

Ship's Log

TampaBayShipModelSociety

Meeting of Feb. 25, 2020

TampaBayShipModelSociety.org

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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, ~~March 24~~, 7:00 p.m.

The regular February meeting was presided over by **Skipper/Treasurer Sobieralski** who called the meeting to order and reported that the treasury was substantial. While 28 members are currently paid, this meeting had only six in attendance. Nasty weather was a factor.

The only business discussed was the ongoing rescue of ship models.

**March
CANCELLED
Meeting**



This model of the trading schooner, *B.B. Hardwick* was offered to our club for restoration by a woman in Dunedin. *B.B. Hardwick* was built in Nova Scotia in 1897, and this artifact is headed for cleaning and repair in Massachusetts by restorer George Estano, and hopefully final return to family in Canada. Upper right, the model is prepped for vehicle transport north in early March. Sparred length is about 33".



Show & Tell

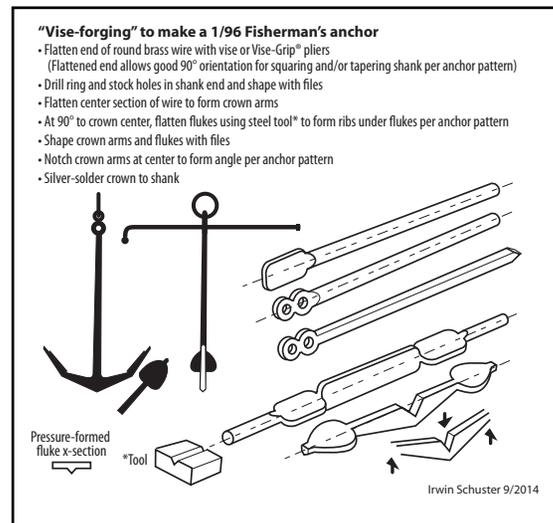
I., Irwin Schuster, Sec/Ed, displayed a 1/96 Gulf Coast, "Butt Head" Scow Schooner:

The lines of the prototype were taken off at Galveston in 1941 and published by Howard I. Chapelle. The vessel, said Chapelle, is typical of those plying the Gulf. This one measured 37'-7.5" x 11'-11.5", and V-bottomed.

Scows, schooner and sloop rigged were popular from Maine and Nova Scotia to California. Those around the Bay of Fundy were more likely to be flat-bottomed to safely take the ground in the huge tidal spans. They also usually deployed lee boards. I believe the reason was, they were built by farmers who saw no reason to put an unnecessary opening in a perfectly good hull.

I built this tiny model in 2014, which caught the attention of a fellow in Port Aransas, TX where they were planning to build one. He wanted it as a fund-raising tool. I did not want to sell it but proposed to build a second as a larger, half-model. Knowing it was to be shipped, I made it as light as possible, with a HDPU foam hull and sails printed on the field. I built it and it was safely shipped, via FedEx.

The tiny one has a basswood hull split vertically and at the waterline. Its paper sails are laced, because the drawings do not show the attachment method, and I reasoned that cordage would have been more available than hoops. In any case, easier for ME at that scale. On the larger version, I laced the booms and gaffs and used (half) hoops on the masts.



Above, the technique for making the anchor for the half.

Vise-forging = cold-squeezing soft metals to deform. Upper left, the current, full-size reproduction in Port Aransas, TX. Left, my original mini, as displayed at the meeting. Below, the larger half- version that lives in Port Aransas (I'm hoping, but fear to ask).

Foam hull and printed sails reduced mass, on the theory that shipping shocks would minimize damage.

