

Ship's Log

TampaBayShipModelSociety

Meeting of July 27, 2021

TampaBayShipModelSociety.org

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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 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, Aug. 24 10:30 a.m.

The regular July meeting was called to order by **Skipper Sobieralski**, who reported on the state of the treasury. We are comfortable, financially.

After the meeting, most attended lunch at the nearby **Hollander Hotel and Taproom**. ALL are invited to do the same in the future. The morning meetings appear to be an accepted change.



George Fehér sent:

Images of his commemorative diorama, "*That Fateful Day*," Naval aircraft refueling. More, elsewhere in this issue. Photo from George.



Show & Tell

Steve McMurtry progresses on C.W. Morgan: "After 10 years of plodding along, the *Morgan* is finally becoming a ship. Much has been accomplished in the past several weeks.

I designed, built and successfully used a motorized shroud-serving machine. I was able to continuously wrap sections of rope up to 6 feet long. The shrouds on the *Morgan* are 0.040 diameter (about 2.5" full scale) and I used 0.004 thread for the wrap.

Before I started to rig the shrouds I spent an amount of time thinking through the rest of the deck to be sure everything that could be installed was, before adding significant obstacles.

I installed the fife rail around the main mast and the bilge pumps in the same location. I installed the anchor chains from the chain pipes out through the hawse pipes.

Belaying pins proved to be a little more work than I had hoped. There are no commercially available pins that are really to 3/16 scale. I had to buy them from CAST YOUR ANCHOR in Canada to the correct length of 6mm. Then they all (about 120) had to be chucked up in the lathe and filed down to the correct scale diameters. That was about a weeks work. I aged the finished pins and installed them all.

Next, I installed all the chainplates and lower deadeyes. I used a line with a loop on one end to establish the lay of each shroud and marked the intersection on the upper and lower channels. I filed notches into the channels and mounted the chainplates. Finally, I installed a thin cover strip over the outermost edge of the channels and painted.

I found an interesting method for gaging the deadeye spacing from an NRG article. I had tried using wire to set the spacing but it was too flimsy and unstable. I made strips of wood slightly thicker than the deadeyes and long enough to extend beyond the end of the row of shrouds. I used the same lay-line to mark the position of the upper deadeye relative to the lower and marked the center point where the shroud would cross the spacer at both the top and bottom. Then I drilled a pair of holes in the spacer at the top and bottom crossing point of each shroud on either side of the center. The picture is worth a thousand words.

Next, I laced the spacers to the chainplate deadeyes. Make them good and tight so they don't shift or wobble.



Photos submitted by Steve





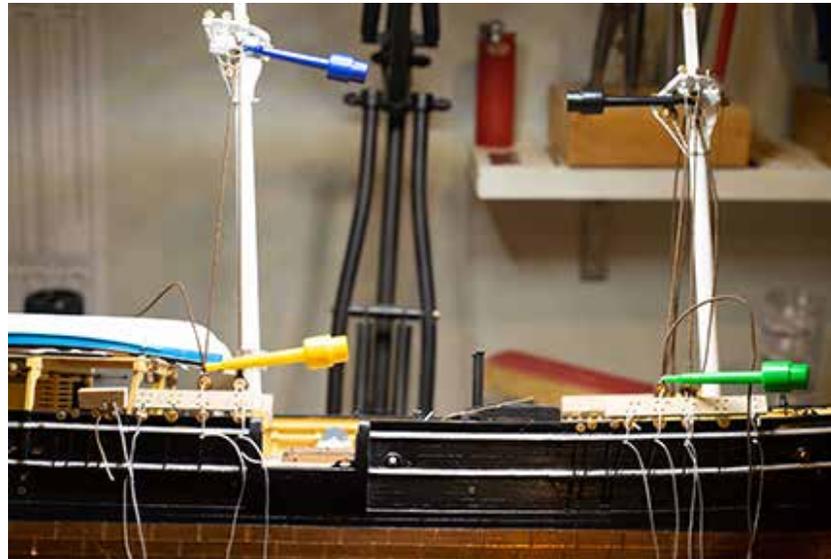
Now it was time to start making shrouds. The *Morgan* uses the common practice of continuous loop pairs, seized at the masthead and alternating starboard to port. I installed a deadeye on one end of the shroud. To simulate a splice, I seized the shroud tight around the deadeye with a few turns of 0.006 line. Then I measured the splice length (3/4" in this case) and trimmed off the tail. After removing the seizing from the tail I unlaid the tail of the rope and trimmed the individual strands on an angle to 3 lengths: one full length, one about 1/3 shorter and the last 1/3 shorter yet. This gave me a tapered tail so the splice would look right. I then glued the tail to the main shroud with wood glue. Roll the joint between your thumb and finger to get a tight smooth bond so that the taper will be well defined. Finally serve the splice using 0.006 - 0.008 line.

