Ship's Log

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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, May 25 10:30 a.m.

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

TampaBayShipModelSociety

NON-Meeting of April 27, 2021 TampaBayShipModelSociety.org

The April, **in-person** meeting was convened IN THE MORNING, and seemed to be well-received, with15 attending.

Thanks to **Fairlie Brinkley** for sponsoring the Zoom meetings during the shut-down. Please continue to submit progress on nautical projects, book reviews, maritime history, etc.

Skipper Sobieralski remarked: *"I do want to say that it was great to be able to get together again, to see everyone, and to be able to see everyone's models and other work that was brought in. The new time seems to be to everyone's liking and hopefully we can continue this way for the foreseeable future."*

IN-PERSON MEETINGS will continue **May 25th** at **10:30 a.m.** Masking will be optional.

Past member **Joe Bivona** was in attendance, having recently returned to the Sunshine State.

A team is looking into an open ship model event-display and will report when ready. If that sounds open ended, it is intended to be so. We will put an event together in rough draft, poll and decide to pursue or drop the idea.

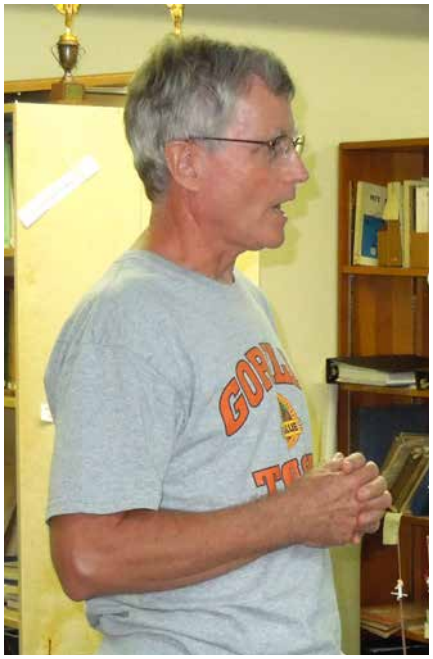
The crew assembling for our first morning meeting! Timing is such that masking will likely be dropped as well.

Show & Tell

Skipper Steve Sobieralski: "I brought my models of the USS *Idaho* and USS *Henderson* to the meeting. They've both been covered pretty extensively, both verbally and photographically, over the past year in the Ship's Log so I don't have much to add to that."

Photos submitted by Steve

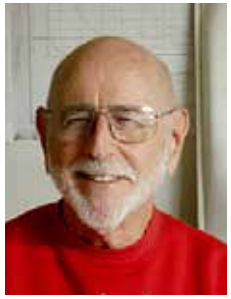
Paul Anderson on Shopping: "Seeing my old shop pictures prompted me to send you an update. The shop turned into more of a studio, I made flat files and a drafting table and other furniture. I've done a lot of watercolor and paper-craft including bookbinding. The railroad is a more recent addition around the periphery. Its a good excuse for continuing to model small stuff, although I can't put a nautical spin on it. The railroad cars are all scratch-built except the wheels and couplers."



Photos submitted by Paul

Sec/Ed Irwin Schuster with more on (moron) modeling:
In the four score years I have been "fussing" around with toy boats you (I) would think I could have figured these thing out, but no, I keep wandering into the same old traps. The *Melon-seed* section contours fall away so sharply at the waterline that my usual scheme of separating the under part from topsides to facilitate painting has once again breached and bit me in the transom. What I am griping about is the feather-edge of the underbody. I've stopped what I am doing to demonstrate this particular demon.
One solution is to just glue the dugonged parts together, finish and paint a waterline as more rational builders have done forever.

The deck of cherry strips is working, so far. The cockpit coaming has been steamed, 1/32" cherry. The rudder, tiller and CB are made. CB trunk will be next. Then half spars. Not necessarily in that order, but as whim takes me.



Forming the coaming trim after steaming. At right, the actual scene as opposed to the staged set-up. Photos by I.

Putting small scale, joke clothespins to work, mounting the trim to the cockpit coaming whch had been formed the same way.

Guy Hancock on Emma C. Berry: "With the hull mostly finished, I am working on the brass fittings for the spars, and have had great difficulty soldering them. The iron wouldn't stay tinned, the parts kept moving, solder wouldn't melt, etc. I didn't use CA because I want to blacken everything.

