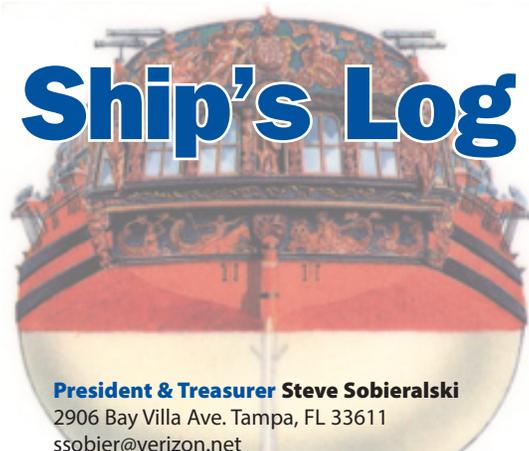


Ship's Log



President & Treasurer Steve Sobieralski
2906 Bay Villa Ave. Tampa, FL 33611
ssobier@verizon.net

Secty/Newsletter Editor Irwin Schuster
8503 Portage Ave. Tampa, FL 33647-1707
813 866-1442 irwin.schuster@verizon.net

Webmaster Phillip Schuster. Contact Sec/Ed

Meetings

are held at 10:30 a.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 ~~\$00. 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 monthly *Ship's Log*.

Next Meeting
Tuesday, April 27 10:30 a.m.

\$ - No DUES ARE DUE! You are off the hook. Enjoy.

TampaBayShipModelSociety

NON-Meeting of March 23, 2021

TampaBayShipModelSociety.org

The regular March, in-person meeting was canceled. No business was conducted. Reiteration: NO dues will be collected for calendar year 2021.

ZOOM! A Zoom meeting was held, hosted by **Fairlie Brinkley** and conducted by **Admirable Brut**. That will be suspended for the duration. Please continue to submit progress on nautical projects, book reviews, maritime history, etc.

IN-PERSON MEETINGS will resume in **APRIL 27th.**

BUT, at **10:30 a.m.** otherwise, same location, same dates.

Please mask up. You will be attending at your own peril and responsibility.

To repeat, in the summer, we might poll and skip for insufficient numbers. Universal response was to resume dues in 2022. Finally, nobody was against an annual event. That is being investigated, principally by **Fairlie Brinkley**. Stand by.

April
RESUMES
Meetings
10:30 a.m.



At **The Suncoast Center for Fine Scale Modeling.**
Photos submitted by Ed. See next page.





Ship's Log Tampa Bay Ship Model Society 2

Adm. Brut 3-23-21 ZOOMER: "A slide show was attempted and finally after a few false starts was accomplished in our Zoom meeting.

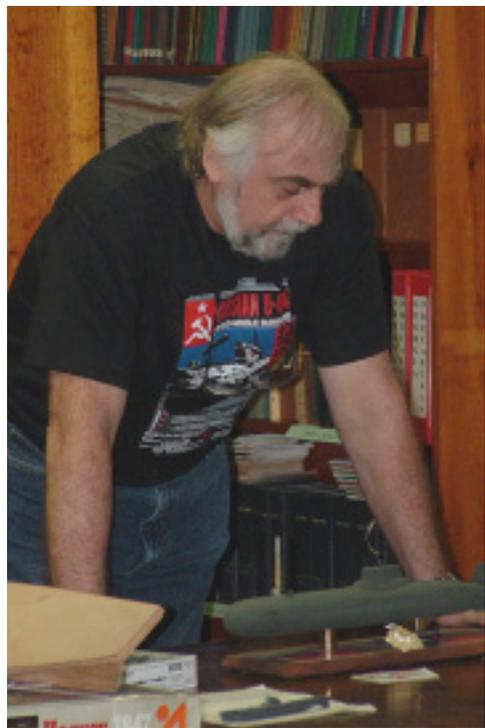
The Suncoast Center for Fine Scale Modeling reopened to the public on March 20th, after a long COVID closing. The display case for Pelikan club modelers was refilled with some interesting ships as provided by Steve Sobieralski and myself. We have dual membership in both clubs. Steve showed his TRUMPETER, 1/200 scale Imperial Japanese Navy ship *Mikasa*.

Steve has done extensive rigging work and a wooden deck to this superbly detailed model. An 1900's era battleship, flagship of Vice Admiral Togo, fought in the 1904-1905 Russo-Japanese war at the battles of the Yellow Sea and Tsushima. She survives today as a museum ship in Japan. I displayed two 1/16" to 1' BLUEJACKET kits of the *CSS Virginia* and *USS Monitor*, American Civil War ironclad ships which fought at Hampton Roads in 1862. All wood construction with machined aluminum parts.

Also added was a US Navy Submarine diorama by one of the museum modelers. It portrays an American WW2 Gato class submarine running in high seas. The sea state is made from resins, breaking waves and sea spilling from hull drains are of cotton clear resin coated.

The rest of the slide show was on the new additions to the museum itself. A 1/6 scale scratch build D-Day HIGGINS landing craft with full crew and Jeep fully outfitted with gear and soldiers. Another scratch built diorama in 1/35th scale depicts a German WW2 U-boat in dry dock being repaired and resupplied.

The Museum has limited open hours per month please see their web site for more detail. About a 3 hour stroll will provide much inspiration to modelers of all kinds."
<https://www.finescalemodeling.org/>



