

Ship's Log

TampaBayShipModelSociety

NON-Meeting of August 25, 2020

TampaBayShipModelSociety.org

The regular August 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. BUT, Pinellas County still limits indoor meetings to 10 persons, so the Stamp Room is out, as a site. A ZOOM meeting will be conducted at the regular meeting date and time.

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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, **Sept. 22** 7:00 p.m.

ZOOM



Roger Griffith's *Le Soleil Royal*

Photo submitted by Roger



Show & Tell

Roger Griffith building *Le Soleil Royale*: "Attached are photos of my model of HELLER's *Le Soleil Royale*, flagship of Louis the 14th of France. The model is scale 1:100 and depicts the ship as it appeared in 1669. I used John Berain's (Louis' designer) paintings as a guide in the building and painting. It is shown in a diorama depicting an early phase of outfitting post launch and in preparation for sailing, while at anchor in the harbor.

Although I normally like to work with wood, this model was built for my daughter who requested this particular ship. It took almost two years to build.

Some additional info on SR. The water effect was made from a picture frame I bought at MICHAEL'S. I took it apart and saved the clear plastic cover which I spray painted with acrylic, a dark blue-green of English Channel harbor water. Some dark shadowing was added around where the hull and pilings would be with an acrylic wash. The original fiber backing from the picture was placed behind the painted plastic cover and both reinserted into the frame but pushed flush with the frame back. This left about 1/4 inch of space in which to pour the "sea." The back of the frame was sealed with tape to hold in resin.

The ship which I built as a waterline model by cutting off the lower hulls was placed in position along with the pilings, anchor lines and ship's boats. I mixed up clear casting resin and poured it to nearly fill the frame (after leveling it). This gave a nice depth effect but it was too smooth to be of visual interest. So I covered it with a layer of acrylic gel medium and used a 1 inch chip brush to sculpt in some wavelets.

The gel medium goes on white so you can clearly see what is being sculpted but it dries water-clear. Now all that was left to do was dry brush on some light grey to highlight some wave tops. The final effect is very realistic, IMHO."

Photos submitted by Roger





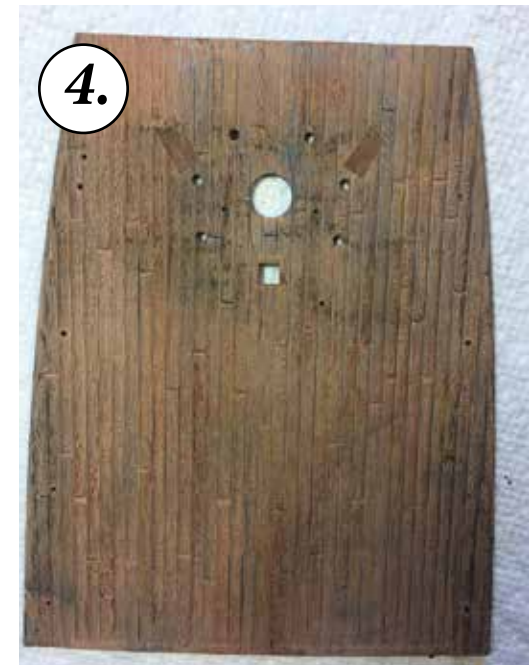
"Simulating Wood Grain in Plastic Deck"

- I started by spraying a coat of wood tan on the black plastic deck. Then I used oil pastels of yellow ocher, mahogany, and black to make streaks of color on the deck.

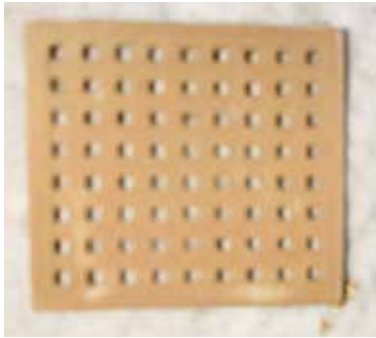
- Smoothing it out with a finger (just enough body heat to soften) and blend colors slightly.

- Now we add some extra black in areas where water runoff would stain the deck.

- Blend it athwartships and you have (4)."

