

Ship's Log

TampaBayShipModelSociety

NON-Meeting of September 22, 2020

TampaBayShipModelSociety.org

The regular September meeting was cancelled so no business was conducted or reported. **Captain Sobieralski** reports that the County is still advising that meetings where more than 10 are present, are verboten. **WAIT!** a Zoom meeting was held, hosted by **Fairlie Brinkley** and soon slipped into control, fittingly, of **Skipper Sobieralski**. Attendance was less than a dozen, in and out. We shall do the same, again on the 27th, at 7:00 p.m. Be there!

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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, Oct. 27 7:00 p.m.

ZOOM

October
CANCELLED
Meeting

Guy Hancock's *Emma C. Berry* is appropriately creepy in total darkness, but he will be looking for more Watts!
Read on...

SPOOKY!

Photo submitted by Guy



Show & Tell

Guy Hancock on *Emma C. Berry*:

"I have not made much progress this past month, and this picture shows most of it. The deckhouse is just set in place here, and the companion way slide is off but the doors are in place. They have been painted some more after this picture was taken. You can see the stove down inside the cabin. On top is my first attempt at making a lantern. The goal is to put 3 of them inside the boat, connected to tiny LED lights that are run by a battery and will make up for the darkness's in the cabin after the deck is on. The lantern is too large, and I have started a second attempt using brass tubing that I think will look much better. This one has brass sheet wrapped around dowel, a piece of plastic straw for a lens, and the top is sheet brass cut in a circle with a small wedge removed. It is all held together with CA gel. I hope to solder the new ones that I'm making.

Guy Reports (more) on *Emma Berry*: I have started laying down deckplanks. This quickly made me realize the hatch coamings were not all in fore & aft alignment so they had to be removed and re-glued. The fish well coaming has yet to be done.

I made a reflector from the coffee container foil and tried it with one of the mini LED lights. The lights are just too dim, they lit up the interior when all the other room lights are off, but no more. There are several larger sizes and I will get bigger ones and try again."
(Continued)



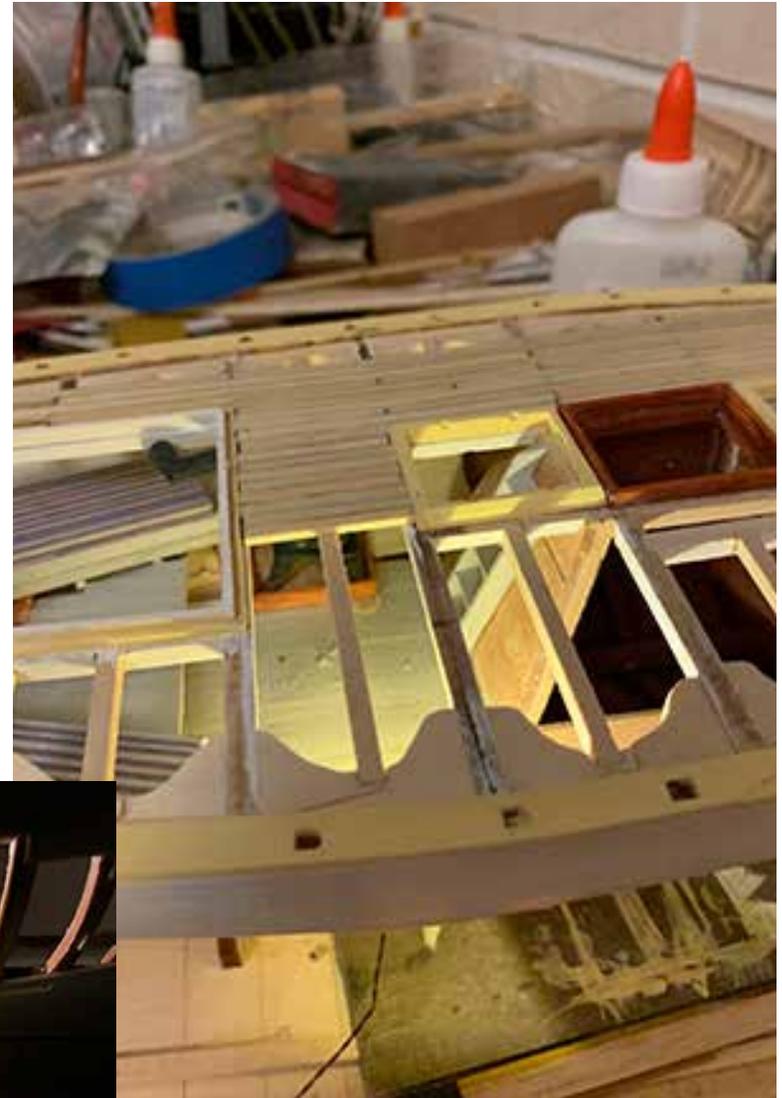
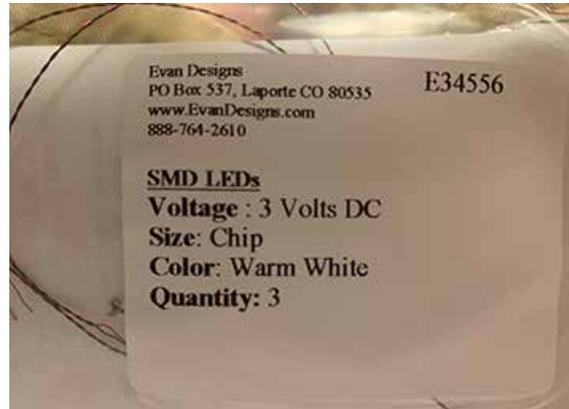
Photos submitted by Guy



•Late Breaking News•

on Emma Berry:

"I ordered new LED lights, slightly more bright and in warm white color. These are just right, in my opinion. They light up the inside even with room lights on."