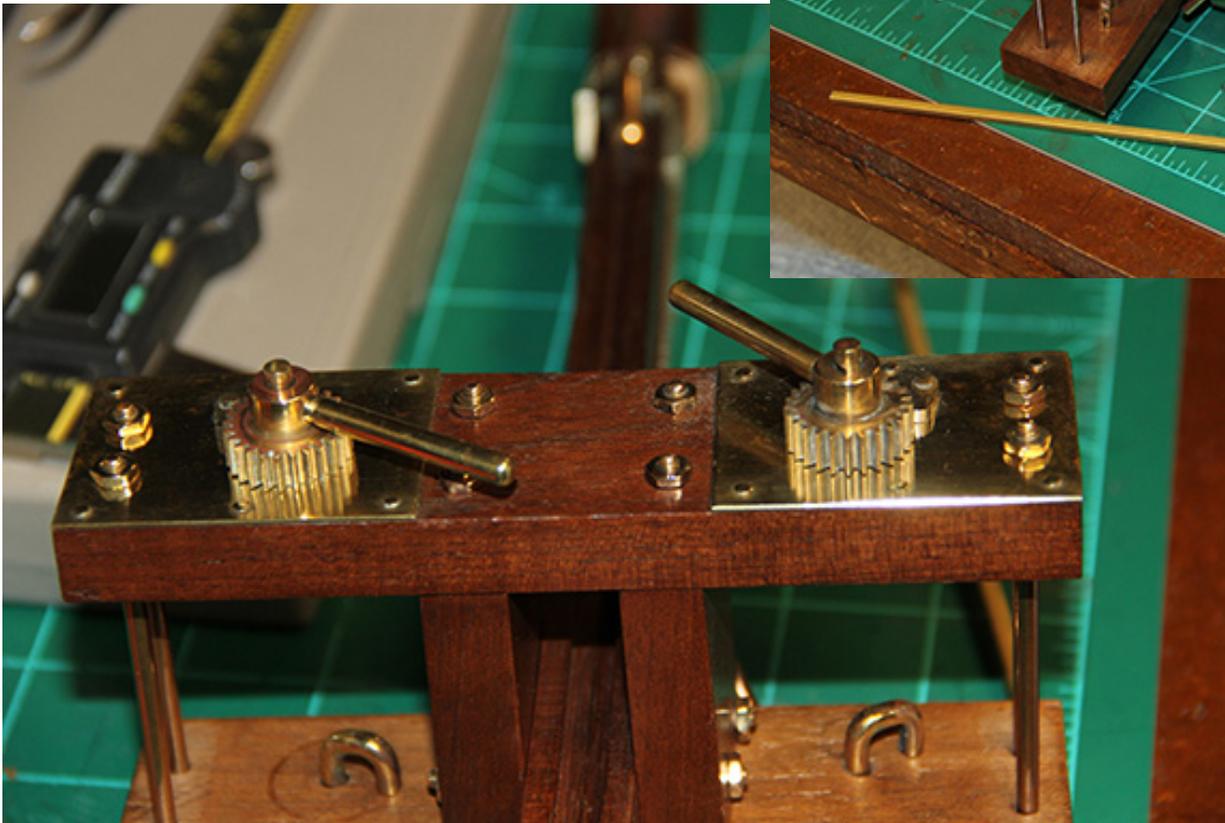
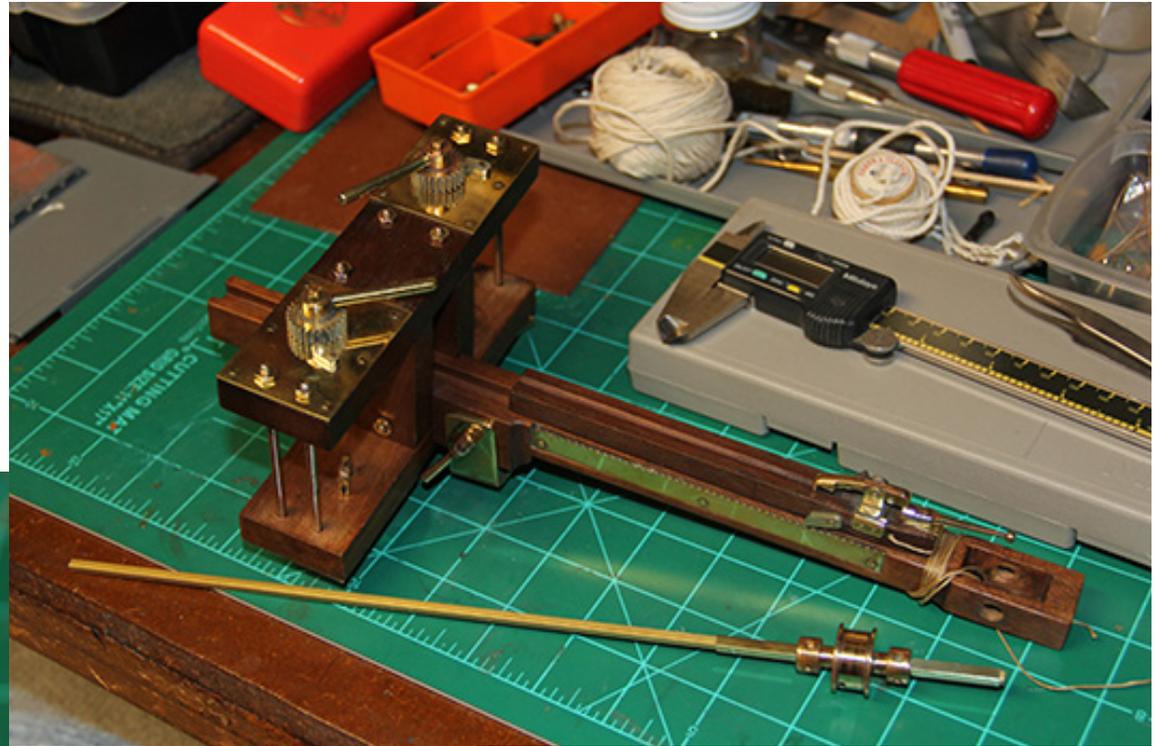
Photos submitted by Ed



Show & Tell

Ed adds: "I HATE POLISHING BRASS."
(His Ballista)

