

# Ship's Log

# TampaBayShipModelSociety

**NON-Meeting of July 25, 2020**

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

The regular June 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, and we continue to poll.

## President & Treasurer Steve Sobieralski

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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, Aug. 25? 7:00 p.m.**

August  
**CANCELLED**  
Meeting

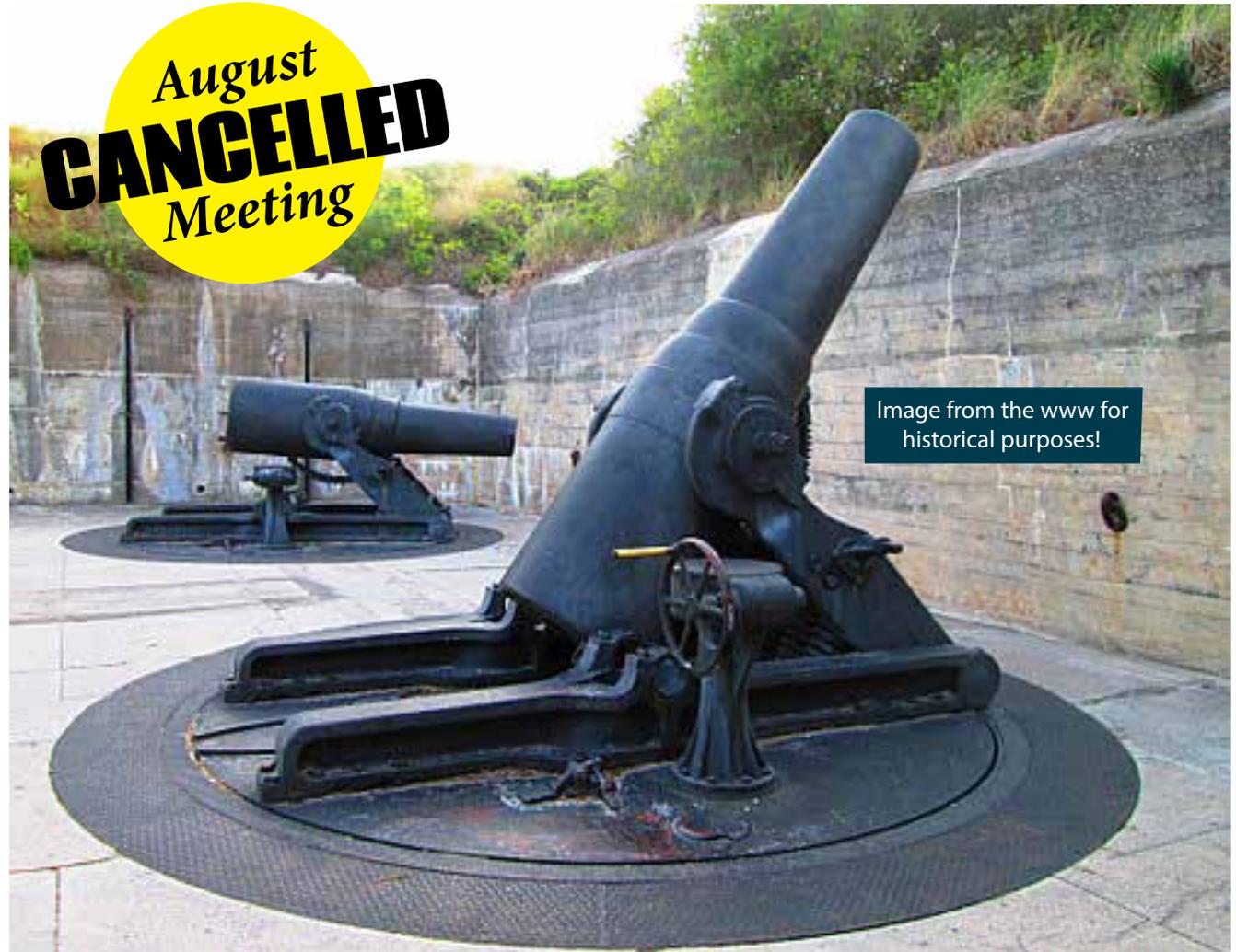


Image from the www for historical purposes!

**Fort De Soto's Guns:** Two of Fort De Soto's remaining four, 12-inch coastal defense mortars of Battery Laidley. The battery originally had 8 of these guns, two in each "pit"; these guns, in Pit "A" are M 1890-M1 breech-loading and rifled mortars, which were built by Watervliet Arsenal in NY. They had a maximum range of 1.25 mi (2.01 km) at a 70° elevation and 6.8 mi (10.9 km) at 45°. It took a crew of 12 men to operate them.



## Show & Tell

**George Fehér's Naval Aircraft:** "I finished my SA-2 *Guideline* missile and should be able to pass on photos in a couple of weeks. No ships "on the blocks" at this time.

In the vein of "strange things happen". You may recall that in 2018 I finished a vignette of a Douglas EKA-3B *Skywarrior*, which I gave to my friend Kim Miller, one of the crew members of that plane. The photo chronology (PowerPoint) of the build, as well as a number of "Final Shots" was sent to the A-3 *Skywarrior* Association at their request, which they posted on their website. As it turns out, the past president of the association liked it so much that he contacted me a few weeks ago and requested a build of his aircraft, a KA-3B *Skywarrior*; also a tanker. I must have a soft spot for Vietnam Vet Aviators, for I accepted.