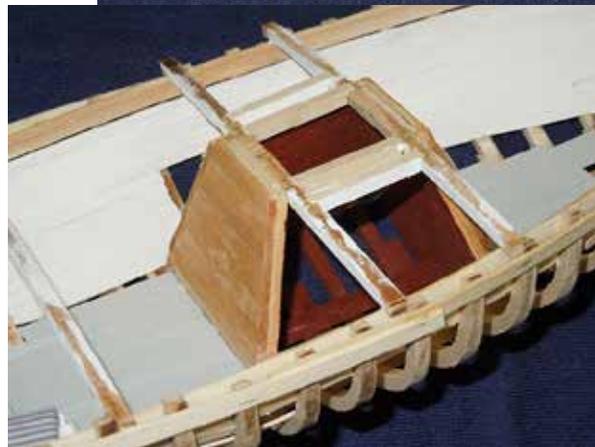
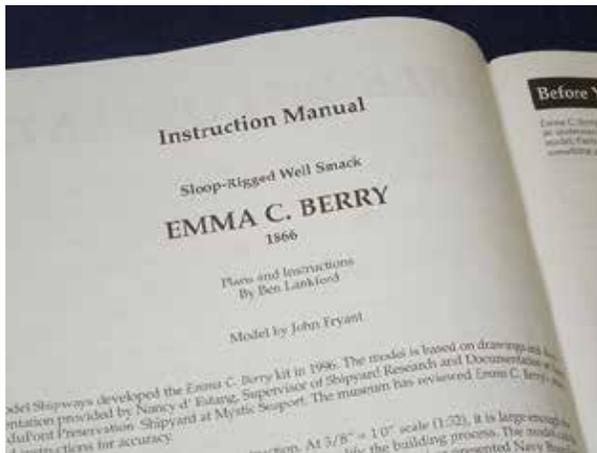




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Guy Hancock on Emma Berry, well smack: "I built the live fish well after installing the two deck beams that frame the top of it, added the sleepers and sole/floor boards fore and aft, and built up the bunks. I did not think ahead very well when installing the ceiling. It is just like planking the outside of the hull, only harder. The ceiling was all the same width and as I got deeper into the hull it became impossible to get it to lie against the frames due to the curve, twist and edge bending. The bevels on the inside of frames were also not always right. I started making the ceiling in sections, and omitted the ceiling in the center where it won't be visible behind the fish well. I used spackling to smooth out the ceiling but now it needs lots of sanding which is also difficult. The ceiling on the starboard side will be sparse so the interior can be seen where the planking will be unfinished."

The bunks looked bare without mattresses. The antique French ticking pattern was copied from a web page, then resized and copied to make it large enough at about the right scale. Wetting before gluing made the color change and caused some bleeding so I just smeared white glue on the wood in a thin layer and pressed the paper to it. The interior must be finished before the deck beams are added because access will then be nearly impossible."





George Hecht, on a variety!: "This is a pot-pourri of nautical things. First is a replica of the gold coin found on the remains of the Captain of the Confederate sub, *Hunley*. It saved his life at the battle of Shiloh when it stopped a Minié ball. It is engraved with, "My Life Preserver."

The next item is a model of an Avon 5-Meter inflatable boat. I built the real ones for 15 years. The kit was made by MODEL SHIPWAYS and is a vacuum-form. The reason for bringing it is that in 1985, just after the Falklands War, AVON was sending a number of these boats down as replacements. Every year the Royal Navy stopped here in St. Petersburg, FL for Christmas. I was told to go with the ship and finish some work on the boats. The ship was HMS *Ambuscade*. After making the delivery, I was told a couple of crew members were going to South Georgia Island and would I like to go along? "Hell, YES!!!" This brings me to the next item, the Sperm Whale tooth. It was picked up at the whaling station on the island (where Shackleton landed).



Last, but not least the Safety Wire Pliers. They are used on aircraft to wire bolts together so they will not vibrate loose. I use them to make rigging and lifelines. They work very well on wire up to 0.060" and almost all strand material, for standing rigging and anchor lines."





To George & Mower
From the W.O. & CPO's Mess
HMS AMBUSCADE

George Hecht, continued.