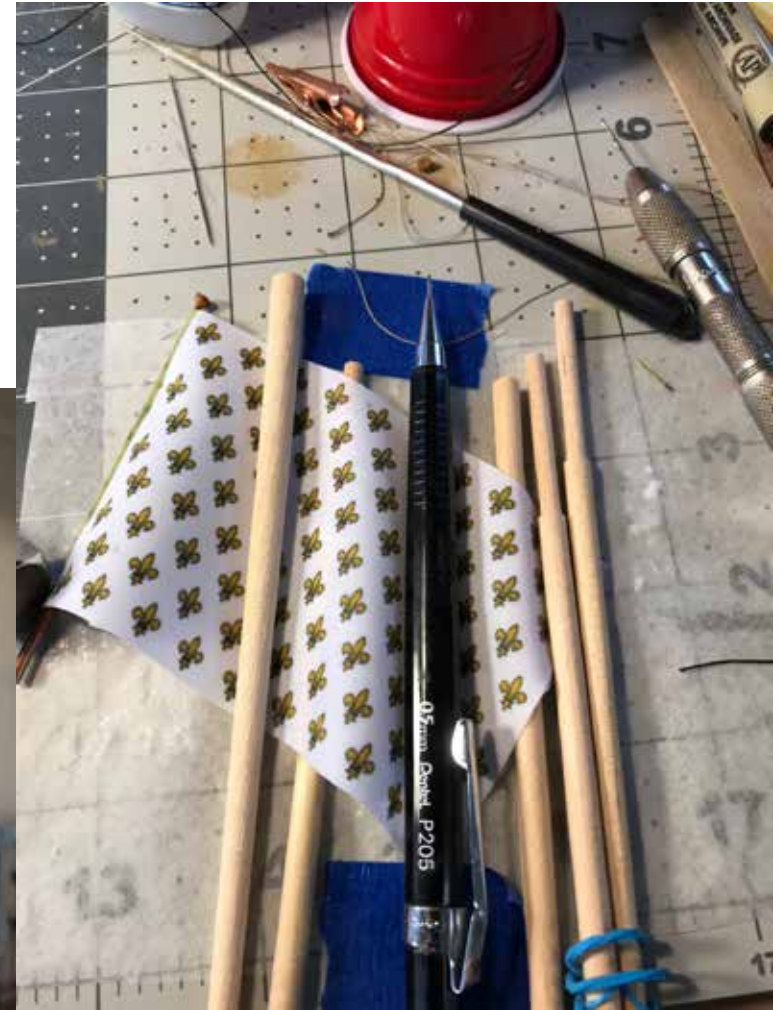
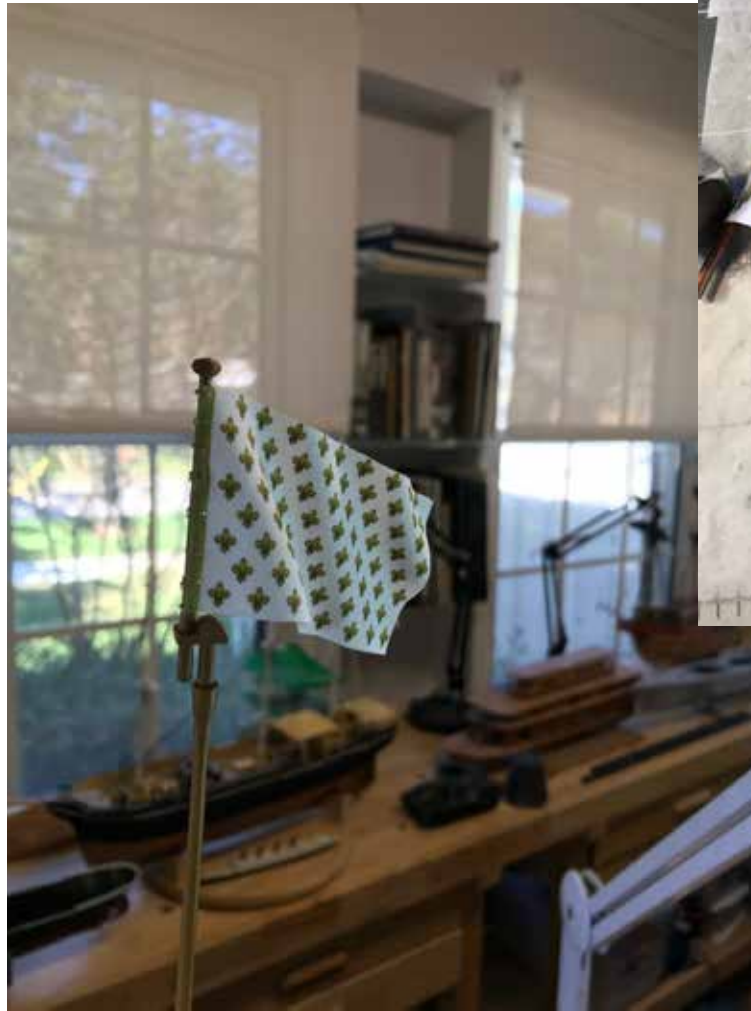