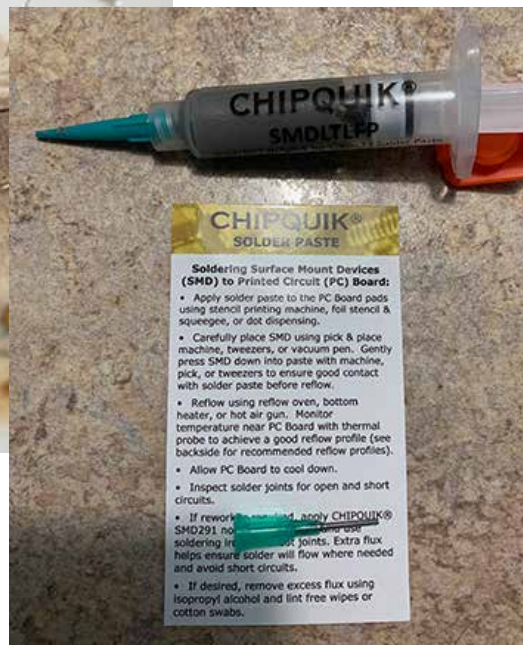
The windlass mechanism required two connecting rods with eyes in each end, and shackles to attach them to the other parts. In trying to solder the shackle pin I partly melted a cast Britannia part. Luckily for me, Model-Expo/ Model Shipways replaced it at no charge. The rocker part attaches to the Sampson post, and the levers at the other end of the linkages attach to the geared parts of the windlass. There is little room to work in attaching them.

I recently got 2 syringes of solder paste which is used in electronics, You put a tiny dab on the part to be soldered, position the parts, and use a heat gun to heat it up until the solder flows. It also tends to wick onto the parts you are joining. I have not tried it yet but look forward to more success with soldering.

One member spoke with me after the meeting that the last time he saw my model is was just some frames on the building board."

I have good news to report. The solder paste worked great. I pinned the parts down with a tiny bit of paste where they joined and used my heat gun to melt the solder. The parts joined with no problems, and I will be using this technique on all the other small brass fittings.

The company where I bought the solder is called DigiKey, at digikey.com. The product is in the picture below. My heat gun is a Drilmaster bought at harbor freight, 1500 watts and has two settings, 572 or 1112 degrees. I got it to melt the hot glue to put new blades in my hockey sticks. When doing the soldering it was a little difficult for me to tell when the solder melted and flowed, so I switched to the higher setting for about a minute after using it on the low setting for several minutes."



Some photos submitted by Guy

Ed Brut on Brass: "Some asked about the polish I used on the brass. Flitz Premium Polishing Products – Good stuff as long as you want to put in some elbow grease.....

https://www.flitz.com/
Clean, polish and protect with Flitz. Metals, fiberglass, paint, granite and more. Trust your car, boat, motorcycle, jewelry and firearms to the global brand that's been a household name since 1977."

Ballista (oversize crossbow)

Bob Johnson's Pond Toy: "I made this toy sailboat for our son as a Christmas present in 1974 when he was 4 years old. It was always treated as a toy and played with as kids will do. After our two kids were grown it was stored in our garage where various indignities occurred such a collecting drips of glue and paint, some dents plus lots of dust and dirt. Regardless, it has survived mostly intact. I soaked out some small dents and popped off some drips, but I don't plan on any further restoration, as I like the "patina" of a well-played-with toy.

The model is 21" long and 7" wide. I designed it to have a generic mid-twentieth century sailboat "look" and opted for keeping it simple to survive being a young kid's toy. The hull is made of ¾" clear pine boards glued together "bread and butter" fashion. After shaping the exterior hull and deck surfaces, but before gluing on the top (deck) plank, I hollowed out the interior surfaces with a gouge to create a shell (hull and deck) of about 3/16" thick. I made a simple caliper to check the thickness as I carved away the inside surfaces. The interior finish is as I left it when I finished with the gouges…no sealer was used. The deck access cover was cut out with a razor knife (no material removed) and has a snug fit. I varnished the deck and painted the hull with enamels. I am not sure why I did not paint the boot stripe, instead using white pinstripe tape (which was removed just recently).

Photos by Bob

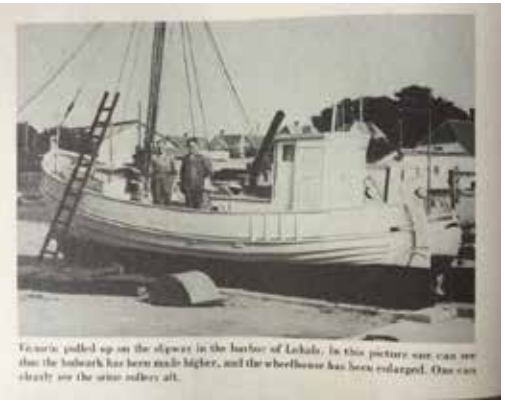
I am amazed that the hull has survived 47 years without having any joint separations (but there is one crack running crosswise over several aft planks). I don't recall what glue I used, but it certainly has held up well.

