

# Ship's Log

# TampaBayShipModelSociety

NON-Meeting of October 27, 2020

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

The regular October, in-person meeting was cancelled so no business was conducted or reported.

**ZOOM!** a Zoom meeting was held, hosted by **Fairlie Brinkley** and conducted by **Skipper Sobieralski**.  
*We shall do the same again, on the 24th, at 7:00 p.m. Give it a try!*

## President & Treasurer Steve Sobieralski

2906 Bay Villa Ave. Tampa, FL 33611  
ssobier@verizon.net

## Secty./Newsletter Editor Irwin Schuster

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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, Nov. 24 7:00 p.m.**

ZOOM



**Arthur Ortner, long-time member and outstanding ship modeler has passed.**



November  
**CANCELLED**  
Meeting



## George Fehér sadly reports:

"I spoke with Barbara Ortner yesterday, and was saddened to hear that Art passed away on October 20th due to complications from advanced, but not foreseen, brain cancer.

It started with disorientation at home, a fall, a trip to the ER and the resultant diagnoses. Surgery was ruled out, he would not have survived the operation. Art was 91 years old, and was placed under Hospice care. He passed away quickly.

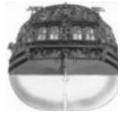
There will be no church or similar type of service. He will be buried at the Sarasota National Cemetery for Veterans on Wednesday, November 4th at 1:00pm. Although the funeral will be attended mainly by his immediate family and a few close friends, Barbara mentioned that if anyone wishes to be there from the TBSMS, we are welcome. I will try my best to go.