Photos submitted by Roger



"Here's another example of simulating wood on plastic models.

- A deck grating spray painted wood tan - boring!
- Add some streaks of oil pastels...
- Blend them in and...
- Much better!
- Anchor stocks get the same treatment (previous page).
- Flags were purchased from HIS MODELS and were very good quality. I soaked them in 50/50 white glue and shaped them over dowels and pencils until they were dry. Then sewed them on masts."



Photos submitted by Roger



Ed Brut on those coastal mortars: "I found this on the mortars don't know if you saw it.
https://commons.wikimedia.org/wiki/Category:12-inch_coast_defense_mortar.

Someone has plans as there is a picture of a very nice model shown."

And, ships, etc: "Pictures show all I have done the past month. Small yes and to stretch the point, is pictured a civil war train flat car in N gauge scale, and here is the ship club tie in, It is carrying 4 naval cannons, for the C.S.S. *Virginia*.

I always said I was a very esoteric scale model builder.

The other things accomplished this past month were some touch up and repair on two of my oldest models. Both wood BLUEJACKET kits of the U.S.S. *Monitor* and C.S.S. *Virginia* (the ex U.S.S. *Merrimack* for you northern boys) in 1:192 scale.

Both have extensive aluminum and brass machined parts added and finished a long time ago. I machined the ship pedestals of both, to reflect the same visual waterline on both models. Repair work was minimal. We all go through this periodically, glue dries out, paint chips, rigging breaks, seem to do this every few years, but club members with cats go through this weekly..."



Photos submitted by Ed





Bob Johnson on *Friendship*: "Seems like most of my contributions are quite old...guess I need to get cracking on some new stuff. Anyway, I made this half model of the *Friendship* sloop "*Pemaquid*" using the hull lines as printed in a Howard Chapelle book (probably "*American Small Sailing Craft*" but not sure).

It was a wedding gift for my brother and sister-in-law who were married in 1966. My brother (and I) always admired these handsome workboats named for a town in Maine where they were built and used for coastal lobstering and fishing over a hundred years ago, eventually being replaced by motor boats (which are also attractive and capable boats).

I made the hull from glued together waterline cutouts of sugar pine, then shaped it with conventional hand tools. Some details (trail boards, external keel, rudder) were separate pieces, probably bass wood. The transom shape is unique to these boats, having rounded top edges to make it a somewhat heart-shape to prevent snagged trap lines, etc...a challenge to plank I am sure, and requiring a somewhat exaggerated up-sweep to the sheer aft to "look right" in the water.

Many (most?) of the *Friendship* sloops were under 30' on deck, all were gaff rigged and probably sailed single-handed by hearty skippers in demanding conditions that included frequent dense fog, submerged rock snags, etc...not for the inexperienced.

The mounting board worth mentioning. It is solid rosewood, which one could purchase in the 1960's (protected species today). One of the most beautiful woods I have ever seen, but NOT a pleasure to work with. I clearly recall having to use a metal cutting blade with a hacksaw to trim the ends, and metal working files to clean things up. I probably used spar varnish to finish it.

