

Ship's Log

TampaBayShipModelSociety

NON-Meeting of April 28, 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, June 23? 7:00 p.m.

The regular April meeting was cancelled so no business was conducted or reported. **Captain Sobieralski** advises that the "Steerage Committee*" will be evaluating the situation on a month-to-month basis.

*This ad hoc advisory crew is comprised of past officers still associated with the club, and local. It is also the case that the street in front of the building is torn up at the moment, creating a parking problem. And, St. Pete guidelines discourage assemblies over ten. All in all, for the obvious cautionary reasons we will tread water. Or, cast out the sea anchor. Heave to (you get the idea).

Here we have a very fine model of *Flying Fish* that the builder, **Rick Moriarty** of Hobe Sound, has decided would be beyond his current capability to rig.

Chuck LaFave and **Fairlie Brinkley** have conspired to resolve the challenge. Chuck will rig and Fairlie will display in his historic residence, occasionally open to the public. Another happy outcome.



Fairlie is also planning on building a case. Photo from Rick.



Show & Tell

Steve McMurtry reports on *Chas. W. Morgan*:

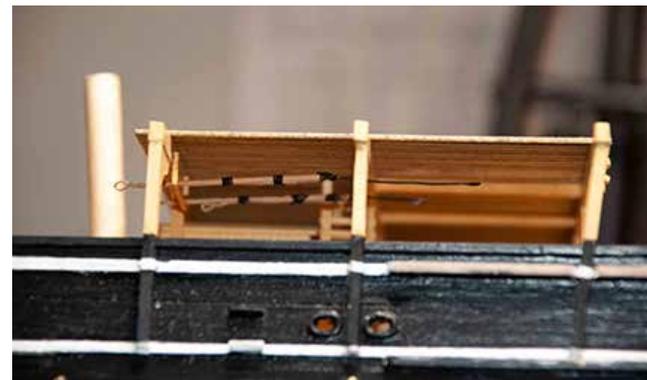
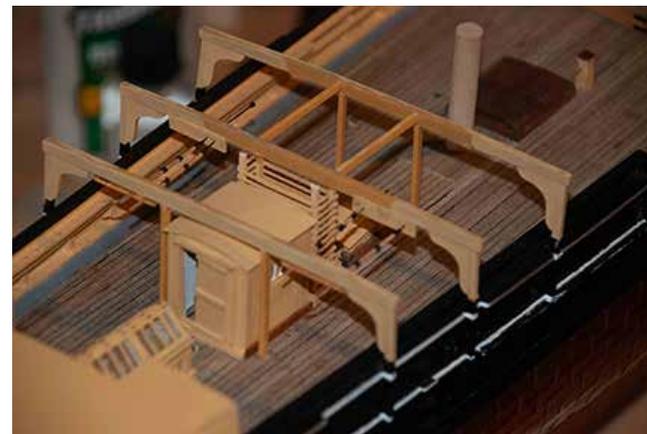
"This forced cocooning has caused me to make immense progress on the *Morgan*. Before I launch into that I'd like to comment that I now understand why modelers rave so over Swiss Pear wood. It is amazing. It is hard, but not too hard. It machines like soft brass with no feathering or splitting. Not cheap, but worth every penny.

I was able to complete the ship's wheel and tiller assembly. The *Morgan* has what's referred to as an ankle knocker system where there is a block and tackle system whereby, when the wheel is turned it rides on and moves the tiller. This done, I was able to install the hurricane house, or main cabin that includes the galley, storage and chart room. All the windows are glazed using microscope slide slip cover glass. Doorknobs and hinges are all made from copper wire or bar painted black. The deck covering the house is canvas covered on the real ship so I used some sheer but very close weave liner fabric, contact cemented to the 1/32" basswood deck. There are still a few small details to be added to complete the structure, but it is 80% done.

I have installed all the scupper pipes made from 1/16 brass tubing. The port lights (porthole) are also made from brass tubing. I still need to pour some clear casting resin in them for the 'glass' before I can install them. It's a real PIA not being able to go out and buy such materials. Now I have to get them on the internet and wait for delivery.

I have the boat bearer/shelter about 90% complete. The boat bearer is used to hold 2 inverted whaleboats and provide some weather protection. This had several challenges. First, the support stanchions that attached to the outside of the hull have metal staples and strap bands to fix them to the hull. The staples were easy. I just bent the correct size brass wire, drilled pilot holes and pressed them in. The straps were a bit trickier. They are flat iron strap with threaded rod welded to them that passes through the main rail. For this I had to cut 1/16" wide, .006 thick brass strips, form them into a U shape and solder 0.016 brass wire to the free ends. I used my mini torch and solder paste to do this. The real trick was to wrap the brass strip around a steel washer of the correct thickness when soldering. Without this heat-sink the super thin brass sheet would just melt under the heat of the torch. Again, I drilled pilot holes and pressed them into position.

It was necessary to install the deck cabin and vegetable bin before placing the cross beams and knees. All this needed to be painted before decking.



Photos submitted by Steve



Ship's Log Tampa Bay Ship Model Society 3

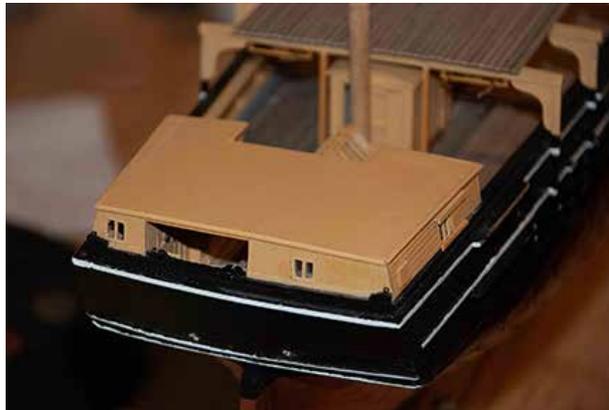
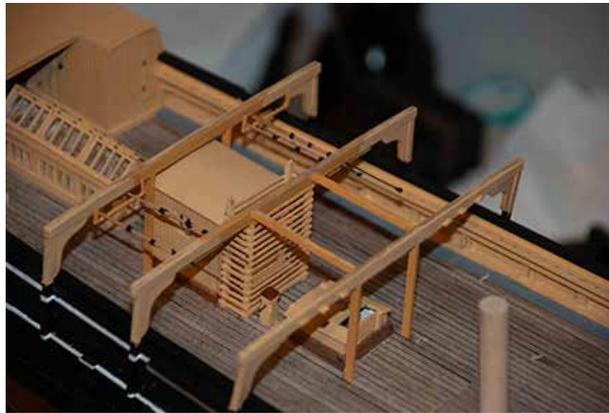
There are 2 racks suspended under these beams for the storage of spare harpoons, lances and other whaling tools. This meant I needed to begin making some of the 60 odd harpoons and lances. I made 5 harpoons and 4 lances this time. Still a long way to go. Each whaleboat has 5 harpoons, 3 lances, 1 spade and 1 boathook – ugh.

