

# Ship's Log

# TampaBayShipModelSociety

Meeting of June 22, 2021

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

## President & Treasurer Steve Sobieralski

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**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 to be determined, payable in **January**.

## Presentations

Members and guests are encouraged to bring in or send 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, July 27 10:30 a.m.**

The regular June meeting was called to order by **past President, Ed Brut**, filling in for **Skipper Sobieralski** (scheduling conflict). No business was conducted. The usual requests were received about damaged ship models and handled to the best of our abilities.

After the meeting, seven strolled to the nearby **Hollander Hotel and Taproom** to enjoy lunch. Apologies to any who missed out from the late announcement/invitation. We shall be doing the same in the future, and ALL are invited.



**Udo Reif** brought his handsome R/C steamer, and demonstrated the whistle. More, later in this issue.





## Show & Tell

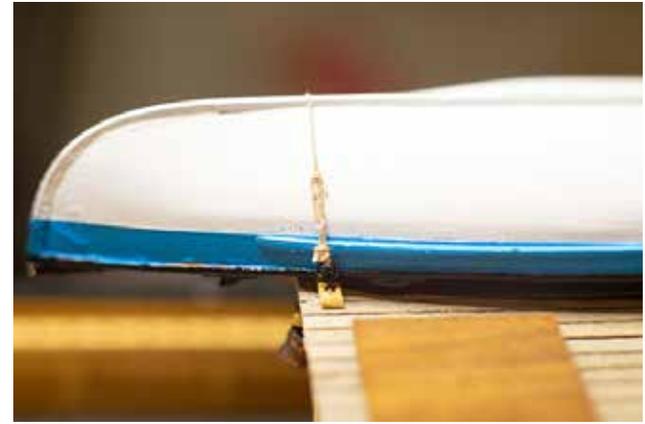
### Steve McMurtry updates on C.W. Morgan:

"It's been several months since my last report on progress on the *Morgan*. Much of the work during this time has been making many of the small bits and pieces that will contribute to the larger scale construction.

I've also spent a surprising number of hours poring over the plans deciding the best order to assembly things now that I am into the rigging process. Once the shrouds and stays are installed access to much of the deck becomes problematic.

I masked and painted the bottoms of all the whaleboats. I painted the gunwales on two so they could be mounted to the boat bearer. I got my first experience tying bowlines and truckers hitches installing them.

Other deck furniture that I built and installed include the scrap bin, attached to the tryworks, used for exhausted pieces of blubber. Also, the cooling bin; a copper box where the rendered oil was poured to cool before barreling. There is a grinding wheel for sharpening the various cutting instruments aboard from knives to harpoons and lances.



Photos submitted by Steve



# Ship's Log Tampa Bay Ship Model Society 3

On the rigging I have shipped the bowsprit and the jib boom (see previous page). The bowsprit stays are installed with their deadeyes. I also built the martingale and installed that with its stays. I am leaving the jib boom stays until later to keep as much finger room in the bows as possible for the fore stays.

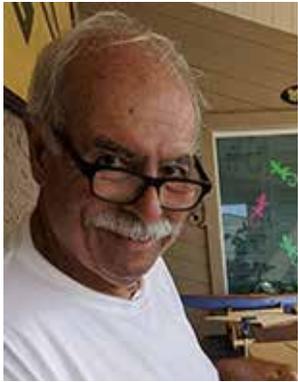
I made and installed the iron futtock shrouds to the masts. I installed the rope ratlines on these. I've started to make blocks. All the sticks are cut to size and grooved. I am making them pretty much as I need them as this is a VERY tedious process... But, worth the effort. And yes, that is a grain of rice next to the small blocks in the photo.

I am in the process of mounting all the blocks that attach to the tops and masts before starting the shrouds. Stepping the masts is next and then on to the standing rigging.

I hope to have some more real progress next month."



**Photos submitted by Steve!**



## Brad Murray on Lighthouse

**Whirligig:** "The decision to make the entire lantern out of glass and then paint out the non window area seemed like a good idea. To source thin glass I thought of going to see a picture framer until Irwin had a stroke of genius and suggested (who else would have thought of this?) microscope slides. My purchasing agent ordered-up a box of 50. After a couple of test cuts I built a jig so I could make the two cuts each of the ten sides of the lantern needed. The slides are 1" x 3" but needed to be 1 3/4" x 9/16". The cuts are a little rough but can be dressed smooth on a coarse diamond stone.

Now that the floorboards and coamings have been glued on I need to finalize the rig. JO-ANN'S Fabrics yielded up some real canvas with a nice selvage for the leech. The plan is to CA the foot and head into slots in the boom and gaff. I'll be looking for tiny brass rings for mast hoops to stitch to the luff. Still having fun with this one and hoping to finish it this year for the Beetle Cat's centennial!"



This is based on the Nantucket Rainbow Fleet Regatta at Brant Point Light.

Brad did not tell the price for 0.007 yards of canvas at JO-ANN'S.





## Guy Hancock on tiny parts for Emma C.

**Berry:** "I used Irwin's ideas to make a jig for bending shackles. I left one side open for access while using the jig. The vertical post is a piece of copper wire 1.9mm dia., and the horizontal is a drill bit 0.8mm dia. The wire is 0.5mm brass. The first eye is made with the help of the horizontal drill as a former, then it is slid past the vertical post. The wire is wrapped around the post and then around the drill bit again. I nip the ends and then do some more freehand bending after pulling the drill bit out to free the shackle.