To be a true "pond sailboat" it should have a much deeper fin keel with a lead bulb at its base. However I wanted it to look like a "real boat" so I cut away a section of the wood hull at the lower keel and used it to make a plaster mold into which I cast a matching lead ballast piece. I dried the plaster mold in our kitchen oven and melted the lead on our Coleman camp stove, casting the piece in the garage. At this date I am not sure how I added the two threaded bolts to the keel casting, but most likely I fashioned a "hanger" to lock them in place when I poured the lead. As can be seen in the photos, the lead casting matched up okay with the hull. Surprisingly (given that no calculations were done) the boat floated nicely on its desired waterline. And it proved to be a fun sailing toy as well.

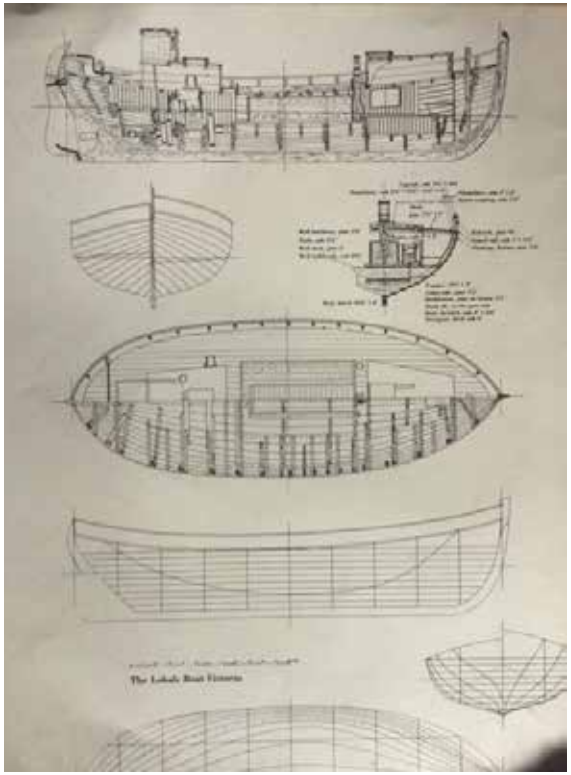
No attempt was made to make the rig look realistic. The mast is located with a pin at its base and supported by three small diameter brass rods, the sails attached with small loops of similar brass, and the sails were cut from (actual sailcloth) Dacron with a hot knife so no sewing was required. The spars started out as dowels, which I shaped a bit. I like the look of the boat better without the (well worn) rig, which is how we now keep it in the house."

Rit Johnson on North/Baltic Seas vessel: "Decks next, then bulwarks before the deck houses and hardware."

Recall from the past issue, that this boat is the boat is the seiner, *Victoria*, of Lohals, Denmark.



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.



Rare Success (I believe):
As mentioned from time to time, TBSMS ShModelCentral gets contacted by families with models seeking homes. It is a challenge because there are many more models than homes for them. Museums are chock-a-block full, even of models by renowned builders.

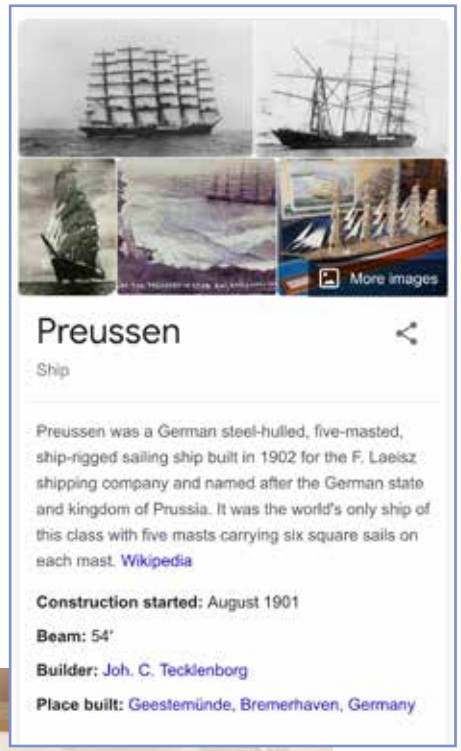
In early May, a plea came in and photos arrived of a distinctive sailing ship and a fine yacht. Neither could be identified. That is they had no names, plates or information other than a faded paper label the inheritor thought said "Prussia."