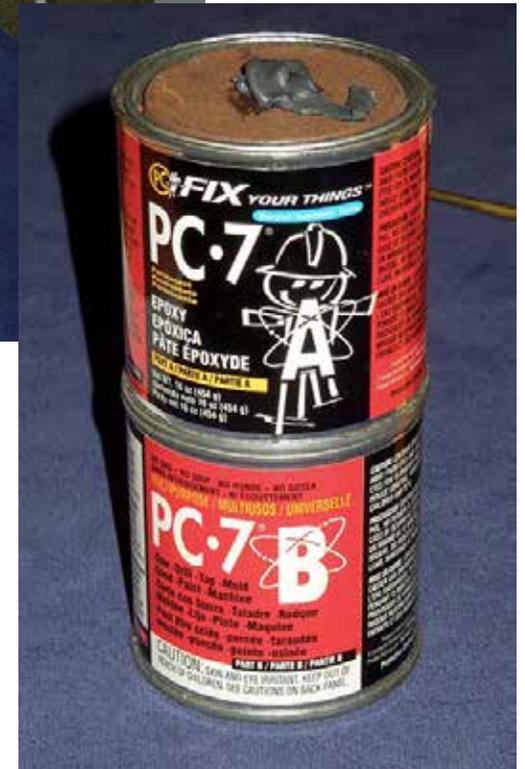


Brad Murray has gone RC! "At the February meeting **Chuck Lafave** was offering some boats from the **(Milton) Thrasher** stash. Around the same time my wife was thinking it would be nice if we had an RC sailboat to play with. Wife-inspired projects go to the head of the project queue. The hull number is 1916 and as there are north of 6,000 V32 hulls out there this one has been sitting around for a while. Everything appeared to be in the box EXCEPT the plans/manual. Although the company has gone out of business the class secretary forwarded me a bunch of information and enough vital measurements that I can wing it.

It is a hybrid kit that combines Hi-Impact styrene plastic with wood. It has been about fifty plus years since I have built a plastic model but I had a good ten years under my belt before I noticed girls and now I find myself building a model for my girl, go figure. The premise of the V32 is an inexpensive RC starter boat and it needs help in the aesthetics department if its going to live with me.

I glued 1/32" ply on the transom and stem and faired the cheesey rounded corners with PC-7 epoxy, then epoxied 1/32" mahogany on each end and varnished it, now it is a little easier on the eyes. The materials to attach the spade rudder and the fin keel including the rudder post all seemed on the light side, so I substituted some 3/4" treated ply and a solid 1/8" bronze rod. The 3 lb. 9 oz. keel now hangs on a red cedar shingle with the butt end buried in the lead shot and epoxy, attached with PL construction adhesive to the hull. Because the boat may encounter the seawall I epoxied a 3/8" ply stem in and tied it back to the first deck beam with a centerline stick.

Some odds and ends from under the bench and the boat has a folding stand. My wife is still curious as to why its not finished yet! It would be a crime to hurry this much fun."



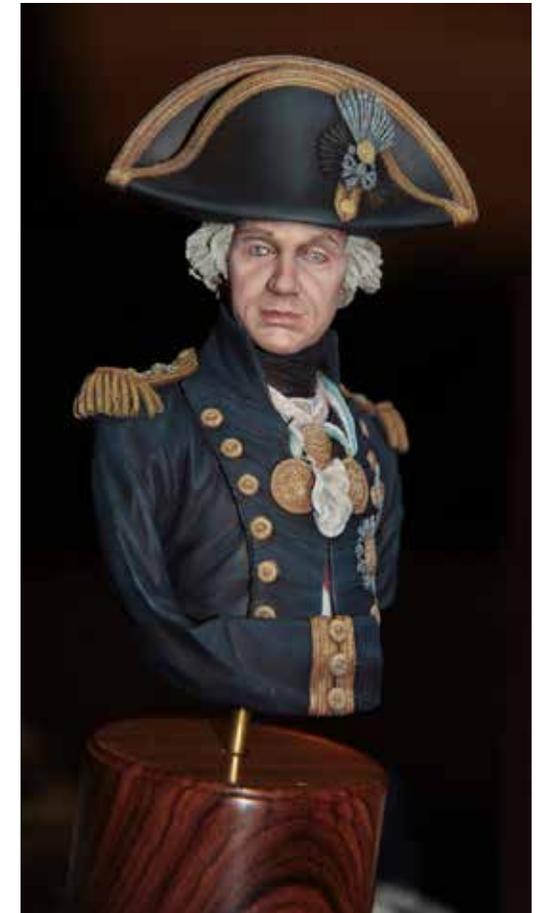


Ed Brut Reports on The Atlanta Military Miniatures Figure Show:

