

Ship's Log

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

TampaBayShipModelSociety

Meeting of May 25, 2021

TampaBayShipModelSociety.org

President & Treasurer Steve Sobieralski

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

Secy/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, June 22 10:30 a.m.

The regular **in-person** meeting was convened IN THE MORNING, with 16 attending. **Skipper Sobieralski** welcomed all to a new era in TBSMS meetings. Back to in-person assembly and a new time, too. Future meetings will be in the mornings, at 10:30 on the fourth Tuesday of every month except December, when none will be held.

Please continue to submit progress on nautical projects, book reviews, maritime history, etc.

IN-PERSON MEETINGS will continue on **June 22nd** at **10:30 a.m.** Masking will be optional.

Howard Howe invited a guest, **Udo Reif**: Howard says Udo has been attending the RC boat meets at Seminole. As I understand it, he was a boat steam engine mechanic before he retired and he has steam engines in his model boats! Howard will suggest he bring a model to the next TBSMS meet.

Phil Stager announced that the parking lot across the street is no longer owned by the church, so unavailable to us.



Charlie Gravallese brought his scratch *Elsie* of 1910. More to be seen and told later in this issue.





Show & Tell

Steve Sobieralski on USC&GSS *Pioneer* OSS 31 (ex USS *Mobjack* AGP 7): "My contribution was a substantially complete model of a ship with which I had personal association as a boy many years ago. The USS *Mobjack* was a member of the *Barnegat* class of small seaplane tenders, which were developed by the US Navy to provide logistic support for seaplane squadrons during the Pacific island hopping campaign of WWII. The *Mobjack*, however, was one of four members of the class modified during construction and completed instead as pt boat tenders. Commissioned in October 1943, she was 310' in length with a 41' beam and displaced 2,750 tons fully loaded. Four diesel engines gave her a top speed of just over 18 kts. The *Mobjack* received bomb damage at Morotai in September 1944 and was awarded three battle stars for her service in WWII.

The USS *Mobjack* was decommissioned in July 1946, but her active life was not yet over. She was acquired by the Dept. of Commerce and commissioned as an ocean survey ship in the US Coast and Geodetic Survey. Typically referred to by its members as the "Coast Survey" (pronounced Cosurvey) the agency was responsible for oceanographic research and surveying, as well as the production of all nautical and aeronautical charts for the United States, its territories and possessions. Renamed the USC&GSS *Pioneer* OSS 31, and based in San Francisco Bay, she would serve the Coast Survey as a research and survey vessel for almost 20 years.

My father, V Ralph Sobieralski, was a commissioned officer in the Coast Survey and in 1958, then a Lt Commander, he was assigned to the *Pioneer* as her navigating officer.





As an 8-10 year old kid, I spent many happy hours aboard the ship, as my dad would sometimes take me to work with him when the ship was in port and I did not have school (something that I doubt would be allowed today). Already an avid modeler, I would usually get to take a kit with me and he would park me in the ship's wardroom, where I would spend the day happily gluing and painting or just wandering around the ship. I was even allowed to make a short voyage on her when, after some needed maintenance, she left drydock at Mare Island and sailed down San Francisco Bay to return to her regular berth at the Alameda Naval Air Station.

The ship worked exclusively in the Pacific Ocean and visited many of the islands that had been fought over in the war just 15 or so years before. My dad would always bring me back something from his travels and one of the best gifts was this small ivory boat model, exquisitely carved with amazing skill and detail. In 1960 the Coast Survey transferred him to a shore assignment in Tampa, which is how I ended up here.

During her career, the *Pioneer* made an important discovery of magnetic striping on the ocean floor which made a major contribution to the development of the theory of plate tectonics. She went on to participate in a major survey of the Indian Ocean in 1964, but was decommissioned and sold for scrap in 1966. A number of features on the floor of the Pacific Ocean, including the Pioneer Fracture Zone and Pioneer Ridge, were discovered by and are named for her. After his assignment in Tampa, my dad went on to command two Coast Survey ships and retired with the rank of Captain in 1968. In 1970 the USC&GS became part of NOAA and is today known as the National Ocean Service.

The model is based on a resin kit of the USS *Barnegat* in 1/350 scale, released by IRON SHIPWRIGHTS about 10 years ago. Various modifications were made to the kit to bring her as closely as I could determine to the USC&GS *Pioneer's* appearance in the late 1950s."