The photo was taken recently by my brother, so I could share this with group. It has held up pretty well, and I still vex over whether I should have painted the bottom...or perhaps a boot stripe. Regardless, the down-east design sensibilities are clear to see."



Photo submitted by Bob



Steve McMurtry's *CW Morgan* progress through mid-August:

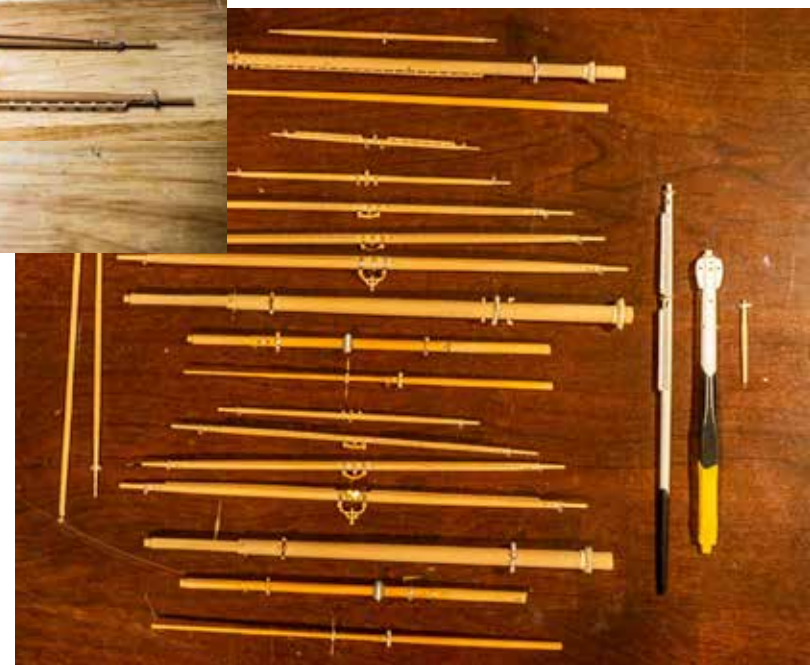
"All the spars are finally assembled and ready for paint. I've installed the jackstays on all the yards and all the ironwork is complete and glued in place. It required some study and planning to be sure to get the order of assembly straight so nothing needed to be removed and replaced. There are a number of eye rings in the masts that would have prevented bands from being installed.

The 'bolts' used to attach the yokes to the main yard bands are made by putting a short piece of 0.015" soft copper wire in a vise with just a small protrusion above the jaws. Tapping with a jeweler's hammer makes a nice head. Once installed and cut to length I just pinched the bottom with a pair of pliers to flatten them so they won't fall out.

They may be nearly invisible once rigged, but I made all of the mast and yard-mounted sheaves from turned brass. Almost all of these will have chain running through them.

I'm into the process of making hardware for the rigging now. One of the more interesting challenges was to figure out how to make scale (3/16) sister-hooks. For those who aren't familiar, sister-hooks are an iron part with an eye on one end and a 90 degree rotated hook on the other, something like a meat hook. They are used in pairs with the hooks facing each other. This gives a very solid tie between a fixed point in the rig and a running line. If extra security to prevent them from opening up was warranted the two hooks would be lashed together at the shank with a mouse.

I tried to just form them but they wouldn't keep their shape. They are made from 0.008" dia. brass wire. I started by forming the eye around a 0.032" dia. drill shank. Then, under the microscope I trimmed off the short tail. Next I soldered the loop using a tiny drop of solder paste and a small tip on a soldering iron. Finally, I formed the hook using a pair of very fine point round nose jeweler's pliers and tweezers. Though they are made from very fine wire and are pretty small they are surprisingly strong when mated up in their intended configuration. They hold a line very tight.



Photos submitted by Steve





Another small bit of hardware I am forming are shackles. These are 1/32" ID made from 0.016" dead soft copper wire. I have to make a die set to flatten the 'lollypop' ends before drilling and forming. I'll send details on that little project next month.

Another bit of tooling I've been working on is a ropewalk. Most of the commercially available units are either pretty expensive, don't work worth a damn or make only a short length of line. I'll send details and pic next month of this system.