(of Feb 21st, through 23rd)

"89 modelers and craftsmen showed more than 250 figures and models at the annual Atlanta show.

The figures shown are just a small glance at what was on display. Figures of all eras of history, sci-fi and fantasy were presented. A number of Pirate figures graced the show to give it a nautical theme. All scale models are lumped into one overall category and only a few ships were shown. Among the ships the confederate submarine Hunley on a nice display stand was shown, scale was 1/35th. Next month I will have a full slide show for all!"





Howard Howe's Progress on Capt. Jim: "The *Captain Jim* crab boat model is proceeding along about the same pace as the full scale boat with parts procurement. The only source I could locate for a pair of 25 mm 4 blade props was S.H.G. MODELS GREAT BRITAIN. I ordered them Jan 3rd through eBay, but did not receive them. After several communications through eBay, they shipped me a replacement set which I received on February 22nd I suspect someone in Customs is wearing a pair of brass propeller ear rings!

While waiting on the propellers, I continued with details of the wheelhouse and sleeping quarters below deck. The inner deck and gunwale were sized for temporary assembly. I now have the running gear installed along with a protective skeg concept based on the photos of the hull when boat was hauled out.

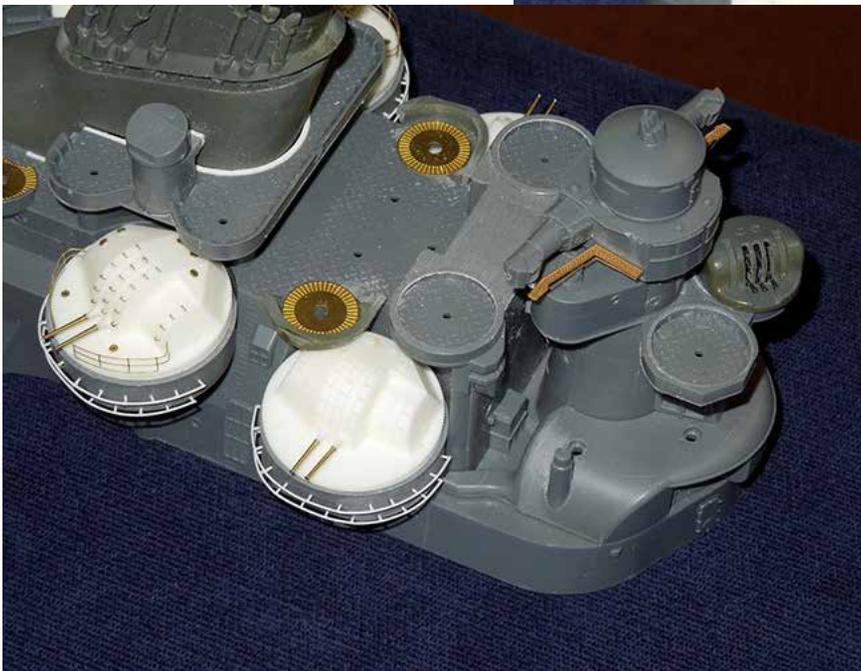
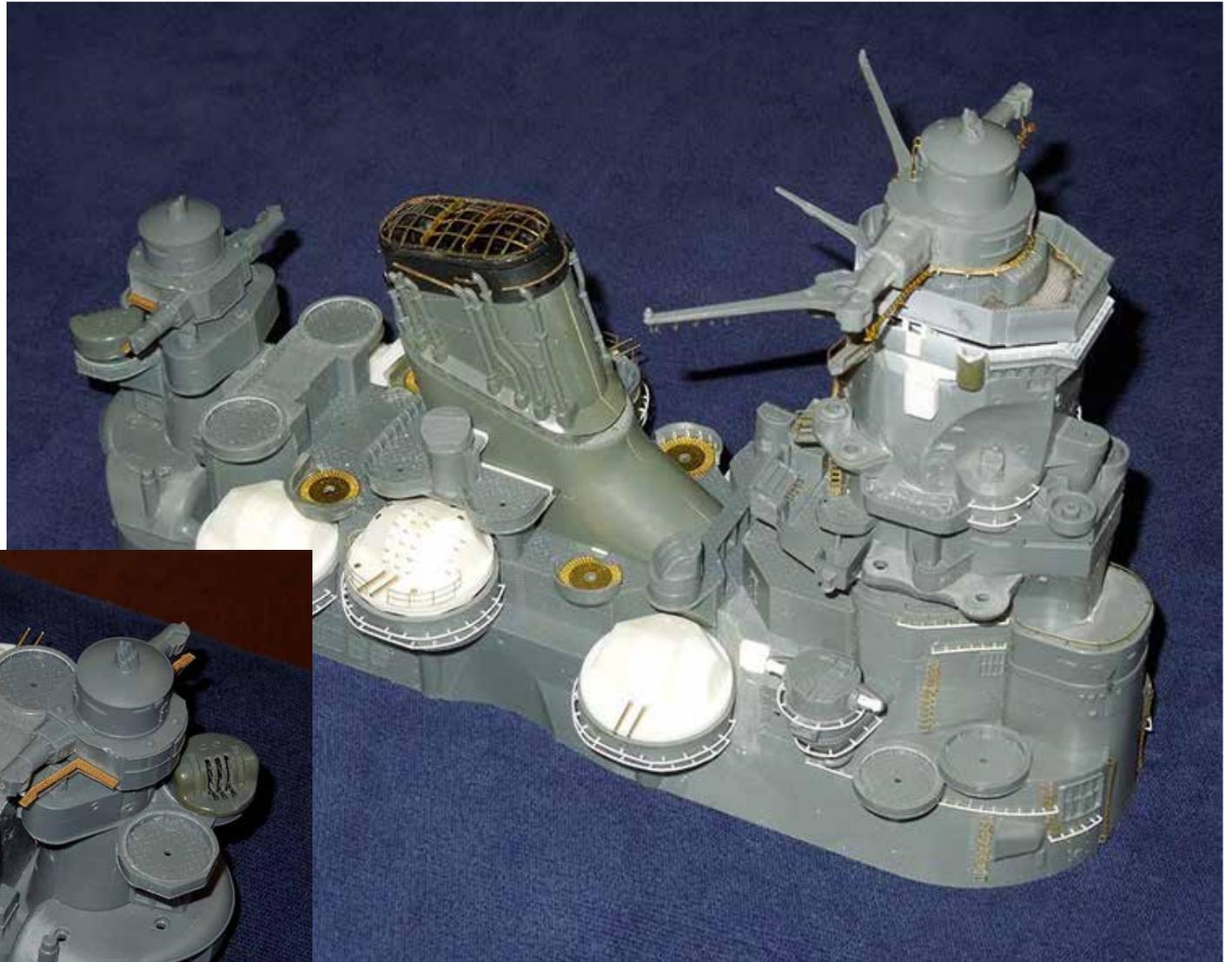
Curtis Miller's "bent pencil" concept came in handy for marking under the deck to provide alignment for deck opening supports. Irwin has provided me with the necessary scale artwork for me to make the decals. I have completed some painting on the wheelhouse before I add more details, windows, doors, and decals. Next step with the hull is to temporarily remove the running gear, mask and spray the bottom paint. Then I can reassemble and install the inner deck and the gunwale and other details."