Photos submitted by Ed

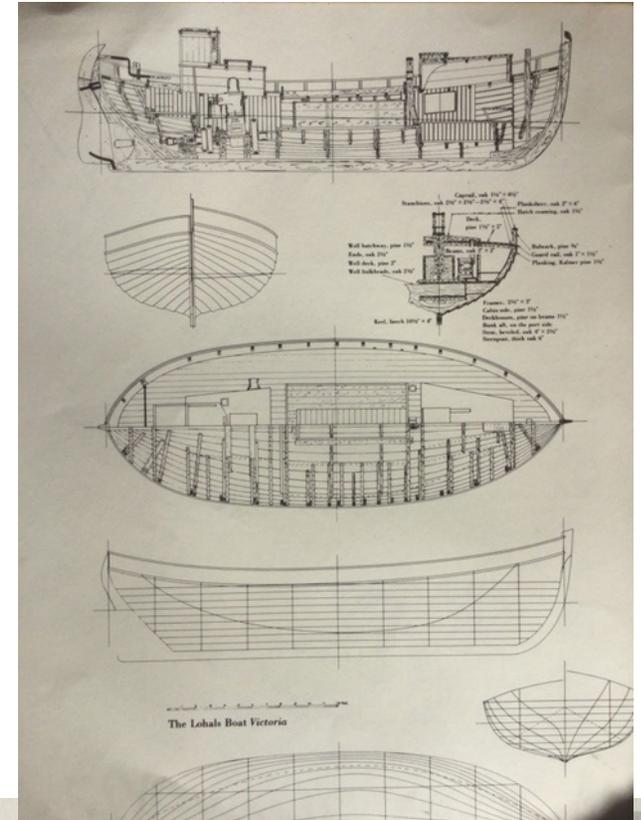




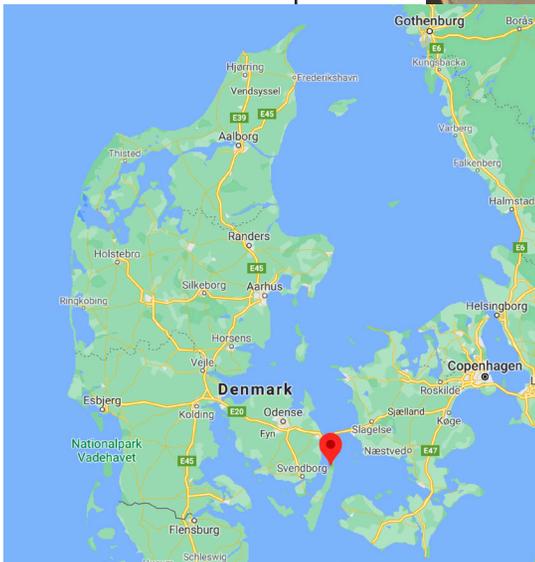
Richard "Rit" Johnson, Bob's brother is building: "Thought this might be of interest for the Newsletter. My brother Richard is making this (in Newbury, MA)."

The boat is the seiner, *Victoria*, of Lohals, Denmark.

Rit is now a member, Shanghaied by Bob, but not unwilling.



Photos submitted by Bob

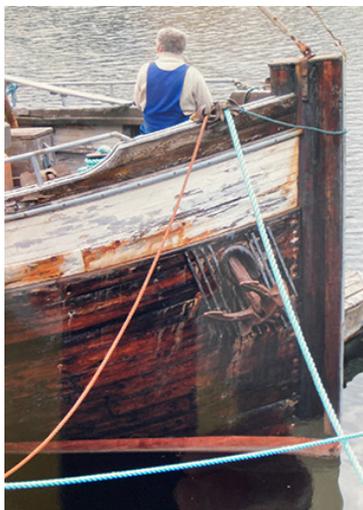


Victoria pulled up on the slipway in the harbor of Lohals. In this picture one can see that the bulwark has been made higher, and the wheelhouse has been enlarged. One can clearly see the seine rollers aft.



Ship's Log Tampa Bay Ship Model Society 5

Bob Johnson: submitted images of a trip to Norway a decade ago: "Some photos I took about 10 years ago in Norway."



Photos submitted by Bob

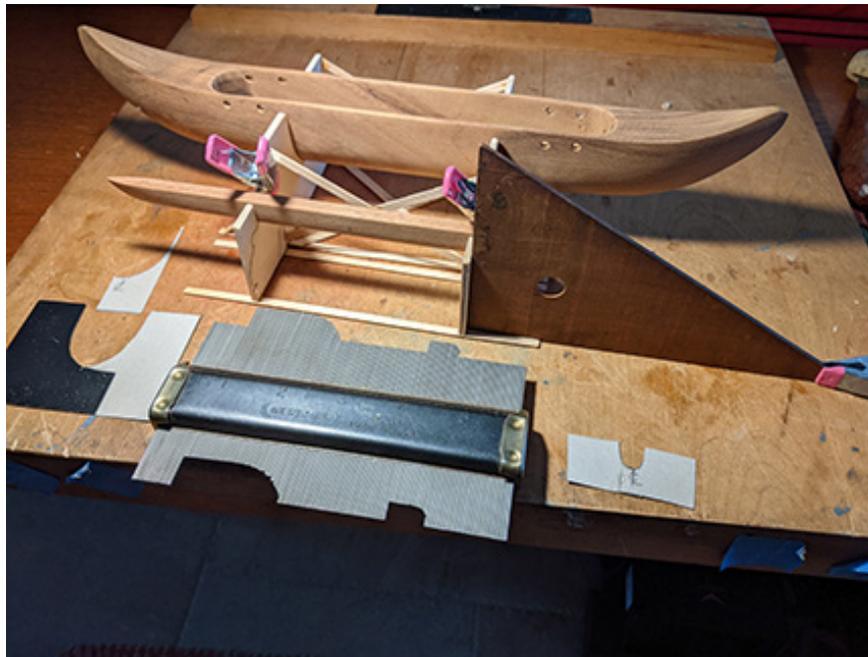


Brad Murray's Outriggers:

"After spending the month of February at our most favorite place on the planet [Sec/Ed - rhymes with, How ah ya?] the outrigger itch needed scratching. The 'souvenir' Hawaiian outrigger canoe kit Carol found on-line (circa 1970's) promised to be "easy to finish". Of course I can't leave well enough alone so...the box said, "all parts included" but there was no boom, so I laminated three 1/16" strips over a form made from the sail pattern. Then I needed construction cradles to hold the hulls while lacing the beams.

The tool in the foreground is called a General No. 837 contour gauge, which helped to make the cradles. The main hull gunnels looked too thick so I planed them to about half what they were and re-faired the bows. The sail material is tapa 'cloth', which isn't cloth but is made from the pounded inner bark of the mulberry tree. If it gets wet it falls apart so not the actual sail material but it's just a 'souvenir'.

The raffia fiber provided to lace the boat together will be tossed. I will substitute waxed whipping line, and hopefully it will all be done by the next meeting."