I've been able to make high quality 3-strand rope with a 0.008" finished diameter using Egyptian cotton embroidery thread 0.004" dia. It has been a true adventure trying to find threads in cotton or linen of the right diameter to make the various size ropes required by the model. The *Morgan* has miles of 0.012" running rigging. I am able to make lengths of rope up to 16 feet long. I dye the thread the color I want for the finished rope using PROCION fabric dye. Colors are typically dark brown for standing rigging and medium brown and tan for running rigging. This is also a process I'll share in the near future.

Once I get the process perfected, I would be willing to make rope for any of you at cost.

My next project is to start making dead-eyes, bullseyes and blocks. I had to find some boxwood (*buxus macowanii*) from RARE WOODS USA in Maine for these parts. Very few other woods will hold detail in these small geometries. True boxwood (*buxus sempervirens*) is almost impossible to find but this African cousin works just as well.

I'll send details and processes ad nauseum on some of the detailed fabrication of these critical rigging components soon."



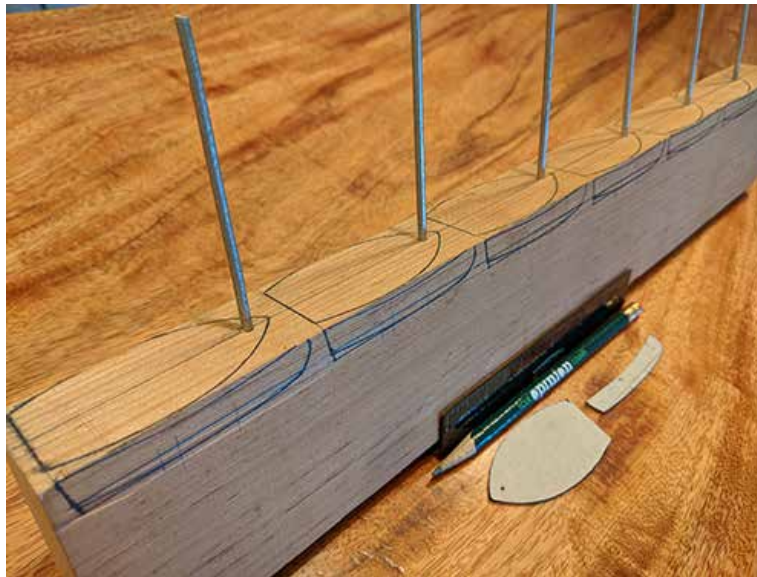
Photos submitted by Steve



Brad Murray Rainbow Fleet Whirl-igig:

"To keep it simple I traced the profile and plan view right out of 'The Catboat Book'. The beam measured 1-3/8" I found a pine board that thickness and long enough to get all six boats out of. I wanted to do as much of the machine work as possible because of their small size while the boats were still part of the board. The first operation was to drill the 1/8" mast holes and two 3/4" holes to define the curved forward part of each cockpit. Then the same oscillating tool and fixture used to slot the rim was re-jigged to slot the side of the boats to attach them to the rim with 1/32" ply splines. The edge of the board with the six boats was ripped from the larger piece and a slot was also plunged into the bottom of each boat for the 1/32" centerboard. The raked transom was sawn and sanded and a slot for the skag and rudder was made. Before cutting the first boat free I cut the deck sheer, shaped the after part of the hull and opened up the rest of the cockpit. Hollowing out the cockpit after cutting the transom rake was the wrong sequence, it increased the chance of blowing out the transom so the remaining five boats got their cockpits hollowed next. Lacking a section plan for the hull they will be shaped by eye.

After the cockpits were hollowed the sheer at the deck center line is roughed in guided by a French curve. The painters tape is marked with the stem and transom to align the curve."