I laced this deadeye to the alignment fixture and ran the other end around the masthead and down to the next location. I used electronic test probes to clamp the line at the masthead and the second deadeye. At this point there was minimal tension on the shroud. I laced in the second deadeye and then carefully added tension to the pair until it was where I wanted it. This involved much loosening and re-clamping at both ends to get everything tuned properly. Once everything was set, I used a very fine tipped brush and some white paint to mark both strands of the shroud at the deadeye and the masthead to mark the junction points so I would know where to seize the lines after removing them from the ship.

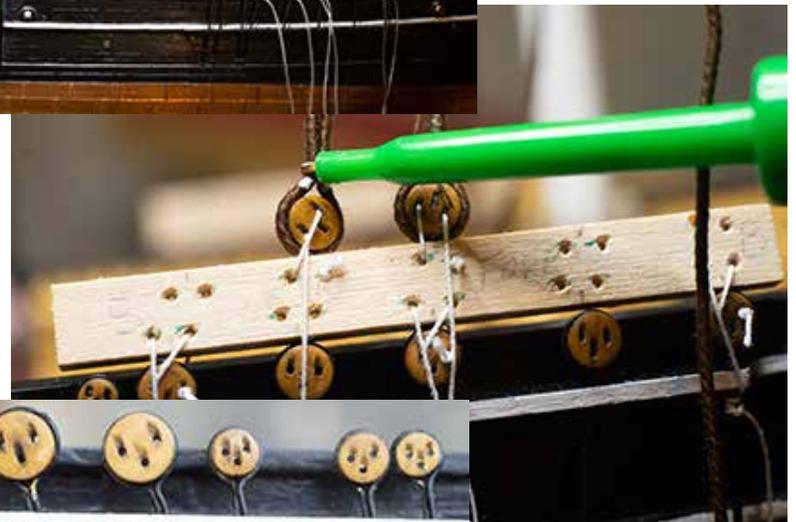
Because the shrouds pass through the futtocks on the tops I was unable to install the second deadeye off the ship in some locations. The deadeyes were too big to pass through the opening. I repeated this basic process for all the shrouds. The final process before finishing the installation was to splice in the deadeyes that had to be installed in situ.

To insure a nice straight line on the deadeyes I made a second set of fixtures similar to the first. These were a bit thinner than the deadeyes and the height of the correct spacing. After lacing all the shrouds with the correct size lanyard, I slipped these little spacers in. Then you can tighten the lanyards down and end up with a nice straight row.

Next steps are installing the fore stays, all the ratlines (wooden strips on the *Morgan* in the main shrouds) and the cutting tackle used to handle the strips of blubber cut from the whale."