Photos submitted by Brad



Irwin (Sec/Ed) Schuster,

My Philosophy of Half-Modeling: This advice pertains to a small craft. Basswood is good, Clear pine, too. Sugar pine (Pattern pine) is best. Poplar is okay. A fine-grained wood, without hard and soft places is the goal. A lot depends on if you plan to finish natural or paint. Fillers cover sins. (I am still searching for such a thing for life. Lying is the best I have come up with.) If you glue up a couple scraps, do it at the waterline. If finishing natural, a darker lower part is typical.

You can use a center plate to form stem and skeg, or they can be add-ons, along with CB.

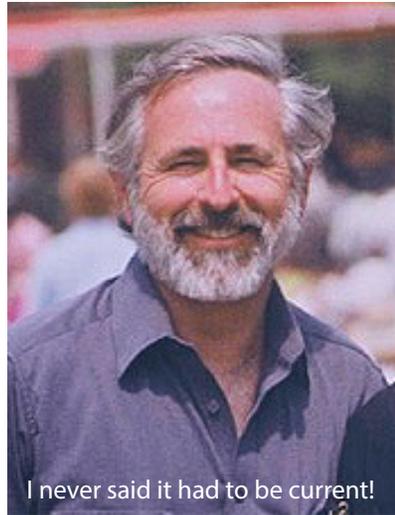
Here's a big problem: the (darned) cockpit! If you are making a traditional half, you can ignore the thing completely, and rub-rail, too. Even the cambered deck. There are some traditions, but no rules or enforcer, or governing agency.

I aim to make a miniature small craft half, so have to deal with those things: trunk, floorboards, hardware and all. But VISUAL, not structural. If you were to get behind the case glass and use an inspection mirror, you will not see ribs. Like a baby doll, if you were to cut her open.

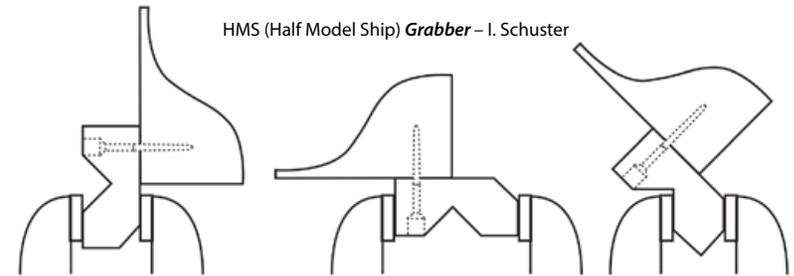
As master of the project you can do as you please. There really is not a lot more to say. Start and see where it takes you. You may well throw one away.

Upper right is a pretty fancy grabber. You really don't need all of those chamfers, just a plank, shorter than the hull. There is some indication that Capt. Nat used a thing like this.

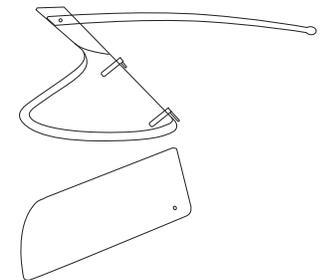
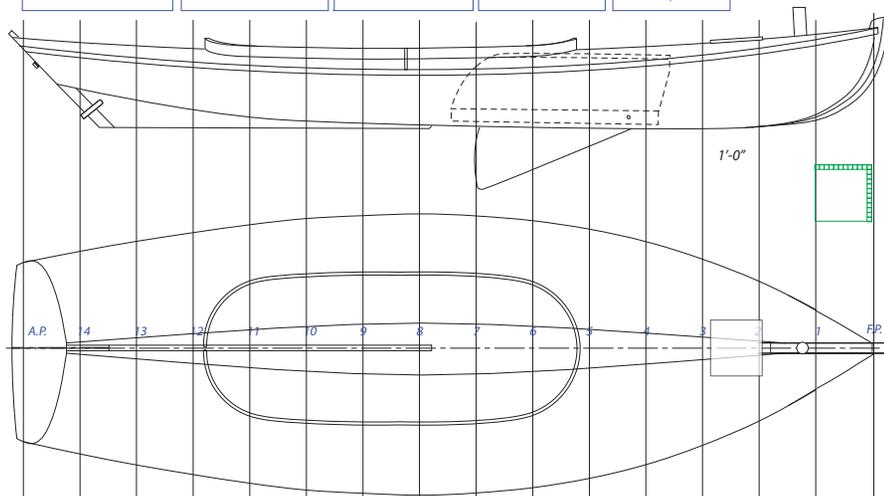
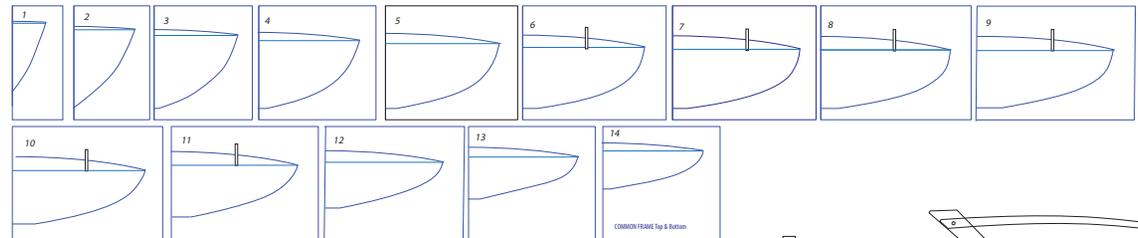
On the original Cortez Melon-Seed, Roger says: (Jon Etheredge and Josef Liener) "Jon worked with me at the Philadelphia Maritime Museum Workshop on the Water and we took the lines from Joe Liener's 13.6' melon seed to build replicas at the shop in Philly. I expanded the offsets of that boat to come up with my lines for the 15' boat I built in Bradenton. Dave took my mold after I finished planking the first hull and used it to produce the strip-planked boats he built at his place while Ted Cook and I finished up the plans you are using. Ted and Dave came up with the name Cortez Melonseed. I called the design the "Lilly L" after Joe's wife Lillian. Joe was the last master wooden boat-builder at the Philadelphia Navy Yard and was my mentor for lofting and boatbuilding."



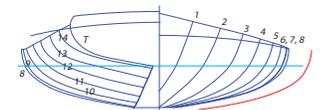
I never said it had to be current!