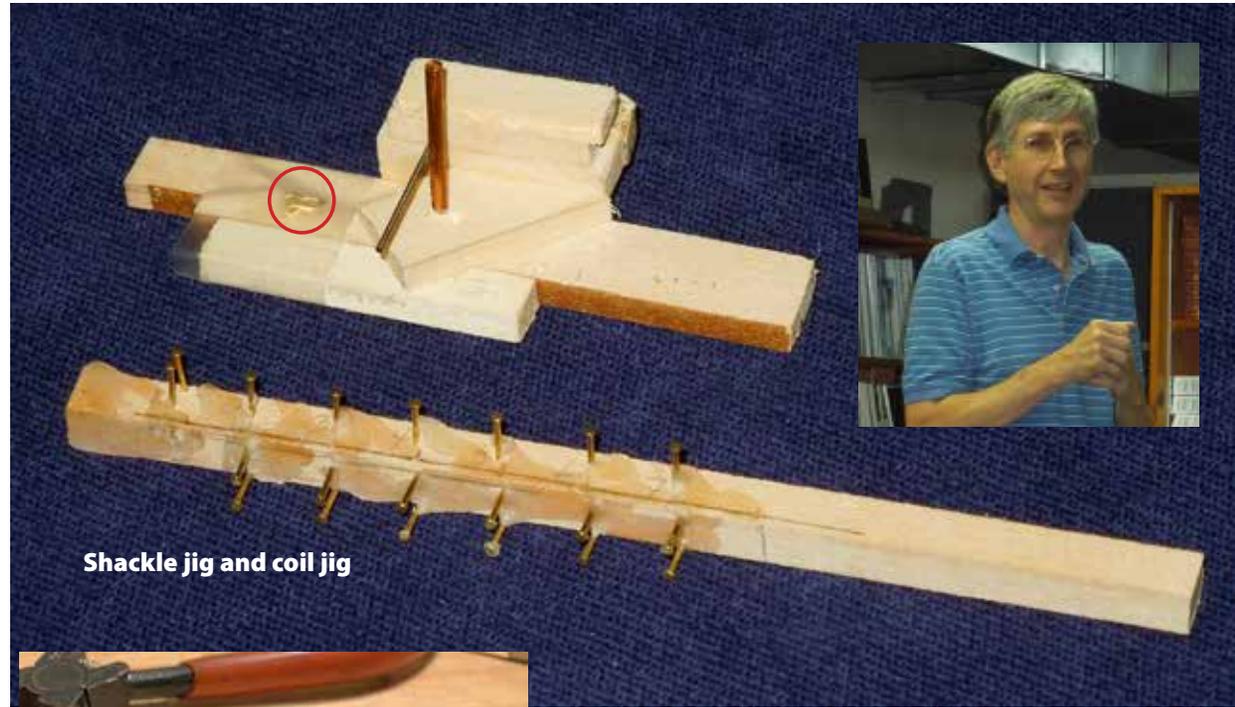
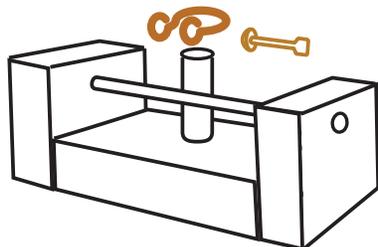
The other thing I have been working on is making rope coils for the *Phantom* pilot schooner that is otherwise finished. I was going to make several at a time but decided it was better to do one at a time so each coil would end up in the right place. The pins on the very end of the jig are the easiest to work with. I wrap the line, then paint with dilute white glue to hold the shape."

"I'll take a picture of the rope jig and send that later. I sent one of the shackle jig last week."

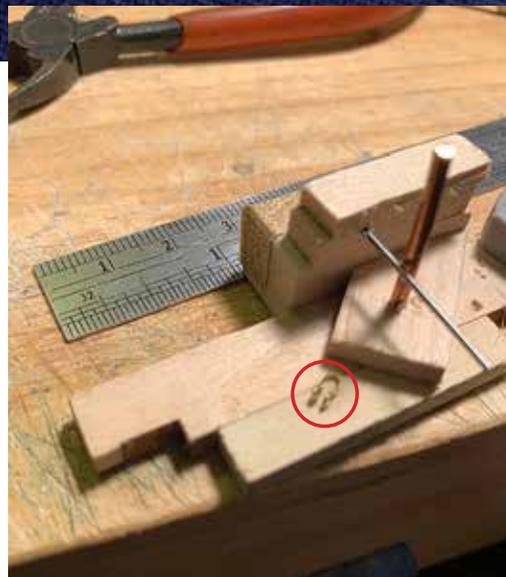
Guy added an amazing scrap of technology: "I stumbled across this today and think it might be useful to some of the ship modelers who use 3D to make parts. In any case, it is interesting to watch.

