painted with white acrylic paint to fill most of the weave and give it shape.

Making the ships wheel was quite a project. I laminated wood of the correct thickness to a spindle platen. Then cut away the open spaces on a lathe. Next, I set the platen up in the mill and machines the slots for the spokes half the thickness of the wheel. I used an indexing table to get the exact 120 degree spacing for the 8 spokes. Soaking the layup in water released the white glue and I was left with the pieces of the wheel. The spokes are 1/32 diameter. Next report I will have the complete tiller assembly built and installed.

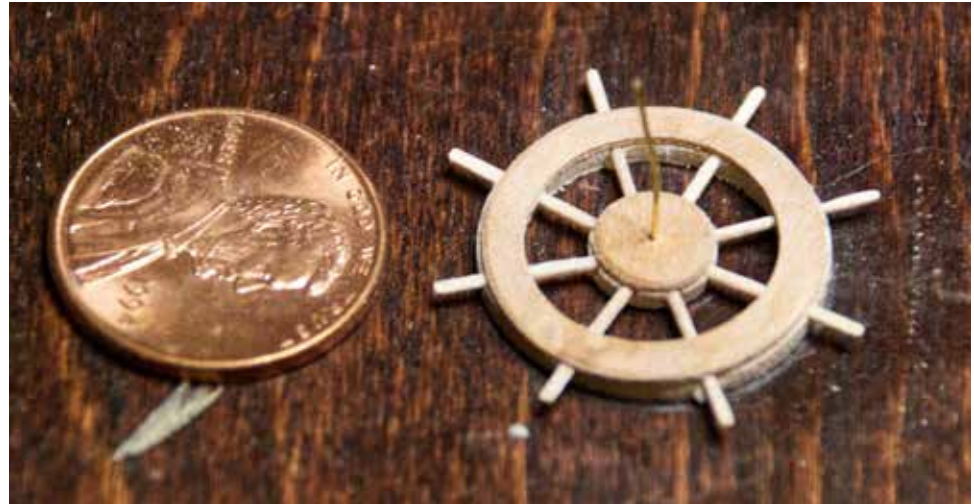
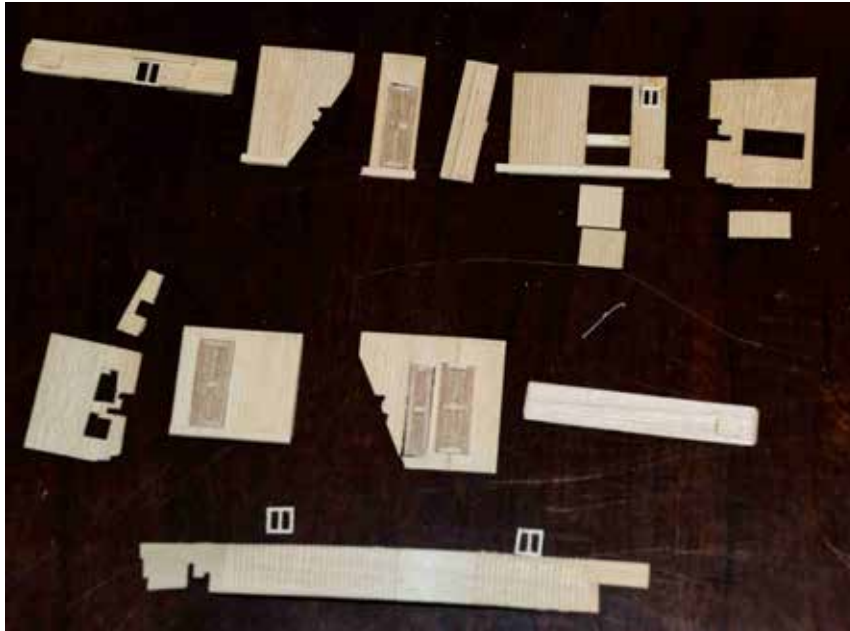
I am now in the process of making the components of the hurricane house. This is the main 'U' shaped cabin in the stern of the ship. It houses the galley, map room stowage and the companionway down to the captains quarters. With this complete I will have all the deck furniture done and installed. The only things remaining before I start rigging will be the midship boat bearer and the davits." Continued!



Steve's Photos.



# Ship's Log Tampa Bay Ship Model Society 3



Skipper's wife's cabin above, and right, the "room of convenience."



Steve's Photos.