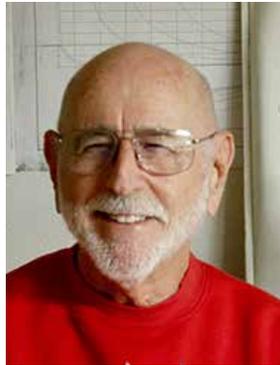




Irwin Schuster on *Melonseed* progress:

Correz version drawn by Roger Allen and associates. The *Melonseed* is a rendition of an 1880's sprit-rigged, dagger board, New Jersey gunning skiff, drawn-documented by Howard Chapelle. That one is 13'-6.5" between perps x 4' -2.75" beam. The Correz version is 15' and gaff-rigged with CB. As I described, few are alike, with variations in the cockpit, dagger vs. CB, rudder shape and rig. They have a rounded underbody, broad, horizontal keel plank, curved stem and raked transom, and are lightly constructed, both carvel and lap-strake.

Along with half-hull, rudder-tiller and CB, I brought the printed mounting panel with sail in place, to which the spars will be mounted along with hull, rudder, CB, and trunk. The print is mounted to the panel with old-fashioned wallpaper paste. Why? It has "slip," is slow drying so any bubbles can be worked out, and is historically proven to hold for centuries. The panel itself is UN-tempered Masonite. The Basswood half-spars will be glued up with water-soluble cement, 8-sided, etc. and finally spun in a pistol drill to round and taper by eye before being soaked apart. The hull parts are "Rattle-can" acrylic and the planked deck and coaming finished with clear varnish. The spars have since been turned, separated into halves and stained with VARATHANE "Summer Oak." Fuzz is polished out with Kraft (brown bag) and will be topped with whatever I have near to hand at that moment.



At left, forming the rub rail with a heat gun. Stainless steel jig provided by REVERE WARE.

At right, a stack-up of parts loosely assembled. The half-spars have not yet been trimmed to length, nor has the deck been fastened to the hull or capped by the rub rail shown being formed, above.

Below is the plan of an "old-fashioned" Melon Seed, gunning skiff.

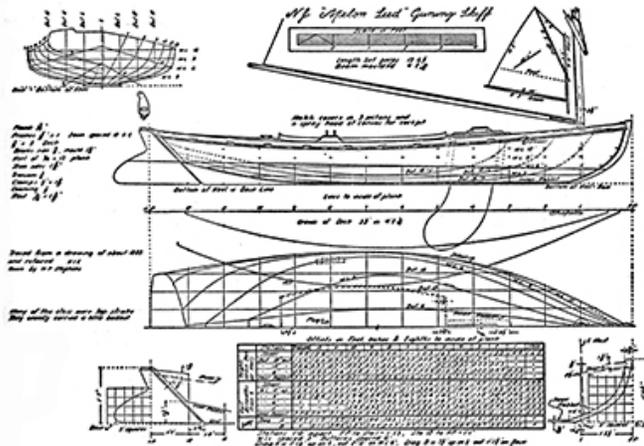
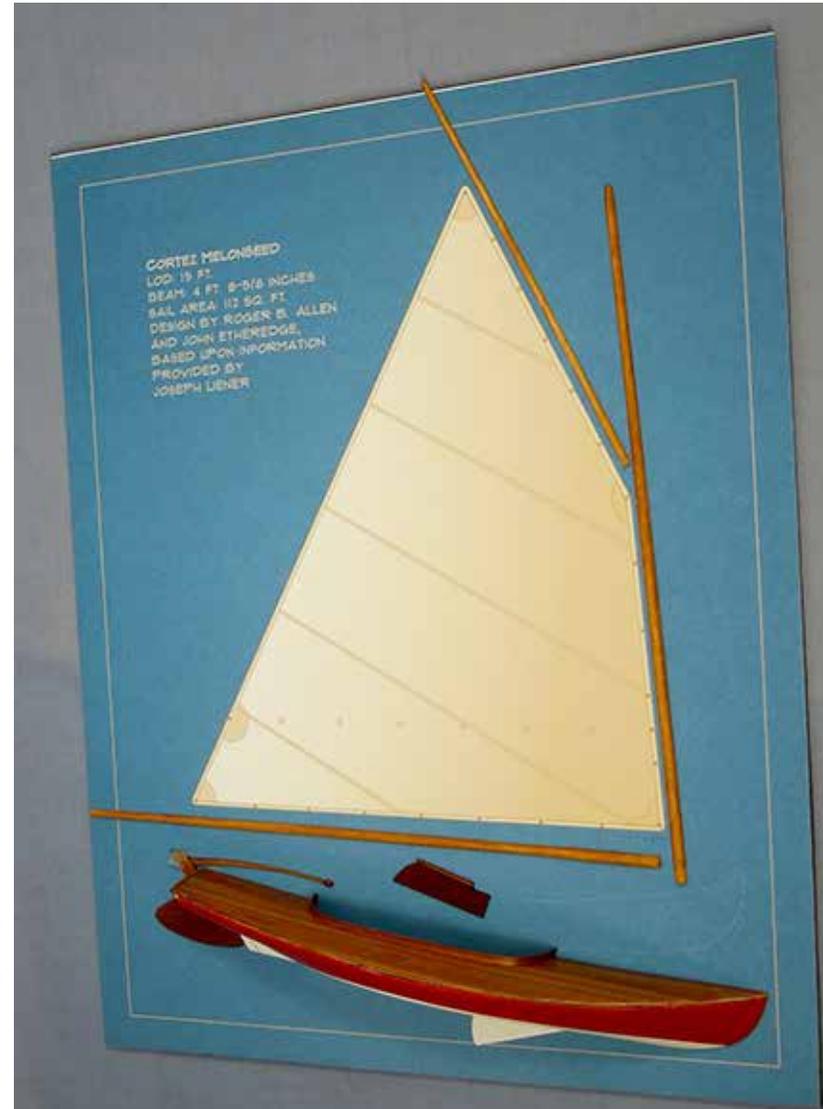