<https://www.youtube.com/watch?v=k0430ByAG-4>

Form **Brass**, Withdraw Horizontal to release shackle.  
Squeeze twin loops flat.  
Use **Brass** Lil Pins. Clip to length, then squeeze flat



Shackle jig and coil jig



Some photos submitted by Guy

And (Below), "I happened to see these in a Facebook ad, made for leather crafting but I suspect they could be useful in ship modeling: [com/products/leather-suture-positioning-needle/](https://www.facebook.com/products/leather-suture-positioning-needle/)"

Leather Suture Positioning  
\$17.99  
\$29.99 40% Off

Extra 5% OFF

SET

0.47in (5pcs) 0.70in (5pcs)

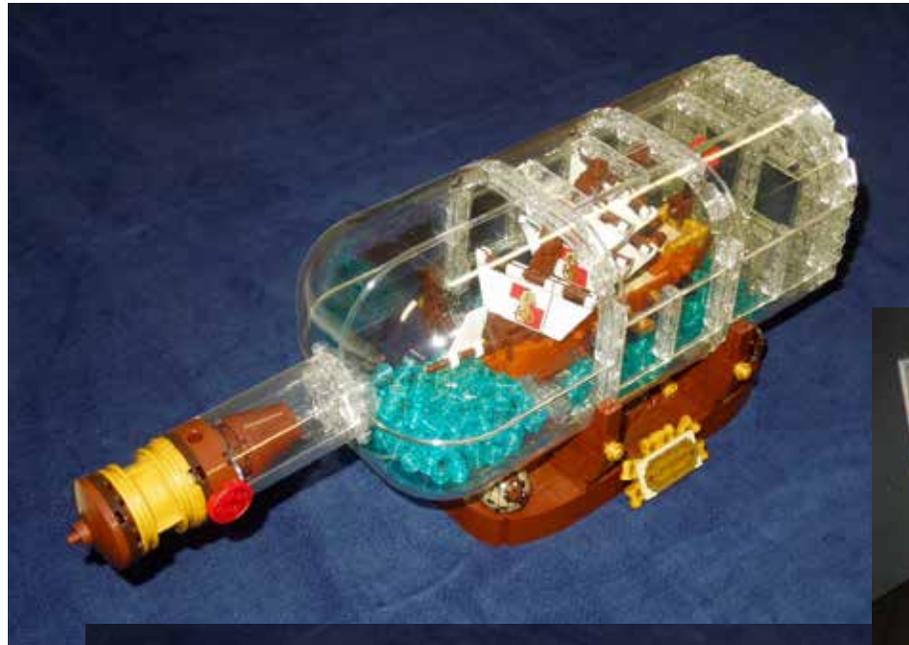
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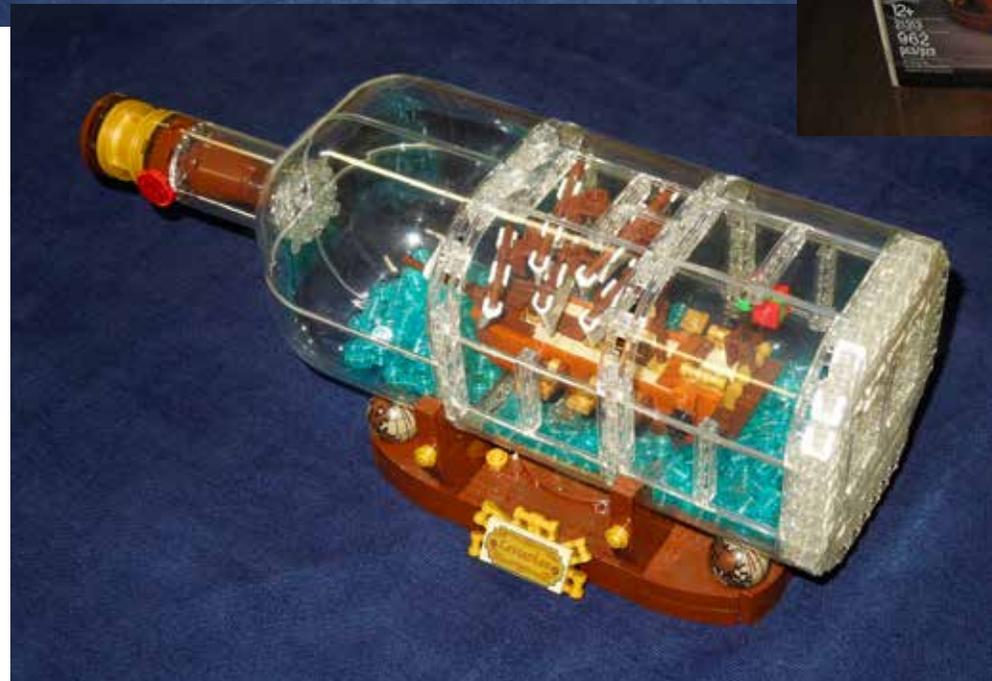
## Ed Brut Does S-I-B the Modern

**Way:** "And now for something completely different, a ship in a bottle, well not exactly. How about a LEGO ship in a LEGO bottle? A gift from my oldest son, (an avid LEGO builder since he was very young) the 962 piece kit, accompanied by a 157 page instruction booklet, only took 4 plus hours to complete.

The brightly colored three-masted wood plastic block sailing warship is nestled in a blue sea of more plastic blocks and constructed in a clear plastic bottle of LEGO bricks. It sits on a base with the ship label "Leviathan" with a compass to make any model ship builder proud. I highly recommend it for you and your grandchildren."