Barbara is receiving support from her immediate family; she sounded very strong when I talked to her."

~~~~~  
**Arthur Eugene Ortner, 91 of Bradenton\*, FL passed away on Tuesday, October 20, 2020. A loving husband and father of five sons. Arthur was born on June 25, 1929 in Jersey City, NJ. He served 20 years honorably in the US Navy/Sea-bees and retired as a Master Chief Petty Officer. Arthur is survived by his wife of 67 years, Barbara; sons, Arthur, Terry, Barry, Scott and Glenn; twin sister, Ruth Hanns; fourteen grandchildren and two great grand children; He will be Inurned at Sarasota National Cemetery. Brown & Sons Funeral Homes & Crematory 26th Street Chapel 5624 26th Street West Bradenton, FL 34207 is in charge of arrangements. Condolences may be made to: [www.brownandsonsfuneral.com](http://www.brownandsonsfuneral.com)**

*\*Arthur lived in Sarasota. The hospice may have been in Bradenton.*





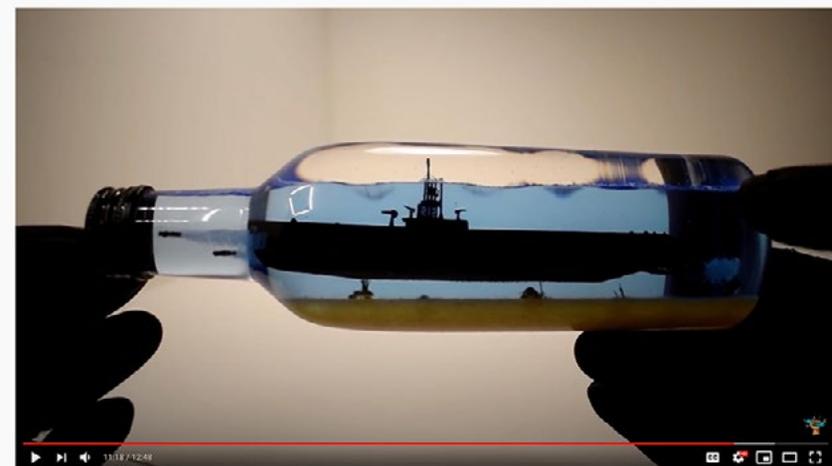
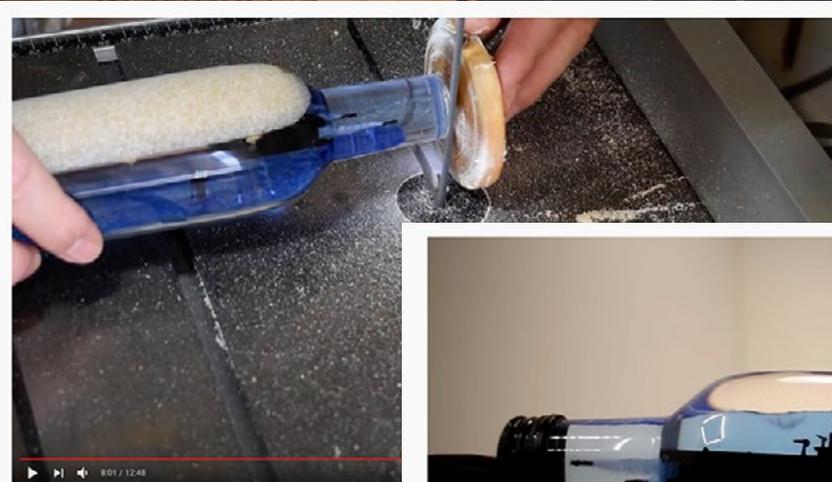
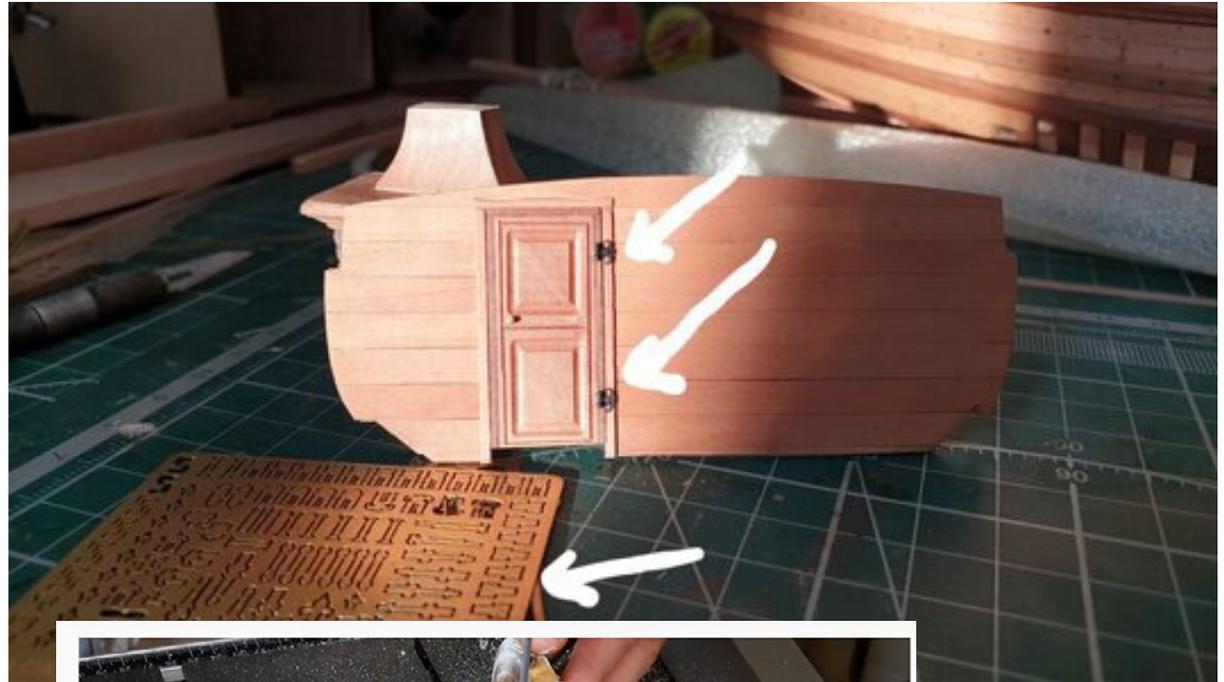
## Show & Tell

**Guy Hancock:** "I saw this video about making a submarine in a bottle. It uses resins and maybe some of the club members would be interested in seeing the techniques."  
[https://www.youtube.com/channel/UCdzDAXqWK-LuQ58zNtxJUZXw?fbclid=IwAR2Hnz5Z5TzL4XM2O3stK-kzYW7FdAdffmQlg-yUDjR3m\\_FG4-vJXf2gfwA](https://www.youtube.com/channel/UCdzDAXqWK-LuQ58zNtxJUZXw?fbclid=IwAR2Hnz5Z5TzL4XM2O3stK-kzYW7FdAdffmQlg-yUDjR3m_FG4-vJXf2gfwA)

This discussion about hinges caught my interest. It had not occurred to me that photo-etch would be a way to simulate tiny hinges. I don't know if this will be of any interest for the newsletter but here is the link. <https://shipsofscale.com/sosforums/threads/do-you-know-where-to-buy-this.6210/>

**Philosophy on hobbies:** Also, in the Tampa Bay Times Monday Oct. 19 columnist Connie Shultz writes about reading Winston Churchill's *Painting as a Pastime*, first published in 1948. Churchill argues for the committed hobby, one that takes us away from our work lives. This is especially important, he writes, for those who love their work. "Indeed, it may well be that those whose work is their pleasure are those who most need the means of banishing it at intervals from their minds." (Ship modeling fills that need for me.) He found freedom in the pursuit of imperfection. "We must not be too ambitious," he wrote. "We cannot aspire to masterpieces. We may content ourselves with a joy ride in a paint-box. And for this Audacity is the only ticket."

**Local History:** The Times has a front page article on the same day. Paul Guzzo reports about author James E. MacDougald, author of *The Panfilo de Narvaez Expedition of 1528*, having found another map that strongly suggests Juan Ponce de Leon established a settlement in Safety Harbor in 1521. Spanish artifacts found in Safety Harbor by later Spanish explorers were thought to have come from shipwrecks. MacDougald found reprints of 2 Spanish maps from 1527 and 1529. He had the maps enlarged to be able to read the tiny writing and found Tampa Bay named Juan Ponce Bay. There has been uncertainty about whether the first Spanish settlement was in Charlotte Harbor or Tampa Bay."



Photos submitted by Guy

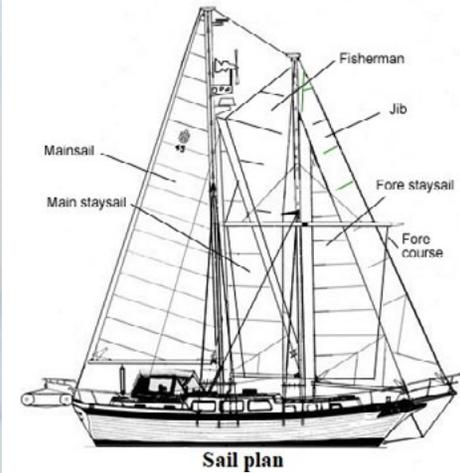
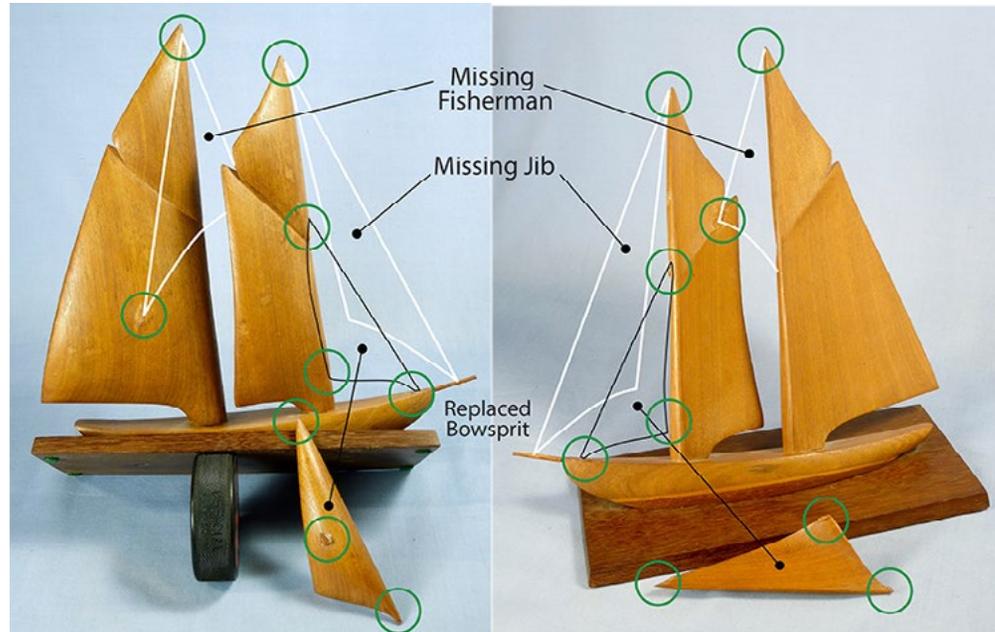


**I, your Sec/Ed on the repair of a nautical wood-carving:** I was delivered a nicely carved but broken tops'l schooner with detached fore stays'l. Easily reattached, but then noticed some attachment points with clear significance,, indicating a missing Fisherman and Jib. The bowsprit, with attachment of tack of headsail, was also broken off

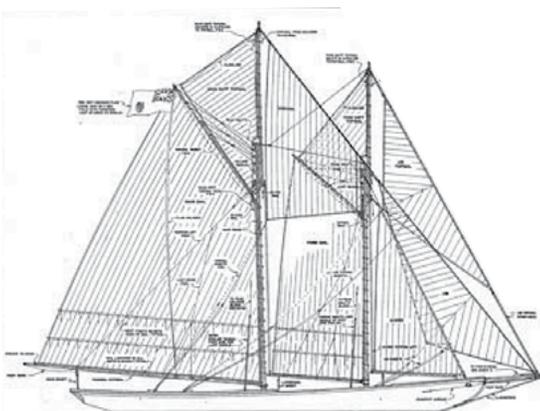
The artifact is engraved with name, apparent date and historical information, as follows:  
 "Made in Nova Scotia from wreckage of the SS Corinthian, Lost in 1918 off Brier Island 87 men one kitten rescued by local fishing boats." "By H.A. Shaw" "77"

Research shows: SS Corinthian, Allan Line, Built Workman, Clark & Co. Belfast, 430' x 54.2' x 26.2', Built 1900, British, single stack transport, ran aground 12/14/1918, on a run from St. John, NB to Glasgow.

The wood appears to be unfinished. I will carve the missing sails from wood of reasonably close match. and attach a paper label with information on the ship and repairs to the art, for the owner.



Photos by Irwin





**Label attached:**

Owner: xxxxxxxx xxxxxxxx, Sanibel, FL  