I used 0.016 dia. dead soft copper wire to make the irons for these tools. I formed the heads by placing the tip of the wire under the anvil of an arbor press and hitting the head of the ram with a hammer. For the lances I faced the wire at right angles to the ram and it formed an almost perfect oval blade. For the harpoons I placed the wire at a 30 degree angle so the flattened area would be only off to one side of the wire. I then used super sharp flush cutters to form the barb on the tip.

I made the handles from Swiss Pear turned down using sandpaper to 1/32" diameter. I then used the lathe to center drill holes in one end to accept the irons. One of the trickiest things to learn to do was making the lines that are lashed to the tools. They each have an eye splice on each end. One end is around the iron where it attaches to the handle. The other end is flying off the back end of the handle to attachment to the rope in the whaleboat. The main rope is 0.016" dia. and the lashing line is 0.008. I formed the eye splices by threading the free end of the line on a needle and then passing the needle through the center of the rope. Then it could be pulled to the correct size for the splice. A drop of 50% diluted white ELMER'S glues and rolling the joint between my fingers gave a very realistic looking splice. Then trim the tail when the glue was dry.

With these in place in their racks I was able to deck the boat bearer. It is planked and I elected to use weathered wood rather than painted. I have seen old photos of the ship and this seems to be how she was fitted. I did paint the underside of the planks. I still need to install the boat supports but the boat bearer is about 90% done.

I am currently working on the bilge pump assemblies and installing the remaining deck furniture. Then it's on to the scariest part, rigging. I may pick your brain regarding sails. I am thinking furlled rather than set."



Photos submitted by Steve



Stephen Sobieralski on 1/48 Scale North American AJ2 Savage:

“Not a ship or boat, but still a naval subject, the Savage was the US Navy’s first nuclear capable carrier-based strategic bomber. At the end of WWII the navy appeared to have put itself out of a job. It was indisputably the largest and most powerful navy in the world, but with no enemy navies left to fight it was facing not only possible irrelevance, but also drastic down-sizing and budget cuts. To make matters worse, its rival service, the US Army Air Force (soon to be the US Air Force) had a monopoly on the new war-winning wonder weapon of the future, the atomic bomb. In order to survive the navy knew it needed to develop some sort of nuclear capability as quickly as possible.

The navy had begun a design competition in August 1945 for a carrier-based bomber which could carry a 10,000 lb. bomb that was won by North American Aviation. At that time North American had not produced any operational naval aircraft, although they had produced very successful land-based designs such as the B-25 Mitchell medium bomber and the superb P-51 *Mustang* fighter. Later that year, the Navy decided that it needed to be able to deliver atomic bombs and that the *AJ Savage* design would be adapted to accommodate the latest Mk 4 nuclear bomb, the next step in development from the Mk 3 Fat Man used on Nagasaki. The bomb bay was also sized to accommodate four conventional 2,000 lb bombs. The first prototype made its maiden flight two years later on 3 July 1948.

The AJ-1 was a three-seat, high-wing monoplane with tricycle landing gear. The crew consisted of a pilot, navigator/bombardier and flight engineer. To facilitate carrier operations, the outer wing panels and the tailfin could be manually folded. It was a composite aircraft powered by two 2,300 hp. PRATT & WHITNEY R-2800-44W
(continued)



Photo submitted by Steve



Double Wasp piston engines mounted in nacelles under each wing, and a 4,600 lb. thrust Allison J33-A-10 turbojet fitted in the rear fuselage. The jet engine was intended only for takeoff and a maximum speed run to the target, and was fed by an air inlet on top of the fuselage that was normally kept closed to reduce drag. To simplify the fuel system, the jet engine used piston engine avgas rather than jet fuel. Later, engine improvements and a redesign of the tail resulted in the AJ-2. A photo recon version, the AJ-2P, was developed and the plane was also used as an aerial refueling tanker.

The aircraft first deployed in late 1950. It was too large and heavy to be used on any American aircraft carrier except for the *Midway* class, but later the modernized *Essex* class with reinforced decks and the new very large *Forrestal* class could also handle the *Savage*. By 1957 the AJ-2 was being replaced by the jet-powered Douglas AD3 *Skywarrior*, and by the end of 1960 they had been completely phased out of active service.

The *Savage* is a plane that has always interested me, but there has never been a mainstream injected molded plastic kit of it. This 1/48 scale kit was made by COLLECT-AIRE, one of the pioneer producers of resin aircraft kits but sadly out of business for at least ten years. Major airframe parts were pretty good, but details such as the cockpit, landing gear, propellers and other minor components were spotty at best. Construction was challenging and a lot of fitting and fiddling was required, along with much seam filling and sanding.

The color scheme is overall gloss sea blue, used by the navy from 1944 into the early '50s, when the change was made to the light gull gray and white scheme used during Vietnam and into the '80s. The markings represent an AJ-2 from Composite Squadron Five (VC-5), which was based at NAS Sanford, Florida."



Photos submitted by Steve



Stephen Sobieralski on 1/350 Scale USS Florida: "USS Florida (BB-30) was the lead ship of the Florida class of dreadnought battleships of the United States Navy. She had one sister ship, *Utah*.