These photos by Howard

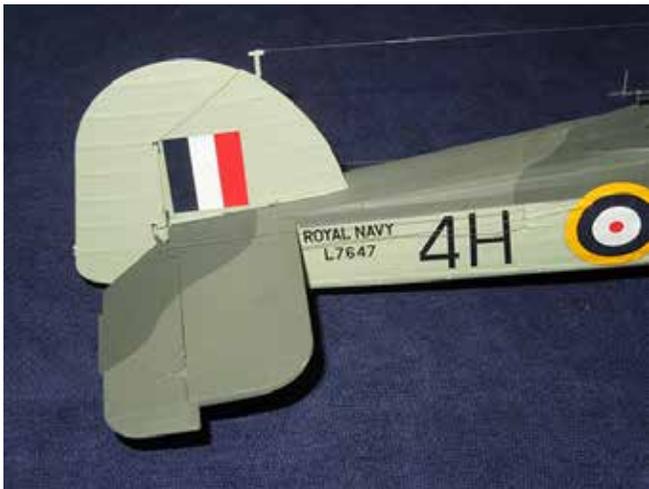


Steve Sobieralski showed Yamato and a WW I (& II) Fairey Swordfish: "I made some progress on the bridge and superstructure assembly of the 1/200 scale *Yamato* that I brought in last month. The kit was manufactured by the Japanese company NICHIMO back in the late '70s, but the bridge/superstructure is a new stand-alone kit (actually two separate kits) from FUJIMI. Since the Fujimi bridge/superstructure is much superior to the original NICHIMO parts I have decided to use those along with some after-market main and secondary turrets from the French Company L'ARSENEL. The work underway includes adding the copious photo-etch parts as well as some additional details I have come across in my research of the ship."





Steve, continued: "I also brought a recently completed TRUMPETER 1/32 scale *Fairey Swordfish* carrier based torpedo bomber. The *Swordfish* was developed by the British in the mid '30s, and although it may look like it's from WWI it was actually the most successful naval attack aircraft of WWII, accounting for more Axis ship tonnage than any other Allied airplane. The *Swordfish* carried out the successful attack on the Italian fleet at Taranto, but it is perhaps most famous for the attacks on the German battleship *Bismarck*, which jammed her rudders and made her destruction by the British fleet a certainty. The model is finished in the colors and markings of 618 Squadron, which is credited with the rudder crippling strike on the *Bismarck*."





Restoration of a folk-art, 3-masted ship:

Not arousing any local interest in this job, your **Sec/Ed** has taken its repair on. Folk art is within my skill set, at least for the wooden parts.

The owner understands that this is crude and has little worth and no historical value. Nevertheless, she has affection for it and it needs cleaning and re-stringing.

We have no indication of the model's age, but the rigging is natural cotton or linen and remains strong. The problem is, the masts, doweled into the deck, were broken at deck level and the rigging scrambled. Half-a-dozen spars are detached, too.