xxxxxxxxxxxx@gmail.com

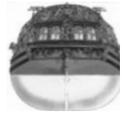
**Engraving:** "Made in Nova Scotia from wreckage of the wreck of the SS Corinthian Lost in 1918 off Brier Island 87 men one kitten rescued by local fishing boats" "By H. A. Shaw" "77"

**History:** SS Corinthian, Allan Line, Built: Workman, Clark & Co. Belfast. 430' x 54.2' x 26.2' Maiden voyage 5/24/1900. Ran aground 12/14/1918

**Restored:** Irwin Schuster, Tampa, 11/2020. Fore staysail re-attached and broken-off bowsprit replaced. Jib and fisherman carved and mounted where glue spots indicated there had been sails.

**Attachments:** Elmer's Carpenter's Max and steel pins. Finish of added sails: Varathane stain and Watco Danish Oil





## Brad Murray's Heavyweight gift: *Canoes of Oceania*: "My new doorstop arrived today."

883 pages with details on paddles, lashings, construction, attachments, dimensions, sails, terminology, decoration, models, history, carvings, bailers, spars, reefing, sailing techniques, etc. on every isle and atoll across the wide Pacific.

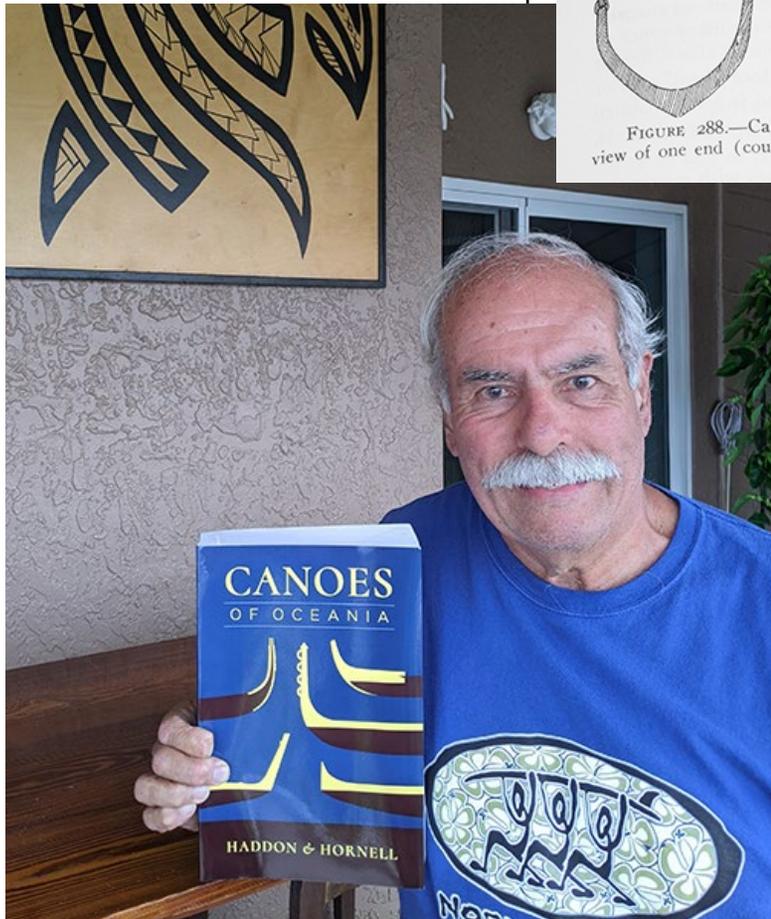
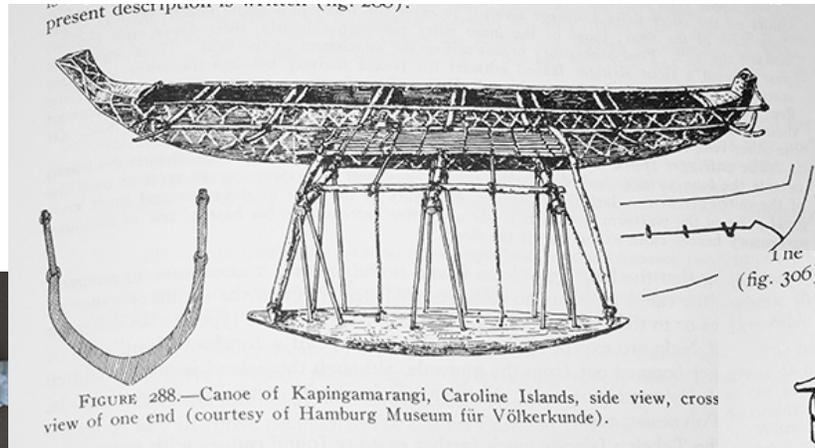
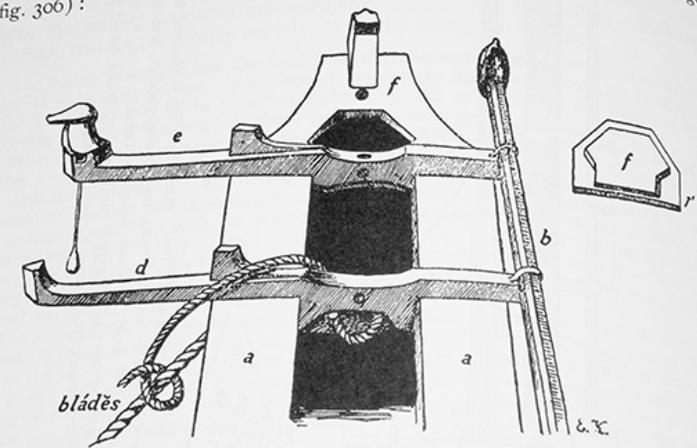


Photo submitted by Brad



Photos from *Canoes of Oceania*



... 1911) and of H. D. Skinner (1919, 1923, 1928), is known with certainty of Moriori ethnology; to further details.

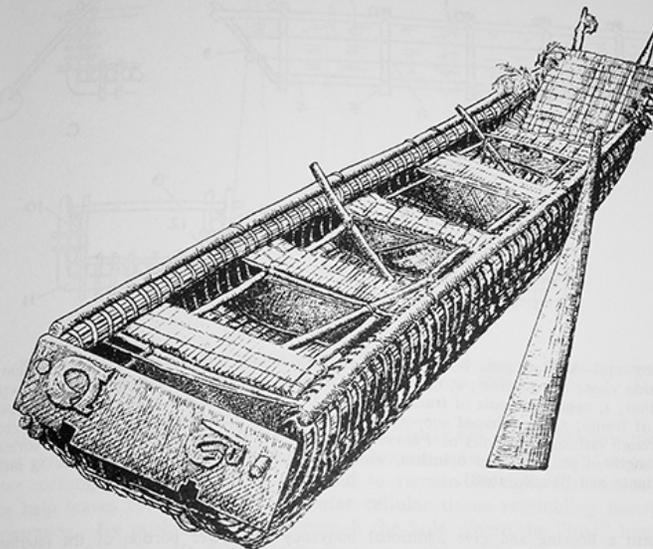
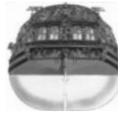


FIGURE 148.—Moriori sea-going canoe raft, propelled by oars; length 13 feet 3 inches; width over stern 19.25 inches (after Skinner, 1919).



**Brad continues with progress on his Rainbow Fleet Whirligig:** "After finish- sanding the hulls and putting a slight crown in the decks, the cockpits were next. Coamings, floor boards, a vestigial CB trunk and a toothpick tiller should do it. The edge of the board that yielded the hulls left just enough stock for a mock cockpit to be used as a bending form for the coamings. Having both laminated and steamed coamings at 1:1 scale, I knew my options and their limitations and advantages. A past meeting provided a "care package" of assorted wood goodies. There was some peel and stick veneer and I tried sticking two pieces together in the form. Even though they were paper thin they wouldn't take the bend without kinking. Plan B; break out the box of wooden coffee stirrers, the hot plate and tea kettle. The full box of 7" stirrers were another meeting freebie that were looked at askance by the members who favor a spoon. I've used them to laminate recurved akas for a polynesian proa and now they will yield coamings and floor boards for six little Beetle Cats, who knows what future projects these simple stirrers will be used for.

Not all stirrers qualify as bending stock. If they didn't snap when gently bent straight out of box then they were carefully examined for grain run out, the most likely suspects were given a good steam clasp under the whistler on the tea pot and several still failed but I only needed six keepers. The trick was to leave each one clamped in the form overnight. Not only does water raise the grain but the bending crumples the wood on the inside and stretches and separates the fibers on the outside of the bend. After sanding out all the roughness and a dry fit, the coaming is removed and the floorboards are fit. Fitting out the cockpits should keep me suitably entertained for some time."

Photos submitted by Brad





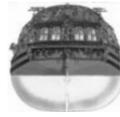
**Ed Brut Reports:** "This month brings not much in ship modeling again, just some repairs to an old nautical related piece pictured.

Being a fan of Jules Verne's *20,000 Leagues Under the Sea*, the giant Nautilus attacking two of Captain Nemo's divers is from the 1961 movie *"Mysterious Island"*. The resin casting has been on a shelf in the stairwell of my house back 15 plus years ago. Took a tumble down the stairs hit every step on the way down and the six tentacles were now 24 pieces but not attached. It has remained in a box until this month and I now have repaired it and touched up the paint.

A little lot of superglue goes a long way. I do believe my finger prints are in the glue in at least two places."



Photos submitted by Ed