Scratch-building takes almost as much planning as designing a kit. All the problems of R&D, restarts, scrapping, do-overs and regrets. The economics are not much to consider, thankfully.



I am building at 5/8" = 1'
For convenience of size.
1/2 too small, 3/4 too large
5/8 just right.
Can be easily scaled



Images by Irwin



Irwin (Sec/Ed) Schuster on a Melon Seed/Melonseed

Half: One word or two – the battle rages on. This boat has roots in The Barnegat Bay sneak box, originally a gunning skiff. It was in the files of Field & Stream in 1888 but not published. Chapelle however, detailed a 13.5' version in American Small Sailing Craft. Fast-forward to the present era when Roger Allen and buddies designed a 15-footer with some details by man-of-action Dave Lucas, who was impatient to build and couldn't wait for things like plans. This was the **Cortez Melonseed.**

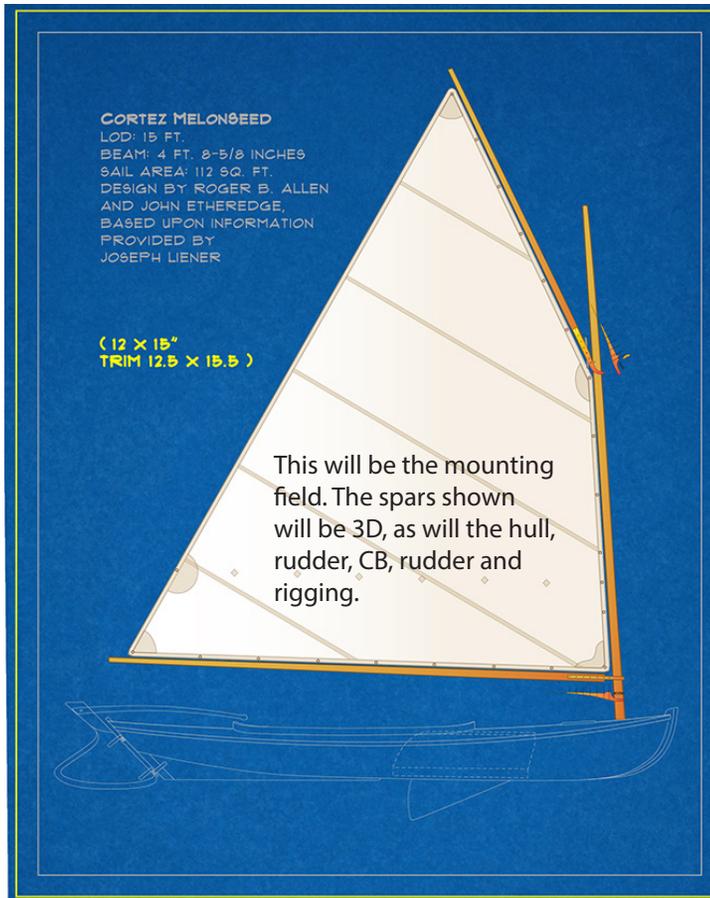
Over a dozen have been built but with no two alike. One was strip planked of Styrofoam, liberally glassed. The traditional boats had single-boom sprits'ls but the Cortez model has a laced boom and gaff. The sizes have varied and the cockpits, too. Some prefer large ones, others like the wide side decks.

I am building a rigged half as described elsewhere in this scale-model digital fish-wrapper. I am using basswood for the hull and this and that scrap for the appointments; usually cherry for natural-finished components, or more bass. The bass hull is split at the waterline. The parts are glued with water-soluble Elmer's clear school goo. I have sandwiched a sheet of paper between in hopes that it will facilitate soaking them apart. The deck will be separate, too. Probably bass for the half spars, too. Why is birch rare as planks but common as plywood? Scale is 5/8" = 1'.

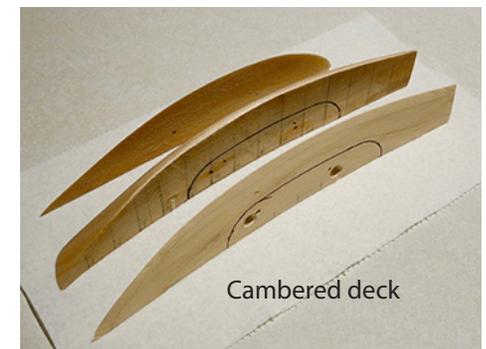
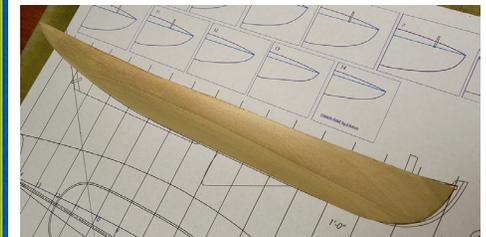
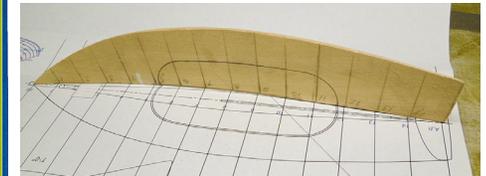
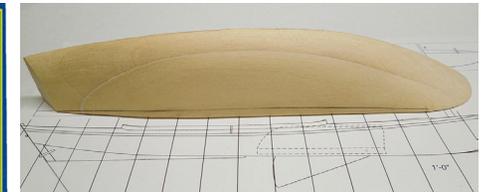
Many decisions involve hardware. Mainsheet to bridle or rod traveler? Shall the halyards belay to cleats on the mast, pass through turning blocks on the deck and thence to cleats on the side decks, or through the deck to sheaves under and back to cleats on the CB case? One nice boat has them turning on deck, penetrating the coaming and belaying to pins on the rail that forms the fore end of the cockpit.

There is no Cortez model sail symbol but I know somebody who might have a thought on that.

One word or two? Chapelle and **Roger Allen** say two. **Dave Lucas** insists on one. Crawford, a NJ builder who specializes in them, says one but his sail symbol has M and S, suggesting two. Mystic site cites Crawford but uses two. Googling two words brought me to food, while one landed me on boats. Feuds and duals have been fought over less!



This will be the mounting field. The spars shown will be 3D, as will the hull, rudder, CB, rudder and rigging.