As we discussed the vignette, I learned that the KA-3B refueled an F-8C *Crusader* coming back from combat air patrol covering a rescue attempt of a downed aviator inside North Vietnam. This was at a time when Operation Rolling Thunder was underway. The F-8C was "bingo" on fuel, would not have made it back to the USS *Oriskany*, and would have crashed, possibly inside North Vietnam. The KA-3B was loitering twenty-five miles off-shore waiting for returning aircraft to be refueled, when the "bingo" transmission came in over the combat frequency. The *Skywarrior* crew went "Feet Dry", against standing Navy orders, rendezvoused with the F-8C inside VN, and under heavy AAA fire plus anti-aircraft missiles coming up at them topped off the F-8C. Both aircraft returned to the *Oriskany* "for dinner that night". Both pilots survived the war, became life-long "shipmates" and, to this day correspond on a regular basis.

So, where am I going with this? I'm going to try and recreate the in-flight moment when the F-8C plugged in to the KA-3B with its refueling boom extended. Scale of both aircraft will be 1:72. I expect the "scene" to be about three feet long. Neither pilot is expecting this approach to the build, so it should be quite a surprise when finished. It should take me about six months to build. So, I better go and start building."



Photo submitted by George and other not. Source not credited nor found.





**Bob Johnson History:** "I made this toy sailboat as a Christmas present for our son about 45 years ago. It survived lots of play time in various aquatic environments, and wound up in garage cabinets for the last few decades (somewhat the worse for wear). As they saying goes with automobile restorations that "it's only original once", I probably won't restore it and just enjoy that it has survived this long and most of the wear and tear was acquired as intended. The rig is pretty basic, intended to survive young hands (which it mostly did).

I designed it in the generic style of sailboats from the past mid-century. It is made from white pine (shelving) that was cut to waterline shapes stacked together with some type of glue which has proved to be very durable. The exterior was shaped with chisels, rasps and sandpaper. Before attaching the top (deck) layer, I carved out the hull's interior with gouges (inherited from my Swedish grandfather) using a homemade caliper to keep the thickness at or near about 3/16". I fashioned the deck shaped with a typical crown and hollowed underneath, then glued it to the hull. The central "hatch" was cut out with a razor knife (no material removed...still presses in tightly with a nice fit). A fairly long, narrow crack in the stern area below the waterline (not on a any glue line) is the only structural issue but could be easily remedied with some epoxy filler (not on my to-do list). The hull is painted with conventional enamels, the deck varnished and the interior is plain/unfinished pine. I used auto pinstripe tape for a white boot stripe which I peeled off recently as it was falling off...should have painted it as well.

It may not be too noticeable on the hull's exterior, but I cut out wood from the (solid) keel and used the extracted piece (more probably "pieces") to make a plaster mold into which I poured lead for ballast (melted on our Coleman camp stove). Two bolts were part of the casting, and one can see their attachment inside the hull through the deck opening. The boat sailed okay, and looked like a "real boat" (probably important to me at the time) but it would have been a better sailing toy (i.e., more stable) with a deeper fin and lead bulb at its base. It floated on her lines however, and looked nice in the water."



Photos submitted by Bob, including his *Island Packet*.