**Vic Lehner on HMS Alfred:** "First and foremost, I would like to clarify a point I made when I was talking about the scale of the "Alfred". I had indicated that Harold M Hahn model of the "HMS Alfred" was 1/8-inch scale and that mine was 3/16 or 1/72 to the foot. Steve Sobieralski corrected me by saying 3/16 was 1/64 to the foot and Steve was right. Sorry for the mis-information. I can only guess that if I had gotten my lobotomy before the meeting I would have caught it. Anyhow, I listed below the correct scales:

Fractional inch	Decimal Equiv	% of size	Inch to Foot Equiv
1/8 (HO Gauge)	.1250	1/96	1' = 8'
11/64	.1666	1/72	1' = 6'
3/16 (S Gauge)	.1875	1/64	1' = 5.2'
1/4 (O Gauge)	.250	1/48	1' = 4'

I wish to thank everyone for giving me a variety of ways to resolve the issue on the two rooms on the *Alfred* where there are no doors or windows shown on the blueprints. I will provide feedback when I have it resolved and able to get into the rooms and hang pictures."



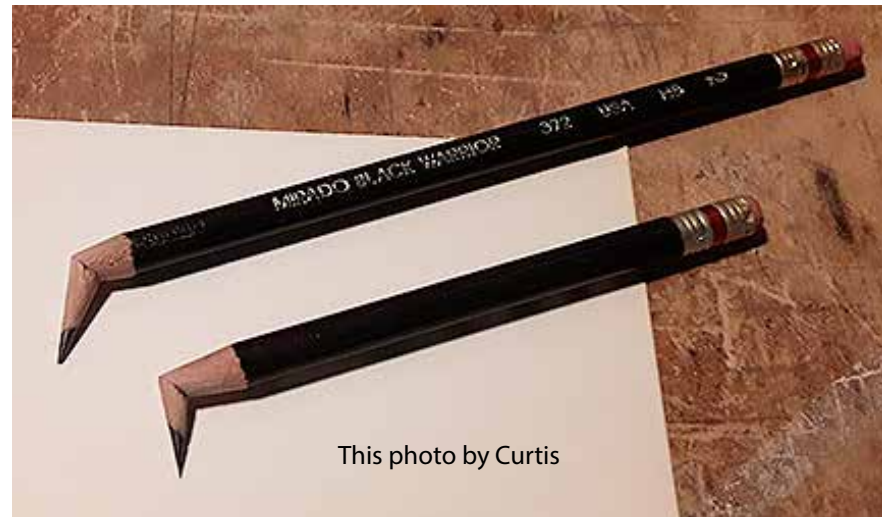


**Curtis Miller:** "I brought in a half hull of Chapelle's 17 foot Hampden Boat in 3/4" = 1' scale carved from 'firegrain' Honduras Mahogany. It was made from 1/2" planks cut to the waterlines on the bottom and according to buttocks above the waterline. It had suffered some dings and scratches and needs to be refinished. I explained the diagonal sanding/ fairing process used to take it back down to bare wood and remove the imperfections, prior to refinishing.

I also shared a technique for altering a common pencil, making it easier to mark in difficult places by cutting the sharpened tip at an arbitrary angle, brush off any excess graphite dust, turn it 180° and reattach it to the pencil with wood glue. The prototype was cut with a fine X-Acto saw blade but I've since found that rocking a single edge razor blade back and forth makes a much cleaner cut for the glue joint.

\* Here's a couple made from not-so-common Mirado Black Warrior HB 2's – my favorite woodworking pencils."

[Sec/Ed] Sumbuddy needs to research how Chapelle got from Hampton to Hampden!