Photos submitted by Guy



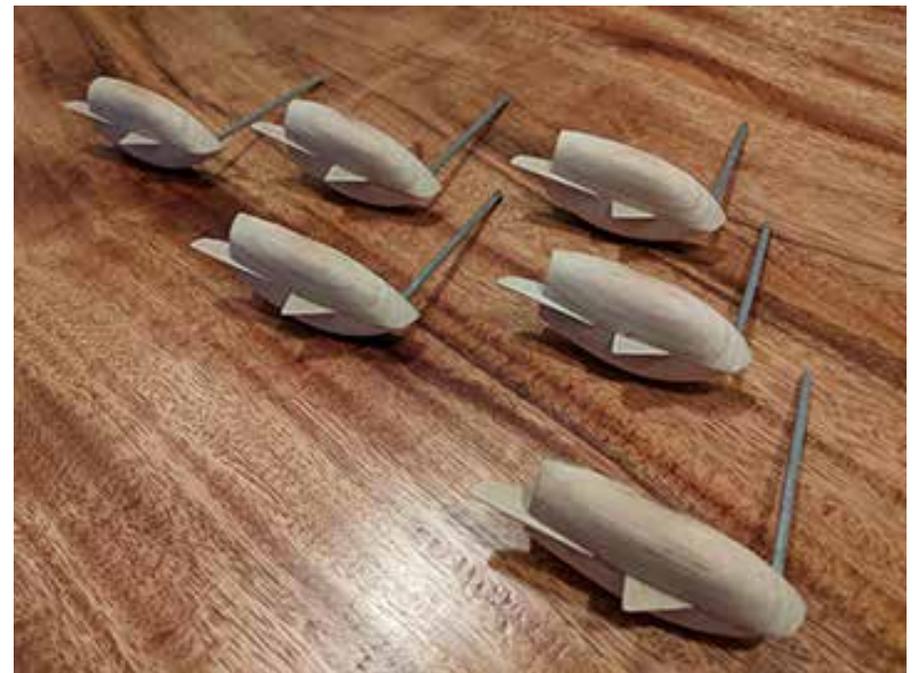
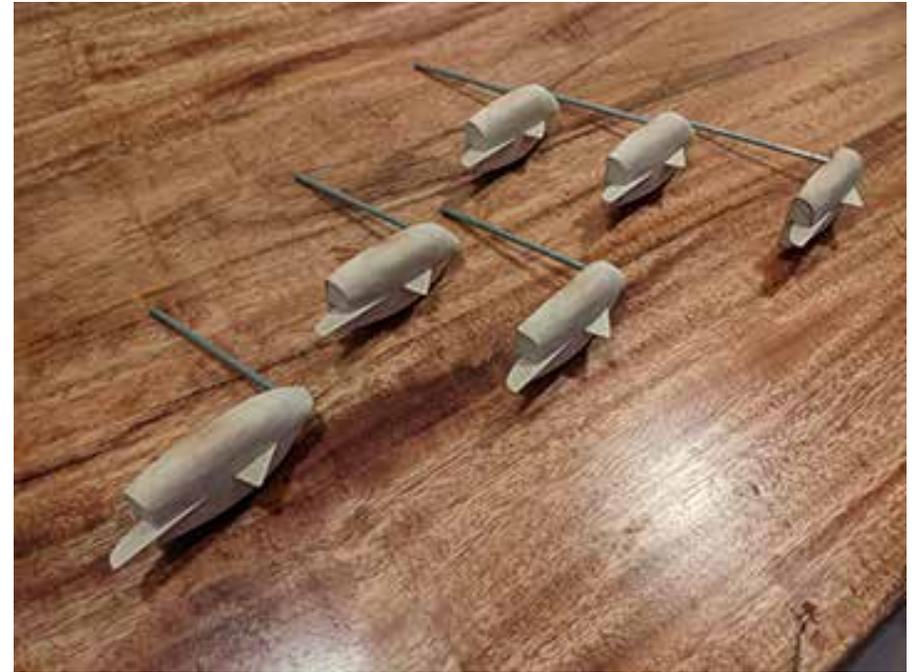
Brad Murray's Rainbow Fleet Whirligig: "Here three of the boats have been cut from the stick. The stick is upside down with scrap ply showing the slots for the centerboards and attachment tenons. After sawing and sanding the transom angle a slot is made on the centerline for the skeg/rudder piece. The aft portion of the hull is roughed out and the bow cut off with a coping saw. The lead story in the latest issue of WoodenBoat is on the Beetle Cat. With that and the half page ad on page 47 I am able to approximate the hull shape even though I have no section drawings. The rope carved rim is now finished and ready for the spokes. The rim was given a coat of cherry stain followed by a coat of sanding sealer. Finally the LAST sanding and a coat of clear matte water based poly. Whew!" (Continued)



Photos submitted by Brad



Brad Murray's Rainbow Fleet Whirligig: Recent events. Photos submitted by Brad.





Fleep Admirable Brut recommends:

SKYCRAFT PARTS & SUPPLY for all kinds of stuff.
Winter Park – skycraftsurplus.com

**Prospective member/friend of the club,
Mark Roberts** suggests reviewing this:

"Here is a treat if you have never seen it, the actual account of the days of sail, around Cape Horn!" Sailing ship Peking, in 1929.

This is worth the time!!!