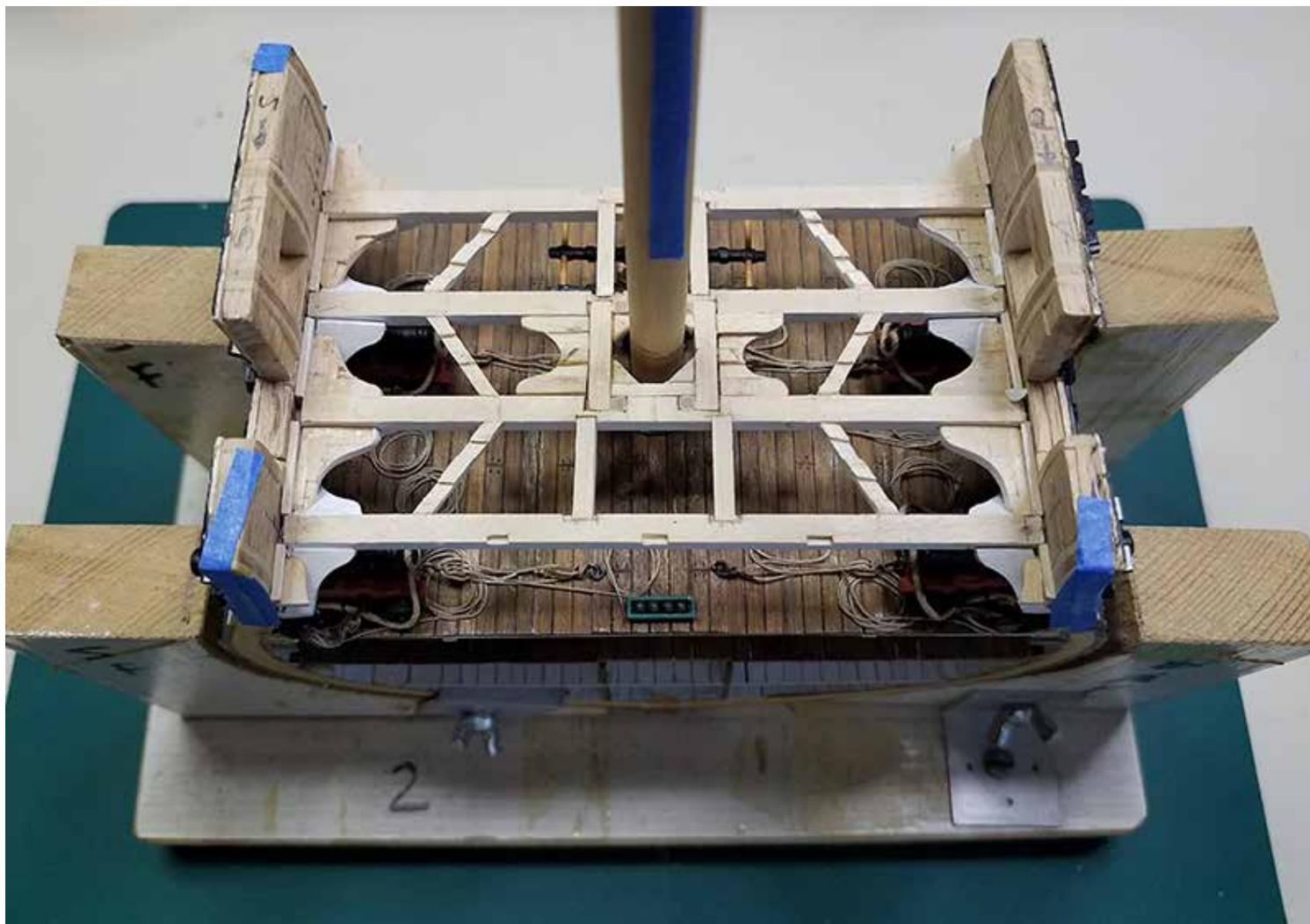


## George Fehér on USS *Connie* X-Section:

"I had a little time to work on Old Ironsides this weekend at our lake house in Floral City, FL. That is our place to seclude, isolate, quarantine and find some peace and tranquility. Sunrise photo is attached, looking from my hobby workbench.

So, I did make some progress: Completed the diagonal ledges and, added the mast blocks and lodging knees by the mast. Interestingly enough, the *Constitution* Plans that are available from the USS Constitution Museum website, show an opening of 43in. for a 32in. diameter mast. The mast opening on my model is good to the millimeter in scale, the blocks are a little large and the mast is 1mm. too narrow. It all combines to make a doubtful picture of what seems reasonably accurate.

However, I read in the past, that when stepping a mast, shipwrights would hammer in wedges from the top and bottom between the mast and mast blocks to set the correct rake and transverse plumb of the mast. Once done, they fitted wooden heels – sometimes wrapped in leather – around the mast and secured to the spar deck to keep the rain from going down the mast. Are you familiar with this?



I have one more major challenge to overcome, and that is making the fife rails and the jeer bits. Perhaps by the end of this year. Then add the transverse ledges, deck planking etc. Although, if looking fairly good, I may not plank all of the spar deck to show the beams and framing. I'll only have a stub mast.

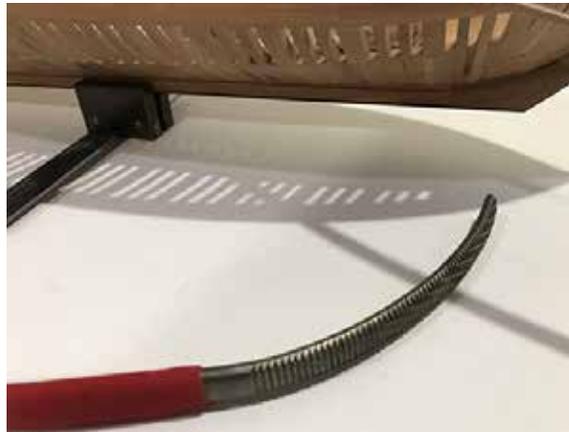
So here is a thought for some ambitious builder; build this same cross section in 1:24 scale (1/2"=1'). The roughly 15" deck beams would be app. 0.63" square, and the 42 ft. beam would be 1.75 ft. (more or less). Now that's a model ... LOL!" Photo by George.



**Roman Barzana on wood and tools:** "So, over time I have found myself gravitating more and more towards hand tools instead of power tools for model making, not because I do not like power tools but because of the dust raised by power tools and respiratory issues. No, I am not giving up my power tools. Having said the above I have rediscovered the connection I had with hand tools that was lost over the years with all the state of the art machinery that I experience daily. I remember years back while purchasing an automobile the salesman knowing that I was in the wood products business asked me if I wanted the cars dash to be wood veneered to which I replied "I'm tired of wood, give me plastic". Well I was not really tired of wood I was tired of meaningless plywood boxes made with machinery that I could not feel a connection to, I guess a soul sort of connection. Ok, that's enough.

Over the years I have collected very few files because they seemed inadequate for our hobby but more recently I purchased a few Japanese files made by IWASAKI, these have been a game changer for me because they are sharp, well made and easy to use. They are made in coarse, medium, fine and extra fine; the ones pictured here are fine and extra fine. They are made of Damascus steel and are chemically sharpened. The teeth are like hundreds of hand plane blades in miniature. They are seriously sharp. I have included a picture of the inside of a bread and butter hull faired out with the little curved file. While all the files in the picture cut when pushed, the curved one cuts on the draw or pull. I cannot say enough about them.

The other tool is the INCRA marking gauge. I have had other Incra tools in the past but this one is a nice one for model work. They come in imperial and metric sizes this is 3" and calibrated in 1/64, 1/32, 1/16. The red bar is the fence and the plate is perforated so as to insert the tip of a mechanical pencil in the desired opening calibrated to the dimension and start marking away. This is a pleasure to work with taking away the mystery of repeatability and accuracy."