Fig. 78. A very seaworthy type of gunning skiff once popular in New Jersey.

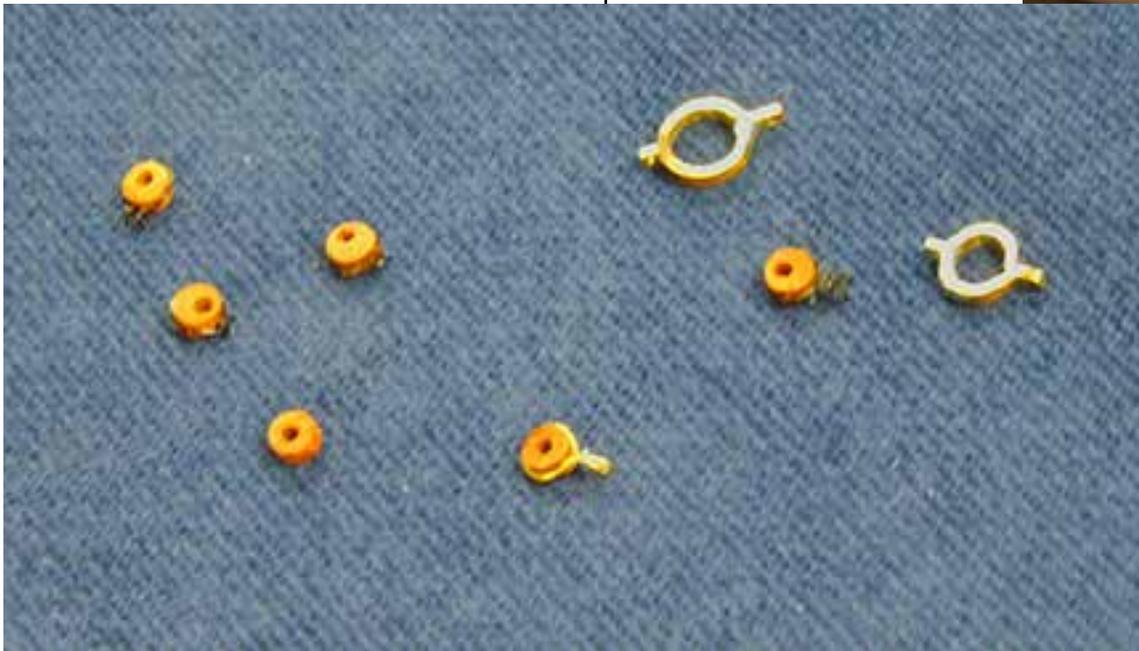
You see no tiller above because the hunter steered with a yoke arrangement.