Your Sec/Ed put out a call for recognition and got back a bit of info about a particular series of German ships whose names started with "P." That came from The Jich in MA. It was short work to find that this ship was indeed, *Preußen* (PROY-sin), the ONLY 5-mast-6 yards/mast ship ever!

The yacht is still unknown.

As part of the process, I sent a small blast to the usual suspects, collectors, restorers, brokers and such, including an antique dealer. That business, Burchard Galleries in St. Pete, expressed interest in auctioning the ships. Experienced operation near to the Clearwater home, is the best possible outcome.

While the owner wanted no money for the vessels, I advised that any made should be accepted and donated in the name of the deceased, to some charity. That, dear readers, is a win-win-win all around!



Photos from owner

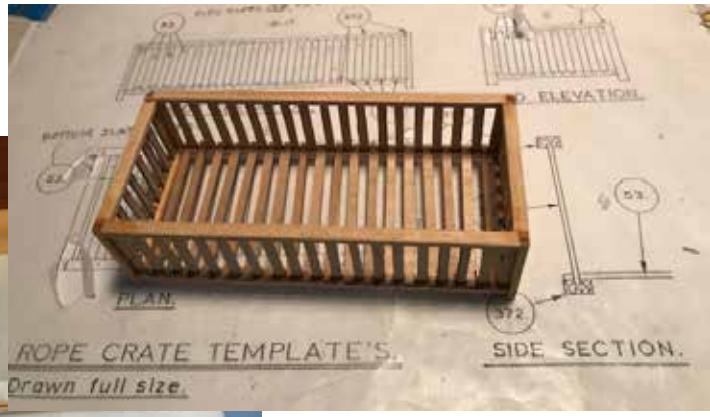
Howard Howe's Tugboat *Perseverance*: "After model build delays for home yard spring planting, I have returned to assembly work on the *Perseverance* tugboat model. Having completed the hull and RC component installation, it was now time for the above deck detail work!

I searched on line to find other Imara or *Perseverance* tugboat models that had been built previously and used their pictures for guidance. I now understand the reason so few of the kits have been completed. It is a challenging model, even identifying the individual lead parts, and sequence of assembly.

Following the guidance of a prior modeler, I used brass rod for the bulwark stay instead of the steel rod that was supplied. After installing and painting the rods, the printed deck overlay was located, cut out, sealed, and installed. This was followed by locating, painting, and installing the thru hull anchors, deck bollards, and roller fairleads.

Starting at the stern, I assembled the on-deck sub assemblies, which are the stern grating, capstan, aft tank, rope crate, and rear deck housing. Each of these assemblies presents its own challenge for identifying the cast lead parts and assembly.

The rope crate is fabricated from 72 individual pieces cut from a printed 3 ply sheet and slotted hardwood strip. In the process, I am learning ship terminology that I had forgotten or never knew!"



Some photos submitted by Howard

Chuck LaFave on the drifter, *Danny Boy* and a *Bluenose:*

"A drifter is a type of fishing boat. They were designed to catch herring in a long drift net. Herring fishing using drifters has a long history in the Netherlands and in many British fishing ports, particularly in East Scottish ports.

Until the mid-1960s fishing fleets in the North Sea comprised drifters and trawlers, with the drifters primarily targeting herring while the trawlers caught cod, plaice, skates and haddock, etc.

By the mid-1960s the catches were greatly diminishing, particularly the herring. Consequently, the drifter fleet disappeared and many of the trawlers were adapted to work as service ships for the newly created North Sea oil rigs

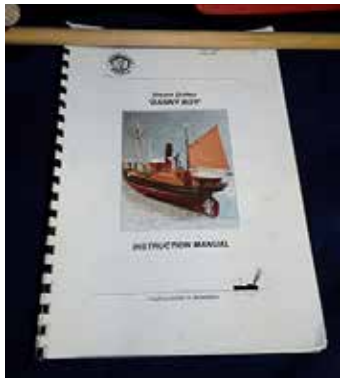
The name of the model is *Danny Boy*, made by Mount Fleet Models of the UK. She is 43 by 9 inches.