<https://www.youtube.com/watch?v=9tuTKh-qWZso>

Mark Roberts contributes: I am building an r/c schooner and needed 14 pounds of lead ballast. I found a provider in Clearwater who sells lead at \$2.50/pound. His name is Jeff. His number is: 248.255.1438. See photo.

~~~~~  
**Trade Agreements:** It would be nice if somewhere in the agreements with our far eastern trading partners, a paragraph were to be devoted to the fact that printing the word "waterproof" on the back of sandpaper does not actually make the product wet-or-dry.

Years ago your Sec/Ed had a similar experience with dry sandpaper made in another foreign land. I did: sand-sand-sand-sand-sand and the result was, not a pile of sawdust, but a pile of sand and a rectangle of smooth paper.



Photo submitted by Mark



**Mike Graff, our most distant member (Kirkland, WA) suggests this tool (\$18 at Northern Tool & Equipment):**

The IRONTON™ Quick Mini Digital Thickness Gauge allows you to quickly and easily check the thickness of a piece of metal or other material with just the push of a button. The large, easy-to-read LED display gives you accurate readings to +/- 0.004in. (0.1mm).

**Features + Benefits**

- Measures in either standard inch or metric formats for versatility
- Has a range of 0 - 1/2in. (0–12mm)
- Compact 4-1/4 in. L x 1-9/16 in. W size with 1in. Dia.
- Handy lanyard ring attaches to apron or belt loop to keep the gauge in easy reach
- Easy one-hand operation



Photos submitted by Mike



## I, Irwin Sec/Ed on Rich Toy pond boat:

Backstory – a woman around Sanibel asked to have her granddaddy's toy boat restored. The manufacturer, at that time in Clinton, IA probably produced the vessel in the late 1930's or 40's.

Solid hull, steel keel, lead ballast.

20" on deck, 4.5" max. beam, 6.5" deck to bottom of ballast bulb.

Brass tiller, eyes and jib staple. Steel hook-eye in bow.

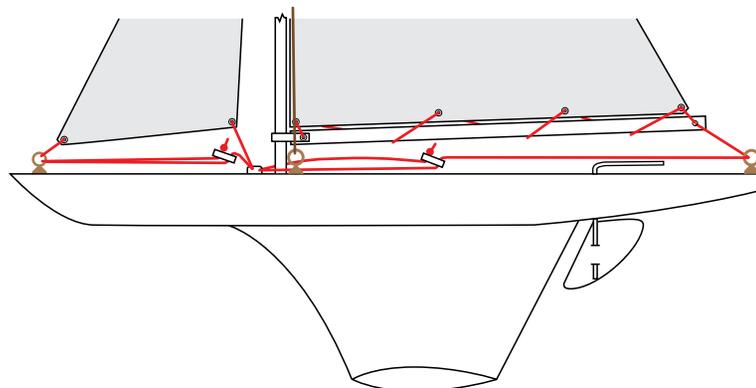
Mast, overall: 20.75" x 5/16" Dia.

Boom 11" x 3.8" x 3/16" chamfered flat. Mast and boom painted silver.

Deck planking silk-screened, with company, "A RICH TOY - CLINTON IA", identification circling mast.

### ***The boat, in fresh water, floats with decks at water level!?***

THE RICH COMPANY was located in Clinton from 1934 until 1953. The toy is in pretty good shape, other than paint chipped off the lead keel bulb and a few small dings at the deck edge. Shrouds, etc. had been replaced with monofilament. The boom was broken in two places with the center missing but ends still attached to the tattered mainsail. The rectangular, chamfered boom was easily replaced, and the brass gooseneck strap transferred with the original eyelet. The sails are another case, altogether; aged, worn, deteriorated beyond repair. Still enough left to measure and see how they were stitched and the main was decorated. Faint blue panel lines and simulated corner reinforcements were apparent and clear enough to be measured and reproduced. I created both sails on the computer and printed them out on paper to proof the sizes and shapes. (Continued)



The boat was rigged with monofilament, with no sheets. It must have had some plan for limited control, so I worked this out, using only existing attachment points and adding bowsers.



Photos by Irwin



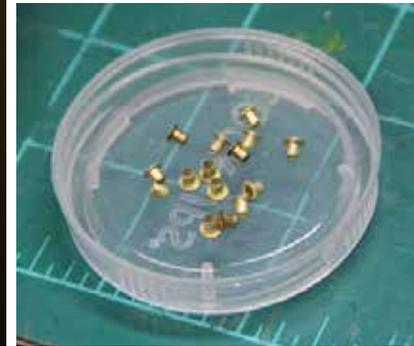


I mounted them, adjusted them and used the new printouts as patterns on a light-box. I had planned to reproduce the decoration by some magical-mystical-digital process but later decided to do the work by hand, the old-fashioned way, with a wax pencil. While I have 60+ years of art supplies stored, you all know the story: never exactly the thing needed, so a trip to MICHAEL'S found FABER-CASTELL still producing the right stuff.

The sails are detailed with 10 brass grommets, about 0.06" I.D. and my cry for help was answered by **Admirable Brut**, who had 15 in inventory and generously shipped them to me. The sails were stitched professionally, as were the originals. I also created a stand, of oak. Last, there was no evidence of rudder-tiller control, and I added none.

Final results on previous page.

As of publication of this digital fishwrapper, the little vessel has been picked up and another given over into my hands for repair. The new one is art, not model or toy – a story for the next issue.