Guy Hancock on Emma C. Berry: Tiny stuff and lots of it, accomplished with 2mm wire and soldering paste. "The top picture shows the two brass bands for the bowsprit and the small tabs that I soldered to then using the solder paste. The middle is a heart or a bullseye, a wood eye with a brass wire stop. These are used on the bobstay as part of a tackle to make it tight. The other pictures are more of my attempts to make these parts. The wooden part was from slices off a bamboo skewer after I drilled a hole in the center. Had to enlarge the holes and was surprised that they did not split.

I am still working on my technique of forming wire into shackles. I will need a few to attach stays and parts like these to the spars."



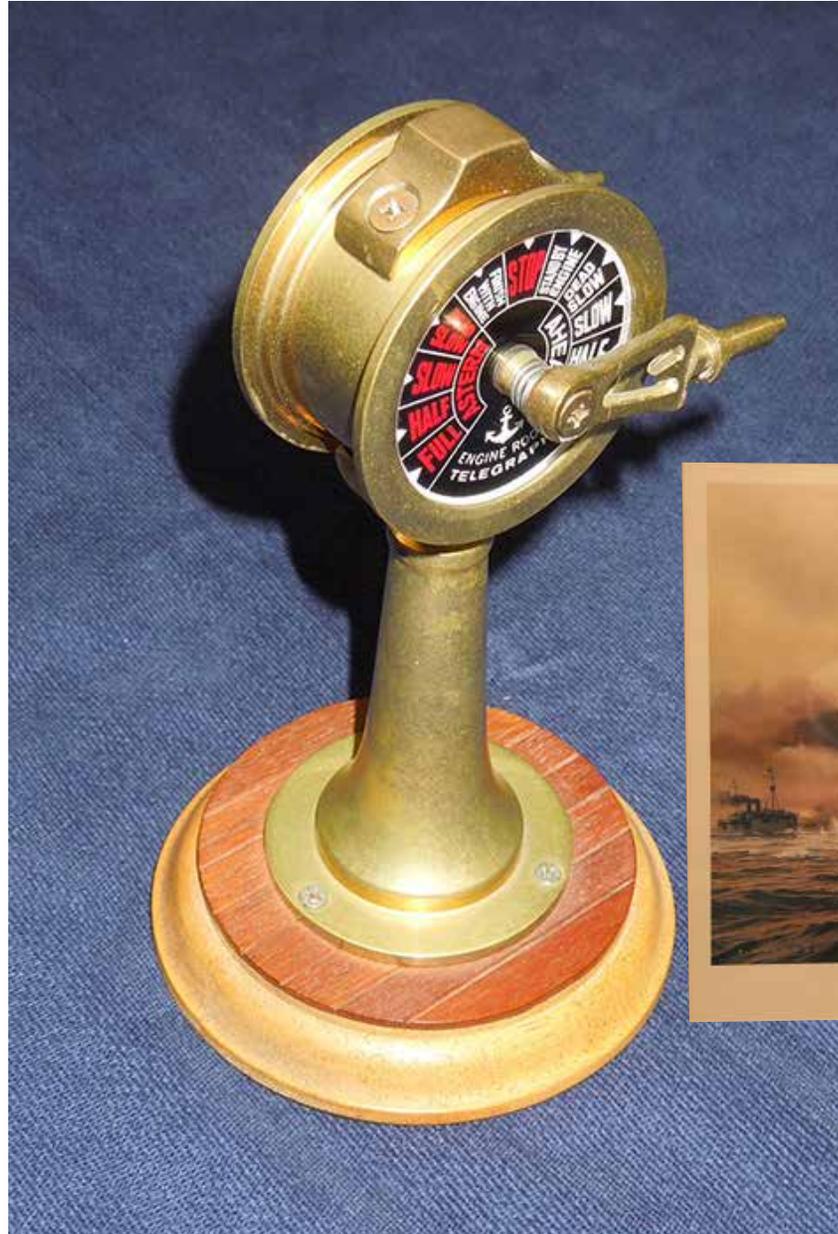


Ed Brut: (This "picture (of *Olympia*) hangs in my den, May 1, 1898 the Cruiser USS *Olympia*, in battleship gray colors, opens fire on the Spanish Pacific Squadron in Manila Bay, Philippines.