Above photo submitted by Ed





**Udo Reif on his RC Steamer:** "As you requested I put together some remarks as regards to the steam boat I brought to the Tuesday meeting. I hope this is helpful. If you have any questions let me know.

The boat is based on a circa 1900 Italian Cat rigged centerboard fishing boat. I built this sailboat to scale from scratch based on plans I obtained on the Internet. Actually just a side view, deck view and the lofting lines. The boat turned out to be a great "heavy weather" sailor and now lives with my grandson in North Carolina.

When I was searching for a suitable hull for the new steam plant which I purchased from England, it occurred to me that the cat boat minus the deck house and centerboard would make a suitable hull. I still had the drawings of the frames, which I had developed from the lines in the plan so I was ready to start. The entire boat is built from materials that I had lying around in my woodworking shop. Positioning of the prop, shaft, power plant, gas supply, servos, battery, etc. took a bit of trial and error to obtain the proper water line, but all worked out well.

The steam plant consists of the boiler with pressure gauge and whistle, gas burner (butane/propane mix), the lubricator, steam valve, 2 cylinder stem engine and oil/steam separator. To operate the steam engine takes a bit of fiddling. First you have oil the main and push rod bearings. Second, fill the oiler with steam oil, which mixes oil with the steam to lubricate the pistons. Third, you fill the boiler with distilled water within approximately 1/4 inch of the top of the sight glass. You close the steam valve between the boiler and the engine, next you open the gas valve until you hear a rushing sound in the chimney. Then you light the gas at the top of the chimney. In 10 to 15 minutes the pressure gauge will indicate 30 to 40 pounds of pressure. You open the steam valve and voila! The engine turns and you can also play with the whistle.

Since the operating time is determined by the amount of steam available and to be able to utilize the entire steam without getting stuck with a dead engine in the middle of the lake, I have also installed an electric motor with a 1-inch prop to retrieve the boat after all the steam is spent." Udo denies being a steam engineer.





## Bob Johnson's 50/800 Marblehead Pond Yacht:

"... built in the late 50's or early 60's by the fellow who was responsible for the towing tank at school (MIT). He had two old hulls available, this one and another without a keel...I recall that in 1965-66 I paid \$10 for this (with sails and rig. Mast has been lost along the way over the last 50+ years) and a \$5 for the other, which I gave (or probably sold) to my brother. This was an extravagance for me at the time). My model was likely raced on Redd's Pond in Marblehead (ground zero for the class." The only rules are a maximum length of 50" and 800 square inches of sail area...a "development class" which produced a lot of interesting boats. They have a recess on the stem for rubber bumpers as they hit the walls of the pond from time to time (they were manually reset by their owners from the pond's perimeter for each new leg on the course). Not fitted with RC at the time.

The hull is plank-on-frame, beautifully fitted (spiled) and fastened to very slim frames with what appear to be toothpicks...scale treenails I suppose (or "trenails or trunnels"). The deck is thin plywood, and all wood surfaces are varnished in and out... now in crazed condition. Ballast/displacement ratio is well over 90%. At this early date I do not believe anyone was making a deeper, higher aspect-ratio fin of something like aluminum with ALL the lead being in a bulb at its base. I recall asking at a design seminar (when I was a student in those days) why full scale (racing) yachts didn't use a keel geometry similar to this concept and received the (ridiculous) answer that it only worked for models and "did not scale up"...lost interest in the speaker at that point."



Photo submitted by Bob

*The M or Marblehead Class, sometimes called the "50/800." Its original concept in the 1930's was to produce the largest model that would conveniently fit in the standard American car of the time. The class has been highly developed over the years to produce a high performance model that can be sailed in a wide range of conditions, assuming the owner has the appropriate rigs. Today's M weighs around ten pounds and carries an 85 inch rig in most conditions. The hull and rigs tend to use advanced materials and techniques.*

*The M Class has a large base, with over four hundred competitive models in existence. It is sailed in most areas of the country. Competition is available from club to international level. It is an international class with the same rule as the rest of the world. Measurements from American Model Yacht Association are in inches and pounds, while European are metric. AMYA members can attend regattas abroad.*

Sec/Ed: For those who have not experienced the place, it is hard to imagine a more bucolic setting for R/C sailing, than Redd's. Bob plans on leaving the finished surfaces in original condition, maintaining patina and character, rather than making the boat "look new." I suggested he make a rudder. The boat looks particularly naked with none.