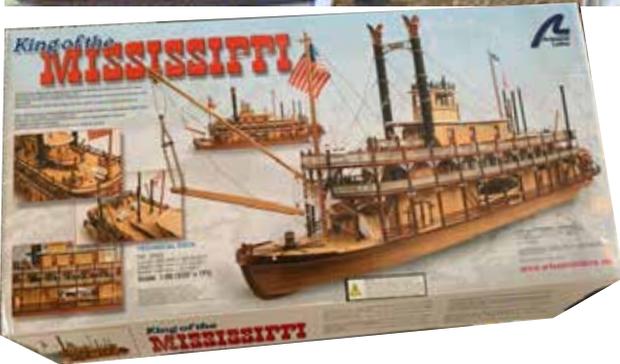
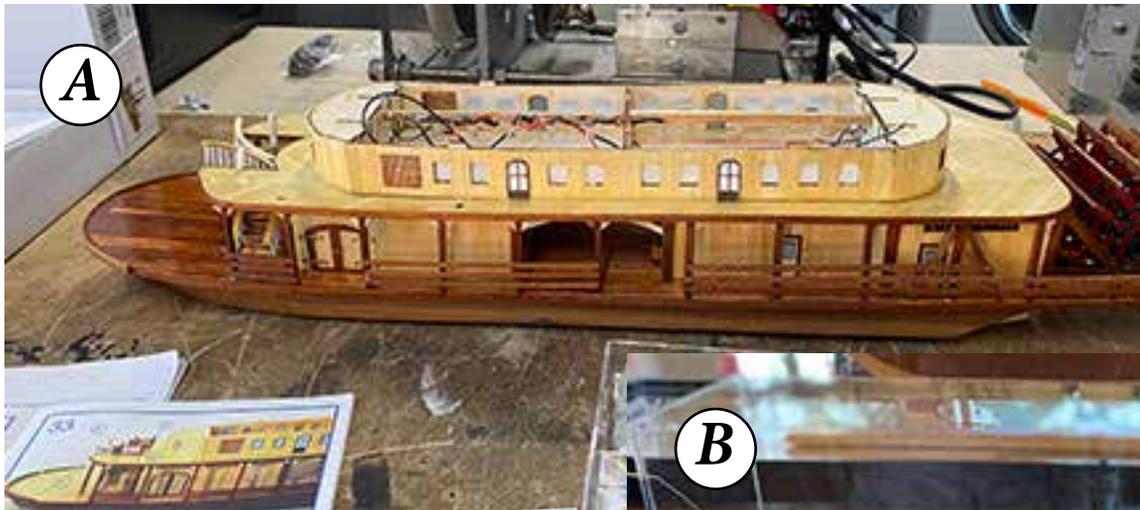
It was delivered from Clermont. The rudder and a sister to the little boat in the davits aft, are missing, and a couple other small elements. On the other hand, there are a few elements that have come adrift and I have no notion of their homes. *C'est la vie*.

Finish seems to be shellac. She is devoid of flags and would benefit from a little color.



Below, duplicated boat, new rudder, "stairs" (ingenueous original builder's solution to difficult ladders), and three odd leftovers.





Larry Sadler of Palmetto sent this before and after (A & B). It is yet another rescue, in that it was started by a gentleman, now passed, and his family wanted it completed in his memory.

Larry is one of the "stringers" who I connect with these folks who want such services.

The other photos were supplied by the owner, to show what progress had been made, including wiring for lights.





SM

Ship Model ??