Florida was laid down at the New York Navy Yard on 9 March 1909, was launched on 12 May 1910 and commissioned into the US Navy on 15 September 1911. She was 521 ft. long overall, had a beam of 88 ft. - 3 in, a draft of 28 ft. - 6 in. and displaced up to 23,403 tons at full load. The ship was powered by four steam turbines and twelve coal-fired boilers generating a top speed of 20.75 knots and had a crew of 1,001 officers and men. Armament was a main battery of ten 12-inch guns in five twin turrets on the centerline and a secondary battery of sixteen 5-inch guns mounted in casemates along the side of the hull. As was standard for capital ships of the period, she carried a pair of 21-inch torpedo tubes, submerged in her hull on the

broadside. She served in WWI and was present at the surrender of the German High Seas Fleet at the war's end in 1918.

In June 1924 *Florida* was taken out of service for modernization at the Boston Navy Yard, which lasted until November 1926. During the reconstruction her deck armor was strengthened and anti-torpedo blisters were installed to increase her resistance to underwater damage. Her secondary battery was rearranged to improve its efficiency, and four of her 5-inch guns, which were mounted in sponsons and unworkable in even moderate weather, were removed. She was also re-boilered with four oil-fired models, her turbines were replaced with new, geared turbines and her two funnels were trunked into one stack. The rear lattice mast was replaced with a pole mast, which was moved further aft. Her two submerged torpedo tubes were also removed and she received a catapult for launching spotting aircraft.

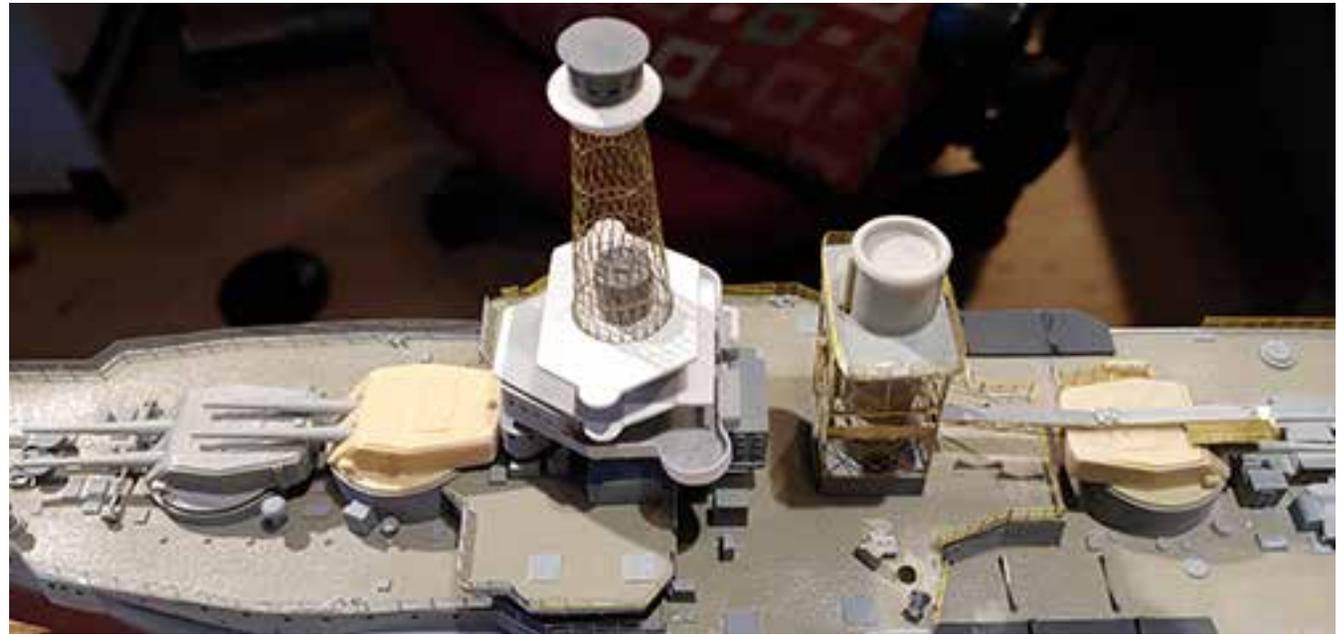


Photo submitted by Steve



Florida remained in service for a few years in her modernized form, but under the terms of the London Naval Treaty of 1930 she was decommissioned and was broken up in 1931. The ship's bell was saved and for many years was installed at Florida Field in Gainesville, where it was traditionally rung at the conclusion of a Gator football team victory. It was removed from the stadium in 1992 and is now housed in the lobby of the Museum of Florida History. Her sister ship, the USS *Utah*, was disarmed and retained as a training and target ship. She was present at Pearl Harbor on December 7, 1941 and was sunk by Japanese aircraft that mistook her for an aircraft carrier. Her wreck is still in place and can be visited.

The model, currently in progress, is actually IRON SHIPWRIGHTS' 1/350 resin kit of the USS *Utah*. The two ships were very similar, but there were some minor differences, particularly in the bridge area. You can see in the photos where some of those modifications have been made. The model will show the ship as she appeared after her modernization."



Photos submitted by Steve



Captain Howard Howe and Captain Jim Crab Boat Update:

"More detailing has been added to the *Captain Jim* Crab Boat Model, while trying to not outpace the construction and outfitting of the Full Scale Boat. During this time, I have been busy with my soldering iron, brass rods and tubing to create the ladders, railing, mast, and the small gearshift for upper and lower stations. The steering wheels, I stole from a couple of old car models. I have to take some liberties!

After completing the cabin accessories as best I could determine from photos, I installed the plastic windows using "Formula 560 canopy glue" as suggested by one of our members several years ago. Glad I planned to make the cabin and top removable for continuing access as progress was made on the real boat.

The aft aluminum Bimini top structure challenged my soldering and fabrication abilities. I used a mid-size staple gun to secure the 1/16" brass rods to a plywood piece to hold them in place while soldering. The top is a piece of sheet aluminum like the real boat, that I bonded to the painted brass rod structure. I did not simulate the pelican poop on top like the real boat!

With the deck protruding, twin engines installed, the company is now figuring out how to design and fabricate the raised engine covers that won't impact access on the deck for the stacked crab traps.

To Be Continued!"