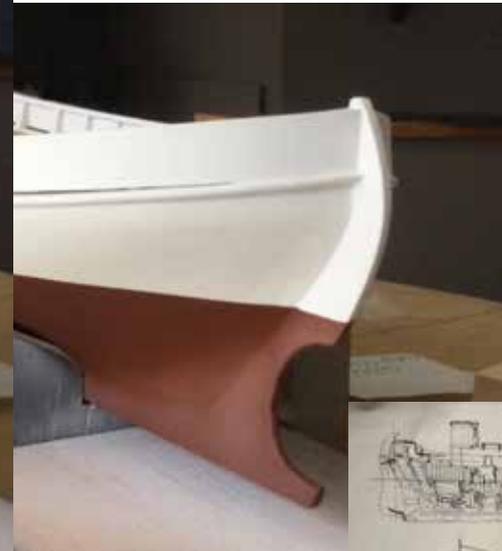
Photos by unknown personx for promotional purposes only



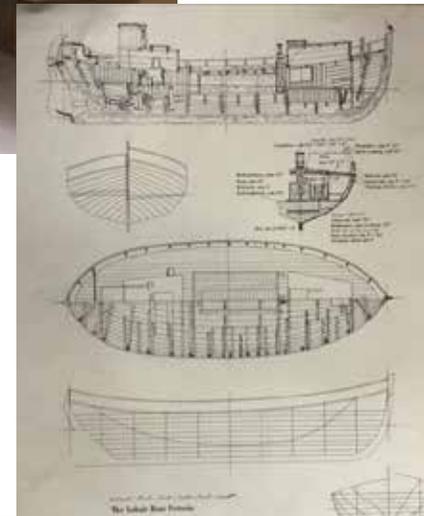
**Rit Johnson Updates on seiner, *Victoria*:** "Decks next, then bulwarks before the deck houses and hardware." "Richard "Rit" Johnson responding about my building process. The hull was built up "bread and butter" fashion using white pine, available locally, and Titebond III for glue. After carving the excess away I sanded using a "long board", piece of scrap 8 or 9 inches long with a piece of 80 grit double face taped to it, to fair the hull.

I had a couple error spots that I filled with "Bondo". Did another sand using 120 grit, then started building up white coat with "BIN", a shellac/titanium, dioxide based primer, only to reveal some more errors. More "Bondo" etc., etc., until it's where I want it to be. That brought me to deck level, where I fastened some frame ends around the cover board perimeter, and then fastened the bulwarks. I cooked the bulwarks in a fry pan of hot water for a few minutes until they became spaghetti like and bent and clamped them around a form... I cut them from a sheet of 1/16" bass wood.

I forgot to mention that after the initial fairing of the hull, I applied stem, keel and stern-post from a sheet of basswood. After a little more tweaking for fairness I spray painted the hull using a chalk flat paint from Home Depot. Progress slowing down a bit here."