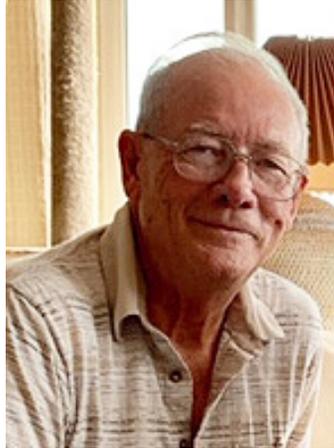
Retired Capt. Howard Howe speaks:

"It has been a busy spring with home & yard modification and management. I have had little time or energy to work on *Perseverance* Tugboat. So, I thought about revisiting my earlier TBSMS meetings in the fall of 2013.

In 2007, I decided to build a scale model of our 28' ALBIN named *Sea Story*. Since the Albin is based on the hull design of a lobster boat, I purchased a MIDWEST Boothbay Lobster Boat kit #964. With our ALBIN sitting on our boatlift, I was able to measure, scale, and mark up the kit drawings. I had completed the model and after learning about TBSMS, I took it to the October, 2013 meeting for show and tell. I don't know what background checks were done, but I was accepted as a member! I also met several members who were involved with RC boats and that started a new interest.

My wife and I had a vacation trip to Maine and upon seeing a Lobster Boat named *Delimmah*, I got inspired and built the lobster boat kit that I had originally purchased for the ALBIN model.

I set it up for RC operation. I also modified my ALBIN model by sealing and adding the RC components. To date all my boats have made a safe return to shore!"



Howard's MIDWEST Boothbay Lobster Boat kit #964

Below, *Sea Story* in two sizes.



Photos submitted by Howard

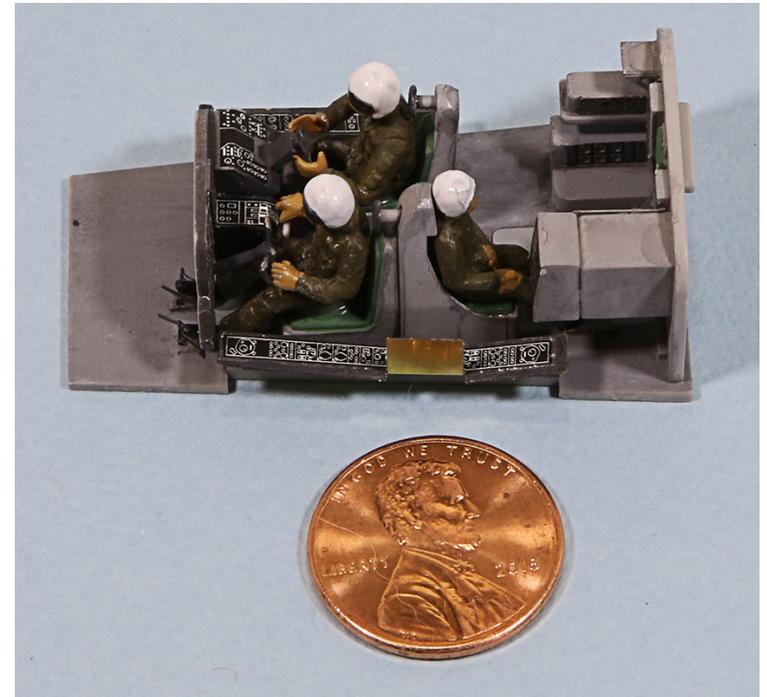




George Fehér's KA-3B Skywarrior: "Whenever I have a few minutes, I work on the KA-3B and F-8C Crusader refueling diorama, but the going is slow. I'm shooting to be done by the end of May, for my client is 85. I want to give it to him so that he can enjoy it for a few years.

The attached image is of the KA-3B Skywarrior, 90% complete. The canopy is done, but is off because I need to string the two aerial com wires from the tail through a hole in the back of the canopy. But, I can only do that once the plane is mounted on the display base. Otherwise, the aerial may be knocked loose during last minute handling.

The image of the crew and interior shows how tiny everything is at 1:72 scale. I had to cut off the arms and hands of the figures, then position them over the controls; then fill in the gaps with CA glue, and finally carve them into shape using a DREMEL Tool and micro-bits."



Photos submitted by George



Guy Hancock updates Emma C. Berry:

"I showed my transom cap rail on the *Emma C. Berry*. This had caused some problems getting it fitted because it is crowned, must fit the port and starboard cap rail ends, and the transom. The transom not being exactly square compounded the issue, but it is now installed and puttied before final painting of transom. I got LIQUITEX Flow Aid Additive, and a drop of that makes the acrylic paint go on much easier. For the windlass, I made shackles by drilling holes in brass sheet, then cutting out a narrow strip and bending it into a U shape. In trying to solder the wire pins in the shackle I accidentally melted part of the Britannia cast rocker arm.

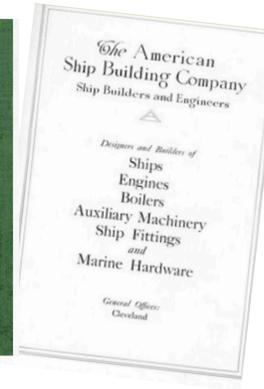
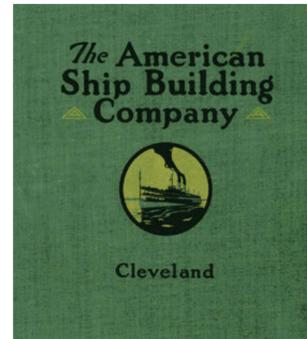
I tried making a mold with Sculpy, then using it to cast new parts. This was not very successful, I got a part out but sanding off all the excess and building up the missing part resulted in breaking the pieces. I wrote to MODEL-EXPO asking if I could buy a replacement, and they wrote back they are sending on no-charge!

(Guy used cornstarch as a parting agent between the SCULPY mold and SCULPY parts.)

The large image is the windlass ratchet arm and the soldered shackle. The second image shows the transom cap rail, and in front the mold and the parts I made from it, along with the original. The last image is the underside of the cap-rail and transom where I've filled the gaps and it is about ready for painting. The trim stripe painted on the edge of the cap rail seems to have survived all the steps and I think only the black edges will need touching up."