Photos submitted by Howard





Photos submitted by Howard



Alex Bellinger of Newburyport, MA:

"*Newsboy*. This time I have pictures of the completed *Newsboy*, in a two gallon kerosene bottle. It is my 7th model of the brigantine. The scale of this one is about 18' = 1" and the limited neck size required putting the hull in in two pieces. The split is just to port of the centerline and wound up being a bit more visible than I would have liked. I think the real success of this job is getting use out of this wonderful bottle. This is the second of these I've used, out of a few given to me by **Erik Ronnberg** when he moved out of his Summer Street house in Rockport."

[As we don't have any bottle modelers, and your Sec/Ed likes to cover them, I include a past associate of great skill.]

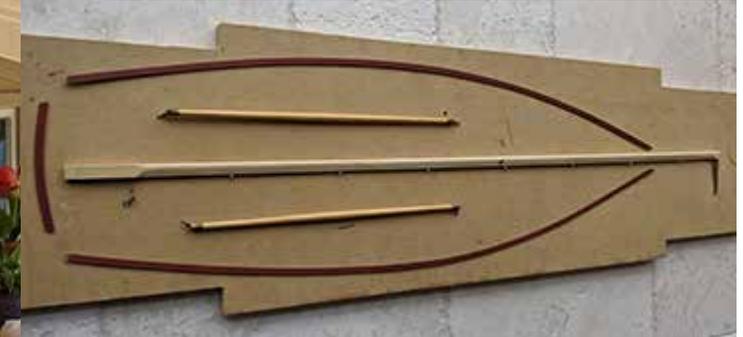


Photos submitted by Alex



Brad Murray reports on Victor V-32 RC hull: "After fitting the radio board, some extra blocking for the shrouds and carlins at the deck opening I dry fit the pre-cut deck and found it was oversized in some places and under in others by as much as 1/8". Putty and paint would have sufficed but I choose to add covering boards. The job is taking on the aspect of a prison model where extra work helps pass the time. The kit included little steel eyes to terminate the sheets and shrouds, which were also steel wire. Maybe appropriate for a rust bucket but not my little yacht. My cache of hoarded hardware included five small brass eyebolts with nuts but no washers. The back stay and jib club eyes needed their nuts to be captive at the inaccessible ends so these needed to be fit before the deck was glued down. The dowels glued to the underside of the deck ease the sheet leads, rudimentary turning blocks. Hoping I hadn't forgotten anything, I glued the deck down.

(Wife) Carol was getting antsy so I hastily rigged the boat with whipping thread and launched it in the condo pool. Figured if it sank the salvage operation would be doable. The eyebolts came off my previous RC which was a dump find. Whoever built it never painted it and the Florida sun did for it."



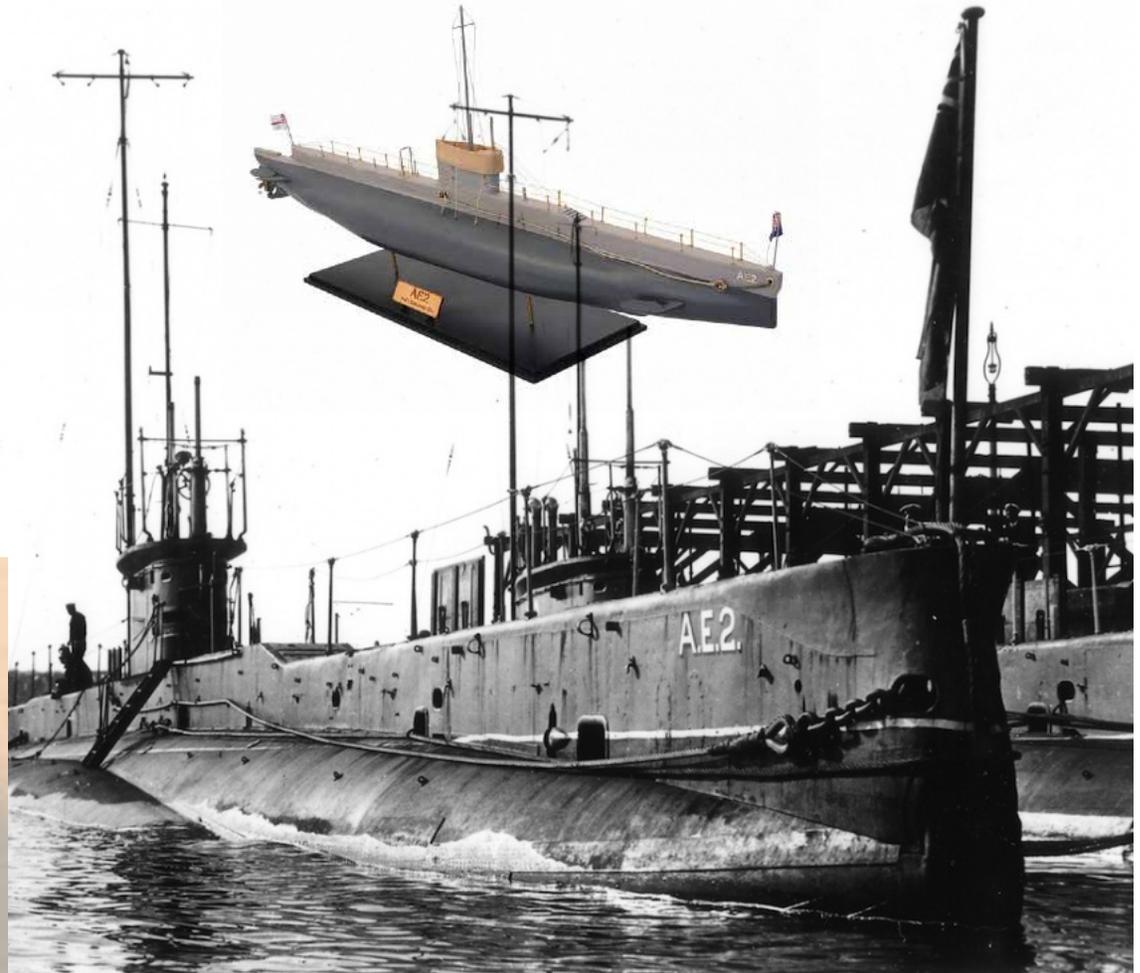
Photos submitted by Brad



Bob Johnson Notes: "I purchased some fittings from MODELERS CENTRAL not knowing the company was in Australia. MODELERS CENTRAL [mailto:info@modelerscentral.com] Subject: AE2 Submarine." (This concerns a couple of WW-1 subs.)