## Bob Johnson Dips into History:

"I received this copy of **"how to build 20 BOATS"** from my brother, recently returned to me after I lent it to him probably 30 years ago. It was published by *Rudder Magazine* in 1955 and many of the boats included (see representative photos) are designed by well-known and highly regarded designers (Herreshoff, Mason, Whittholz, etc.). My brother noted that one of the designs included is the 12' catboat "Pup" designed by William Crosby (photo included... "P" on sail), a boat I built I in my early teens shortly after my family's move from Connecticut to the West Palm Beach area in 1957. As I am currently creating a model railroad of the Port of Palm Beach's Terminal rail and shipping operations set in the late 1950's, he suggested I use the plans for Pup to create a scale model of me (in my teens) sailing by the Port (which I did many times)...a great idea now on my "to do" list.

But I digress. The reason why I have chosen to send this info on the books from *Rudder Magazine* is that many pleasure boating magazines in the "wooden boat era" (essentially ending in the 1960's) often included complete lines drawings (and building details) with their reviews of boats, allowing the creation of accurate models. *The Rudder*, noted as "America's First Boating Magazine", was particularly good at including this info. Other magazines of the era are possible resources as well, and include *Yachting*, *Motor Boating (later MB & Sail)*, *Skipper*, etc." (Irwin- I am pretty sure of "Skipper"... do you agree? Any others?). Sec/Ed never saw "Skipper" a Chesapeake Bay mag.

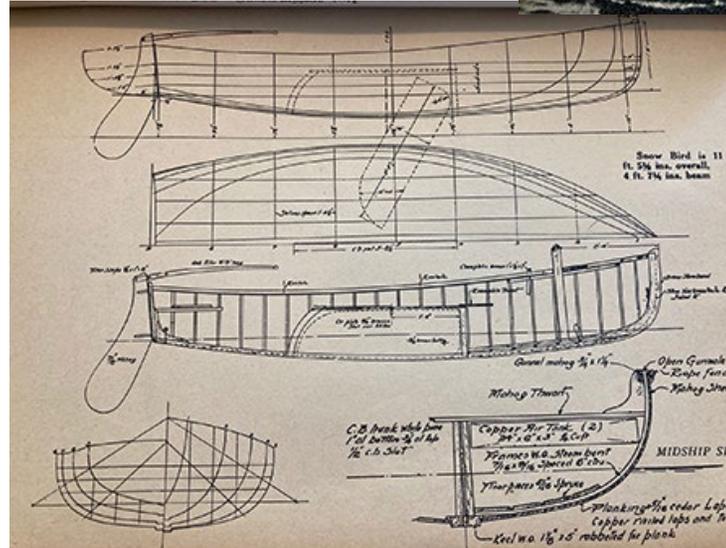
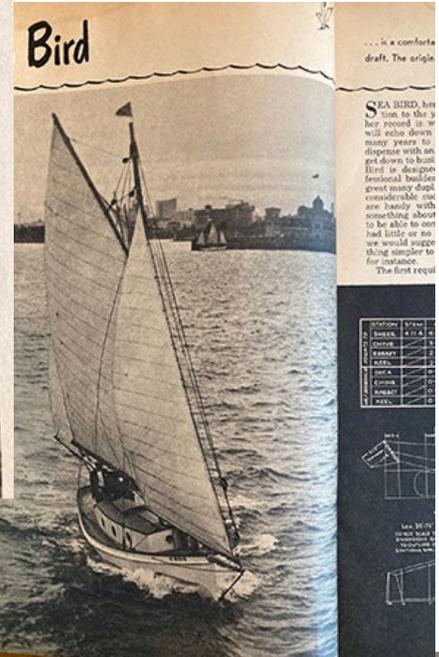
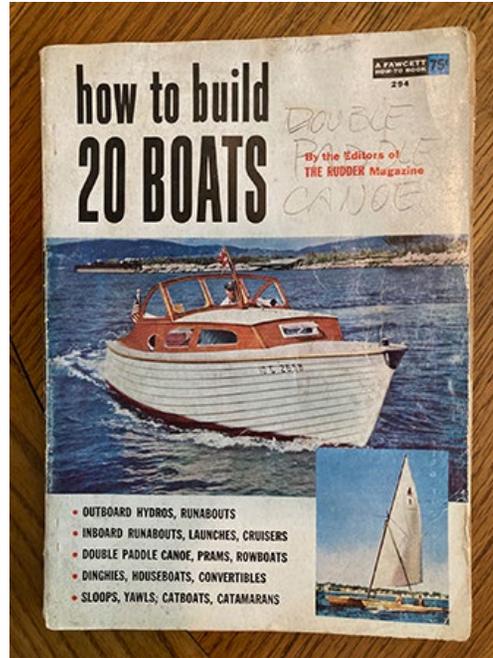
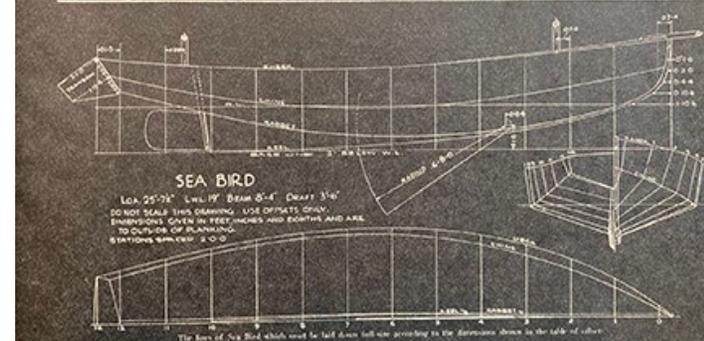


TABLE OF OFFSETS

| STATION | STEM   | 0      | 1      | 2      | 3     | 4      | 5      | 6      | 7      | 8     | 9     | 10     | 11     | 12     | TRANS. |
|---------|--------|--------|--------|--------|-------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|
| SHEER   | 4:11.4 | 4:10.4 | 4:7.5  | 4:5.0  | 4:2.4 | 4:0.5  | 3:11.1 | 3:9.7  | 3:9.0  | 3:8.5 | 3:8.4 | 3:9.4  | 3:10.0 | 4:0.4  | 4:2.0  |
| CHINE   | 3:7.1  | 3:2.3  | 2:9.4  | 2:8.7  | 2:2.4 | 2:0.4  | 1:11.2 | 1:11.2 | 2:0.3  | 2:2.4 | 2:5.7 | 2:10.1 | 3:3.1  |        |        |
| RIBBET  | 2:11.4 | 1:40.3 | 1:46.7 | 1:0.4  | 0:9.4 | 0:7.8  | 0:7.3  | 0:8.4  | 0:11.2 | 1:3.2 | 1:8.3 |        |        |        |        |
| KEEL    | 2:8.3  | 1:8.0  | 1:5.2  | 0:14.4 | 0:7.4 | 0:5.0  | 0:3.2  | 0:2.0  | 0:11.2 | 0:0.7 | 0:0.6 | 2:2.2  | 2:8.4  |        |        |
| DECK    | 0:16.0 | 1:8.4  | 2:7.5  | 3:3.2  | 3:8.4 | 3:11.4 | 4:0.5  | 4:0.2  | 3:10.4 | 3:7.4 | 3:3.4 | 2:10.3 | 2:4.2  | 2:11.0 |        |
| CHINE   | 0:4.0  | 1:4.0  | 2:2.0  | 2:9.7  | 3:3.6 | 3:7.3  | 3:9.2  | 3:9.2  | 3:7.4  | 3:4.4 | 3:0.4 | 2:7.0  | 2:0.6  |        |        |
| RIBBET  | 0:11.6 | 0:11.6 | 0:11.6 | 0:2.0  | 0:2.4 | 0:2.6  | 0:3.0  | 0:2.7  | 0:2.4  | 0:2.4 | 0:2.2 | 0:2.0  | 0:2.0  |        |        |
| KEEL    | 0:0.2  | 0:0.2  | 0:0.4  | 0:11.2 | 0:2.0 | 0:2.3  | 0:2.4  | 0:2.4  | 0:11.4 | 0:1.3 | 0:0.4 |        |        |        |        |



Photos submitted by Bob

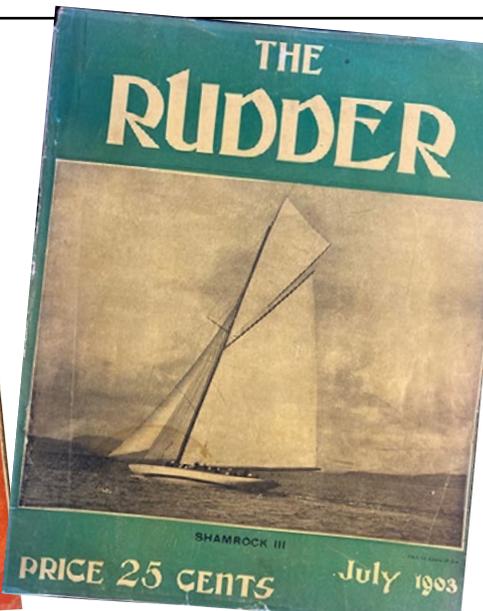
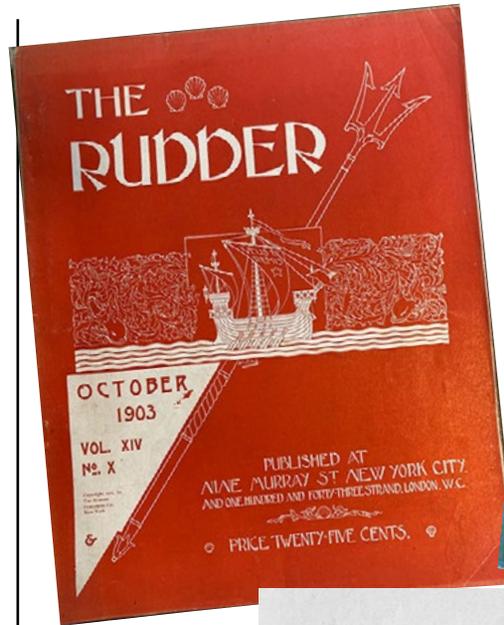


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**Bob continues:** "Some of these old issues are still out there and can be found in book stores that carry used books and periodicals. In some cases, reprints of "collected designs" were also published in later years containing lines drawings as well. The Internet opens an even broader resource for these vintage publications, so making a search under various key words should uncover interesting results and allows targeting for specific boats if desired.

In my opinion, sail and power pleasure boats of the early part of the 20th century include some of the most beautiful designs one is likely to find... and offer great subjects for modeling.

Images from 117 years ago! The back cover (ads/yellow) is interesting as well."



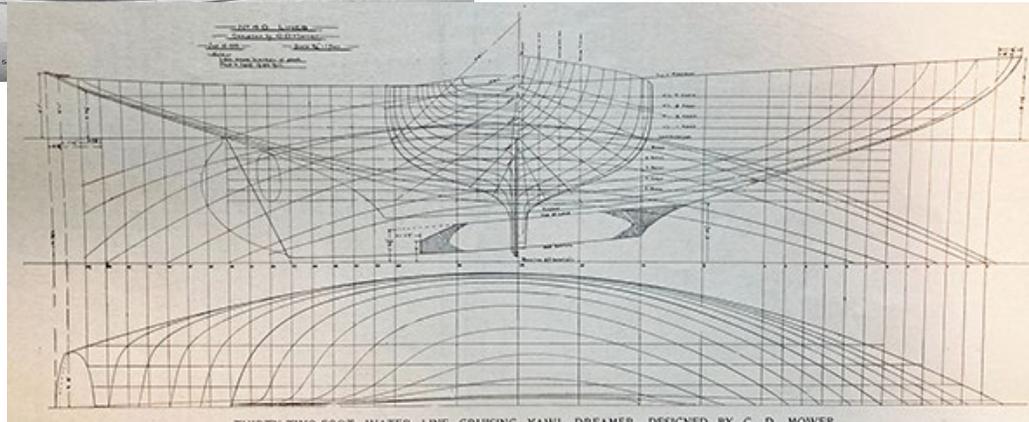
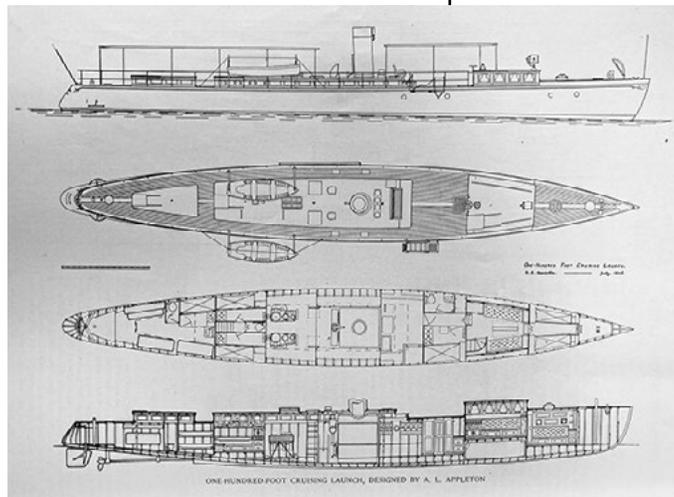
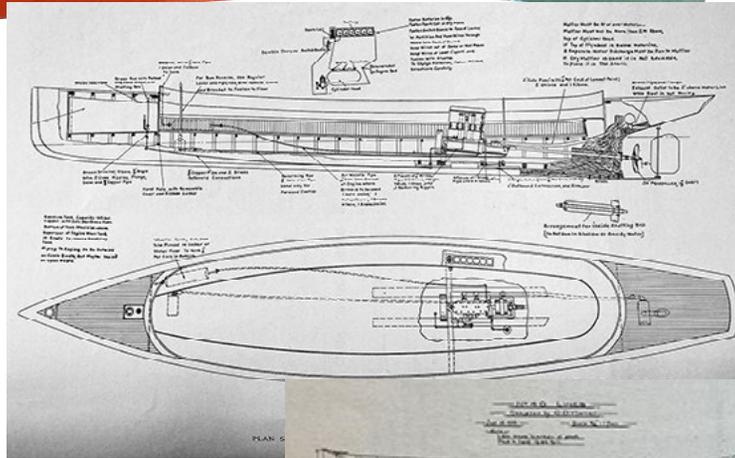
Are You Looking for Speed?

**WILLIAMS' SHAVING STICK**  
It's so Convenient  
No soap needed  
Just dip your face into the soap, work up a lather, holding the stick to your face, and you are ready to wash your face and shave.

**GIANT STRIDES MOËT & CHANDON CHAMPAGNE**  
3,733,744  
367.16  
56.4 PER CENT  
QUALITY CHAMPAGNE  
MOËT & CHANDON  
NOËL & WHITE SEAL

**Park & Tilford**  
BROADWAY & 100 STREET  
107 & 109 BROADWAY  
7 & 9 East 10th Street  