This photo by Curtis

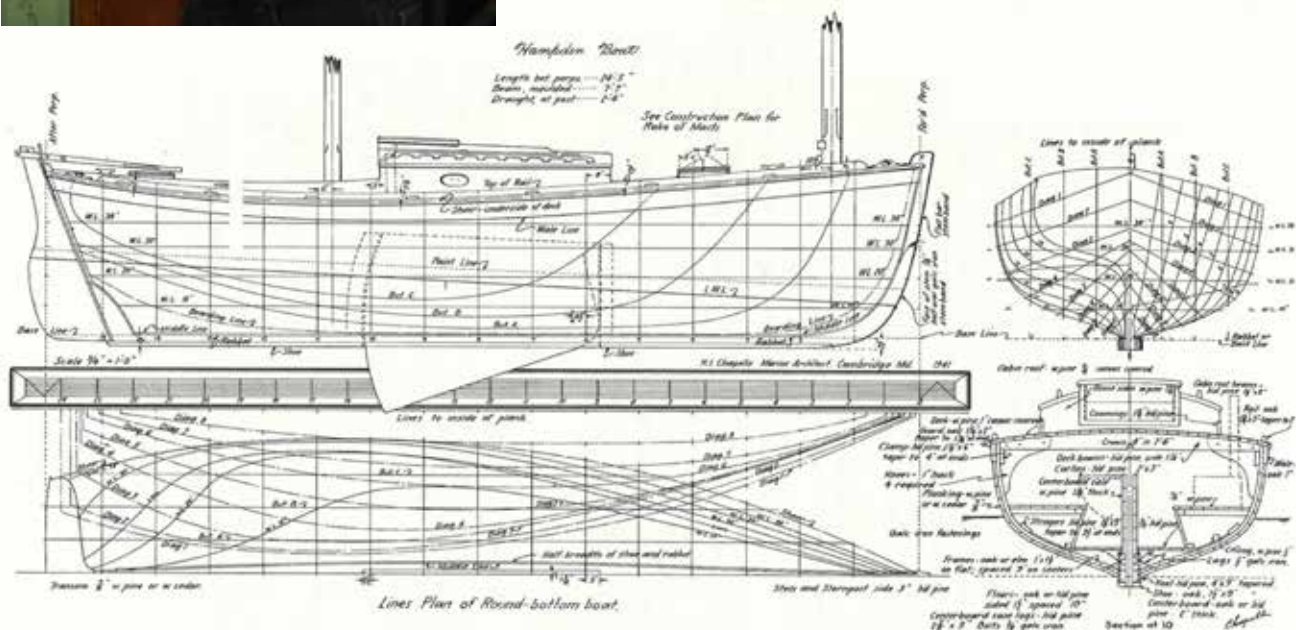


PLATE 3. Lines of a 24-Foot Hampden Boat



**Chuck LaFave reports on a couple:** "Been working for the last two months and I am almost done with the *Bluenose II*. I will bring it to next meeting. And, I have started the kit *Royal William* by Euromodel. I would like to thank Art (Ortner) for the kit.

If anyone from the club would like to follow my build, it is on the ***Ships in Scale*** building log and NRG site. I have enjoyed building the ship: *H.M.S. ROYAL WILLIAM*, 18th Century 1st Rate English Ship .

**Brief History:**

Launched in 1719 at Portsmouth. In 1782 *Royal William* took part in the navy operations, which led to Gibraltar's liberation. Also in that same year, the ship was involved in the salvage attempt of *Royal George*, which overturned in Spithead causing the death of 900 persons. In the end it was assigned as anchor-watch at Portsmouth, until 1813, then demolished. Its survival for almost a century compares strongly with the typical six-year life span of so many other ships.

Length: 68.58 m.

Width: 12.80 m.

Draft: 6.10 m.

Displacement: 1600 tons

Crew: 730

Armament :

First battery: **34 guns of 32 inches**

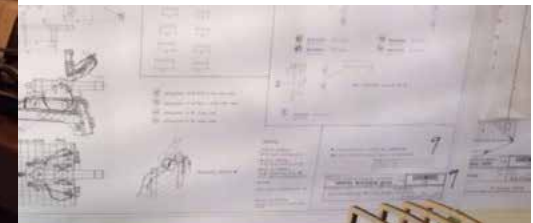
Second battery: 28 guns of 24 inches

Third battery: 18 guns of 8 inches"

Uh, "32 inch gun," made even your Sec/Ed a bit suspicious!

**Another source says:**

- 120 guns:
- Gundeck: 30 × 32 pdrs, 2 × 68-pdr carronades
- Middle gundeck: 34 × 32 pdrs
- Upper gundeck: 34 × 32 pdrs
- Quarterdeck: 2 × 18 pdrs, 14 × 32 pdr carronades
- Forecastle: 2 × 18 pdrs, 2 × 32 pdr carronades



These photos by Chuck.





## Irwin Schuster brought a silly cartoon vessel and a proposed replacement for the Optimist Pram:

Admittedly Quixotic.

Clark Mills' Optimist designed in 1947 is dated and has drifted far from his goal of a family-home-club-built trainer-racer. Opti is the world's largest one-design but to be competitive as a racer takes an outlay of \$5k. I believe it needs a new approach, and visualize a more contemporary, 8-foot (~7'-7"), 3-sheet trainer, assembled with construction adhesive (a la Dave Lucas). Very stable, full flotation, self-bailing, low cost, fast build, instant, if you will. CNC and stitch & glue have obviated the need for Mills' jig technique. I am not a fan of epoxy for amateur building, and would prefer fabric tape laid in paint for the chines, transom and stem, as necessary. Epoxy/FG is up to the builders. I buck chines with 1/4 round.