Photos submitted by Brad



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Photos submitted by Brad

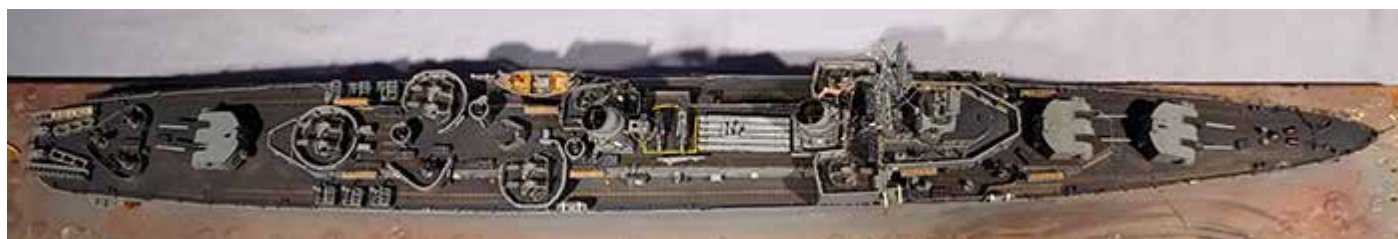




Steve Sobieralski submits: USS Henderson DD 785: One Ship/Two Models.

"The USS Henderson was a US Navy Gearing class destroyer. She was named for Major Lofton Henderson, a Marine Corps aviator killed attacking the Japanese during the Battle of Midway, and for whom Henderson Field on Guadalcanal had previously been named. She was commissioned on August 4, 1945, less than one month prior to the end of WWII and too late to see combat in the conflict for which she was built. She did serve in both the Korean War and Vietnam and was decommissioned from the US Navy in 1980. She was then sold to Pakistan and served there as the PNS Tughril, later renamed the Nazim, until 2001. The Gearing Class are considered by many to be the best destroyers of the WWII era, and many had long careers with the US Navy and later with other allied or friendly countries.

Some of you may remember that back in 2019, when life was simple(r), we had regular meetings (in person!) and were blissfully ignorant of the science fiction movie type existence we were about to be thrust into, I brought in these two in-progress Gearing class kits and discussed my intention to build them both as the Henderson, but in two different phases of her life. The kits are both resin, multi-media offerings in 1/192 scale, but are of quite different quality. The first kit, by the unfortunately now defunct Latvian company TEHNOART, represents the Henderson as she was completed for WWII. The kit is exquisitely detailed, very complete, and contains all the parts, materials and information to build a "museum quality" model straight from the box. The second kit, produced by my old "frienemy" IRON SHIPWRIGHTS, is a less impressive effort, but is certainly workable and with some time and research will produce a very acceptable model of the ship during her later life.



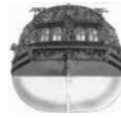
Photos submitted by Steve



"I have recently completed the TEHNOART kit, representing the *Henderson* as she appeared when completed in 1945. At that time she reflected the navy's latest thinking regarding the threats then posed by the Japanese in the Pacific. Like battleships and cruisers of the era, destroyers were designed and equipped to fight both enemy surface ships and aircraft. In addition they were also equipped to find and sink submarines. For surface engagements the *Henderson* was equipped with six 5" guns in three twin turrets and a single quintuple torpedo tube mount. The 5" guns were dual-purpose and could also be used against aircraft. Against submarines she was equipped with sonar, two stern mounted roll-off depth charge racks and six depth charge throwers. Throughout WWII the US Navy steadily increased the anti-aircraft capability of its ships. At the beginning of the war a typical destroyer would have four 5" dual purpose guns, a single quadruple 1.1" anti-aircraft mount and several 50 cal. machine guns. As the war progressed the 1.1" mounts were quickly replaced with 40mm dual and quad Bofors gun mounts, the machine guns with 20mm Oerlikon machine canons, and the amount of AA guns carried was steadily increased. The advent of the kamikaze threat in 1944 brought further efforts to enhance the AA armament. The *Henderson* as commissioned carried the ultimate WWII AA fit implemented for destroyers by the navy. In addition to her six 5" dual-purpose guns she carried two dual and three quad 40mm mounts and seven dual and three single 20mm canon mounts. The aft-most quad 40mm mount replaced a second quintuple torpedo tube mount that the *Gearings* were originally designed to carry, indicating the decreased threat posed by Japanese surface ships and the increased threat posed by aircraft. As the *Henderson* served through the late 1940s and into the 50s it was recognized that the WWII era AA guns were no longer effective against the faster and heavier jet aircraft being introduced by the USSR,