78 & 79 FIFTH AVENUE  
174 ST. & COHEN'S AVE.  
116, 120 & 122 SIXTH AVE.  
NEW YORK  
The Best Goods Obtainable in the Markets of the World at Most Moderate Prices  
recent success at  
**Havana and Key West CIGARS**  
YACHT SUPPLIES A SPECIALTY  
QUALITY TOOLS FURNISHED ON APPLICATION

**UNIVERSAL SAFETY TREAD**  
A Patent Improved Safety Tread, Made in Steel, Brass and  
The Patent and Service Station  
DEFENDERS  
25 CENTS



Photos submitted by Bob

THIRTY-TWO-FOOT WATER LINE CRUISING YAWL DREAMER, DESIGNED BY C. D. MOWER

# Ship's Log Tampa Bay Ship Model Society 11

## A Special Thanks to Check LaFave:

Your Sec/Ed recently got a call from a woman way down south in Estero, who had a couple of minor issues with her Dad's ship models.

These things are happening like an epidemic in SW FL!

She quickly sent photos as I asked, and I was able to easily enlist Chuck, who has recently moved to Lake Suzy (perhaps a reefed name originally Suzyoskoloskee?) to visit her and do the minor work on site.

Chuck also signed on to help another fellow with rigging on a *Bluenose*.

Sometimes these things work out and sometimes not, but TBSMS seems to be one of the very few resources for Floridians to find help with these all-to-common, damage problems. That is what I am told.

And, while I'm at it, thanks to **Howard Howe** for coordinating the pick-up and distribution of **Jack Smith's** donated supplies.

Speaking for myself, I find it very gratifying to assist these families with their personal treasures. And, I have a diabolical twist: when I do these restorations myself, I ask that the owners donate whatever they feel is appropriate to the charity of my choice.



Photos from owner



## Roger Griffith finishes a Friendship Sloop:

"Here is a model of a Friendship Sloop that I recently completed. My friend who passed away this year started work on it and had roughly shaped the hull. His widow requested me to finish the model in his memory. There were no plans or parts with the hull but I had a set of plans left over from an old LAUGHING WHALE kit so I was able to fabricate all the parts needed. I made the sails out of some fine lined cloth from my stash. They were reinforced on the leech, foot, and luff with cloth strips attached with fabric cement.

This design originated around the turn of the century principally as a fishing boat but quickly gained popularity with pleasure boaters and remains so today. It's big gaff rigged sail, full keel and cutter rigged headsails give a good turn of speed as well as easy handling.

The finished model was presented to the widow and it now occupies a place of honor next to an urn containing his ashes."



Photos submitted  
by Roger





**Howard Howe on Rickey B:**

"After delivering the Long Line Fishing vessel, Rickey B, the need for some crew members became apparent. So, I added some scale crew members and the boss lady. The owner said she never wore high heels on the boat. I suggested she try it and she will get more attention!"



Photos submitted by Howard



## Howard Howe, Next, the tug, *Imara*:

"I have had the opportunity to acquire an older, donated CALDERCRAFT's *Imara* Tug Boat Model Kit. The model was started and the electric motors installed and then sat idle for many years. There is some water staining on wooden parts and Instruction Booklet attacked by roaches! The cast rudder and props are missing, but all the other 1,397 parts appear to be available!

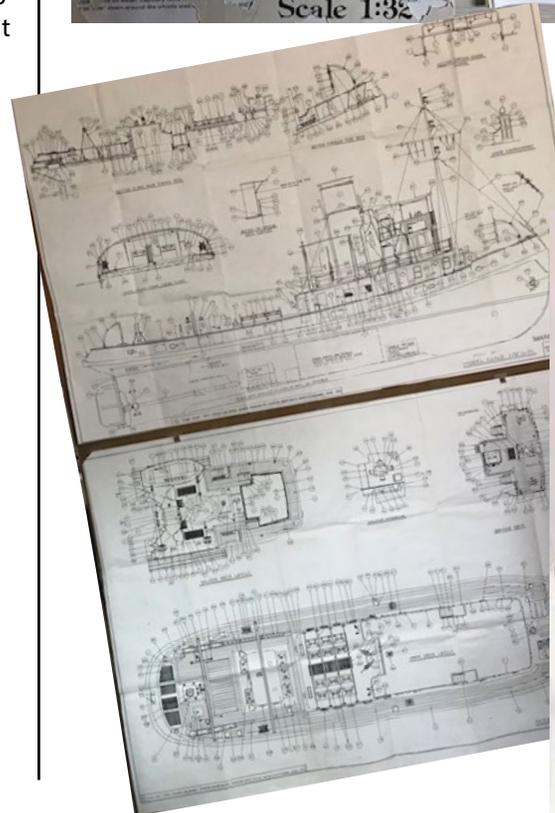
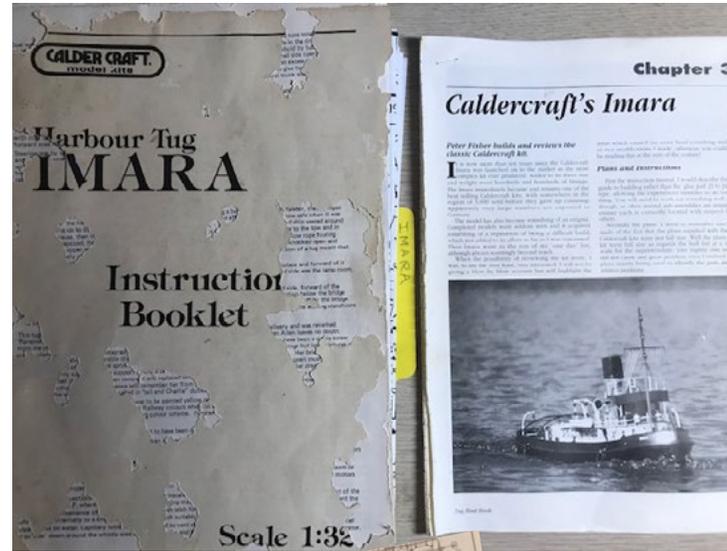
The Instruction Manual, which I have placed in plastic holder and a note book, is a guide to building rather than detailed steps. It also includes a list of all the GRP mouldings, die-cut parts, castings, printed sheets, and wood part numbers. The original owner also had a copy of Chapter 3 from *Tug Boat Book* by the writer who built the model and included photographs. This has been a popular RC model and there are numerous postings and videos on line, which should be helpful.

The model scale is 1:32, Length 43 1/2", Beam 11 1/2" I mounted the two full-scale drawings on 3' x 4' boards that I can hang on one of my display cases for viewing. There are 194 part numbers with multiple quantities of castings in 27 plastic bags with no labeling. For the next month I may be sorting and identifying parts while I proceed with preparing the hull, rudder fabrication, and ordering props."

(to be continued).