The Kit contains:

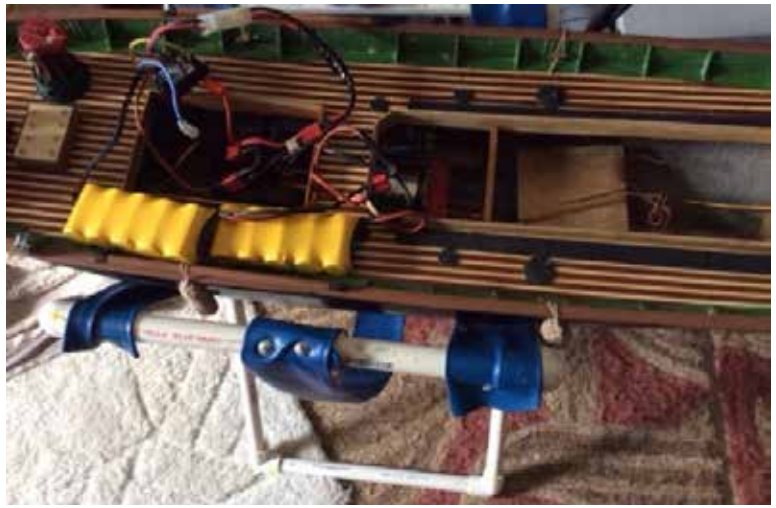
GRP Molded hull, superstructure and ships boat, over 650 white metal fittings, all necessary wood, cordage, wire, etc., full size drawing & instruction book, prop shaft & propeller.

The person who started the build was Uffe Hornsyld from Englewood. The club received a lot of good building materials from him. He owned Marine Propulsion Machinery and Equipment Company since 1981, and was 90 when he passed away.

I painted and put the deck on, finishing most of the model, as an RC ship. I am also rigging a *Bluenose* for someone."



Some photos by Chuck



George Hecht on a Clyde Puffer: "The CALDERCRAFT model is of a Clyde Puffer. It's a late 1930's steam coastal cargo ship that sailed around Scotland just before WW II. At the start of the War, anything that could float and carry cargo was in high demand. I built the model out of the box, only adding some cargo, Lewis guns and a tarp to cover the hold. It was easy to build, hard to rig but everything needed to do it was in the box.

A very good set of prints was included. Hull and deck are fiberglass. Everything else is either wood or plastic. It came with a ton of metal fittings.

All told, a nice model to build."

Brad Murray digs out: "The crab claw rig is identified with pre-contact Hawaii. There are still some examples sailing today, most famously the double canoe circumnavigator Hokule'a. The souvenir kit did not come with a boom. The dowel supplied for the mast was too thick. From the pattern for the sail I transferred the curve to a piece of 3/8" ply, laminated three strips of 1/16"x1/4" pine and carved a 3/16"x3/16" curved dowel. A dowel of the same size became the mast and both were given a coat of cherry stain.

The kit supplied a piece of tapa cloth for the sail. Tapa is made from the pounded inner bark of the mulberry tree. It was used for cloth and mats, definitely not for sails as it disintegrates around water. After cutting out the sail it was moistened with a fabric stiffening spray and draped over a five gallon bucket. After it dried the curved sail was laced to the mast and boom.

(Now) the basics having been completed, pre-finishing the four pieces was next. A simple oil finish applied in the Q & D method would answer handsomely. I had a jar of old teak oil that the solids had long ago settled to the bottom in a gooey mess leaving behind perhaps Tung oil.

The quick and dirty method involves brushing on the oil making sure any dry spots were hit repeatedly and while the wood was still wet dipping a piece of wet and dry paper (320) in the oil and sanding. This creates a fine slurry which is then wiped off cross-grained.
The theory is the slurry fills any pores or grain leaving a super smooth surface. The process can be repeated after allowing the oil to dry or it can be top coated (oil or water varnish) for greater durability. Any bright finished project (furniture, cabinets, etc.) will look better with less work. The next step is to lace/lash the beams to the hull and outrigger and perhaps a display base."

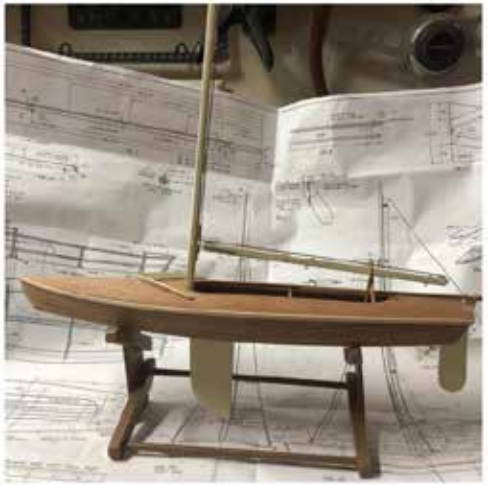
Some photos submitted by Brad (including the hairy, Raisannce Man, taken in Chesterton, MA in the distant past)

Fairlie Brinkley is Making a Base for a Sail-Racing Cup: Looking at style options, and the platform.