Further, I don't like dagger-boards for our Florida waters and would be joyed to see a pair of shallow plank fins for lateral resistance, beaching or dragging onto a dock or float as a "solid state" solution. I built a ten-footer with them a while back and it held on fine.

I would like to see commercially available aluminum tubing spars and maybe taped, rip-stop nylon sails for lowest cost... maybe incorporating an anti-turtle mast-tip float (pool noodle?). It is likely that rigging and hardware will be refined as racers seek advantage, but club rules could limit that with "stock" vs. "modified" (true home-built vs. commercial) classes.

### REF Current Opti costs:

\$3,289. For McLaughlin basic. \$4,500 for "pro"

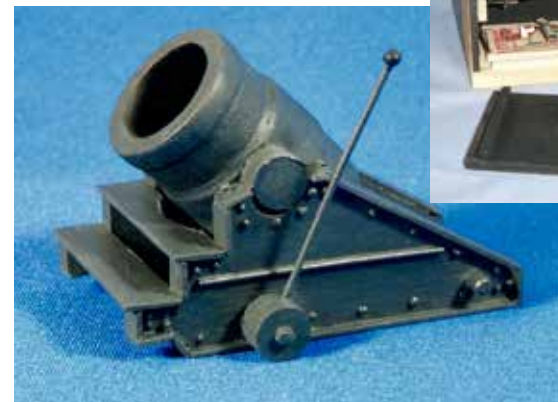
\$694 for foil rudder + board

\$280. Spar set

\$170 > 525 > 595 for sails

The silly boat is my interpretation of something seen on the www. Wingnut as prop was the attractor. I got rid of a little scrap lumber and odd hardware. My big innovation was a treble hook for an anchor.

**Finally, for a meeting wrap-up, I displayed a suicidal (self-destructive) mortar.**





**Ed Brut on Dive Gear:** "An old rerun of my 1/3? scale hardhat diver's helmet on its drying stand along with my scratch built mark 5 diver knife. In creating the dive knife and its scabbard, finding the scale on the purchased helmet was my first problem. My search to find a scale on the miniature dive helmet, led me to a fellow scale ship modeler who worked at Desco. A company who still today produce diving helmets from modern navy and commercial mixed gases "air hats" to reproducing copper helmets the company made during the war. The Desco contact was able to send me the dimension on their hardhat helmet shell. When the full size outside helmet dimension was compared to the measured miniature, gave me my scale reduction. Using a full size drawing I made in AutoCad, of a mark 5, and the scale factor .292 gave me the needed dimensions to construct a scale knife and scabbard to fit the helmet. The scabbard is brass as is the knife's bolster and pommel, I chose to do the handle in copper as it looks good in place of wood. I have started but not completed the stainless steel blade for the knife. A future project maybe a deep sea lantern flash light.

Years later I obtained a real Mark 5 hardhat divers knife from Desco. It is mounted in a teak wood holder, labeled with a U.S. Navy master divers badge. Bring it for "show and tell" forced me to "polish the brass", as it needed it."

Picture attached is of the lantern flash light.



This photo by Ed





## Captain Howard Howe on Captain Jim Crab Boat:

"Several Months ago, after showing my collection of model boats to Captain James Campbell, I was offered an opportunity to make a display model of a unique crab boat. The Captain Jim is still under construction and located behind the Bell Fish Co in Cortez, where Captain James is a family member. Recent outbreaks of the Red Tide along the West Coast has resulted in reduced catches of stone crabs and travel further north is required for better catches. As a result, the need for a bigger and faster crab boat became apparent.

The hull of a 44' 1988 Ocean Yacht was located and became the basis for a twin diesel engine fast boat that can handle an estimated 500 to 600 traps. The upper structure is being custom built to handle the deck operation, the crew, and sleeping quarters.

I originally planned to use and modify the *Jolly Jay* DUMAS Kit for the model. However, after we toured the boat, took measurements, and photos, I changed plans and purchased the BILLING *White Star* BB570 Kit. The ABS hull in this kit is a good replica of the Ocean Yacht hull. The model kit length and beam will be a 1/25 scale of the actual hull. After I made a scale drawing from my sketches, photos, and measurements, I have started some preliminary fabrication of the cabin and deck area while waiting on the scale running hardware to arrive."