AE	<i>Ammunition ship</i>	MV (M/V)	<i>Motor Vessel (interchangeable with MS)</i>
AFS	<i>Combat stores ship</i>	MY (M/Y)	<i>Motor Yacht</i>
AHT	<i>Anchor handling tug</i>	NB	<i>Narrowboat</i>
AHTS	<i>Anchor handling tug supply vessel</i>	NRV	<i>NATO Research Vessel</i>
AO	<i>United States Navy oiler</i>	NS	<i>Nuclear ship</i>
AOG	<i>Gasoline tanker</i>	OSV	<i>Offshore supply vessel</i>
AOR	<i>Auxiliary replenishment oiler</i>	PS	<i>Paddle steamer</i>
AOT	<i>Transport oiler</i>	PSV	<i>Platform supply vessel</i>
ATB	<i>Articulated Tug Barge</i>	QSMV	<i>Quadruple screw motor vessel</i>
CRV	<i>Coastal Research Vessel</i>	QTEV	<i>Quadruple turbo electric vessel</i>
C/F	<i>Car ferry</i>	RMS	<i>Royal Mail Ship or Royal Mail Steamer</i>
CS	<i>Container ship or Cable ship</i>	RNLB	<i>Royal National Lifeboat</i>
DB	<i>Derrick barge</i>	RRS	<i>Royal Research Ship</i>
DEPV	<i>Diesel Electric Paddle Vessel</i>	RV / RSV	<i>Research vessel</i>
DLB	<i>Derrick Lay Barge</i>	SB	<i>Sailing Barge</i>
DCV	<i>Deepwater Construction Vessel</i>	SS (S/S)	<i>Single-screw steamship or generic for any steam-powered ship</i>
DSV	<i>Diving support vessel or deep-submergence vehicle</i>	SSCV	<i>Semi-submersible crane vessel</i>
DV	<i>Dead vessel[8][9]</i>	SSS	<i>Sea Scout Ship</i>
ERRV	<i>Emergency Response Rescue Vessel</i>	SSV	<i>Sailing School Vessel, or Sub or Special Warfare Support Vessel</i>
EV	<i>Exploration Vessel</i>	ST	<i>Steam tug or Steam trawler</i>
FPSO	<i>Floating production storage and offloading vessel</i>	STS	<i>Sail training ship</i>
FPV	<i>Free Piston Vessel</i>	STV	<i>Sail Training Vessel or Steam Turbine Vessel</i>
FPV	<i>Fishery Protection Vessel</i>	SV (S/V)	<i>Sailing Vessel</i>
FT	<i>Factory Stern Trawler</i>	SY	<i>sailing yacht or steam yacht</i>
FV	<i>Fishing Vessel</i>	TB	<i>Tug boat</i>
GTS	<i>Gas Turbine Ship</i>	TEV	<i>Turbine electric vessel</i>
HLV	<i>Heavy lift vessel</i>	TIV	<i>Turbine Installation Vessel</i>
HMT	<i>Hired military transport (not currently in use)</i>	TrSS	<i>Triple-screw steamship or steamer</i>
HMHS	<i>Her(/His) Majesty's Hospital Ship</i>	TS	<i>Training Ship or turbine steamship or turbine steam ship</i>
HSC	<i>High Speed Craft</i>	Tr.SMV	<i>Triple-Screw Motor Vessel</i>
HSF	<i>High Speed Ferry</i>	TSMV	<i>Twin-Screw Motor Vessel</i>
HTV	<i>Heavy transport vessel</i>	TSS	<i>Twin-screw steamship or steamer</i>
IRV	<i>International Research Vessel</i>	TST	<i>Twin-screw tug</i>
ITB	<i>Integrated Tug barge</i>	TV	<i>Training vessel</i>
LB	<i>Liftboat</i>	YD	<i>Yard derrick</i>
LNG/C	<i>Liquefied natural gas carrier</i>	YT	<i>Yard Tug</i>
LPG/C	<i>Liquefied petroleum gas carrier</i>	YMT	<i>Yard Motor Tug</i>
MF	<i>Motor ferry</i>	YTB	<i>Yard Tug Big</i>
MFV	<i>Motor fishing vessel (mainly UK Royal Naval Reserve)</i>	YTL	<i>Yard Tug Little</i>
MS (M/S)	<i>Motor ship (interchangeable with MV)</i>	YTM	<i>Yard Tug Medium</i>
MSV	<i>Multipurpose support/supply vessel</i>	YW	<i>Water barge, self-propelled</i>
MSY	<i>Motor Sailing Yacht</i>	YWN	<i>Water barge, none propelled</i>
MT	<i>Motor Tanker</i>	YOS	<i>Concrete vessel</i>
MTS	<i>Marine towage and salvage/tugboat</i>		



Deck the hulls with bows of holly!
Deck the hulls and bows with holly!
(I won't remember this for next December, so have to roll it out now.)

If you read the **TOXIC WOOD** article closely, you saw that among woodworkers vs. non, there is a 40 X chance of nasal & sinus cancer.

That could be used for IPMS promotion.



Maybe just me, but I don't think this guy is doing it right.

Have you ever considered just how you came to deal in the world of miniatures?

I remember Bucky Bug, who slept in a matchbox-bed. Bucky was one Disney character that did not make the big time like his rodentian associate, but influenced me. Note the teapot lighthouse and clothespin dock elements.



THE NAUTICAL RESEARCH GUILD "ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

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

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.

Bob Johnson sent a link:

Subject: Hidden Histories - BBC Reel

<https://www.bbc.com/reel/video/p0819n0c/rebuilding-the-ship-lost-for-more-than-500-years>

Easier to search for: **"Rebuilding the ship lost for more than 500 years"**