Engine room telegraph: An old rerun in need of a good brass polishing, is a 6-1/2" tall BILLING ship model company kit of an engine room telegraph. I purchased the kit 25 or more years ago at the now long-gone MODEL EXPO ship store in Sarasota, Florida. I met **Art Ortner** a ship builder and member of the stores staff there, only to run into Art many years later at our club meetings. The kit was very crude and required a lot of filing and finishing to get it to an acceptable model. One of our members suggested adding some wood knobs to the engine order handles. I like the idea and am looking at some walnut, which will make some very nice additions to it. After which I will have to do a thorough brass polishing..... .

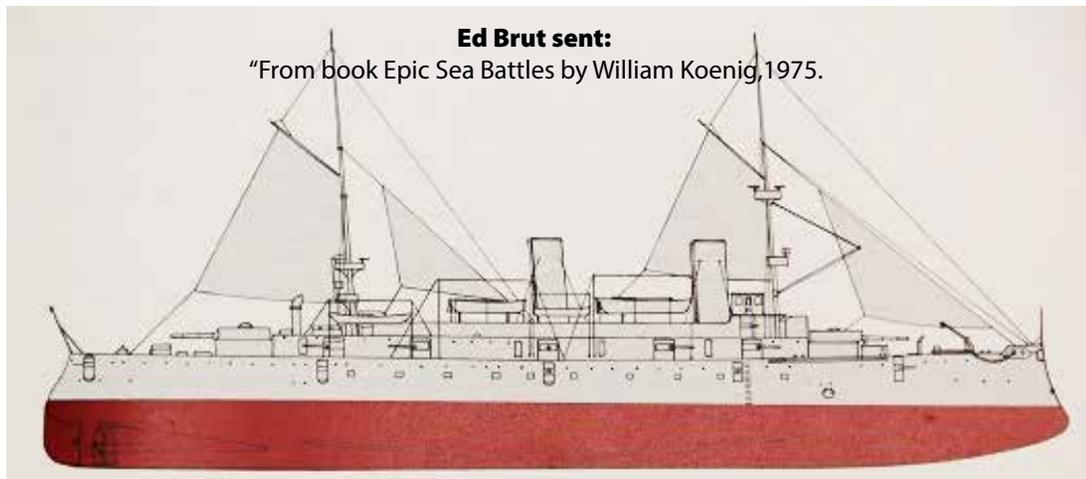
I hate polishing brass.

Good meeting but maybe we should try to get guys to go to lunch? as a group? Joe, George and I went to HARVEY'S, their back room would accommodate our entire group. We sat there about an hour or more and just talked with a good lunch to boot."





Henri Baillargeon on USS *Olympia*: Henri brought his model of protected cruiser that saw service in the U.S. Navy from her commissioning in 1895 until 1922. She became famous as the flagship of Commodore Dewey at the Battle of Manila Bay during the Spanish–American War in 1898. Decommissioned in 1899, she was returned to active service in 1902.





Charlie Gravallese on *ELSIE* –

1910: "*Elsie* was designed by Thomas McManus of Boston and built in the boatyard of Arthur D. Story at Essex, MA. She was 125 feet long and in her prime could carry 8,400 square feet of sail. Her career as a banks fisherman spanned 25 years earning a reputation as a record-breaking money-maker for her owners and captains. *Elsie* participated in and won many fishing schooner races held annually in the off shore waters around Gloucester and Boston. In 1921 under Captain Marty Welch she raced against the Canadian schooner *Bluenose*. *Elsie* was no match for *Bluenose*, which was 143 feet long and carried 11,000 square feet of sail.

My model of *Elsie* is completely scratch-built from the MODEL SHIPWAYS plans at 1/8" to the foot (1/96th scale). The hull was constructed using the "lift" method from poplar stock. The deck is of holly strips milled to scale size. All the deck furniture and fittings are scratch built from a variety of hardwoods and brass. Most all of the standing and running rigging is hand turned. The sails are made from model aircraft silk-span using a technique inspired from a YouTube video by a modeler named Tom Lauria. Reference material is essential to building an accurately scaled model and fortunately for New England fishing schooners, material is abundant. The book "*American Fishing Schooners*" by Howard Chapelle was my most used source."





Paul Anderson: "Thank you for using a timeless 10 year-old picture of myself in the newsletter. Although I am proud to say that I still own all of my hair, an inherited blessing.