Art for decals created from Howard's photos (right and below)





**Phil Stager brought in three books:**

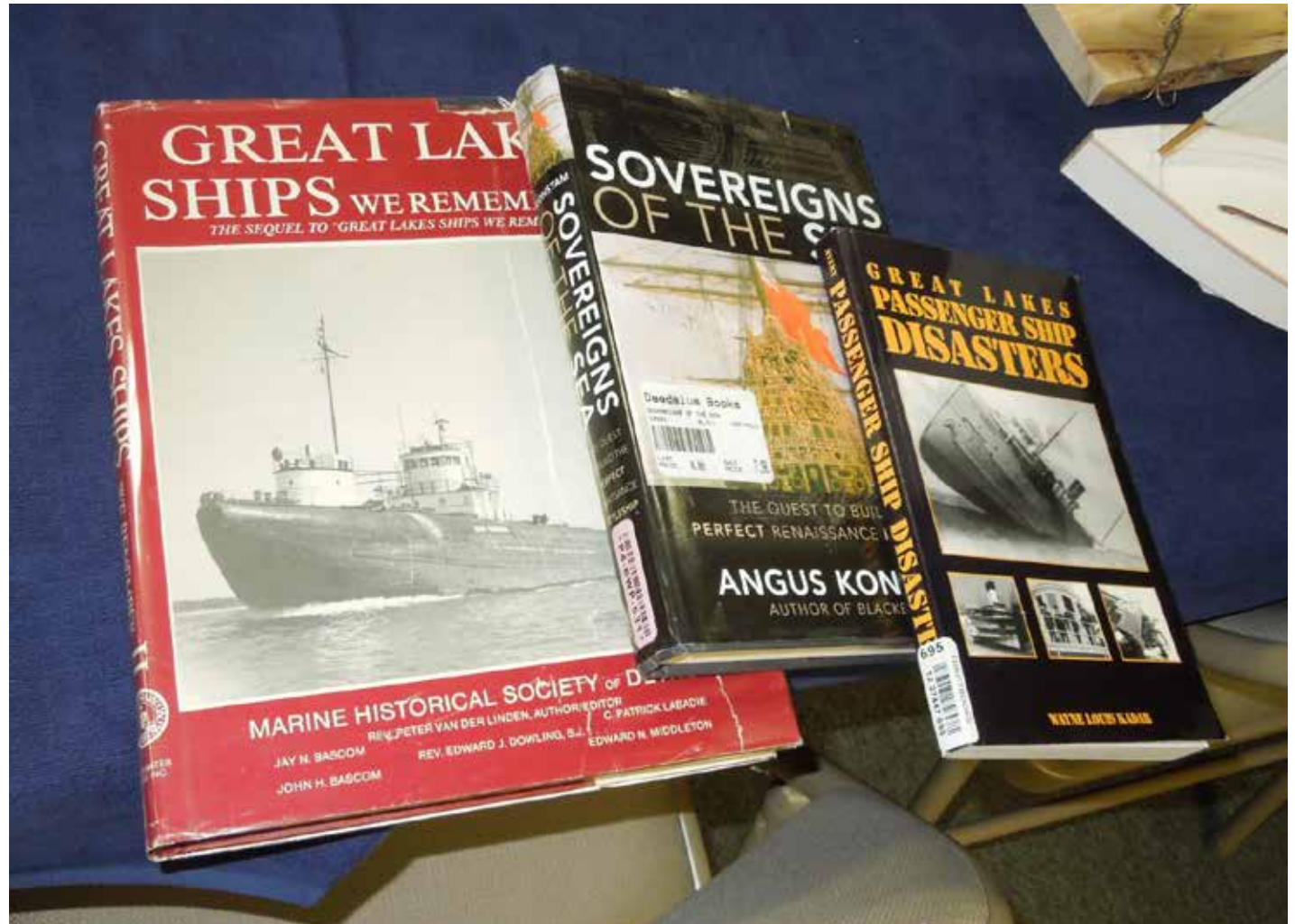
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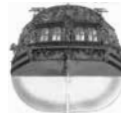
1. ***Sovereigns of the Seas*** by Angus Konstam. An eBay bargain that I already had. A study of the quest for the ultimate fighting ship over a 200 year period leading up to Charles I's *Sovereign of the Seas*. It's now in the Club library.

2. ***Great Lakes Passenger Ship Disasters*** by Wayne Louis Kadar. Collisions, groundings, sinkings, and more disasters, most with loss of life, all before safety rules, laws, and regulations.

3. ***Great Lakes Ships We Remember*** by Rev. Peter J. Van der Linden. A nice picture and history book of over 100 Great Lakes ships of all types. Vol 2 of a multi-volume set.