Bob also alerts that PBS will be airing a program on PanAm history in the Pacific. Search for PanAm.org for local dates and times.

Bob and Paul Anderson both sent this blurb in the WSJOURNAL, highlighting ship models, of all things. Maybe a response to sequestration.



All Hands On Deck
Four model ship kits to commandeer, from simplest to knottiest

Sunken Pleasure
From Revell, one of the best-known purveyors of miniature models, comes a 156-piece plastic replica of the Titanic, which snaps together into a 17.6-inch-long, 1:600 scale model of the hubristic cruise liner. Freeze your own iceberg. \$40. megahobby.com

Behind Glass
Ever wonder how the boat gets in the bottle? This demystifying kit from Italian maker Amati lets you construct and embottle a 4.25-inch-long model of the Hannah, a fishing schooner owned by George Washington. Included: glass bottle, tools.

PIRATE COPY
The Corsair model from Ocio Creativo (OcCre).

glue, paint and, essentially, a "Sounds of the Sea" audio CD. \$176. seagifts.com

Booty Pageant
Eighteenth-century mariners feared nothing more than spying a corsair on the horizon. This 29.5-inch-long model of a pirate's brigantine from Ocio Creativo sacrifices no detail, including 16 brass cannons. \$279.

Blue Chip Boat
The flagship model kit from BlueJacket Shipcrafters (est. 1905) apes the famous frigate the USS Constitution. It comes with 2,600 fittings, 20 sizes of scaled rigging cord and a piece of "Old Ironsides" itself. We'll check back with you in a few years. \$685. bluejacketinc.com

JOE MCLENNAN

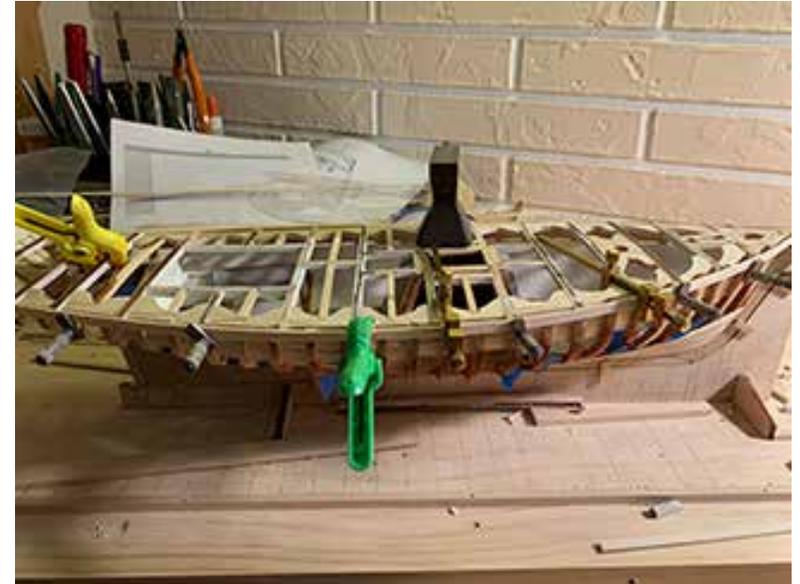
Appropriated for historical purposes, from the www.



Guy Hancock updates on *Emma C. Berry*:

"I finished cutting and installing the deck beams, the knees between them, the carlins and half-deck beams. When I sanded the deck beams it became apparent that there was a small high spot in the middle around the fish well. I hope this will not be apparent after the deck and hatch coamings are in place.

After staining the frames that may be unplanked, I installed the garboard. I soaked and clamped it in place before cutting and fitting. It was probably too wide, and the fit is not perfect but the hull will be painted after filling and sanding so actual planks will not be especially noticeable. Small spring clamps with the handle from the next larger size in them, worked to hold the planks to the frames. I put the sheer planks on both sides after doing the garboards. The last photo shows planking from garboard up toward a middle band on the side where the middle of the hull will be left open. A stealer plank will be necessary in spite of the directions saying this would be unlikely. I apparently did not learn enough by planking the *Virginia*, or maybe I just don't get it."



Photos submitted by Guy



Emma C. Berry at Mystic





Phil Stager 1/12 HMS Temeraire out of South Africa: "I Found the attached link while wasting time. For those on an unlimited budget and who like large scale models.

<https://www.stephensandkenau.com/ship/hms-temeraire/>"

Our self-same, long-time member Phil Stager, has been known to order, "Onward through the fog!"

I (Sec/Ed) have just read a similar thought by Robert Burns, "*Forward tho' I canna see, I guess an' fear.*"

Phil sails in good company!



HMS Temeraire





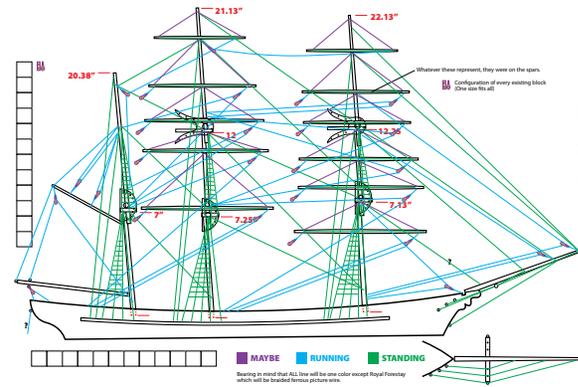
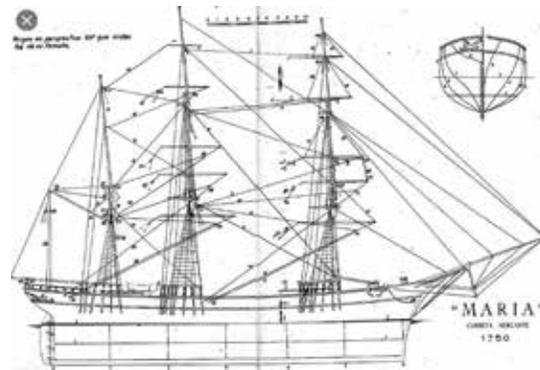
Irwin Schuster (Sec/Ed) had a breakthrough in ship-rigging: I had strung string through a few holes and nearly ready to terminate, I realized I was going to come up short. Rather than removing and replacing with a longer piece of line, I thought, why not splice? Not a ship-rigger, I still have to believe that "flying" splices would have been common in rigging repairs. I was using cotton cord and using the same-usual Elmer's end stiffener technique, I dipped ends and rolled the set together, overlapped. Works fine. Stiffens the section, but visually, looks like a splice. Same as Steve McMurtry!