Photos by Rit relayed by Bob



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

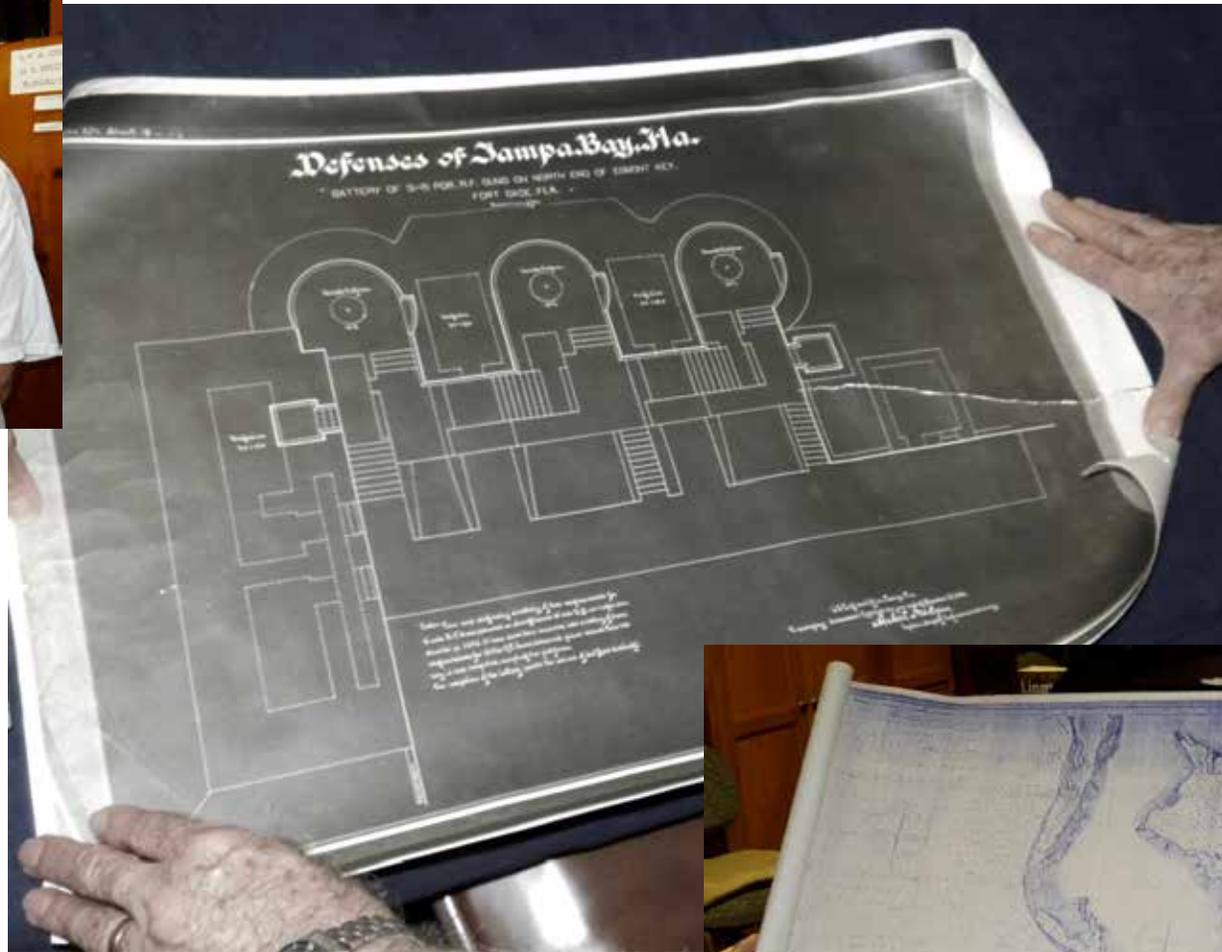


*Victoria*, pulled up on the slipway in the harbor of Lohals. In this picture one can see that the bulwark has been made higher, and the wheelhouse has been enlarged. One can clearly see the seine rollers aft.



**George Hecht on documents with local history:** "Back in 1973, a friend of mine asked me if I had ever been to Egmont Key, and would I like to go? We spent a weekend out there, camping in an old ammo bunker. We explored the island, seeing what was left of the city that once was there. After returning, I thought if, somewhere, there was a map of the place?"

My friend was the driver of the Harbor Pilot's Boat, and asked around. He found that plans did exist and was told who to call to get them. Typical government bull —, I could not buy them. I called my congressman, he actually did something and, as if by magic, I got the prints. They are of the island circa 1908, in excellent detail. Also came with plans for the gun emplacements and an 1879 chart of Tampa Bay before all the bridges and people. All told, a great piece of history!"





## Howard Howe on Tugboat

**Perseverance:** "Investigation and assembly work continues on solving the three dimensional puzzle named Perseverance Tugboat model. Sequence of assembly is important to insure proper fit of the individual components and access for lighting and RC capability."

The installation of windows, portholes, ventilation, and funnel required drilling and filing the GRP molded "Main Boiler Casting/Lower Superstructure". Then the lead window castings and other components were bonded in place. After painting, other individual components were installed along with interior plastic on windows and port holes to insure water tight integrity.

The funnel is mounted with two screws from the underside to facilitate removal, and planning for smoke generator installation."





**Howard was contacted on a matter of preservation:**

*"Looks like the DeLand Historic Trust may have a chance at getting one of the Army Tugs back home for display if they can get enough financial help!" – HH*

*"In Stockholm Several years back I discovered six of the 29 all steel tugs built on Lake Beresford in WW2 still existed...and one of them actually was still highly original with its WW2 Clark diesel still in place and most of the upper superstructure as well. I made friends with the owners and provided all the info we had and they indicated they would leave it to us in their will.*

*Now, just a few years later, they have offered to donate it to us as bringing it into their new home of London is not that easy. In fact with Covid restrictions even a visit to Stockholm, Sweden, might not be that easy! Yet I took comfort in the thought that it was highly likely the US Navy might agree to bring it home if it were donated directly to the City of DeLand. Today I learned that probably won't happen."*

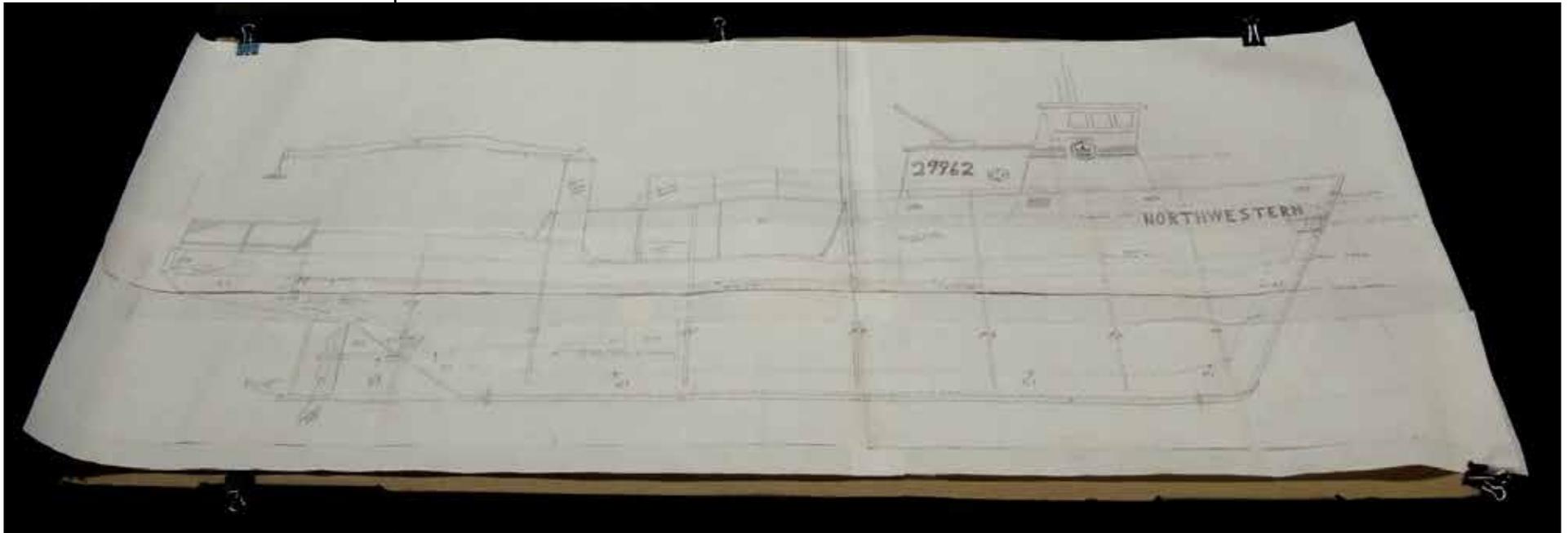
*Dan Friend  
President/Military Curator  
DeLand Historic Trust, Inc.  
386 943-9537 Museum  
386 736 -5011  
DeLand Memorial Hospital  
& Veterans Museum  
usarmysttugs.com*