Guy Adds: "I came across this link today, and it made me think of Phil. This book of American Ship Building Co. in Cleveland has pictures and diagrams of ships and all kinds of fittings. I could not find what year it is published."

<https://shipsoscale.com/sosforums/threads/american-shipbuilding.7363/>



Photos submitted by Guy



Windlass ratchet arm and the soldered shackle



Fairlie Brinkley on his *Melonseed*: "She (A1A) was built at Cape Fear Community College, Wilmington, NC in 2015. They have a 1-year degree in wooden boat building. The professor is Mark Bayne from Charleston. He built the schooner *Spirit of South Carolina* among many others. You can watch the build in the first part of this video <https://www.youtube.com/watch?feature=youtu.be&v=WQWIVSPw5mg&app=desktop> They call it an *Allen 15*. Dave (Lucas) told me he admired the lapstrake hull, but lacked the skills to make one himself.

To convey the complete story your query re the rigging must be answered in 3 parts:

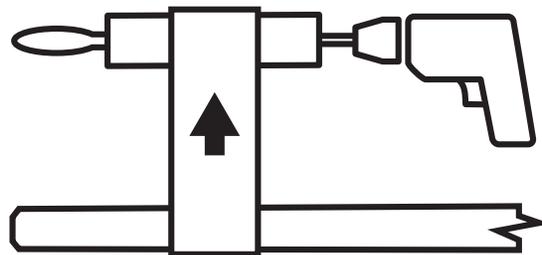
As related to me by Mr. Lucas, the rigging was driven by cost. The spars were constructed by gluing two Home Depot 2 x 4s together, and were rounded with a rolling pin fitted into an electric drill and a sanding belt turned inside out. They searched through the SAILRITE catalog for a cheap sail & settled on the Beetle Cat sail even though the Beetle Cat is 50% broader in beam. As you (Sec/Ed) noted, the hulls do not have much mass, thus the boats turned out to be quite tippy, and with the cost of foam being less than the cost of Dacron, the later boats were built with the smaller square cockpit so they did not fill with salt water when capsized, instead of keeping the beautiful oval cockpits & buying a smaller sail. (My boat came with a SAILRITE sail.)

I wanted a boat with a good turn of speed that I could race in multiple wind conditions, so I had Nat Wilson <https://www.facebook.com/watch/?v=1102128279993263>, the world's top gaff sail-maker (*Charles W. Morgan* among others) design a new, more versatile sail which really drew the center of effort towards the hull, thus nearly eliminating the earlier excessive heeling while not having much effect on boat speed. I snipped off about 18 inches of boom & gaff to accommodate the sail & added brass tracks to boom & gaff to



A1A, showing just how slender and slippery is the *Melonseed*!

Photo submitted by Fairlie



The Marvelous Lucasian Mast-Rounding Rig using inside-out belt



give better sail shape, but retained the PERT LOWELL oaken mast hoops. I was expecting the sail to look more like a workboat sail than the beautifully shaped piece of work it is. In addition, there is not an extra ounce of weight thereon.

So now in chapter 3, I asked Mark Bayne about the heavy wooden blocks his students made for me. He commented that, as a rule of thumb, inexperienced builders such as his students tend to make stronger than needed parts, which makes up for mistakes in the building process which could reduce strength. Armed with Nat's light sail & Mark's comments about overbuilding, I had Michael Jones build a hollow mast & gaff to reduce weight aloft (thus less unnecessary heeling) and made the mast a foot higher so the boom did not sweep the deck. I replaced the blocks on the standing rigging with the Jones made wooden blocks & added the small yet stronger bronze blocks on the boom so as not to bang the heads of crew & skipper with the low hanging Cape Fear blocks. The extra foot of mast length provided an opportunity to build a beautifully arched tiller to replace the almost straight original, thus allowing me to duck under versus climbing over it when tacking.

There is a builder in Spring Hill, Rex Payne, who has built several of the Cortez Melonseeds adding seats in the cockpit. Rex has built both oval & angled cockpits. He has found the ovals sell better than the rectangular ones. Both Rex & Dave acknowledge A1A to be the prettiest of all the Melonseeds.

Fairlie's A1A blocks: These were the blocks that were delivered to me with the boat. The sheet and halyards were 5/8 inch line. I had Michael Jones in St. Pete build the smaller wooden blocks for 1/2 inch lines and finally settled on 3/8 inch. Jim Reineck in Boston made the bronze blocks, which I am currently using for the sheet. Anything smaller would be too hard on my hands."

After and before >>

Photos submitted by Fairlie





Ship's Log Tampa Bay Ship Model Society 14

Remember that a great deal of model goods will be brought to the Grand Reopening Meeting on the MORNING of the 27th. FOR FREE Distribution.

If you have anything to sell or barter, feel free to bring it along.

The immense stash of model supplies, strip wood, electronics, models and such, collected from Englewood by Chuck LaFave, was gifted by the family of modeler, Mr. Uffe Hornslyd (d. 5/2020 at ~90). This matériel will be offered for the taking in April.

Howard Howe transferred the bulk of the R/C goods to Lew Zerfas (Suncoast Scale Model Boat Club).





Paul Anderson of Lake Mary, Tips Off:

"A quick tip some may already know and use but new to me. I've been working on an HO scale model railroad and have been challenged by the 1/87 scale. Gluing a piece of painters tape sticky side up onto a scrap board is great for holding small pieces of wood in place while positioning and gluing. When dry carefully pry off the tape. Pictured is a picket fence in progress from bamboo cocktail skewers.

Just ordered a 1000 coffee stirrers from Amazon for wood siding. Can stick new tape over old as it wears out." – Paul

Sec/Ed suggests Paul become the SE Distributor for these sticks, and parcel them out in lots of a dozen, for free, but with exorbitant S&H fees.