Photos submitted by Roman



## Steve McMurtry on Charles W.

**Morgan:** "Hope all's well there. Are you staying in or getting out a bit? I'm still afraid to do any overnight travel. I'm getting close to having all the spars done and ready to paint. Waiting for the grand reveal. Maybe in a few days. Tennessee is so crazy that I am getting a lot done. I made a super rope walk. I'll send photos and video soon on that too. I'm thinking of making furlled sails on the ship. Do you think cloth or rice paper is better?"

Your Sec/Ed responded non-committally that the test is best in every case. What specific paper, what specific-fabric? Without having a hand in the choice, I suspect paper will be the winner, wetted and folded down, starting with undersize sails. Having said that, attaching lines to wet paper will present "issues" so back to the experiment.

### **There is a tract on the subject:**

[http://modelshipworldforum.com/resources/Rigging\\_and\\_Sails/Scale-Sails.pdf](http://modelshipworldforum.com/resources/Rigging_and_Sails/Scale-Sails.pdf)

## GALLERIES: CHARLES W. MORGAN: THE 38TH VOYAGE



Image liberated from www  
for educational purposes!

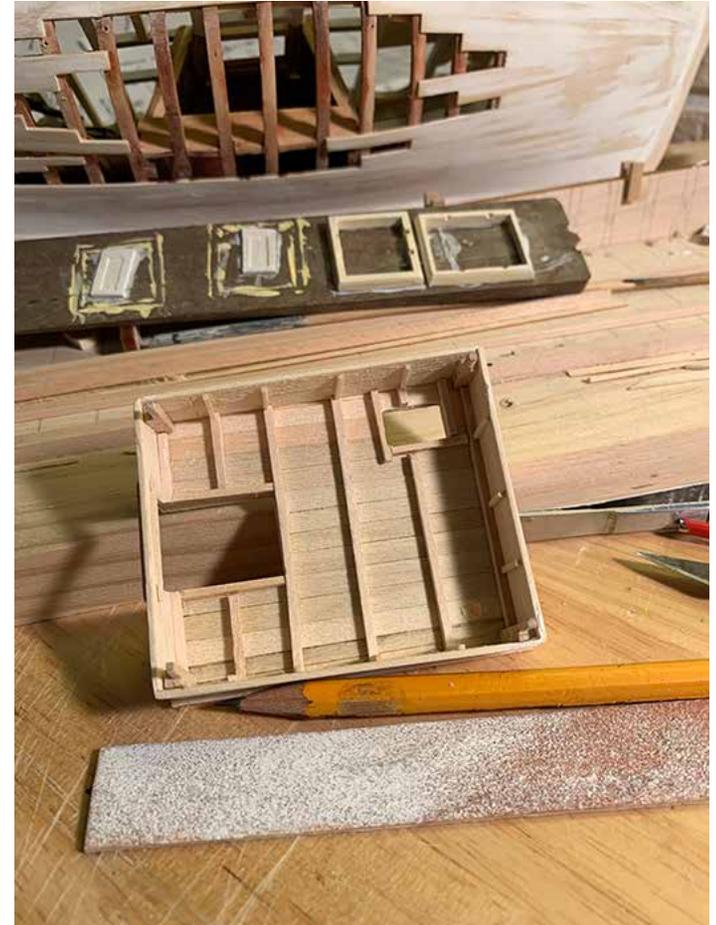


## Guy Hancock on *Emma C. Berry*:

"I have been making some progress this past month. I finished the hatch frames, then made the covers. I finished building the deckhouse, and also made the cabin doors. I used 0.4mm x 5mm deck planking leftover from the *Virginia* so with raised panels on both sides the doors are 1.4 mm thick. Everything I tried before that looked too thick. The slides for the hatch on top of the deckhouse had to be done several times before I was happy with them.

The picture shows the hull, which is almost faired on both sides, a plastic door shim with double sided tape that was handy for painting the doors and hatch coamings. I tried thinning the acrylic primer about 1/3 with water and that seems to work much better. I will probably do that on all the painting. My next project is to make some kind of brass lanterns to hold the LED lights I want to put inside the cabin and fish well. I need to install those before it gets even harder to reach them.

I look forward to each issue quite a bit since we are not meeting in person."



Photos submitted by Guy



## Howard Howe on *Ricky B*:

"Progress continues on the *Ricky B* fishing boat model. Starting with the MIDWEST Lobster boat kit No. 953 and major modifications to achieve the correct hull shape, the hull has now been fiberglassed and painted. The hull stripe was made by spray painting 2 mil masking tape on a Plexiglass panel, then removing and attaching to the hull. The stick on letter was also spray painted to achieve the correct color. The rudder was fabricated by cutting and soldering brass parts.

The cabin was fabricated from .040" styrene plastic sheets. A scale pattern was made for the four sides. Before assembly the windows and doors were marked and cut out with box cutter and X-Acto blades. After masking, the window frames were painted with aluminum paint and the plastic windows was bonded interior with canopy glue. For realism, the doors were framed and set up to slide open and close.

A basswood stiffener was added to the top of each cabin side and to the ends for support. Also, basswood strips were added to the deck inside the cabin, which will allow it to be removable. The four sides were then bonded together using the deck strips to insure proper alignment. A small magnet was added to secure the cabin to the deck.

I also created a display support base. The outriggers and aft cockpit are next on the agenda with other numerous details to follow."



Photos by Howard



**Brad Murray Has a Plan!** "DAIMLER BENZ was looking for a new logo for the Mercedes Marine Division. My submission was not accepted so I thought, I can turn this into a whirlingig."