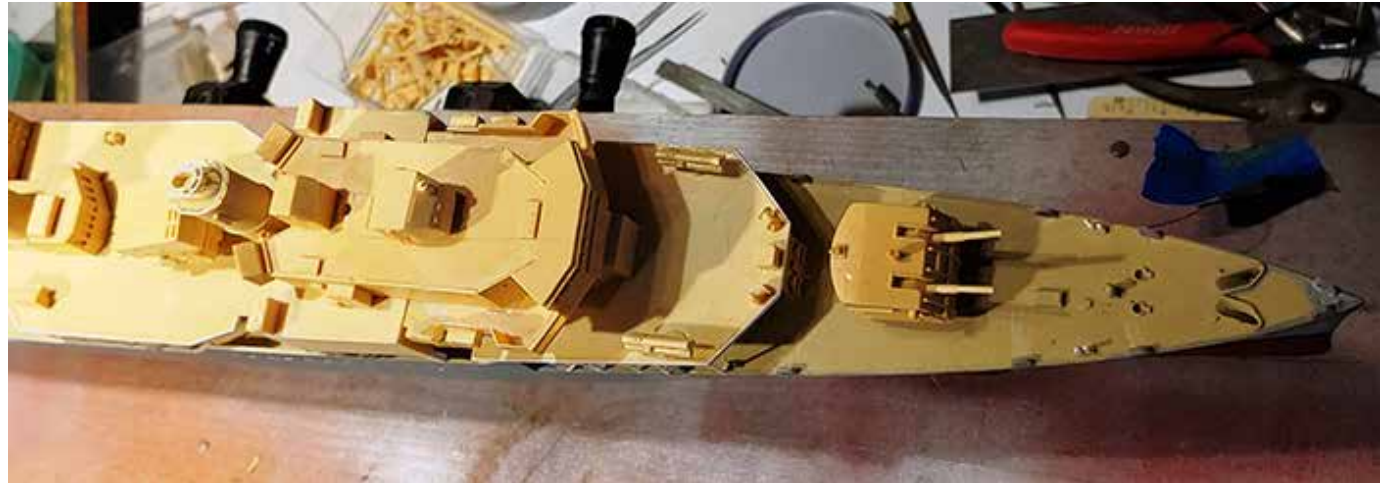


Photos submitted by Steve

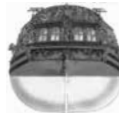


and the 40mms would be replaced with new radar-guided dual 3" mounts and the 20mms removed completely. Except for a few minor modifications to her mast to accommodate new radars and communication antennae, removal of her torpedo tubes, and partial enclosure of her open bridge area, the *Henderson* entered the 1960s looking much as she had when completed at the end of WWII.

After completing the WWII version, I started back on the second model to represent the ship in the second phase of her life. This model will show her in the mid-1960s during the Vietnam period, approximately 20 years after completion. In the early 1960s, along with most other WWII US Navy destroyers still in service, the *Henderson* underwent a comprehensive program of modifications and improvements known as FRAM (Fleet Rehabilitation And Modernization). FRAM would radically change the ship's appearance and modify her mission and weapons fit to counter the main Soviet naval threat at the time, which was their large submarine fleet I will go into more detail on that when I have completed the second model. In the meantime, here are some photos of the model in progress."



Photos submitted by Steve



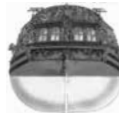
Howard Howe on *Captain Jim & Rickey B*:

"As work continues on the full scale *Captain Jim* to install the two hatches over the twin diesel engines and the deck painting, I have been tracking the progress and adjusting the model accordingly. It was very difficult to find the 1/25 scale hinges for the hatch covers, so I had to take some liberties. Close up of the model with the hatch cover open shows a picture of the starboard diesel engine. There is still more mechanical work to be done on the full scale boat which will be my excuse to check it out every couple of weeks and have lunch at the Star restaurant in Cortez!