**George Fehér contributes:** "Greetings Mr. I, I was up at our lake house this weekend and remembered our conversations regarding "jeer bits" and "jeering". SO, I looked in the book (see cover attached) that a friend of mine gave me as a companion to the full set of seafaring novels by Patrick O'Brian. This lexicon of nautical terms is most captivating. Please see the picture of the definition for the subject matter. There was an incredible amount of sophistication in the practical/ common sense approach to manhandling a ship in those days. Today, we would call it "systems engineering."

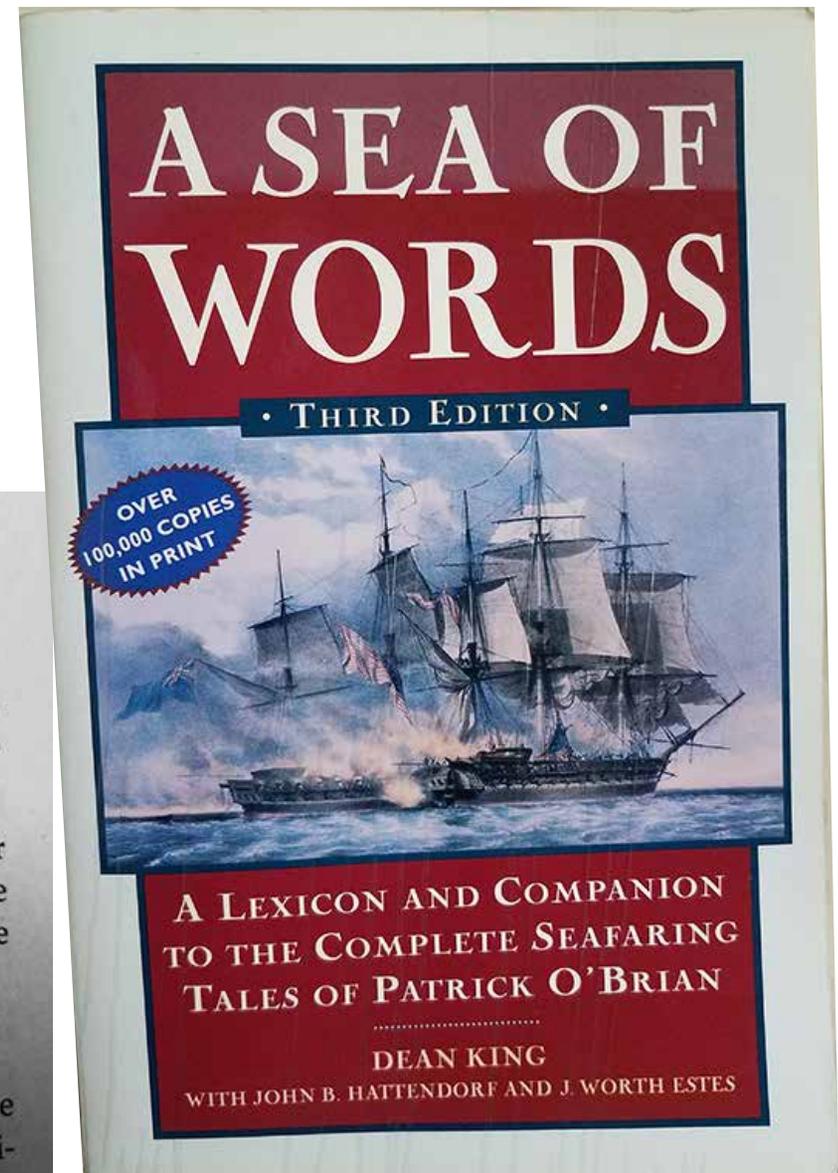
*J'arrive, mon capitaine... qu'est-ce que ce remue-ménage?... Vous êtes un officier anglais, monsieur?... Chez le colonel. I'm coming, captain... what is this hullabaloo?... Are you an English officer, sir?... With the colonel (French).*

**jaunting-car** In Ireland, a light two-wheeled carriage pulled by a single horse, usually having back-to-back seats hung over the two wheels.

**jeer or jear** Heavy TACKLE for hoisting and lowering the lower YARDS, the former a procedure known as "swaying up the yards." The "jeer CAPSTAN," between the FOREMAST and MAINMAST, was used by the sailors to assist in hoisting the yards.

**jelly-bag** A bag used for straining the fruit when making jelly.

**Jersey** The largest of the Channel Islands, on the south side of the English Channel. Also, the stockings, sweaters, and other knitted articles that the islanders produced.





**Andy Young reports on his group:** "I want to thank all for participating in recent meeting at my home. There was a great sharing of information on a variety of topics.

**Roman (Barzana)** showed us a very detailed miniature carving he had made. He sent a text on the marvelous micro-motor systems he uses. "Here are the two RAM types that I use. The MYSTISA 2 Brushless Slim set is the one that has the thinnest hand-piece that I showed you running from battery. There are several Mystisas so beware.

The Ram 450 MICROLAB controller is heavier and goes up to 45000 RPM again beware there are several hand pieces for this. There is also a 35000. The MICROLAB hand-piece is able to use 3 different size collets. It is also available with a foot pedal The hand-piece is heavier and larger diameter so for carving miniature it is not as desirable because it is harder to hold as a pencil."

So here you see the three hand pieces side by side for comparison. The 4500 dark blue hand-piece is still small enough to hold as a pencil but not as comfortably as the other two. Also notice that the larger piece has a different size plug so it cannot be used with the MYSTISA. All three have quick release collets by twisting. I was asked about magnification and that is mine made by OCULUS. I purchased those about 30 years ago so I do not think those are made by them anymore but binocular loupes are available from many other manufacturers. One caution about carving miniature with loupes: The higher the magnification the closer you will have to hold the piece to your face in order to focus. So you might want to look at focal distances and specs. Dental supply stores are a good source PERIOPTIX is a nice maker of these. I find that it is best to get a set that you can add lens caps with the ability to increase magnification, I will send a separate picture." (Continued)



**Mystisa 2 Brushless Slim Set-Mystisa 2 Controller & Mystisa 2 Slim Handpiece with 3/32" Chuck**

\$299.00

RAM ITEM NO.: M2SLIMSET3/32



Photos submitted by Andy



Roman showed us some dust blowers that fit on the shafts of the burs. He uses jewelry wax carving burs. Roman uses B&D WHOLESALE JEWELRY <https://bdwholesalejewelry.com/> They are at 4427 W Kennedy Blvd. in downtown Tampa off I-275.

I have also found a lot of useful information at FDJTool.com on jewelry tools useful for ship modeling, 1185 Airport Rd, Sanford.

Roman has a long history using the precision model tools of Jim Byrnes. He is located at 4104 Winbrook Lane just NW of Orlando. <https://www.byrnesmodelmachines.com/index5.html> A road trip for the group to FDJ and/or Byrne's might be interesting.