~~~  
This kit was donated by friend of the club, **Jack Smith**, along with several other kits and models to be completed.

Photos submitted by Howard.





## **Skipper Sobieralski continues with USS Henderson DD 785 – One Ship/Two Models Part 2:**

"This is a continuation of the article I submitted in the August Ship's Log that dealt with the construction of two models of the destroyer USS *Henderson*, showing her at two significant points of her service life: as built for WWII and as modified 20 years later to meet the Cold War threat posed by the USSR's submarine fleet.

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, but she did serve in both the Korean War and Vietnam. The *Gearing* class are considered by many to be the best destroyers of the WWII era, and they had long careers with the US Navy and later with other allied or friendly countries.

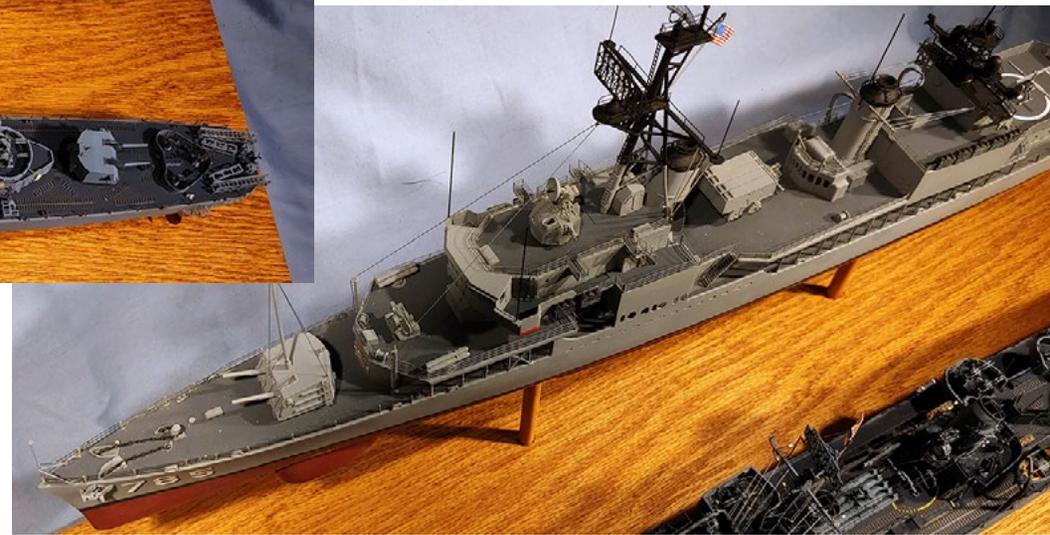
Having completed the excellent TEHNOART kit, representing the *Henderson* as she appeared when completed in 1945, I next turned to a bigger challenge, the IRON SHIPWRIGHTS' kit of the USS *Johnston* DD 821. I had actually acquired and begun work on the *Johnston* more than 10 years ago, but after starting the kit I put it back on the shelf for completion at a later time. There

were several reasons for this, I recognized that it was not going to be an easy or straight-forward build and I had no compelling knowledge of or interest in the ship itself to push me to complete it at that time.

Acquiring and building the TEHNOART kit of the *Henderson* changed all that, as while constructing that kit I got the idea of building the two models as early and late examples of *Gearing* class destroyers. Later that idea morphed into building them both as the same ship and displaying them side by side, so the differences between the early and late versions would be readily discernible. A little research showed me that the *Johnston* and *Henderson* were both very similar and correcting the minor differences between them could



Photos submitted by Steve



be easily accomplished with a little scratch building.

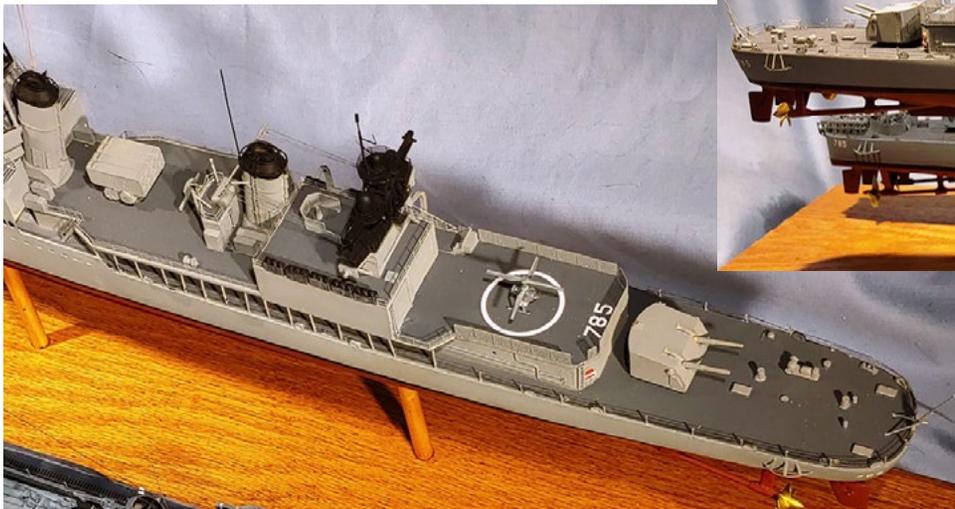
The appearance and mission of the USS *Henderson* of 1970 was, in many ways, radically different from the USS *Henderson* of 1945. As designed and built for WWII, the American destroyer fleet, of which the Gearing class was the latest and most advanced, was expected to fight in all three combat environments of contemporary naval warfare. With their dual purpose 5" guns and torpedo tubes they were expected to engage enemy surface ships, from destroyers up to and including battleships. Also with their 5" guns, as well as multiple 40mm and 20mm machine cannons, they were expected to protect themselves and other ships of the fleet from attack by enemy aircraft. Finally, with

underwater detection apparatus and depth charges, they were expected to find and destroy enemy submarines.

Fifteen years after the end of WWII, advances in aircraft and weapons technology had rendered artillery a much less effective defense against air attack, particularly in defense of naval targets. Guided missiles were now considered the best air defense weapons in these situations. Likewise advances in submarine technology had seen depth charges replaced by sophisticated acoustically guided homing torpedoes, some delivered by rockets or other exotic means. In the late 1950s the US Navy found itself with a large fleet of destroyers of rapidly advancing obsolescence, armed largely with

weapons of the last war but expected to fight the battles of the next one. Thus the navy implemented a large program of ship upgrades known as Fleet Rehabilitation And Modernization (FRAM). Several of the older destroyer classes received various levels of FRAM upgrades, but as the newest and largest, the *Gearings* received the most extensive modifications.

In order to provide the ships with a credible anti-submarine capability, the most common FRAM upgrade for the *Gearings* centered on the addition of AN/SQS-23 sonar and two new weapon systems, the ASROC AntiSubmarine ROCKET-assisted torpedo launcher with a range of 1–5 miles, and the DASH Drone AntiSubmarine Helicopter with a range of up to



Photos submitted by Steve

22 miles. Both were armed with the new Mark 44 torpedo, which was also carried in torpedo tubes on the ships. ASROC could also launch a nuclear depth charge. Air defense would no longer be a *Gearing* class mission, this would be left to newer classes of guided missile equipped destroyers and cruisers.

Ships from the *Gearing* class were completely torn down and rebuilt from the hull up, including new engines, a much larger combat information center, and new sonar and radar systems. The 21-inch torpedo tubes between the funnels were removed, and the 8-round ASROC launcher placed there instead. All 3-inch/50 cal gun mounts, which had replaced the 40mms in the 1950s, were removed, as was the No. 2 5"

gun turret. Turrets 1 and 3 were retained, essentially for shore bombardment and fire support, as was the Mk 37 director. The after superstructure was used for the DASH hangar and flight deck, and two new triple Mark 32 torpedo tubes for the 12.75-inch Mk.44 torpedo placed on the forward superstructure, just ahead of the new enlarged bridge. Funnel height was extended and the exhaust openings decreased to reduce both smoke and thermal signatures. This modernization was designed to extend the life of the destroyer by at least eight years and eventually, all but four Gearings received some form of FRAM conversion.

The model of the *Henderson* shows these modifications to good effect and the transformation of her

appearance from the original WWII configuration is striking. Gone is her low, sleek, clean and graceful silhouette, replaced by a cluttered, boxy look festooned with a vast array of radar and communications antennae and aeries. And her new weapons come nowhere near to imparting the aggressive fighting appearance that her old all-gun armament had given her. But appearances can be deceiving and despite her diminished looks she was a much more capable fighting ship, able to hold her own in the naval environment of the 1960s, 70s and into the 80s. The USS *Henderson* served the US Navy well in two wars from 1945 until 1980. She was then sold to Pakistan where she served until decommissioned in 2001."



## George Feher's Frisco

**Adventure:** "In April 2017 my Wife and I took a long post-poned ten-day trip to Frisco, 'The City by the Bay'. It was all we had hoped for, and more; great sights, good food and lots of walking tours. One of the highlights was the San Francisco Maritime National Historical Park, Hyde Street Pier. We were there on a Tuesday, a free day in the Park, which made it even more enjoyable.