I have made some more progress on the *Rickey B* fishing boat aft deck with the fabrication of the fish-box and the aft cover. I have the styrene materials also for the planning and fabrication of the tower and outriggers. I am designing the model for parts to be removable by either magnets or pins to facilitate transporting or storage. I recently acquired a picture of the real boat fishing offshore which answered some structural questions and numbering."



Photos submitted by Howard



Vic Lehner reports on HMS Alfred:

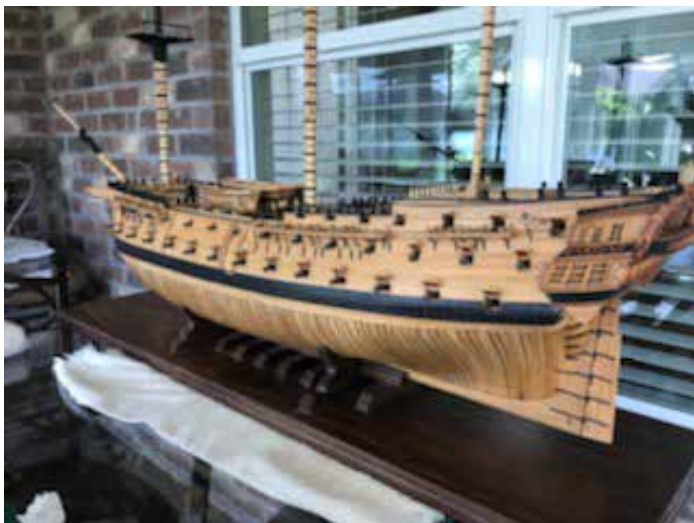
"Here are some updated pictures of HMS Alfred. I'm well into the standing rigging now. My method of building the masts is in stages, rather than building them complete. This allows me ease in putting on the shrouds and stays since most of the prep can now be done off the ship and then slipped on when complete. I used a cable laid rope for the main and fore stay as well as the preventer stays. I used hearts rather than deadeyes for the bobstays, as it was the custom after 1750. Some of the backstays, railings and service boats will be left off until I have finished the running rigging to ease the process of installing."



Photos submitted by Vic



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Photos submitted by Vic



Howard Howe has acquired an unused acrylic display case from a friend that he would like to sell. No reasonable offer refused!

"The dimensions are: 20" W x 38" L x 15" H. The side wall thickness of the box is 0.175 inches. The top and bottom overall thickness is 0.225 inches. The top and bottom are loose. The perimeter of the top and bottom is routed around the edges to allow them to recess into the side walls, with some slight overlap. It could be wall mounted to achieve the better orientation for a ship model display. Contact Howard @ 941-730-7887."

"ACRYLITE FF sheet is a lightweight, rigid and weather-resistant thermoplastic. It is dimensionally stable and resistant to breakage, and can be easily sawed, machined, heat-formed and cemented. Because of its virtually distortion-free clarity, it is well suited for use in a variety of applications."



Photo submitted by Howard

Fairlie Brinkley is building an extension on his shop in "old Florida" style, in keeping with his traditional home.

Photo submitted by Fairlie





Sec/Ed on *Flying Fish* Figurehead:

I finished a figurehead for the model rigged by **Chuck LaFave**. Then I made a second one, as backup, trying to improve. I visited Chuck and he mounted #1, and the name boards on bows and stern. The figurehead was attached with CA and the paper nameboards with ELMER'S White.

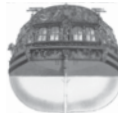
Done deal. Chuck made a few final adjustments to the rigging and the ship is now at home with **Fairlie Brinkley**, who is planning to build a traditional case for her.



Photos by Irwin – Sec/Ed



& FINALLY



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Believe It Oar Knot!

Fastest sailboats: With mono's, cats, tris, aerohydrofoils, proas and various sizes, distances and rules, there are a bunch. Fastest runs about 75 mph, tops. One shortcoming is, it cannot turn around and come home, so pack a change of skivvies.

Similarly, power has a variety: 317+ mph for *Spirit of Australia* in 1978, using a 3,000 hp WESTINGHOUSE J34 Turbojet. Surprisingly small, this is *Spirit of Australia II*, preparing for another record with a more modern engine.

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.



Images liberated from the www.