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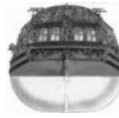
**Brad Murray on the Hawai'i State Museum of Natural and Cultural History), "At All Costs," Koa, Proas, etc.:**

'Flotsam and jetsam, being the stock-in-trade of the inveterate beachcomber, is a term we are all familiar with but what is it? Its stuff floating or cast upon the shore but the definition of the term is more about its origin. Flotsam are objects not deliberately thrown overboard while jetsam was deliberately discarded.

The Polynesian proas I am modeling have all been carved from wood washed up on a beach on the North Shore of O'ahu. My primary piece was a small log of mango, a soft white wood suffused with flecks of black. Fashioned with rudimentary tools and no plans or drawings under a sea grape tree with the pounding Pacific feet away I try to channel the intent of ancient builders and voyagers. For inspiration a visit to the Bishop Museum offers up authentic models and full size canoes. Some of the native and highly regulated Koa wood that I've successfully hidden in my luggage is destined to become a salt cellar and spoon for the table.

Although very hard it rewards by taking a lustrous finish. For now there will be no proas from koa. The book 'At All Costs' tells of the most heavily defended and attacked convoy in maritime history from the British perspective and featuring two American merchant mariners. Warm reading for a cool winter."





**Bob Johnson on Building the *Henry M Flagler* RR Ferry:** "In the late 1950's I spent my teenage years living in the West Palm Beach area. I have many memories of the activity in and around the Port of Palm Beach (PPB) at that time, seeing railroad car transport ships sailing to and from Cuba as well as a single steam switch engine shuttling rail cars on and off ships that were interchanged with the nearby Florida East Coast Railroad. Deteriorating relations with the US and Cuba put an end to these shipping operations after 1960. As my interests include model railroading, I decided to make an HO scale (1:87) layout depicting rail and shipping operations at the Port in the late 1950's. An important component of this would be a model of one of the ships, and I selected the *Henry M Flagler* as it typifies those operating at the time. Railroad operations at the Port during this time were run by the West Palm Beach Terminal Company that also owned the West India Fruit and Steamship Co. that managed ship operations (both independent of the PPB).

In order to make a model of the ship I researched for information on-line, from current PPB personnel and other knowledgeable individuals. While this effort failed to discover any drawings of any vessel, it did result in a wealth of photos allowing me to create my own plans for a waterline model. While proportionately true to the original design, I chose to make the model in a slightly smaller than HO scale (1:100) to fit in better on the layout (a model railroad "scenery decision") while still allowing for four tracks inside the hull.

I started by making a wood waterline model for the hull from which a mold was made. I then used it to make a fiberglass part. I added the interior deck to the hull shell, installed the tracks and interior hull framing detail, followed by the framing for attachment of the deck. I epoxy glued a 060" styrene sheet in place for the one-piece deck. Superstructure components were also made of styrene plastic, a material I enjoy working with as it is easily worked and "welds together" nicely with MEK solvent. Lots of railings were used on the prototype ship and I used plastic parts made for HO modelers to replicate them. Small detail parts (anchors, bollards, windlass, cowl vents, etc.) were purchased from on-line suppliers.

Most of these smaller parts are attached with Elmer's white glue which holds well, doesn't attack finished surfaces, and any excess cleans up with damp swabs. I had custom decals made for the hull lettering and the logos on the stacks. The final step was to add some "light weathering" to all surfaces (all of which had a flat finish) to create an "in service but well maintained" appearance. I use powdered chalks (available from model materials resources) that I apply with various size brushes. A major advantage to using these dry chalks is they can (almost) always be removed with some water-based liquid cleaner. However, "less is better than more" is a good guideline to remember for weathering."



Photos by Bob



**George Hecht on RC PBR:** "This is a working model of a Viet Nam era PBR, in governmentese – Patrol Boat River.

The real boat was a hybrid pleasure boat militarized for the Navy. Powered by two Perkins 4-108 diesel engines pushing two Hamilton Jet Drives. Armed with three 50 Cal. machine guns, one grenade launcher and one 7.62 machinegun, plus the crew's personal weapons.

The model is functional, using scaled down jet drives and steered by moving the nozzles left or right. It also has lighting for the spotlights. All this is out-of-the-box. All you add is a battery. The figures are 20 years old. I forget the manufacturer but he is out of business anyway. The boat is fun to run and quite lively on the water!"





# Ship's Log Tampa Bay Ship Model Society 14

Steve Sobieralski showed *Mikasa* and *Yamato*.