We spent most of the day aboard a great collection of vessels, all of them restored to excellent condition. There was an ocean going tug, a coastal side-wheeled paddle tug, a car ferry, two completely rebuilt three-master's, a Liberty Ship and the *Balao*-class submarine USS *Pampanito* (SS-383).

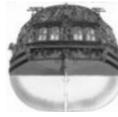
The tugs *Hercules* (Hull # 421) and *Goliath* were built in 1907, by John H. Dialogue of Camden, New Jersey. Both were delivered to San Francisco, California via the Straits of Magellan, a 14,000 mile transit. The *Hercules* towed the *Goliath*, which was filled with fuel, and replenished itself along the way. (Source: Tugboat Information.com)

The paddlewheel tug *Eppleton Hall* was built in England in 1914 for towing seagoing colliers from wharf



Photos submitted by George





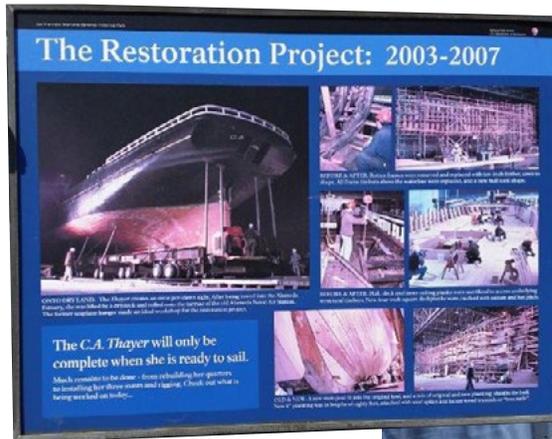
to sea and back. The tug was sold for scrap in 1967 with the afterdeck partially burned and left to rot on a mud bank in Dunston, England. She was acquired by a new owner and rebuilt in 1969 for an Atlantic crossing; then sent through the Panama Canal to San Francisco.

(Source: Wikipedia.org)

The three-masted schooner *C.A. Thayer* was restored over a five-year period from keel to masthead. Originally she hauled lumber to Alaska and salmon products back to San Francisco. The entire hold is outfitted with various cargo. A unique feature of this vessel was the Master's suite, built for his wife who accompanied him on most journeys. It had a salon, a "proper tub", a sink and a private commode/head.

Next was a most interesting tour of the Liberty Ship, *SS Jeremiah Johnson* berthed at Pier 45. It had in its hold WWII Jeeps, field gear, rations etc., and a huge memorial diorama of the D-Day landing (see photos).

This is probably a "mixed-scale" diorama: 1:350 for the ships and 1:48 for the "beach stuff", as best I could determine."



Photos submitted by George



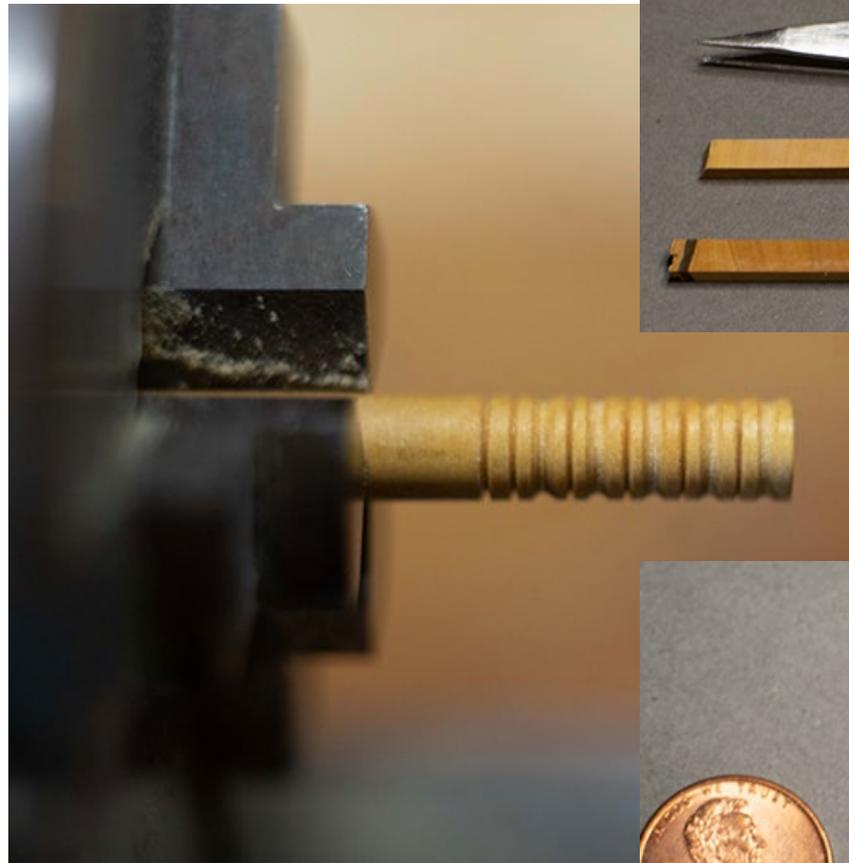
## Steve McMurtry – CW Morgan Progress through October 2020:

"My progress on the rigging is continuing. I have all the spars fully assembled and painted now. I'll have a more complete update on that next month. As promised, here is the second part of making your own deadeyes.

I spent some time researching and testing various woods to make the deadeyes from. Some that I tried were cherry, hard maple, swiss pear, grapefruit, holly and box. The most important properties are hard and straight grained. In the end I like box wood best.

Grain orientation is critical. If the grain in a real deadeye is wrong, it will fail in short order. The grain must be parallel to the direction of the shroud. This assures that they won't split under the tensile load. The easiest way to achieve this is to make dowel blanks cut across the grain of your selected material. I've included photos of the raw cut blank and finish turned dowel. I make mine on a lathe but there are many ways to form these dowels if you don't have one. Make plenty of dowels. I make them large enough to accommodate my largest diameter deadeye and then reduce them as I go into the smaller sizes. I make at least 25% more than I need. You will lose some to breakage and some will just go flying off into space.

Once you have made the dowels it's time to start shaping the deadeyes. I mark the dowel with the location of the shroud groove (half the thickness of the deadeye) and the cutoff location. The cutoff distance for the first blank should be the thickness of the deadeye plus half the kerf or cut width of the saw you chose. The shroud groove



Photos submitted by Steve



location on all subsequent blanks should be half the deadeye thickness plus half the saw kerf. Shape the exposed face of each deadeye before parting it off using a metal nail file, fine sandpaper or something similar. Leave the cut side flat for now. It makes drilling the lanyard holes much easier.

Once you have all your blanks cut to size it is time to drill the lanyard holes and finish them. I made a template for each size deadeye to fix the location of the lanyard holes. The hole or bolt circle diameter is half the diameter of the deadeye. Now it is critical to have the hole pattern oriented parallel to the grain direction. If you think of the lanyard hole pattern as 2 eyes and a nose, the grain needs to run vertically along the face (from forehead to chin). For the template, draw a circle on a piece of heavy paper the diameter of the deadeye. Then draw 2 perpendicular lines through the center of the circle. Now draw the lanyard circle. Make some mark or indication of the intended grain orientation on one of the crossed lines. The lanyard hole locations will be with the nose hole at the intersection of the straight line with the grain orientation mark and the lanyard circle, and the eyes will be at the perpendicular line and the lanyard circle. Glue this pattern to a thin (1/64") piece of plywood or other stock and shape to the outer (ddeadeye) diameter circle. Drill about .025" diameter holes in each of the lanyard hole locations and the center of the template. Now position the template over each of your deadeye blanks taking great care to orient the grain to match the template orientation mark. Mark the location of each hole on the finished side of the blank. I use a 1/8" drill bit with the shank portion sharpened to a fine point as a center punch for this.





Drill the 3 holes using a drill press sized for the lanyard that will be used. Finish shaping the flat side of the blank. Finally, relieve the lanyard holes using a small chisel and reamer. That are the same size as the lanyard hole diameter. Clean the deadeye using a natural fiber brush, sandpaper or whatever will clean up the rough edges and remove loose wood fibers and chips.

Finish is up to you and what works for your model. Box wood does not stain well but is much too yellow for the Morgan. The real deadeyes would be coated with tar. I found soaking the parts in dark walnut stain for about 30 minutes and then wiping thoroughly gave an acceptable color.

I have included some pics of the tools and special tools I use for making deadeyes. The chisels and reamers are made by breaking a drill bit of the appropriate size just below the twist. For a chisel, I mount the shank portion into a small dowel and sharpen the end on a stone to a 'V' shape with about a 20-25 degree angle on both sides. The spiral portion for the reamer is glued into a similar small dowel. I took a pair of cheap self-closing tweezers and bent the tips to form a rounded shape to grip the deadeye blanks and ride in the lanyard groove. I use a very thin, fine tooth razor saw to part the blanks. A fine tooth jewelers saw works well too.

I hope this was useful. Please contact me if you have any questions.

I got a note from a member that Biddlecomb's "*The Art of Rigging*" indicates using dimensions similar to Lee's formula for sizing.

Thanks for the input!!! I leave the final sizing choice to each modeler for the best visual effect and scaling."