The attached picture shows the latest addition to my armada of pool boats, the black and gray barge. Some esteemed and talented modelers may dismiss such models as crude but they are designed to hold up to the abuse of 5 grandchildren ages 2 to 8, being towed and dragged in the pool. The red and yellow models have survived 5 years, although the next picture shows a new copper and brass rudder I had to construct for the springer tugboat after the original plastic one went to Davy Jones locker. I will also add that the kids are quite fascinated with the fact that such things can be built at home and maybe I'm contributing to the aspirations of some future boat modelers.

I disassembled a large RC tugboat I had made. It's the boat shown on a YouTube video (since removed after receiving 1000's of hits) towing **Howard (Howe)** in a kayak in a lake where I used to live in Bradenton. Free, for the price of shipping is the heavy-duty 12vdc high torque, low rpm motor, and the power distribution panel from that tugboat. Anyone interested can contact me via email. The propeller from the tugboat became a paperweight with the help of a piece of walnut, shown on a cherry and maple inlay desk I made some years back.

Hero Department: Sec/Ed contacted appropriate members and got two takers: **George Hecht** and **Chuck LaFave**, who worked the deal out like gentlemen and George was the beneficiary. The goods have been delivered and the check for shipping is in the mail. Fine outcome and a good reason to keep the club afloat."



Photos submitted by Paul

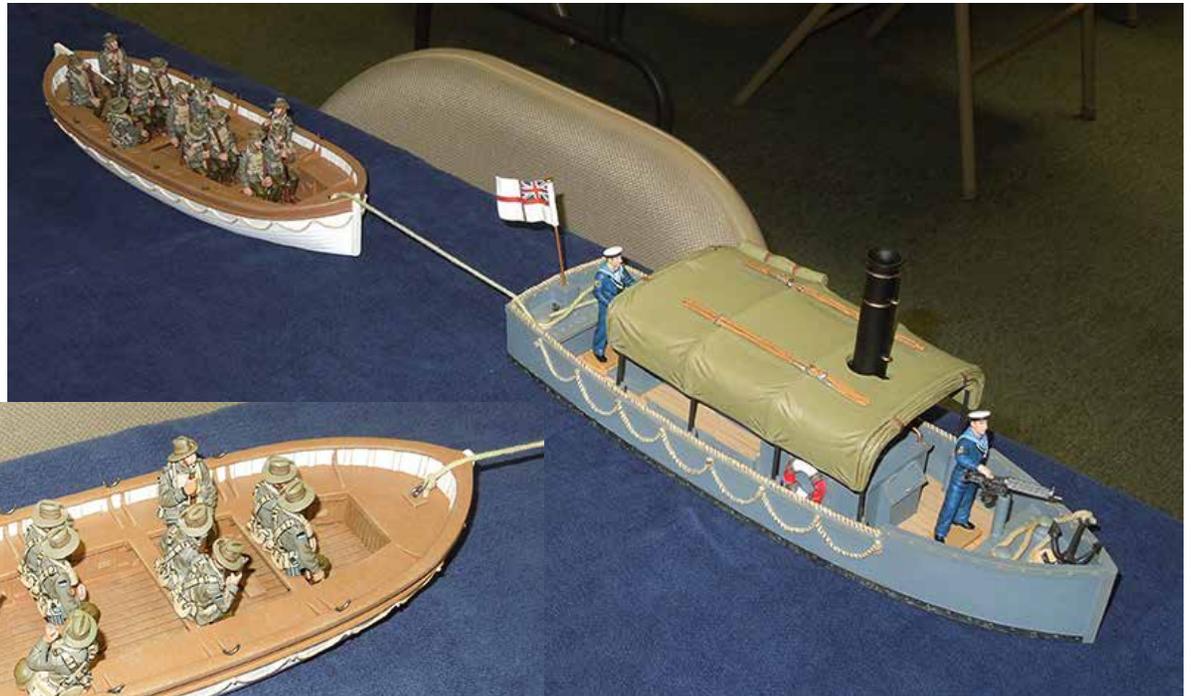
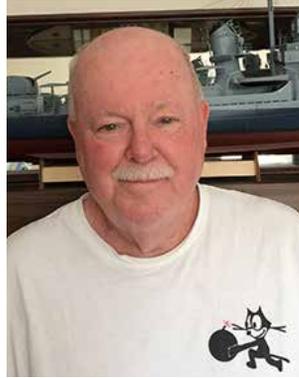




George Hecht on towed landing craft:

"Yes, I like building ship models. So, every now and then I find something already built, with figures already painted ('cause I can't see that well anymore), and has some historical importance, I'll buy it. This model is from China, made by a company called KING AND COUNTRY. The time period is WW I, it's the invasion of Salonika, AKA Gallipoli. Without proper landing barges, the Brits used steam launches towing whaleboats loaded with troops for the invasion. Each boat carried 40 persons. The models are made of resin, are as heavy as a brick, and show to waterline only. The figures are pewter and all are hand painted by people with a lot better vision than me."