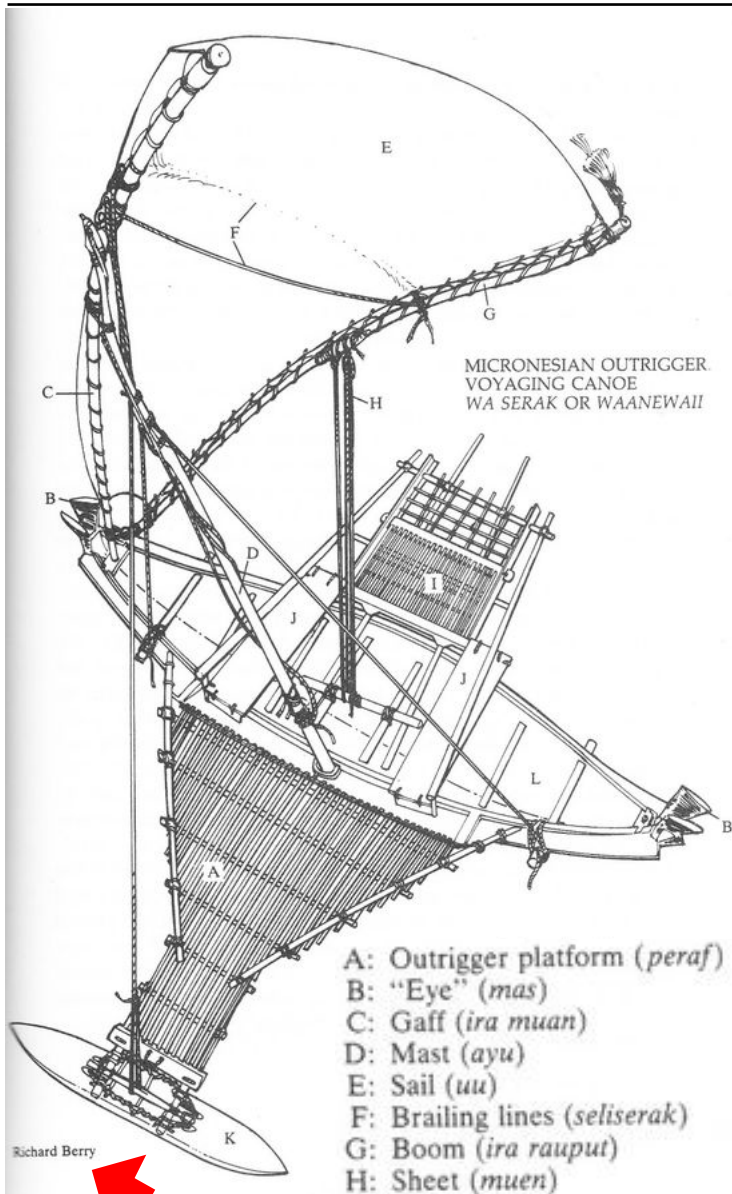




# Ship's Log Tampa Bay Ship Model Society 15

Tim Roberts displayed a half-model and tools, and spoke on sharpening.





MICRONESIAN OUTRIGGER VOYAGING CANOE  
WA SERAK OR WAANEWAIL

- A: Outrigger platform (*peraf*)
- B: "Eye" (*mas*)
- C: Gaff (*ira muan*)
- D: Mast (*ayu*)
- E: Sail (*uu*)
- F: Brailing lines (*seliserak*)
- G: Boom (*ira rauput*)
- H: Sheet (*muen*)
- I: Lee platform (*epep*)
- J: Bench (*venuk*)
- K: Outrigger (*tam*)
- L: Interior of hull

Richard Berry



### Your Sec/Ed on this Micronesian Voyaging Canoe:

This sent to me via Pinterest.

NOTE: This purports to be a voyaging canoe.

- It got no structure to the K-Outrigger (*tam*)
- It got no house! They gonna get a bad sunburn!

I conclude Rich Berry is a good artist, working with bum dope.

But, there it is on the www, so it gotta be true(?)

This by the "Virtual Canoe Project." Unfortunately for the historical record, I cannot find a way to contact these folks and question them or chide them for misinformation.

Incidentally, this demonstrates the difference between art and technical illustration. Just one more warning...



When it comes to ship models, it seems that only SIB's are the subject of humor.