Roman also used some beautifully crafted miniature carving tools from MIHAIL KIRSANOV. Roman has palm handles but they are also available with pencil handles. I found a great discussion of these tools at <https://modelshipworld.com/topic/15528-miniature-russian-carving-tools/>

Roman has an interesting history in the translation and republishing of very detailed books on ship construction. The early leading practices of Spain were stolen and then improved by the English and French before being stolen again. Industrial espionage has a long history. He and **Vic (Lehner)** brought several volumes.

- The Seventy Four Gun Ship by Jean Boudriot in 4 volumes.

- 1-Hull, 2-Fit Out, 3-Rigging, 4-Ship Handling

- Le Gros Ventre by Gerard Delacroix has discussion and large printed plans.

- L'Art du Modelisme by Bernard Frolich shows some great ship timber construction methods.

Vic is busy with rigging his HMS *Alfred*. I loaned him a pair of alligator forceps that may be useful. The ship is too delicate for travel so we will have to wait for a gathering at his home. We look forward to seeing his progress.

At the end of the meeting, we took a quick tour through my shop. I am sad to say that there is still a lot of work needed to get it more functional. I spend most of my time day-dreaming, reading on the web, and visiting doctors."



Photos submitted by Andy



## Howard Howe on *Rickey B*:

"The *Rickey B* Long Line Fishing Boat model for my friend is finally completed. It started with pictures and measurements on her boat in Madeira Beach. For the model hull, I purchased a MID-WEST Lobster Boat Kit No 953 and modified the frames to achieve the required fishing boat shape and decking. Scale of the model is 1/25.

I designed the model for major parts to be removable to facilitate construction, transporting, or storage. This was done with magnets, pins, or double sticky tape as required. Most of the upper structure was constructed using .040 and .080 styrene sheets for the cabin, fish box, and aft cover. For the tower I used, 3/16 and 1/8 square styrene tubing (which fit together very well), and 1/16 diameter styrene rods for outriggers. The railing and ladder was made by soldering 1/16 brass rods.

Miscellaneous components like the orange fishing line came from my wife's sewing kit. The orange buoys were made by cutting and bonding two caps from my eye drops containers. The day marker cones are the cut off tips from caulking tubes. For the anchor chain, I had to sacrifice part of a necklace chain. For realism the two cabin doors slide open and close. I will leave the cabin details for the owner."  
(Continued)



Photos submitted by Howard





**Howard Howe delivered *Ricky B*,  
and enjoyed the payoff!**  
Photos submitted by Howard.





# Ship's Log Tampa Bay Ship Model Society 15

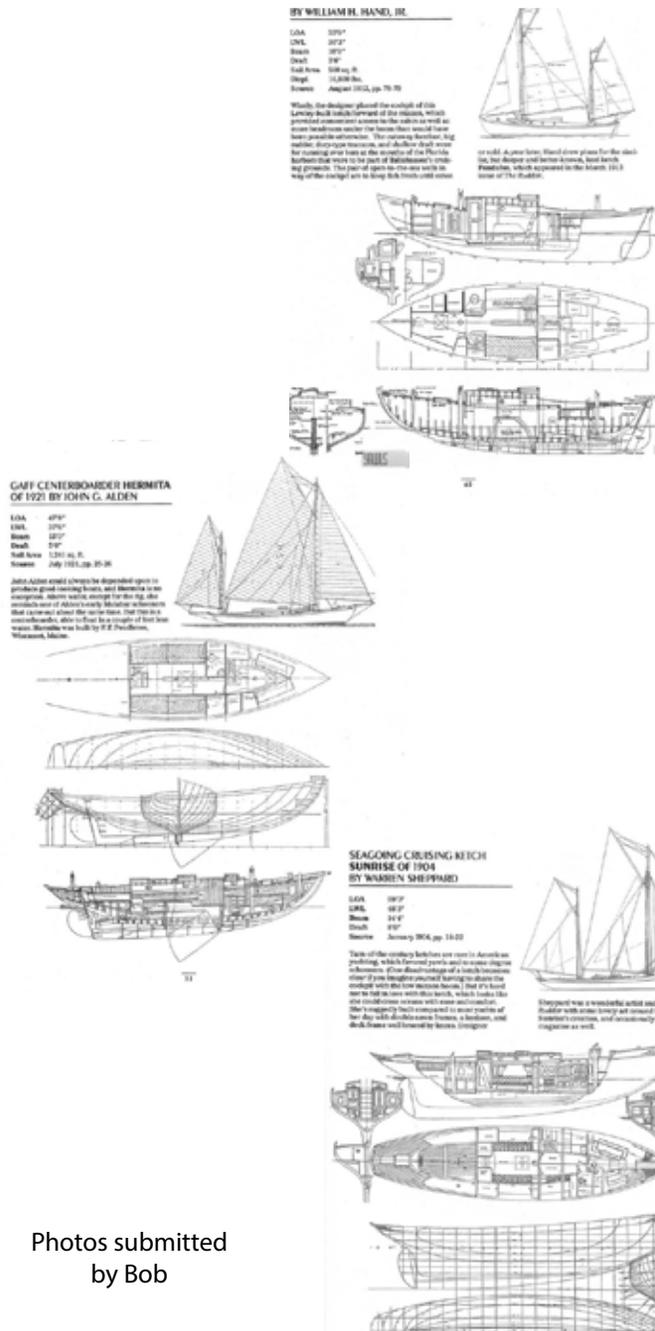
## Bob Johnson contributes a plan source:

"I am not privy to the selection of books the Society may have available, so this contribution for the Ship's Log may be old news (but possibly still of interest). This book is still available from WoodenBoat Books, Naskeag Road, P.O. Box 78, Brooklin, Maine (or from [www.woodenboat.com](http://www.woodenboat.com)) for \$24.95 (copyright date 2000).

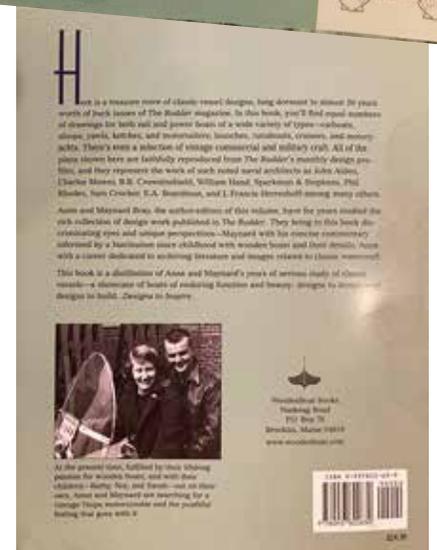
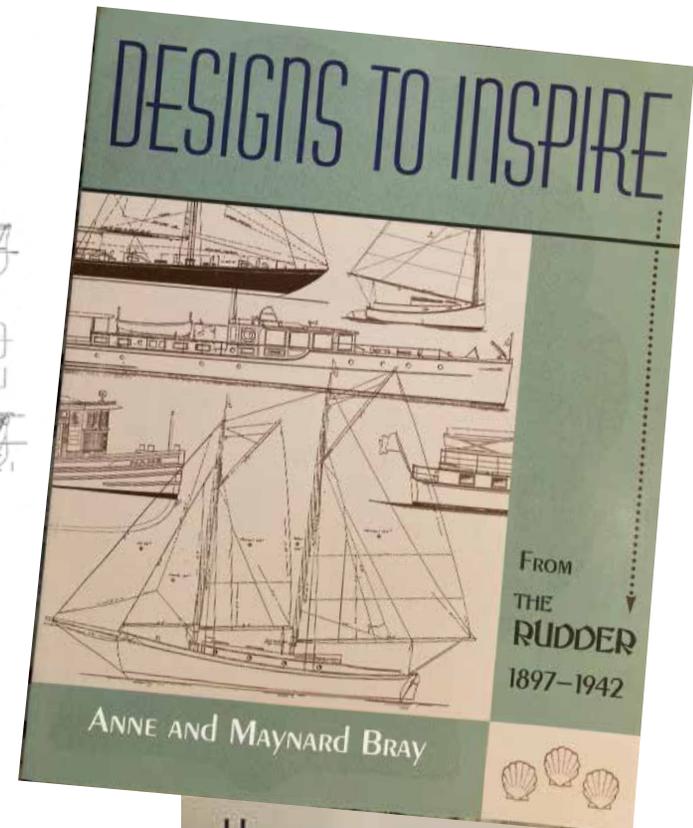
"Designs To Inspire" presents designs published in The Rudder magazine from 1897 to 1942, covering both power and sail from small launches to large yachts. Importantly, many include drawings with a complete set of lines that would allow accurate modeling. Lots to choose from (175+ pages) covering a wide variety of types. I have included a few examples.

I found the Crowninshield 94' shoal-draft schooner of particular interest (given its 3' draft!). Size DOES matter regarding sufficient stability to prevent capsize, and Mr. Crowninshield was a highly regarded designer, BUT I would be curious to know (1) if she was ever actually built (as the text implies) and (2) how she sailed. The editorial comment says the "design seems like a tall order...to be able to sail, or at least float, in yard deep water", and I concur. She has both a HUGE centerboard and a daggerboard ahead of the rudder (which would help to balance the helm, especially off the wind, but be quite vulnerable to damage). Very pretty above the waterline however... perhaps a good subject for a waterline model.