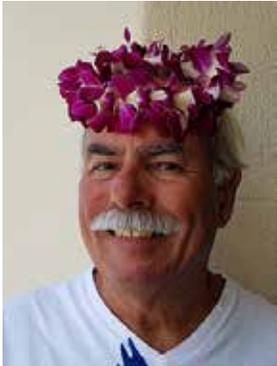
George also mentioned *Chenango*, the last carrier his family helped to build in the 40's (CVE 28). This class of carrier was apparently converted from tanker-oilers, essentially to ferry replacement planes to battle carriers, and, presumably, any rolling stock that could survive weather as deck cargo.



At the right is *Chenango*, fully loaded.



1 of P-40Fs across the Atlantic in November 1940, ready for them to take part in [Operation Torch](#).



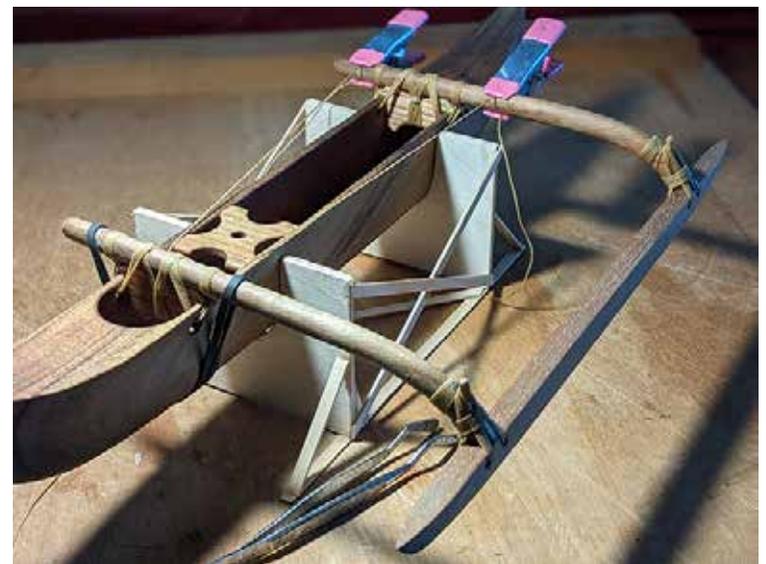
Brad Murray on two projects: "The (RC) *Victor 32k* and the Hawaiian outrigger book-ended the pandemic. Both projects were instigated by my wife and therefore are allotted prime decorative locations in our home.

The "souvenir" outrigger kit needed some massaging. It came with rudimentary "instructions" but then with only four pieces of wood comprising the boat it's the very definition of rudimentary, not unlike the actual boats.

Lashing together the parts with the help of 1/1 you-tube tutorials was for me the best part of the build. Ditching the supplied raffia for waxed whipping line and following the on-line instructions (<https://www.youtube.com/watch?v=dsn-pjxvID6g&t=9s>, <https://www.youtube.com/watch?v=tH-HSWJNz4iQ>) made me eager to lash up another outrigger."



Photos submitted by Brad. YouTube tutorial can be seen above.





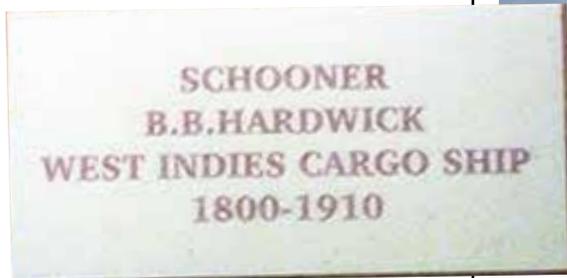
Brad Continues: The V-32 was my first RC build and it came without plans or instructions which was a challenge but also a blessing as it allowed me to make decisions unconstrained by what the designer may have intended. The construction details have been covered in previous ShLogs suffice to say that it sails well in the pool and looks good from the lighthouse and in the front hall.