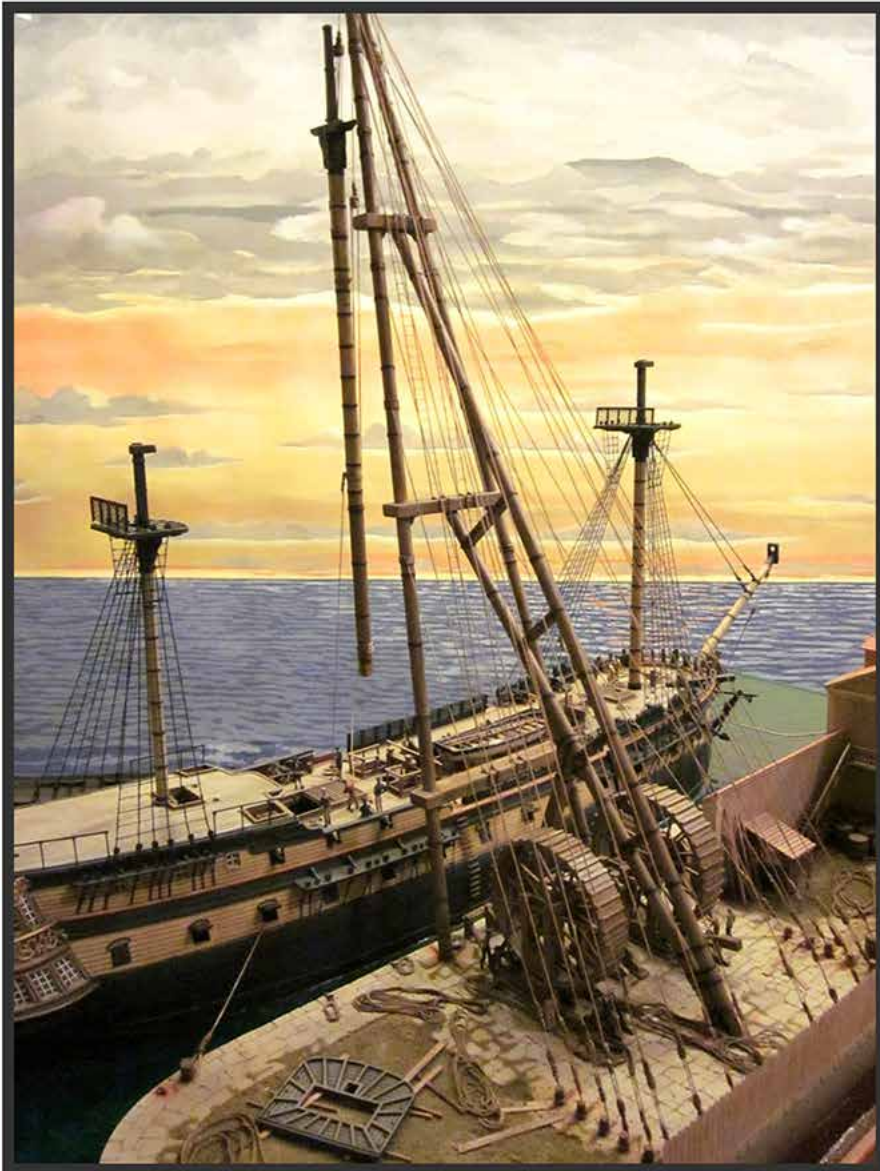
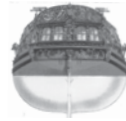
**Steve McMurtry with a rigging tip from TN:** "I just came across the very coolest way to wax, and optionally color rigging line. I just bought a bunch that was too small to work on the rope walk and some of it was only available in a white color.

The fundamental idea came courtesy of Erik A.R. Ronnberg, Jr. The link to his article is <http://www.shipmodelersassociation.org/tips/tps0508.htm>

My formula is 0.2 oz (5g) or about 1/2 a cake of bees wax that you can buy in a fabric shop, chopped fine. Put this into 5 oz of natural gum turpentine in a glass jar with a lid. Set the jar in a warm place like a sunny window and agitate it a few times a day. After 48 hours strain any remaining pieces of wax from the liquid. Then you can dip a cotton ball into the wax mixture and run your line through it. Not only does it coat and de-fuzz the cord but also soaks into the center to help preserve and stabilize it.

I was able to dye the white line by taking some of the wax solution and adding a small amount of artists oil paint to it. I have used raw umber and yellow ochre and a combination of the two to get very realistic coloring."





Marco Quaglia, Arcore, Monza e Brianza, Italy

In case you've ever wondered how they get the masts on those tall ships: Using "a lot plastic, wood, and resin," Marco scratchbuilt an 18th-century masting machine and East Indiaman ship based on artwork by J.J. Beaujan and drawings by Fredrik Henrik af Chapman, respectively. Figures by Preiser people the scene. Marco spent about 800 hours on the 1/100 scale project.



**How they did it!**

**Ed Brut reports:**

"I found this quite interesting – a 'Masting Machine' model on fine scale modeler site:  
< <http://cs.finescale.com/fsm/m/online/1579748.aspx> >"

## 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](http://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 Ortner'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.

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