**And, a bit of woodworking makedoity:** "This submission is to be placed in the category of 'those things only tangentially related to either ships or models'. In reviewing past issues of the LOG I find catamarans and catboats periodically featured but never a cat feeding station. Ships' cats have been unsung heroes for centuries. They not only protected the ships stores from vermin but also comforted and entertained sailors. Sailors, generally a superstitious lot, have always considered a cat onboard to be good luck.

On March 13th we lost Sooty our companion for fifteen years and while searching for another cat to bring on board our lives I decided we needed a proper (i.e. built by me) feeding station. With three bowls and only a general idea I rummaged around under the bench and came up with a couple of pieces of teak from an old door job in the distant past. The board was too short by a couple of inches but by carving into the end blocks I got it to work. I find building with a vague goal and no actual plan but letting the materials at hand be the guide can sometimes surprise. Oil finishes look good, but they just do not stand up so I've found a matt or flat H2O based urethane (MINWAX Water Based Polycrylic Crystal Clear Matte) gives a similar look with an improved service life. Our new kitten Topsy heartily approves. Now, on to six little catboats.

Before the ends were given their battered (sloped) final shape they were just rectangular. The board had been hole-sawed and mortised in 1/8" and strengthened with a 1"x1/8" SST dowel (I cut from some scrap rod). While dry fit and clamped together I trial and error fit the end bowls, first roughly with carving knives, then with my trusty fish-tail gouge, next some abrasive rasps and finally starting with 40 grit, down to 120. The battered tapers were then laid out, sawed, planed, and sanded. After epoxying it and cleaning up the squeeze-out and lightly breaking all edges it was given four coats with a light 320 sanding between coats. Then we had to drive, very carefully over the course of six days, 2,233 miles to Philadelphia and pick up the very special Topsy cat."



Photos submitted by Brad



**Chuck LaFave on  
*Flying Fish*:**

"I have been working on the *Flying Fish* rigging and have most of it done.

The 2.5 mm dead-eyes were tough to see and handle with #00 [0.005" (0.0127mm)] thread."

And on *Royal William*: "The *Royal William* is at rest. Next month I start on the masts." (next page)

Photos submitted by Chuck





Chuck's  
Royal Alfred  
on a break.

Photos  
submitted  
by Chuck.





## Ed Brut continues on about his boomer:

"*THE CONTINUING TALE OF THE GUN*, or how to make holes in a ship, and to avoid a sound flogging, I submit photos of holes to be or are there in my ship bulwarks diorama. A small deck scupper to be final cut and fit to planking. Some detail to the gun port added prior to making the hinges. Sadly this has not been a good month to work my model, one to one items have got in the way."

"In my search for tiny brad point drills came across this site which has PROXXON's drill set, long story but they had the below on their site:

### **Hernando, Pasco, Citrus, Sumter County Florida Businesses and Organizations**

We have listed local groups and businesses. Please send us info about your club, group, organization or business. Support our Community.

#### **Local Clubs**

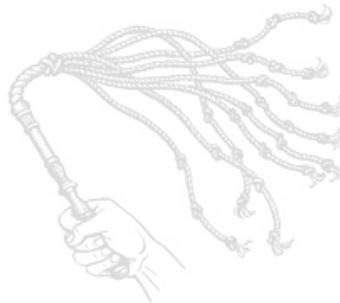
- 1 Weeki Wachee Wood Carvers - 352-666-5092
- 2 Sun-coast Ship Model Society  
- Jim 352-592-6419
- 3 Nature Coast English Car Club/Sun-coast Classic MG Club  
- <http://www.britishcarclub.net>
- 4 Mosquito Junction & Western Railroad (Live Steamers Club) Bill - 352-799-5487
- 5 Nature Coast Carving Club - <http://naturecoastcarvingclub.com/>
- 6 Calusa Wood Carvers Club - P.O. Box 1194 New Port Richey, FL 34656. 727-376-2180
- 7 Hernando County Radio Control Club  
- [www.hcrrc.com](http://www.hcrrc.com)
- 8 The Toy Makers (non-profit corporation) are a toys for sick and needy children.  
727-868-9342 <http://www.thetoymakers.org/>

Please note number 2 site is

<https://toolsandmore.us/shippingRates.aspx>"



Photos submitted by Ed





**George Fehér's Sa-2 Guideline Missile:** "The S-75 *Dvina Desna Volchov*, NATO designation SA-2 *Guideline*, is a high altitude anti-aircraft missile, developed by the USSR that came into service in the late 1950s.

During the Cold War, hundreds were stationed around Moscow, industrial complexes, and along potential incoming bomber routes. The "flower" shaped batteries generally consisted of six missiles on the outside, with portable radar units, service trucks and transport carriers on the inside. It is highly probable that this type of missile shot down the U-2 spy plane flown by Francis Gary Powers on May 1, 1960. It was also deployed in Cuba during the Cuban Missile Crises, and is still in use by several nations to which the Soviet Union exported them.

So why did I build this vignette? Well, I did not have a missile model and this one has historical significance. While searching the Internet for background information and detailed photographs, I saw many of these on display outside museums and at old military bases. There is one at the Smithsonian National Air and Space Museum. Since I wanted to add some "life" to the vignette, I thought what would be more appropriate than having a Soviet Commissar visit a propaganda display site and chat with the soldier on duty.