Photos submitted by Steve

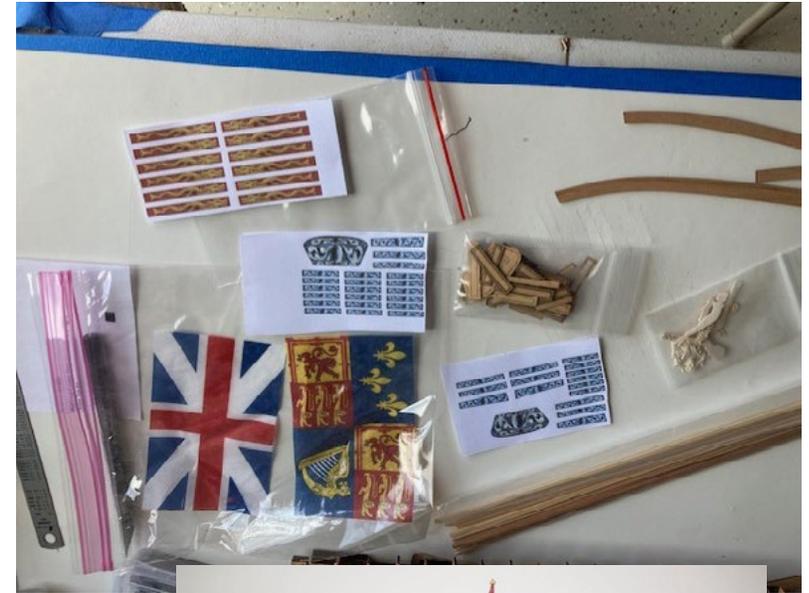


**Chuck LaFave reports:**

...that he has moved to his new home in Lake Suzy, with a nice view of a golf course. The place does not need a "Keep Off the Grass" sign as a large alligator enjoys lounging there.

Chuck is starting on a Queen Anne style Royal Barge by SYREN, which he says is a very nice kit with cherry and boxwood, and well-written instructions.

At this point he has hung three planks and expects to have her completed by Christmas.



Photos submitted by Chuck

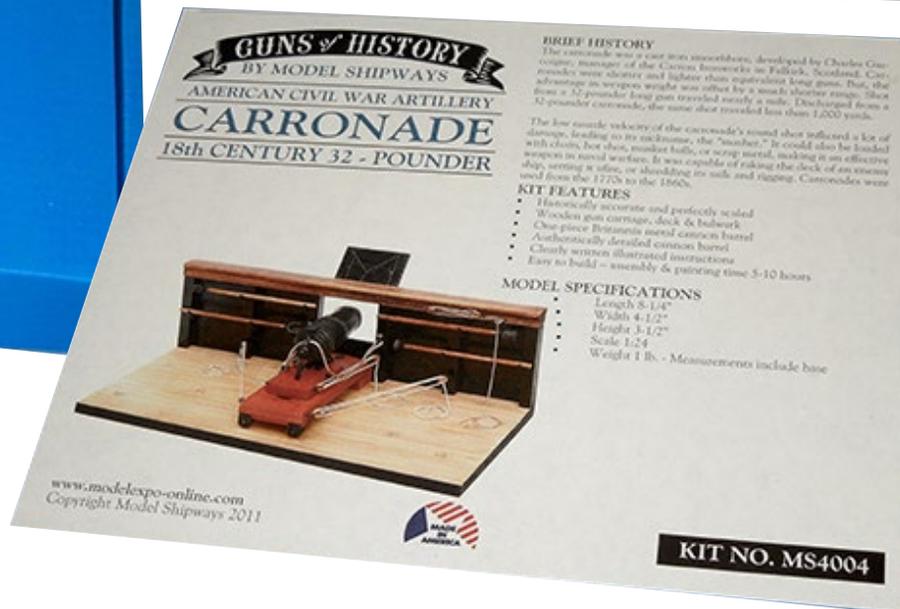
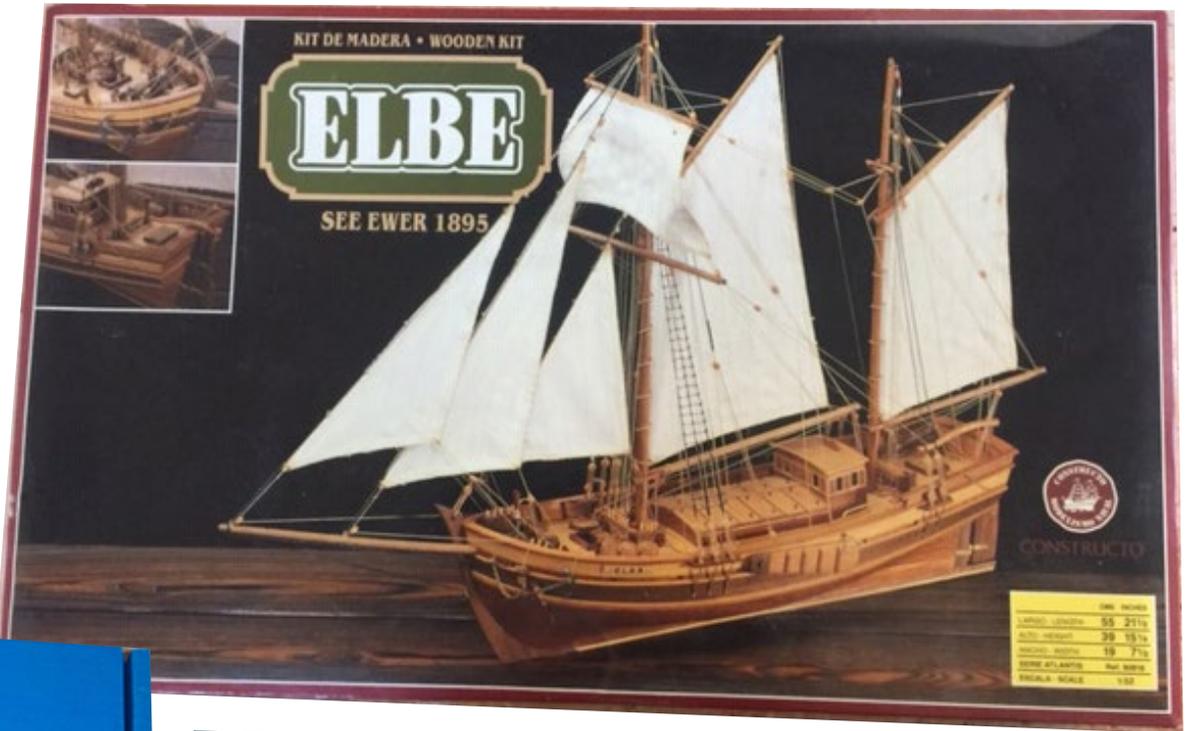
# FREE STUFF



# Ship's Log Tampa Bay Ship Model Society 24

These kits are available **FREE!**

- *Elbe*, courtesy of friend of TBSMS, **Jack Smith**, currently stored by **Howard Howe**.
- **Model Shipways Guns of History Carronade** donation unrecollecte, currently stored by **Sec/Ed, Schuster**.





*Believe It Oar Knot!*

## HOMeward BOUND

### the Art of the Sailor

**FULL-RIGGED SHIP**  
A sailor had been around Cape Horn.

**NAUTICAL STAR**  
So a sailor could always find their way home.

**SHELLBACK TURTLE**  
Earned when initiated into King Neptune's Court after crossing the Equator.

**CROSSED CANNONS**  
Signified military naval service.

**HOLD FAST**  
HOLD and FAST were written across the knuckles on each of a sailor's hands in the hopes of giving a sailor a good grip in the rigging.

**PIG AND ROOSTER**  
During WWII, foot tattoos of a rooster and pig were worn to prevent a sailor from drowning. Roosters and pigs were shipped in crates that floated and therefore often ended up the only survivors of wrecks.

**SWALLOW**  
Tattooed for every 5,000 nautical miles they travelled.

**ANCHOR**  
A single anchor told that a sailor had crossed the Atlantic or was a Merchant Mariner.

**ROPE**  
A knot of rope around the wrist indicated a sailor's rank as a deckhand.

**HULA GIRL**  
U.S. sailors who had been to Hawaii.

**CROSSED ANCHORS**  
Placed on the webbing between the thumb and index fingers marked a bos'n or boatswain mate.

**AHoy**

*I always thought dachshund sounded like German for Deck Hand.*

**OTHER TATTOOS AND THEIR MEANINGS**

**COMPASS ROSE:** So a sailor could always find their way home.  
**CROSSES:** On the soles of one's feet warned off hungry sharks.  
**DAGGER THROUGH A ROSE:** A sailor was loyal and willing to fight anything, even something as sweet as a rose.  
**DRAGON:** A sailor had served in China.  
**GOLDEN DRAGON:** Tattooed when a sailor had crossed the International Date Line.  
**HARPOON:** A marker of a whaler or a member of a fishing fleet.  
**KING NEPTUNE:** Earned when a sailor made it across the Equator.  
**PALM TREE:** Royal Navy sailors during WWII who took part in Mediterranean cruises were tattooed with a palm tree, as were U.S. sailors who spent time in Hawaii.

16/122 *Ruth L. Walker* *Larry Bellwood*

Image liberated from the www.

## 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.



Image from friend of TBSMS, Annie Holmes