The restoration of the folk art ship now named **Elizabeth Wright** is complete. To recap, there were a few missing bits of deck equipment, as indicated by glue spots, but no loose elements that fit them. So, some guesses, matching finish and that part was dispatched.

I drew up a rigging plan based on that of *Maria*, an 1853 (or maybe 1750) Barque that came closest to the sticks and strings and belaying points that persisted on the artifact hull and spars. It bears repeating that I am NOT a ship rigger. This job, however, was more a matter of putting elements in place that looked shippy. That I did, and gained a whole bunch of appreciation for serious historical modelers and full scale riggers, and the seamen, too. Look at the photo here and imagine having to deal with this cordage spaghetti under pressure!

My job was much simplified in that the original builder used only one weight and color of line, and all blocks were single and of one style-size-design. The single weight applied to ratlines as well, made by needling the ratlines through the shrouds, set by dilute ELMER'S and clipping. Finally, no deadeyes were present and none were added.

I repeat the rule I learned from my master-mentors in Massachusetts: Restore means to bring it back, as closely as possible, to the original state, adding nothing, improving nothing. I am satisfied that I did that, human frailty being what it is.



Rigging plan; standing and running



Photos by i., Sec/Ed

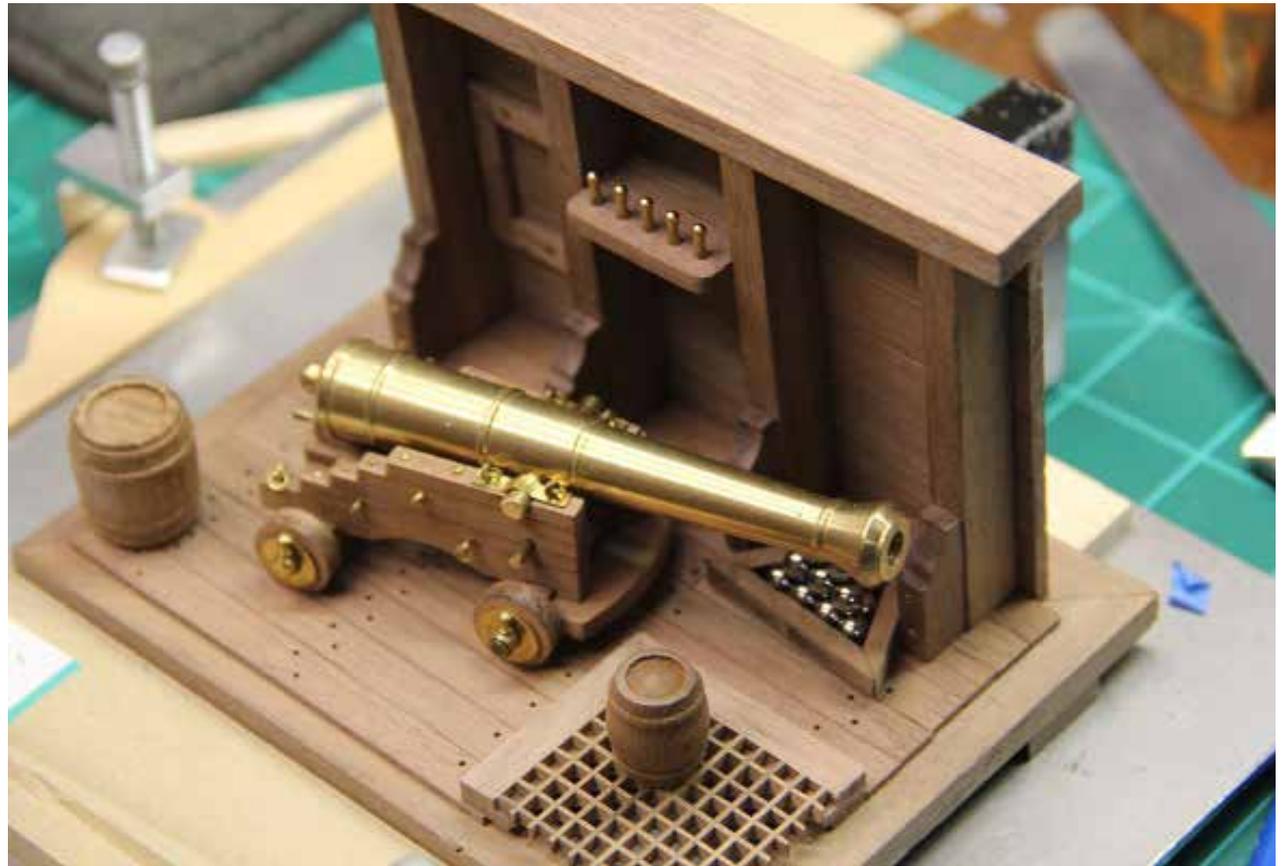
Pennant, to add color. It went where a staff had been broken off, but there was no record of the original flag.



Admirable Brut: More on the "Tales of the Gun":

"My quarantine continues... : Deck and most wood parts done. Deck is drilled for treenails, which still have to be made. That's the next big jump as 62, .040" diameter wood pegs will have to be made and set into the deck planks. As of this point I have not decided whether to go with a light color or a dark color treenail."

[In quarantine, Admirable Brut appears to be trying to trunnel his way out.]