While the build is pretty much straight "out-of-the-box", painting and weathering took quite a lot of time. I wanted the unit to look well maintained, proudly on display, no "rust galore", but some light fading due to exposure. I did "give in" to one leaking hydraulic cylinder and the resultant oil spot on the concrete at the back of the launcher. The pad and sidewalk is concrete patching compound poured into a form. Bushes are reindeer moss collected in the field, and the turf is from Woodland Scenics. The hardest part was adding stripes to the soldier's shirt. After several failed attempts (paint, pens etc.), I cut thin strips of decal film and added each stripe one at a time. Never again ... he's the first and last Russian soldier in my collection. It took a year to complete the project."



Photos submitted by George





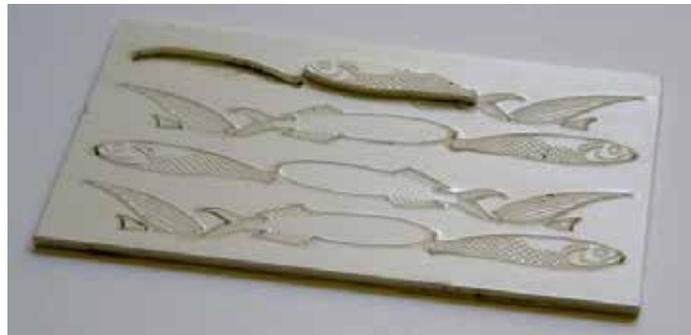
**Sec/Ed on Flying Fish Figurehead:** I am working on laser cut modified acrylic and engraved elements assembled with CY, having tested a few alternatives.

Where rounding removed scales, similar texture was returned with a bit of hypo needle heated with a candle.

The tail halves will straddle the ship's cutwater. A center wedge is drilled for a pin which is planned to penetrate the stem. Chuck or both of us will mount this vital component.

As I had a second set, I assembled them as well in a narrower configuration. The nameboards are printed cardstock. The laser work was done by G.L.G. Art in Tampa.

My ancient tube of ROSS "Plastic Cement" is the only bond that failed. Tube is printed 25¢! Figurehead is sprayed with Krylon Metallic Brass.





## Roger Kibart on *MV Diogenes*:

"Early this year I was thinking about a friend of mine who died about 2 years ago. We both lived in the same condominium building and Jim owned a trawler that was docked nearby. I always loved the boat design and the clean classic lines that it had. The boat was Jim's baby and he took great pride in its ownership and maintenance.

Jim was a retired merchant marine captain who had traveled the world piloting many different ships. He was a Marine, a Viet Nam vet and a world traveler with his wife Mary and just a great guy to know. Every day I used to look out at the dock and see the boat and at night he always kept a light on in the cabin. Last year Mary sold the boat and the dock slip remained empty. I began thinking, that if I missed seeing the boat docked there, how must Mary feel seeing the empty slip every day. Thus began my desire to build a model of Jim's boat as a gift to Mary and a tribute to Jim and his family.

In early January, I started to investigate the feasibility of my creating a model of the boat based on a few pictures that I had taken and what I found available on Internet sites. Given the fact that I was not an experienced modeler, it became a personal challenge. In February and March with the COVID situation worsening and my getting laid off from my part time driving job – I certainly had the time available to do something that I might not otherwise tackle."





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"After, what I thought was considerable research, I drew up my own plans and diagrams for the boat construction since very little detail was available. I had to get it to a scale that I could work with – 1/24 - and I didn't want to ask Mary if she had any information, since I wanted the model, if I completed it satisfactorily, to be a surprise gift to her and her family.

The actual boat – named *DIOGENES* - was hull #42 of a series of boats called Pilgrim 40's, designed by H. "Ted" Gozzard of Ontario Canada. He designed the boats originally as the ideal boat for Canal and In-ter-coastal waterways and for nothing more than going slow and sight seeing for two people and occasional guests. The boats were built by NORTH CASTLE MARINE LTD., in Ontario, Canada, between 1983 and 1989. Fewer than 50 in total were built.

During construction of the model I faced a number of issues, given my semi-weather exposed workshop. Changing weather and temperature conditions slowed construction time – including both high heat this summer, cool/cold temperatures in February and high humidity most of the time. In addition, having only good vision in one eye presented additional challenges.

I'm proud of the end result as the attached photos show and I'm pleased to know Jim's family will have a one-of-a-kind model to remember their one-of-a-kind Boat Captain, Jim."