I recall the *Rara Avis* from my teen years in the West Palm Beach area, a three masted steel Thames River barge type docked in Palm Beach. Probably 70'+ on deck, 4' draft and with large leeboards. Built to yacht standards...a handsome workboat design well suited for its intended use in shoal waters. Probably scrapped long ago and perhaps now part of Hondas or Toyotas that we see driving around."



Photos submitted by Bob





## Steve Sobieralski's Flying Nautical Weapons:

"Back in June I submitted an article on my 1/48 scale model of the NORTH AMERICAN AJ-1 *Savage*, the US Navy's first carrier-based strategic nuclear bomber and, as I said back then, not a model of a ship or boat, but of a naval weapon. I have since completed models of the other two carrier based strategic bombers, the DOUGLAS A3D-2 *Skywarrior* and the NORTH AMERICAN A5A *Vigilante*.

**A3D Skywarrior** – By 1948 the navy was seeking a replacement for the yet to be deployed AJ-1 *Savage*. The *Savage* was considered WWII technology with its piston engines and straight wings, even though it had a fuselage mounted jet engine for a higher dash speed to and from the target. The air force had already flown its first all-jet swept wing bomber, the B-47, in 1947 and the navy recognized that this was the future.

The A3D was designed by DOUGLAS AIRCRAFT's legendary designer Ed Heinemann, who had designed the WWII naval dive bomber SBD *Dauntless*, the A-26, later B-26, *Invader* medium bomber, the AD *Skyraider* naval attack plane, and the F3D *Skyknight* night fighter. He would later design the light attack A4D *Skyhawk* and the F4D *Skyray* supersonic fighter.

The *Skywarrior* was a three place, high wing aircraft with a bomb bay designed to accommodate a 10,000 lb bomb load or a nuclear weapon. It was similar in layout and size to the AJ *Savage* that it was designed to replace, but faster and much heavier. It was powered by two PRATT AND WHITNEY J57 turbojet engines, had a maximum speed of 610 mph (compared to the *Savage's* 471 mph) and a gross weight of 70,000 lbs (compared to the *Savage's* 47,000 lbs). Nuclear weapons of the time were very large and heavy, and required that the aircrew be able to access the weapon in the bomb bay as final arming was carried out in flight. Within a few years the bombs would become much smaller, lighter and would be armed on the ground prior to take-off. At first, the A3D could only operate from the three large *Midway* class carriers, (Continued)



Photos submitted by Steve

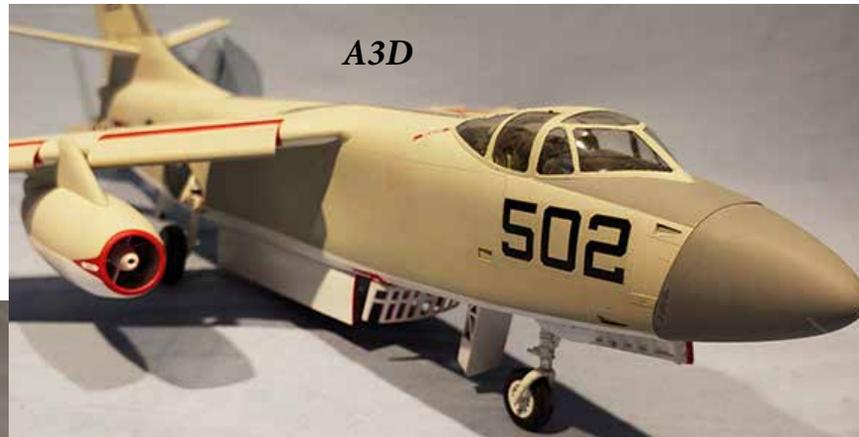




but later the upgraded angle deck WWII *Essex* class carriers were able to handle them, and the *Forrestal* and later super carriers had no problem with them at all. Early models had a tail armament of two 20mm cannons, radar guided and remotely controlled from the cockpit. These were soon deemed to be of little use and were deleted on later production aircraft.

The *Skywarrior* entered service with the fleet in 1957 as the navy's element of the nuclear deterrent until the *Polaris*-armed nuclear ballistic missile submarines started coming on line in 1961. By 1964 her nuclear bomber days were over, although there were a few instances of A3s dropping conventional bombs during Vietnam. But the *Skywarrior's* size and carrying capacity made her useful for conversion to other roles and, like the *AJ Savage* that preceded her, she took on tanker, reconnaissance and electronic warfare roles. The last operational *Skywarriors*, now designated EA-3Bs, were retired from the fleet in 1991 and the last flyable EA-3B, a private research plane for RAYTHEON, was flown to retirement at the National Naval Aviation Museum in Pensacola in 2011.

The model is the 1/48 scale A3D-2 kit from TRUMPETER released several years ago. They also released kits of the tanker version (KA-3B), electronic warfare version (EA-3B) and the bombardier trainer version (TA-3B). Kit detail is good and contains photo etch parts for the cockpit and other areas. The model is built basically out of the box, with the exception of the after-market decals which depict markings for an aircraft from Squadron VAH-5 on the USS *Forrestal* in 1959. This is the same squadron (then called VC-5) that my *AJ Savage* model is marked as. The squadron was  
(Continued)



A3D