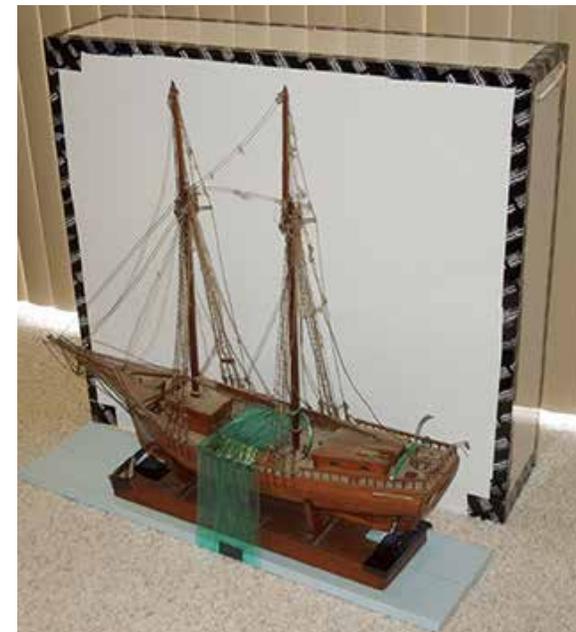


Ship's Log Tampa Bay Ship Model Society 13

TBSMS Members may not remember the *BB Hardwick*, but a bit over a year ago, the model of a Nova Scotia schooner was plucked from the jaws of destruction by a concerned citizen, retrieved by the club and shipped north for restoration by "**The Jich**" Estano in MA. Here he is working on the vessel. Your Sec/Ed took a close look at the photo and discovered what may be the prototypical reason for the term, "Crow's Nest." When cleaned and repaired, the model will be returned to N.S. The logistics have been complicated by the "pandemic." One I.D. plate claims 1800-1910!



Ready to be packed for the trip north in April 2020. Transport was provided by a buddy of The Jich returning to MA in a motor home.



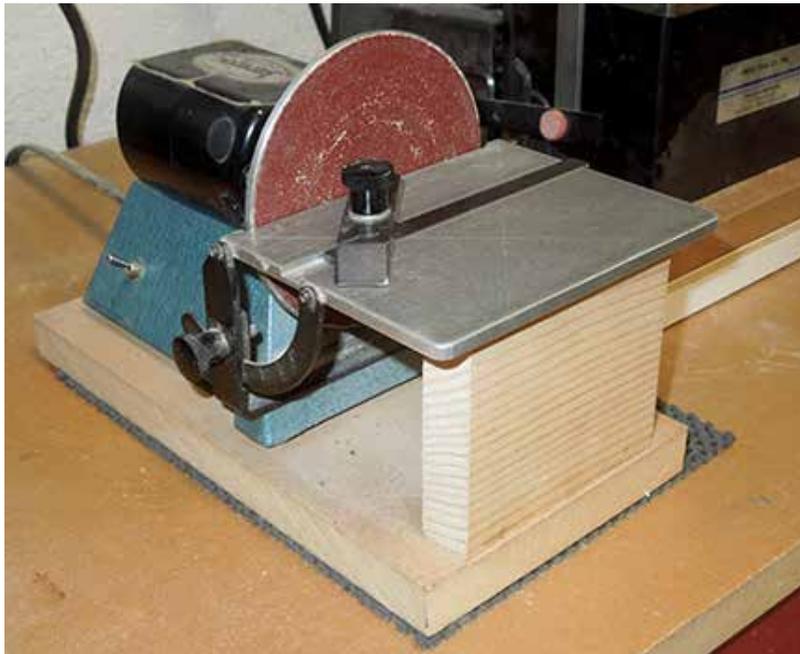


Believe It or Oar Knot!

Sec/Ed sees **Taubman Plans Service** advertised in SSMA Journal (Scale Ship Modeler's Association of North America). (www.taubmansonline.com)

A visit will show the service is as inconsistent as it ever was, giving very little idea, in many to most cases, what you might receive for your money. Look for a plan and find a photo of a model. Scales and dimensions? It would be a massive task to uniformize it. Yeah, not a real word, but you get the idea.

Brad Murray brings to our attention: Aircraft drop-tank, trimarans in the Pacific. "Post war American G.I. ingenuity originated during the war. Tools, Time and maTerials = progress."



To maintain true square...: Once more, why did it take me so long to figure this one out?