(LEFT) A Lake Berresford, FL, WWII tug.

(BELOW) "Since the dowel for the mast required tapering, I had inquired about the process at a prior meeting and got club member recommendation. I followed their advice and fabricated a tapering jig with sand paper. Using the dowel mounted in my portable drill, I was able to taper the mast to my satisfaction. If at first you don't succeed, try again. Go slow and empty the sanding dust frequently from the fixture!"





### Roger Kibart plans FV *Northwestern*:

"The *Northwestern* was originally built in 1977 at Marco Shipyards in Seattle, WA, with an original length of 108 feet overall. The vessel was built specifically for the King and Tanner crab fisheries of Alaska's Bering Sea. The steel vessel was christened *Northwestern* by Mrs. Snifred Hansen wife of the owner and skipper, Sverre Hansen, Sig Hansen's father.

Originally, the *Northwestern* had three fish holds totaling 7,500 cubic feet of space to carry 85 tons of live crab in circulating seawater.

In 1987, rather than buying a new boat, the family decided to have *Northwestern* lengthened to 118 feet in order

to pack more crab, increase the vessels stability and ability to carry more gear (crab pots). The vessel went from 156 pots maximum, to the 200 pots maximum. In 1991 there was a revised pot limit introduced to the Alaskan crab fishery. This prompted the family to have the boat lengthened again to 125 feet in order to attain the maximum pot limit of 250 pots.

New power is by a single 1280 HP Cat engine with two additional Cat 4-cycle engines, for hydraulic and electric power, driving a 4 blade 80 inch prop.

(Scratch, Plank on bulkhead) Model will be 1/42 scale - 36 inches long overall with approx. 8 1/4" beam" (at final, 125' length).

- LOA: 108 feet
- Maximum Beam: 28 feet – 11 inches
- Depth: 13 feet
- Design: Marine Construction & Design Co. (MARCO)
- Main Engine: CATERPILLAR D398 turbo-charged and after-cooled; coupled to CATERPILLAR 7251 hydraulic 7251 hydraulic reverse/reduction gear
- Propeller: Coolidge 80- inch, 3-blade, Stainless Steel



## Florida-built *Bering Leader*:

<https://alaskanleader.com/the-fleet/bering-leader>



© Joel Kifer  
MarineTraffic.com

Included here because of its similarity to Roger's *Northwestern*, but more local construction (Pensacola) for distant waters.

In **real** numbers, 124' x 40' beam.

## Vessel details for BERING LEADER

Ship Particulars	Value
IMO	8997845
Callsign	WDC7227
Flag (Registration)	 United States of America
Gross Tonnage	845
Deadweight (t)	731
Length (m)	37.8
Beam (m)	12.19
TEU	0
Built (year)	2005
Builder	PATTI SHIPYARD
Yard	PENSACOLA FL



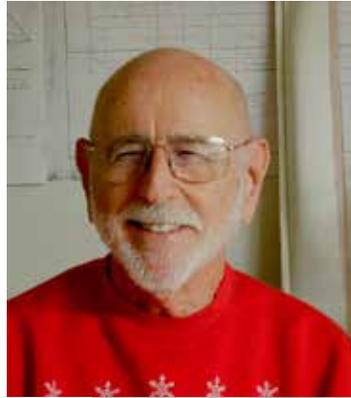


**Irwin Schuster on Finishing the Rushton Vesper-Argonaut:** (from 11/2020 – I had not displayed this model in its finished state.) This handsome canoe is a product of J. Henry Rushton (1843-1906), New York State canoe designer and builder, who operated around the turn of the century (the one before Y2K); simply elegant and eminently functional craft; production with customization. In 2014, I visited the Antique Boat Museum in Clayton, NY and the Adirondack Museum on Blue Mountain Lake, and saw live samples. That was likely the inspiration for this project, which was started in 2018. Prior to that, in 2009, I had created an illustration of her. With the presentation technique I currently prefer, a good bit of the work was done.

I call the style a rigged half model. The justification is, boats are (almost) universally symmetrical and my High School drafting teacher advised that there is no reason to draw both sides of such a subject. Mr. Cunningham has saved me a lot of work over the intervening ~70 years. Illustrations created on the computer are easily scaled and manipulated, and in this case I lifted the sails apart from the spars and superimposed them onto a color photo that I modified to sepia. Then the titles and various graphics were added, and all printed out to a comfortable size. I am not a slave to any particular scale. There are reasons for that but not in this instance. And, easy case.