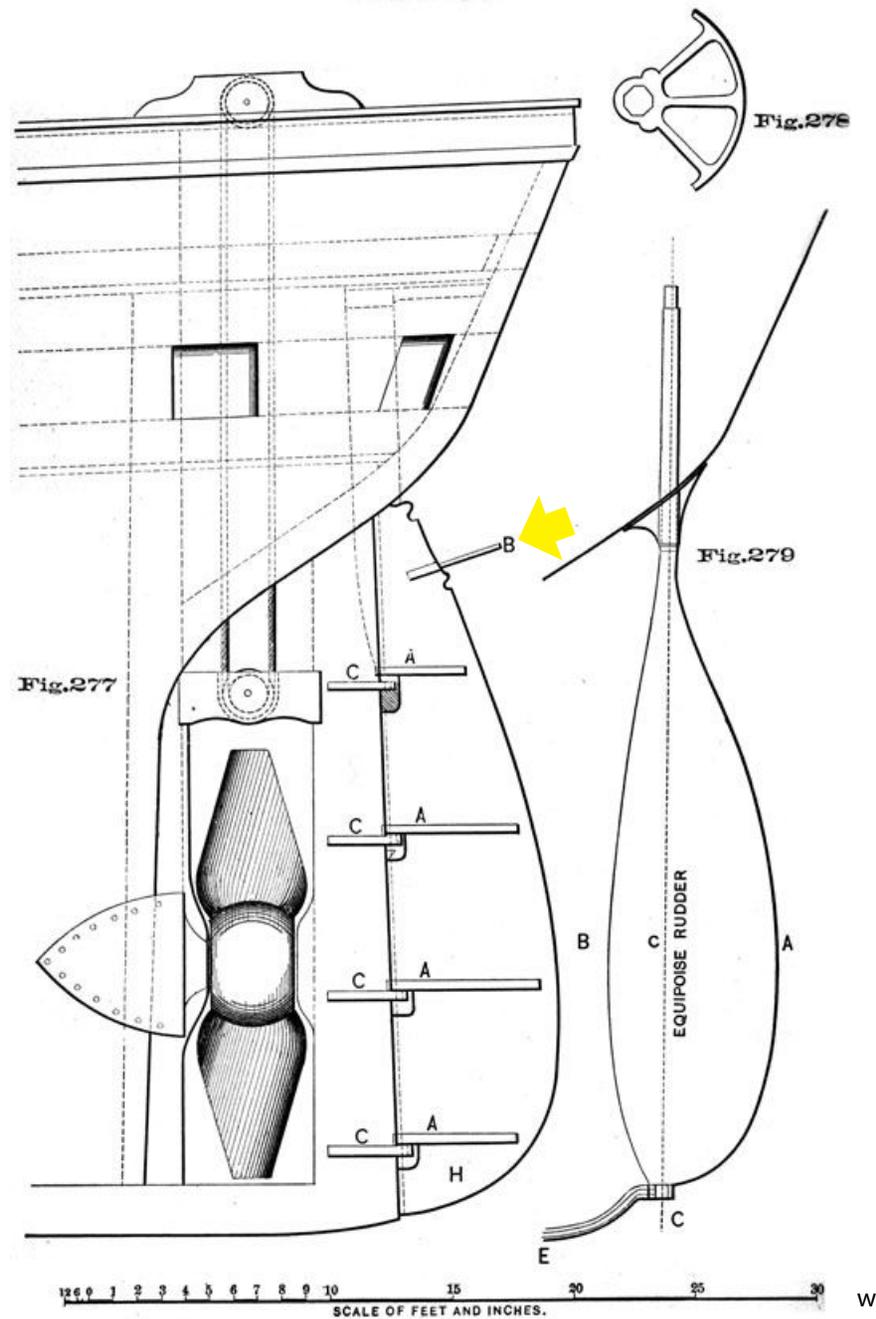
Photos submitted by Ed



Image captured from the www shows a horn (B) with near complete certainty to be used for manual control of the rudder in the event of problems with the regular control system. If it has a name, it cannot be found.

The rest of the puzzle is, the distal end is blunt, without any visible fitting for chains or shackles to be attached. It may have been so routine as to have been left to the yard and fitters. There is always a but. The draftsman felt it necessary to label four (count 'em - 4) identical fittings even though the A's are of different size, so it does not seem that he lacked time or energy to add detail.

Always happy to hear facts or opinions on these things.