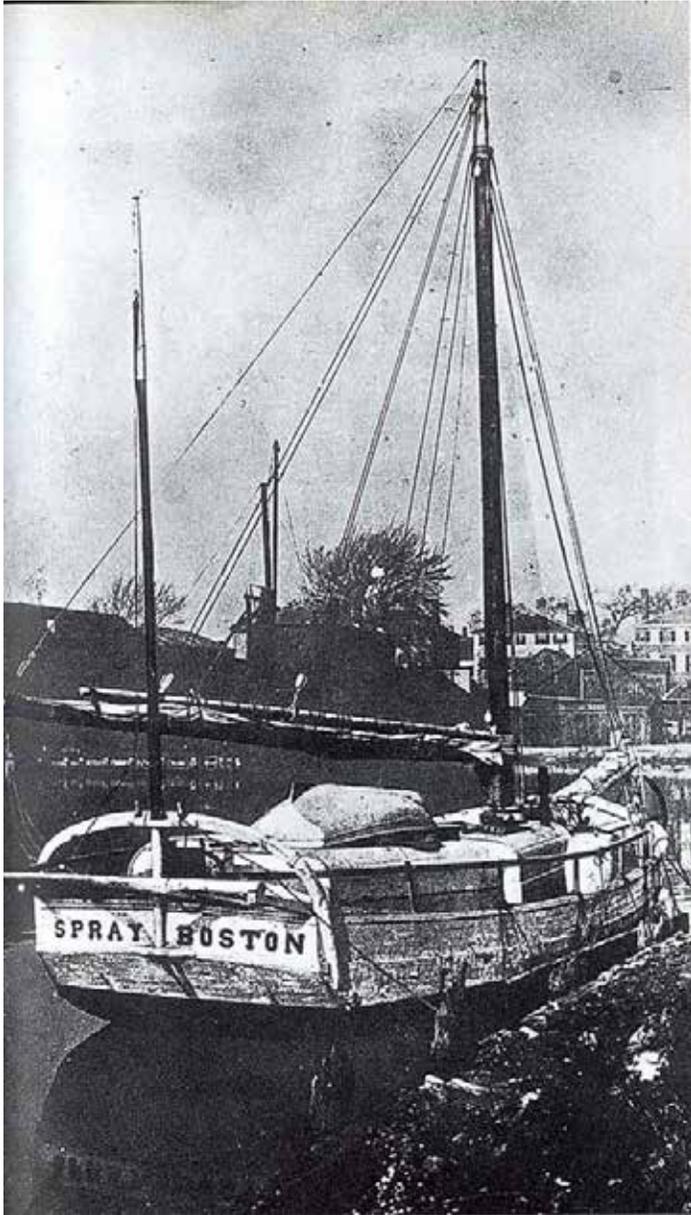
All photos submitted by Roger

**MORE**



# Ship's Log Tampa Bay Ship Model Society 17

A couple of images of *Spray* that I don't recall seeing before.



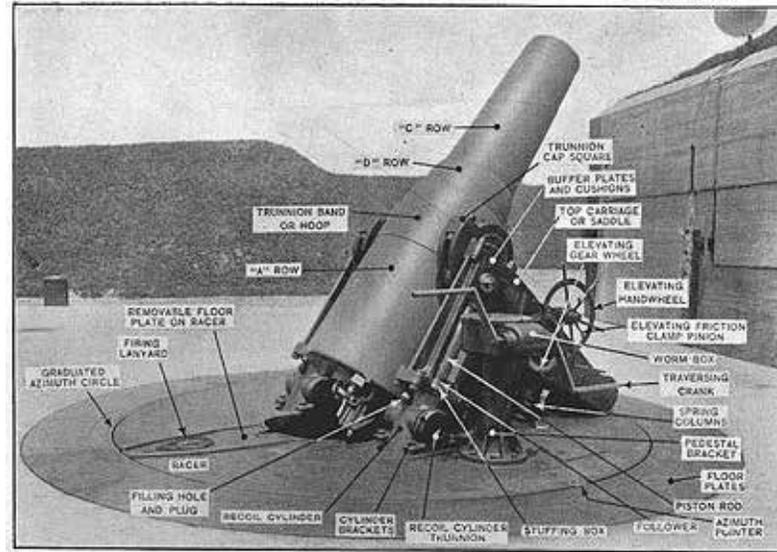
*And Endurance*



Photos borrowed from the www, but I promise to put 'em back.

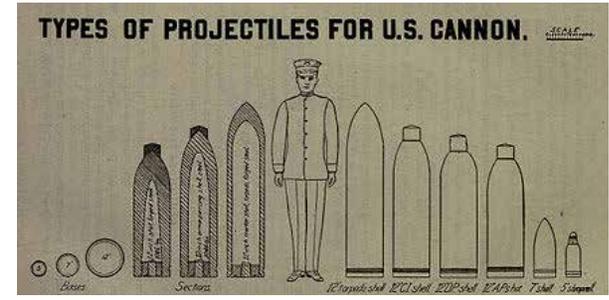


**More on the Guns of Ft. De Soto:**  
 Sec/Ed cannot find complete plans for this formidable weapon. If none can be turned up, perhaps our club should form a team and arrange to document the beast with photos and drawings.



12-inch Steel Mortar, M. 1890 Mt. Mounted on Spring Return Carriage, M. 1896.

Images liberated from the www.



Built: Nov 1895 to April 1900  
 Turned over to artillery: 8 May 1900  
 Named for: Colonel Theodore T.S. Laidley  
 Mortars: 8-12 inch B.L. Model 1890-M1  
 Watervliet Arsenal, NY  
 Carriages: Model 1896 M1 American  
 Hotel & Derrick CO. MN  
 Four motors shipped to: San Diego April 1917  
 Supervising Engineering: Lt. Col. W.H.H. Berrykurd  
 Capt. Henry Jervay  
 Capt. Thomas H. Rees