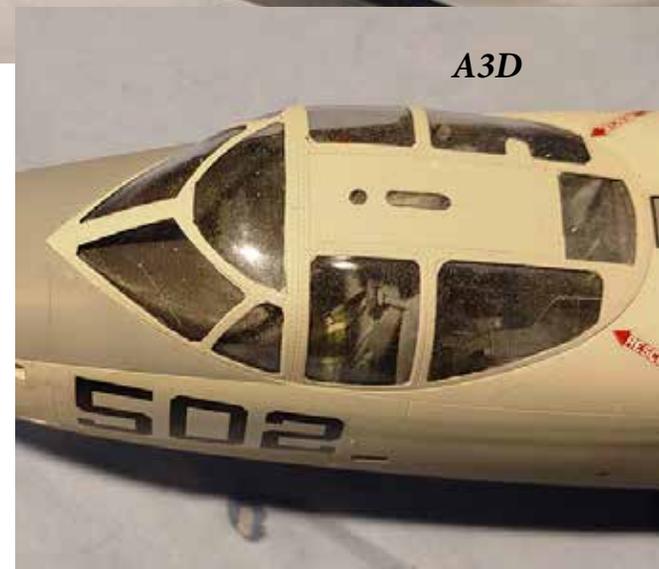
Photos submitted by Steve



A3D



A3D



A3D



based at Naval Air Station Sanford, Florida, now Orlando Sanford International Airport, and were known as the "Savage Sons of Sanford".

The extremely politically incorrect squadron insignia can be seen at the top of the aircraft's tail. Note in the photo of the model's belly the extended anti-buffet fence in front of the bomb bay. This was automatically deployed when the bomb bay doors opened and was necessary to keep the bombs from rattling around in the bomb bay after release rather than dropping cleanly away. Also note the crew entry hatch just forward of the bomb bay, this doubled as an escape slide. The aircraft did not have ejection seats and the three crew members were expected to slide down the hatch and out of the aircraft in case of emergency. This led to the rather macabre joke among *Skywarrior* crew that A3D stood for "All 3 Dead".

**A5A Vigilante** – Designed as a replacement for the *Skywarrior*, the North American A5A (originally A3J) *Vigilante* was an extremely advanced supersonic carrier-based strategic nuclear bomber. First flown in 1958 the aircraft incorporated many new and advanced features that would not become common place on aircraft until years later. The plane was powered by two GENERAL ELECTRIC J79 engines, had a top speed of Mach 2 and a gross weight of 47,600 lbs. It incorporated a unique linear bomb bay between the two engines that allowed the bomb to be dropped at supersonic speeds. The single nuclear weapon, along with two fuel tanks, was ejected from the circular bomb bay out the rear of the aircraft.  
(Continued)



A5A



A5A

Photos submitted by Steve



A5A



In practice, this system was not reliable and no live weapons were ever carried in a *Vigilante's* bomb bay. Weapons could be, and were, carried on underwing pylons, but the reality was that the navy's nuclear eggs were being placed in the ballistic missile submarine basket which meant that the *Vigilante's* term as a strategic bomber was extremely short. The plane did go on to have an extremely successful career as a reconnaissance platform, and most of the original bomber aircraft were converted to the RA-5C reconnaissance version. While an incredible aircraft, the RA-5C was complicated and expensive to maintain and was gradually replaced in the reconnaissance role by fighters. The last *Vigilante* flight was in 1979.

The model is, in fact, the 1/48 scale RA-5C kit from TRUMPETER, back-dated to the A5A version using an after-market resin conversion kit. The conversion kit utilizes many of the kit parts, but replaces the wings, center fuselage and cockpit areas and required some major surgery. I also used the EDUARD upgrade set for the cockpit. Unfortunately, I could not find any decals for VAH-5 markings, so I went with the decals that came with the conversion kit for an aircraft from VAH-7 "Peacemakers", USS *Enterprise* 1962. Like VAH-5, VAH-7 was also based at NAS Sanford and in 1964, with the transition from the A5A to the RA-5C the unit was redesignated as RVAH-7. In 1979 RVAH-7 made the final deployment of the RA-5C aboard USS *Ranger* and was then disestablished at the end of that year. One of the remaining RA-5Cs sits on a pylon at Orlando Sanford International Airport as a tribute to the naval attack and recon squadrons that were based at NAS Sanford."



A5A

Photos submitted by Steve



A5A



**Steve McMurtry – CW Morgan Progress through September 2020:** "I am deep into the Rigging process now. This means making the myriad bits and pieces that go into a full rigged ship above the deck. This month I would like to present the first of a 2 part discussion on how to make properly sized scale deadeyes (and bullseyes and hearts). In part, I give credit to William Sproul's article in the Summer 2017 issue (Vol 62. No2) of the Nautical Research Journal.

One of the most daunting initial tasks of making deadeyes for 18th or 19th century ships is determining their correct size. Several noted modelers have done extensive research into how the size of deadeyes should be determined for a given application on the rig. It seems that these components were so common and well understood by all seamen that their dimensions were never, or at least very sparsely recorded.