See What's "In Store"...

The ***WoodenBoat Store*** is your source for ***WoodenBoat*** merchandise as well as model kits, tools, reading materials and so much more!

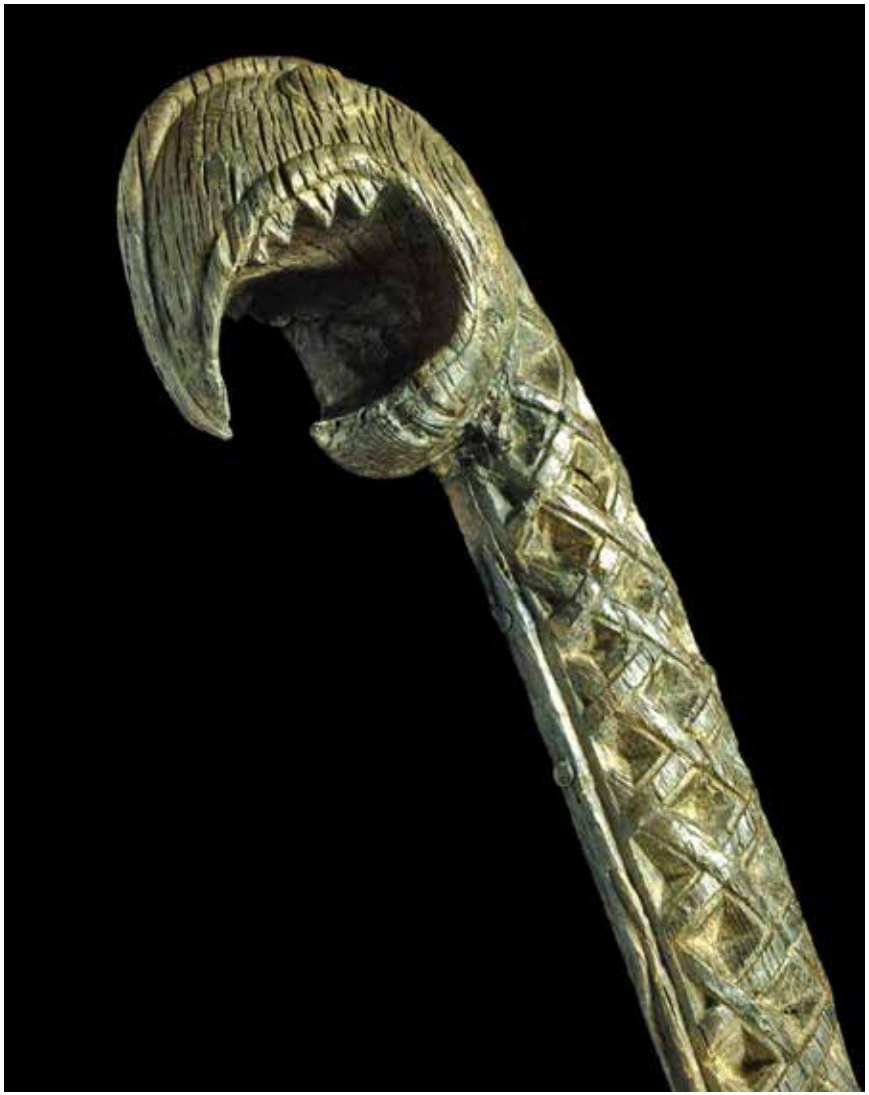
WoodenBoat Big Logo T-Shirt



DN Iceboat Model Kit

CURIOSITIES

Believe It ☻ Oar Knot!



A bit of nautical art to class up this publication.

The British Museum

figure-head; ship

Object Type
figure-head
ship

Cultures/periods
Germanic (?)
Roman (?;provincial)

Museum number
1938,0202.1

Production date
4thC(late)-5thC

Description
Ship's figurehead of carved oak. The terminal is an animal head in the round, with gaping beak-like jaws and prominent teeth and eyes. Long oval-section stem, deeply carved all over with lozenge-shaped lattice-work, with a plain flat rib at front and back; tenon projecting from the base, perforated for fastening peg.