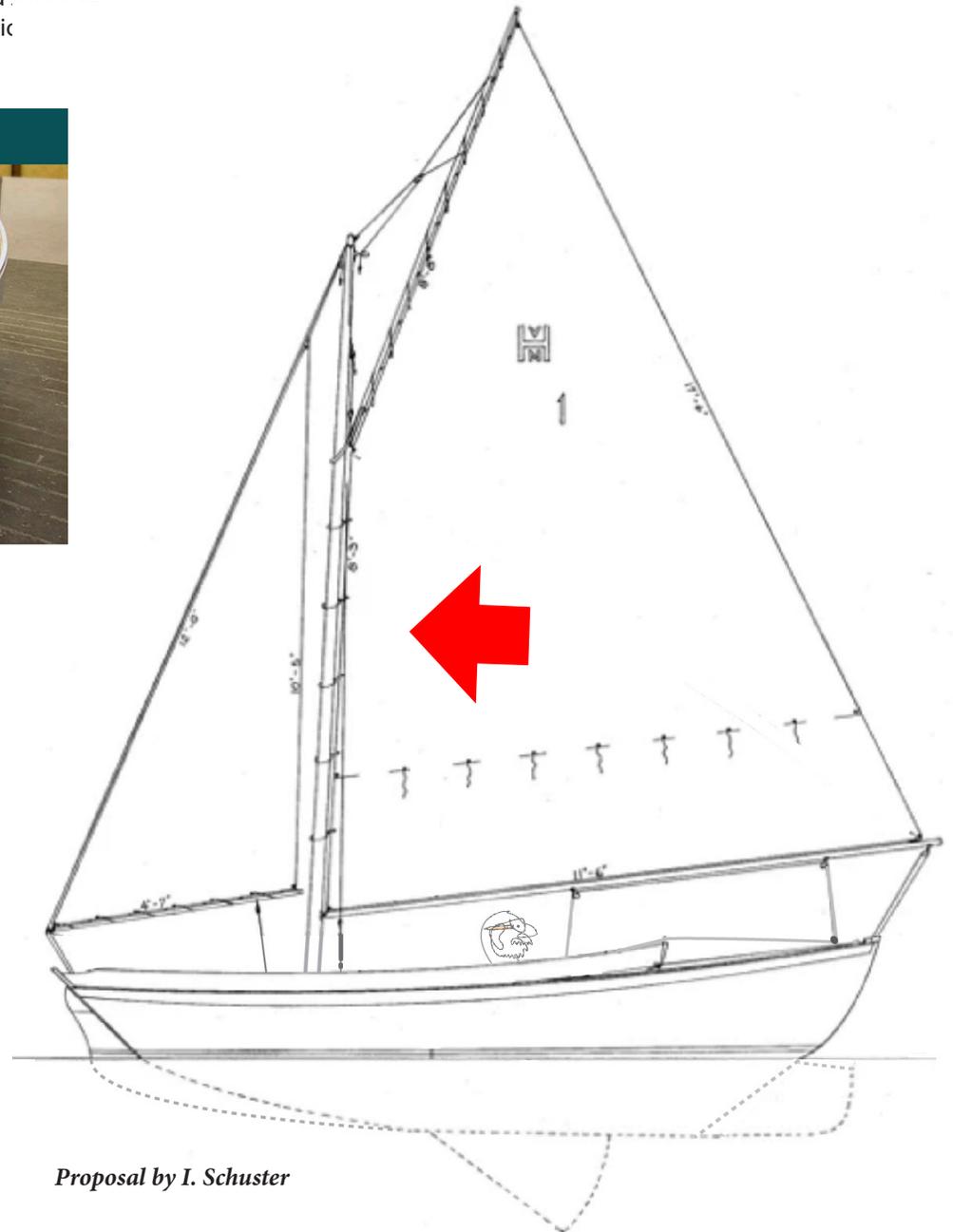
As I cannot find a portrait of Paul and many don't know him, I will include a couple pix of his shop (2014). You can imagine the craftsmanship that comes out of a place like this!



Photos submitted by Paul



Here, gentle readers, is the challenge: These images are from WoodenBoat. What do you suppose is the rig on this vessel? Your Sec/Ed believes it is a very elaborate joke! See my illustration Guaranteed to turn heads. Do not be surprised if Dave Lucas turns this into a reality.



& FINALLY



Ship's Log Tampa Bay Ship Model Society 17



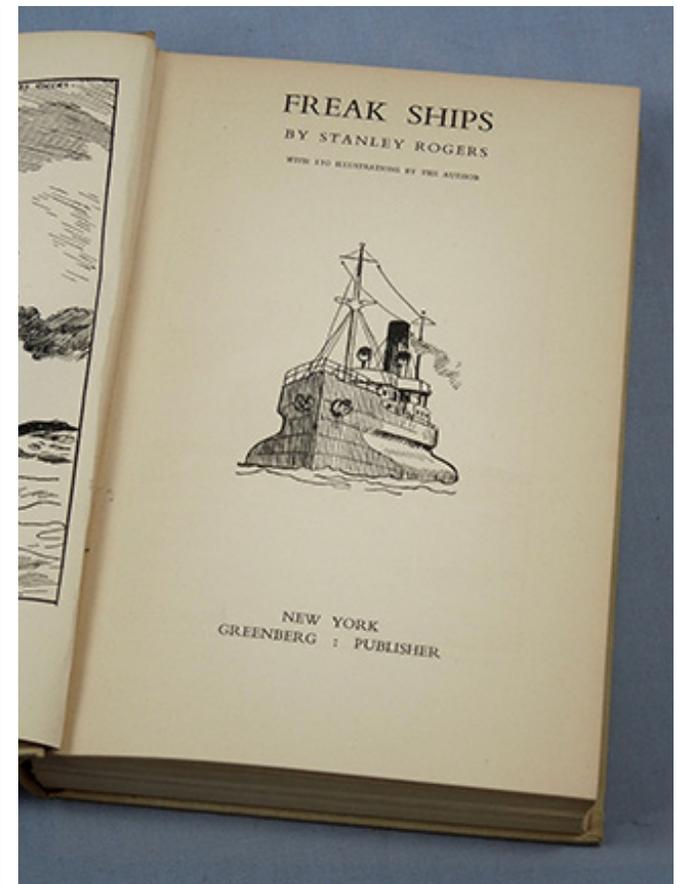
Believe It or Oar Knot!



Yet another aft end of staggering detail.



A bit of nautical art to class up this publication.



And, if you are looking for an unusual nautical subject to model, this book could give you a jump-start.

Winan's cigar-shaped Roller-Ship, for one; Simon Lake's wheeled sub, *Argonaut*, that crawled along the bottom; Circular Ironclad *Popoffka Novgorod*; Flettner Rotors for sail guys, etc.