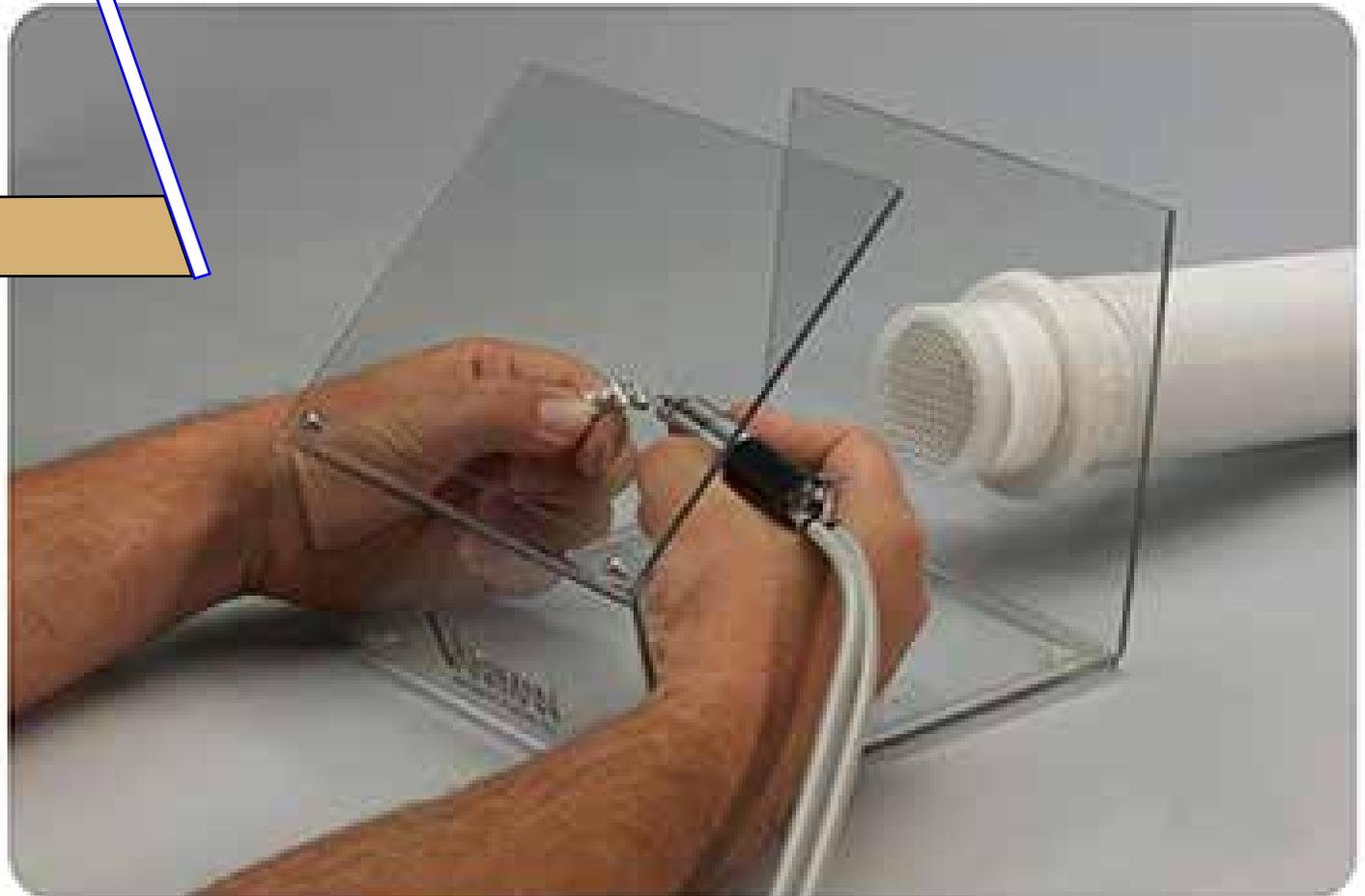
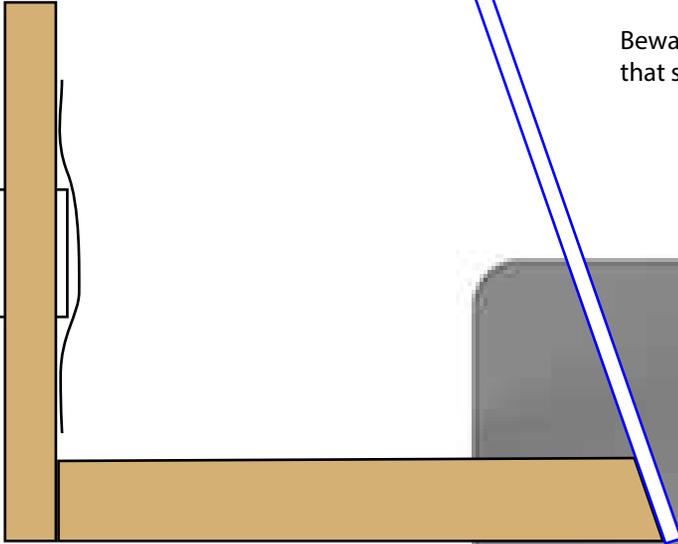




Grinding and/or Spraying Guard:

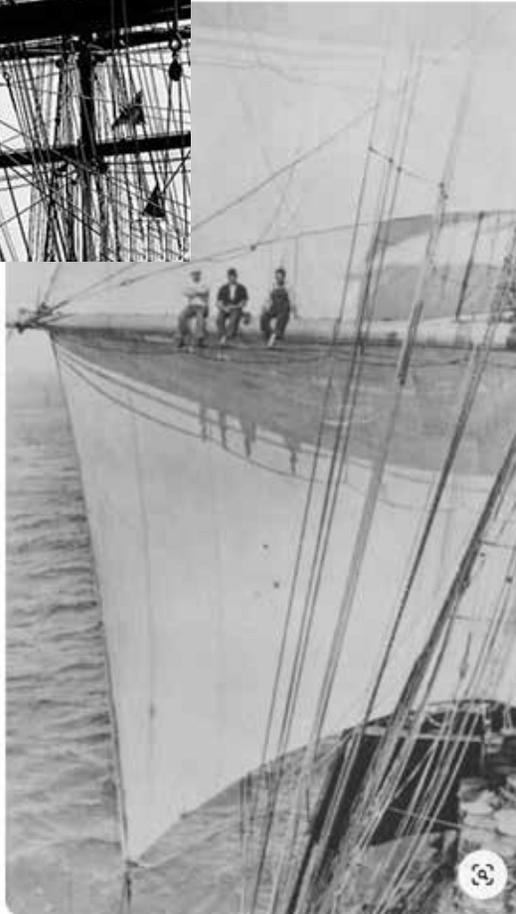
Easily made with a single acrylic panel and a couple of lumber scraps.
Cheesecloth or foam filter?

Beware of volatile spray and machines that spark.





We who mess about with ships that sail on our workbenches may well be reminded, from time to time, of the actual scale and complexity of the prototypes, and likewise the scale of the men who worked them.





Believe It or Oar Knot!

Wikipedia: Louis Edward Curdes was an American flying ace of the United States Army Air Forces during World War II who held the unusual distinction of scoring an official air-to-air kill against another American Aircraft. He was awarded the Distinguished Flying Cross twice and a Purple Heart.

This happened over the Pacific. Search will readily reveal the whole story.



NEXT: the Submarine, USS Barb was near the end of its mission, when an opportunity presented itself. "Perhaps their most daring attack at the Japanese Empire came toward the end of the war when the crew of this submarine attacked a train in Karafuto Prefecture. On July 23, 1945, the *Barb* approached the coast, sank a frigate, then surfaced about 950 yards offshore.

8 volunteers paddled ashore in rubber boats and walked 400 yards to a set of railroad tracks. They rigged explosives to the tracks, then returned to the *Barb*. As they paddled back, a 16-car military train passed by, activated the explosives, and blew up."

A great deal more planning took place, but that is the nut of this unusual sea tale.



Images captured from the www
The train image is bottom center
on the "kill list"

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<<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]

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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