## Deadeye Design

There seem to be 3 fundamental formulas for calculating the features of a deadeye. The first I will call the Oral Tradition formula. This states that the diameter of the deadeye should be about twice the circumference (=) of the shroud or stay and have a thickness of about half this diameter. The second approach is the Block and Tackle method. This considers a deadeye or bullseye as a special purpose compound block and tackle. A third source of information is the 'Lee's Formula'.

This can be found at the very end of James Lee's book *The Masting and Rigging of English Ships of War 1625-1860*. Lee calculates the deadeye diameter as 1.5 times the circumference of the shroud or stay. The thickness is about 5/8 the circumference of the stay or shroud.

This gives us 3 starting points. The Lee's formula produces a deadeye that is significantly small than that produced by the other two formulas. These deadeyes will be about 25% smaller in diameter than the other 2 methods and somewhat thinner.

The durability and longevity of the standing rigging of a ship was a critical consideration in terms of safety and maintenance costs. (Continued)



Photo submitted by Steve  
(Morgan at Mystic)



The longer the rig holds up the less likely there might be an accident during a storm or the need for a refit when returning to port. The ratio of the outside radius of the bent shroud to inside radius is a direct measure of the wear and tear of the fibers in the shroud rope. The larger the ratio (the smaller the deadeye) the greater the stress on the rope and the shorter its lifespan. Basically, the lifespan of a large rope running over a small diameter sheave is much shorter than the rope running over a large diameter sheave. For this reason, I have chosen to reject the Lee's formula.

This shroud diameter based calculation brings up another interesting side question. Why are the upper (shroud end) and lower (iron chain plate end) the same diameter? Aside from reducing the number of different deadeyes in inventory, there seems to be no good reason.

I have settled on the Block and Tackle method because larger deadeyes would have been the safest and most economical design. I have an Excel spread sheet for calculating all features of a deadeye or bullseye. Email me if you are interested and I'll send it over. The proportions of the deadeye are very similar to those of a Block and Tackle. The outside diameter is 6 times the shroud diameter ( $D=6d$ ). The thickness is half the diameter ( $T=1/2D$ ). The lanyard holes are 1.1 times the lanyard diameter. The groove width for the shroud is shroud diameter  $d$  and the groove depth is half that. The three lanyard holes fall on a circle that is half the outside diameter of the deadeye ( $C=D/2$ ). The lanyard hole for a bullseye is one third the outside diameter ( $HB=D/3$ ).

Another critical feature of deadeye design is the grain structure of the wood they are made from. All deadeyes are made with the grain running from top to bottom on the face. This assures maximum strength and load bearing capacity. You will notice that commercially available deadeyes have the grain running in random orientations. If you want your model to be technically accurate as well as to scale, you need to have the grain running correctly. To do this you need to cut your blanks across the grain of your raw material, not with the grain.

Next month I will go through the details of making your own deadeyes."



Photo submitted by Steve





## *Believe It Oar Knot!*

**Sec/Ed musings:** I had occasion, whilst finishing my morning coffee, to think about wooden legs (!?) It seems we have come so far that the term only refers to furniture these days.

Seeing some, I thought, they might be worn by the piratical set, for formal occasions: Then, adding "prosthetic" I discovered: **Doggone!** Once again, somebody stold my ideer before I even had it!



Images liberated from the www.



Image of undetermined origin.

## **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.

**This image forwarded by Flead Admirable Brut** for contemplation. How many of these might have been aboard a ship, and do you suppose anybody has ever done an analysis of forces to determine the efficiency of such traditional art?