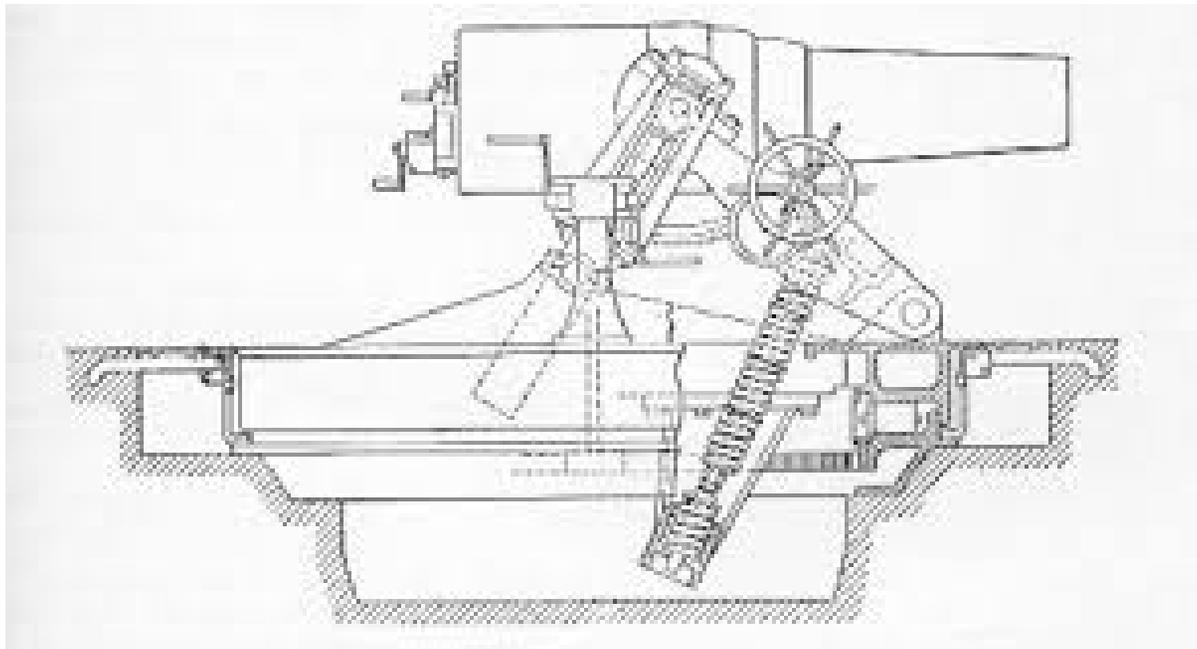
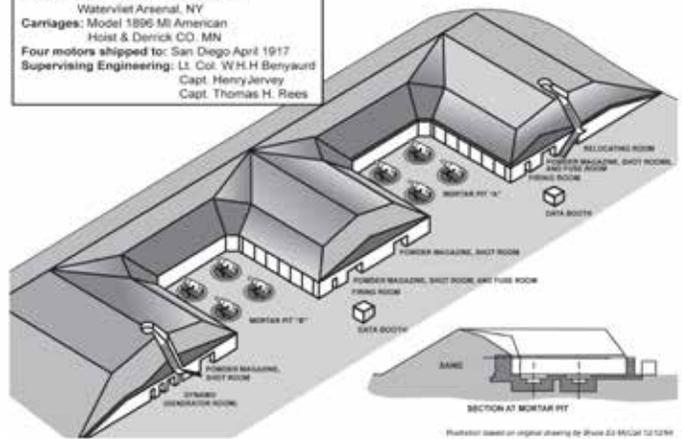


Plate 33. 12 Inch Mortar on 12 Inch Mortar Carriage, M1896

**& FINALLY**



**Ship's Log Tampa Bay Ship Model Society 19**



**Art Department:** This is a fine pencil rendition of ocean, planking, sails and shadow.

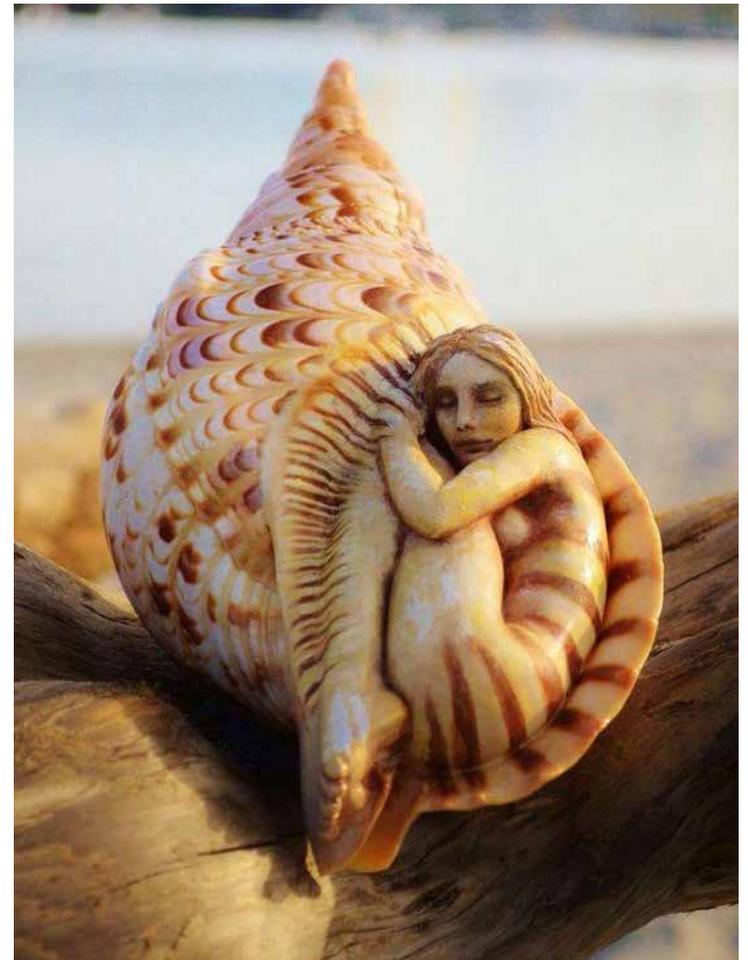
**THIS SPOT for SELLING!**

**Got something you don't need or want?**

**Or, something you need or want?**

Tell me about it and I'll put it here.

**Art Department:** Why is this not a mermaid?



Images liberated from the www.