This model is about 1/20. I produced a series of cherry lifts, then soaked, bent them to the sheer curve and laminated them to simulate planking runs. The lifts allowed me to cut out the cockpit shape more easily but were otherwise a waste of effort as they are barely noticeable (and would require closer inspection than I wish for my creations).

The maroon-painted upper strake with golden fru-fru was drawn on the Mac, printed out and glued to the hull. The rudder and folding CB were made from soda can AL (FDA approved, food grade model materials like toothpicks, skewers and lollipop sticks).



# MORE



## Ship's Log Tampa Bay Ship Model Society 16

**Sec/Ed again:** In 2014-15, I was asked to build a promotional model for the Port Aransas, TX museum, where they were building a full-size vessel. I built this and shipped it. It arrived safely, but the village was hit by several hurricanes and I was afraid to ask about her (*Lydia Ann*, the Gulf Coast "Butt-Head" Scow Schooner). I recently found her safe and on display, and **Rick Pratt**, the fellow who ordered her, located this photo of the original.

Rick calls the owner, "Shanghai" Pierce.



That's Rick in the corner. Below from the museum website.





Aikeec

**DIY Mini Belt Sander Electric Knife Apex Edge Sharpener Polishing Grinding Machine with 7 Speed Power Supply**

★★★★★ (0/0) [Write a review](#)

**\$73.42**

Only 1 left!

Qty: 1

Free 2-day delivery  
Arrives by Fri, Jul 23

Pickup not available

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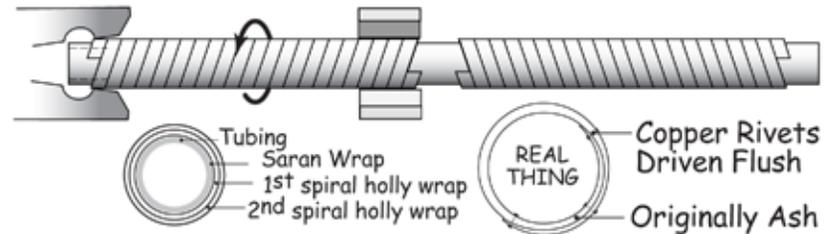
Pro seller



**Forecastle Report**, newsletter of the Midwest Model Shipwrights shows a finding by John Pocius. This can apparently be located as low as \$56. There are a number of similar designs primarily marketed as knife grinders. Search Aikeec Mini Belt Sanders.



**For Wire Nuts** (the people, not the hickeys): We seem to have a few members adding **Electricity** to their models. This little DIY doodad driven by fingers, given the small scale of the projects, could be an asset. I believe George Carlin described electricity as "controlled lightning," and that's a good enough reason for me, your humble Sec/Ed, to avoid it.



## MAST HOOPS

For white mast hoops you can stain, use Holly. It bends like spaghetti when wet.

### INSTRUCTIONS:

Use two pieces of holly 0.010" x 3/16" x 2'. Soak in hot water. Take a 1' section of brass tube with OD = to ID of hoop, and wrap with a couple layers of Saran®. Clamp one end of the strip to the center of the tube and spiral wrap, butting edges tightly. Clamp. Wrap the other, spiraling in the **other** direction. Dry overnight. When dry, remove strip #2 and wrap it over strip #1, using "carpenters" wood glue cut 50/50 with water. Allow to dry. Chuck in lathe or drill and sand. Cut rings off slightly wider than finish size and sand to final width. Stain.

Hoop diameter was generally about 25% larger than mast diameter (16" ID hoop on 12" dia mast). A 16" hoop was 1-1/2" deep x 1-1/8" thick. Fastened with 3 copper rivets. Mast hoops were spaced about 24-36" apart - depending on vessel size - sailmaker's choice.

Remember to put 2-3 spare hoops on each mast just above the boom. From Art Nyberg/Tampa Bay Ship Model Society, 5-23-00. Edited & Redrawn by I.Schuster



*Believe It or Oar Knot!*

**Sec/Ed was re-reading:** Mid-month, SPECTRUM ceased to provide my phone, TV and Internet connections and I was forced to entertain myself as if it were the Dark Ages.

I somehow turned up a March, 1990 issue of *The Nautical Research Journal* that had an article by former TBSMS member **Jack Kitzerow**. Jack studied Florida's native woods for usefulness in modeling. In scanning it, this (below) popped up.

**CARAMBOLA (STARFRUIT TREE)**

Medium hard - medium heavy - Smooth. Color light cream tan. In the light and air for 2 months, it deepens to a 10 percent darker tan. This tropical wood was found at the vegetation collection point. Thinking it was Loquat, I brought it home and cut one piece. Finding it not to be Loquat, I was going to discard it all but by accident, bent a 1/16" x 1/2" x 10" piece and found it almost impossible to break. So I called it BEND. I found I could send a 1" x 6" x 3" block to the Forestry Service in Madison, Wisconsin to find out what it was. I have formed frames for row boats, mast hoops, etc. without soaking or heat. It's the finest bending wood I've ever found.

**In the club library rests a series of panels** that Jack created, with samples and data of his findings.

Note final line:

*"It's the finest bending wood I've ever found."*



**Hollander Hotel and Taproom:**

to close out the issue, again, plan to enjoy lunch after the meeting. It is a short walk. Photos from HH&T website.