Photos submitted by Steve

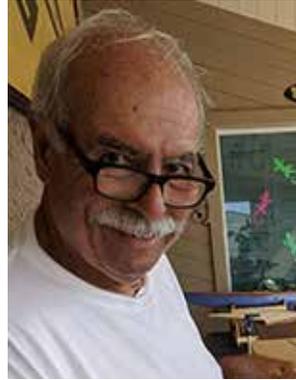




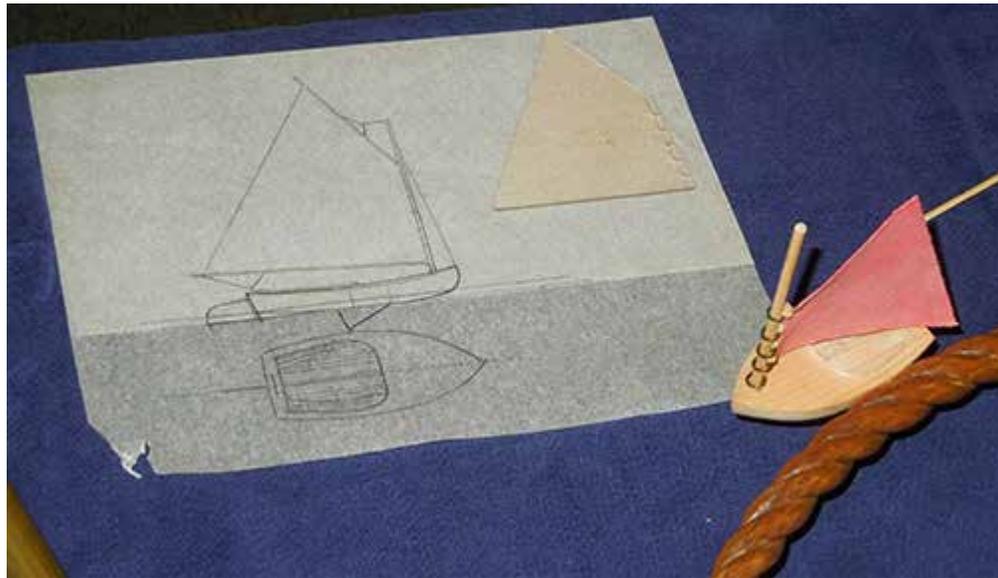
Brad Murray whirls away at his Rainbow Fleet Gig: "For the gig to whirl the sails need to swing through 60-70 degrees. Some form of jaws/ goose-neck is called for. Bamboo skewers; 1/8" for the masts, 5/64" for the booms and gaffs, needed to be joined so I chose to use, brass tube for the goose-neck and brass hex tube for the jaws. I decided to CA glue the brass rather than having to clean up solder. From the sail pattern I picked up the angle of the gaff to the mast and made a simple fixture to hold the tubes while the glue set. Repeat six times and then do it all over again for the six boom jaws.

While I was doing this Carol mixed the colors and sponged the paint on the canvas sails. The search for mast hoops came up with things called jump rings. When I found the non-shiny rings I lashed on five per sail. To complete the cockpits; the coaming height was trimmed and the ogees at the ends were shaped. After the coamings were finish sanded the centerboard trunks were glued in and an aft coaming piece glued in to cover and strengthen the end grain inner transom in preparation for the toothpick tillers. At this point the rigging is only about half done.

For the traveler and horse (now-a-days known as a track and car) I'm looking for a piece of brass wire, then halyards and sheets, paint the boats and don't forget the lighthouse."



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





Update! "Because of the mast taper the boom goose-neck needs a slightly larger tube and of course a different angle."

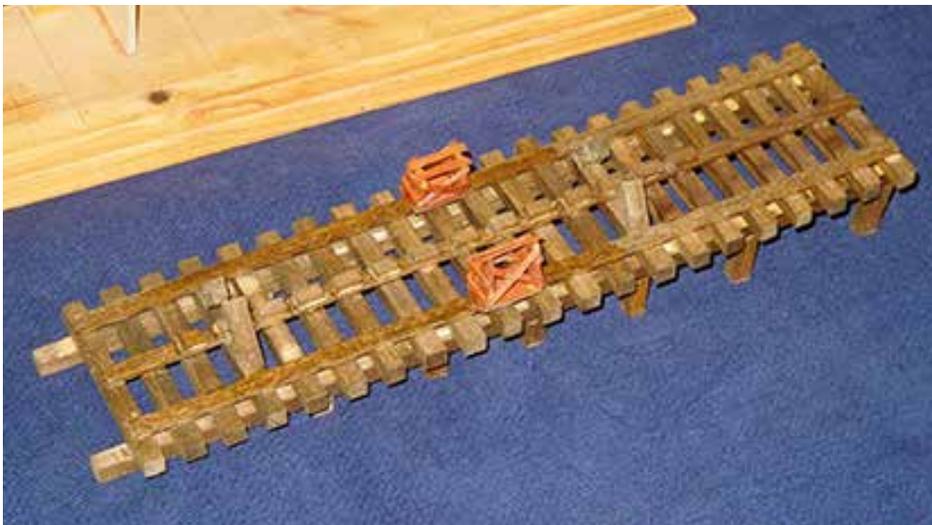
Photos submitted by Brad



Guy Hancock on Finishing

Phantom: "I brought my completed *Phantom*, 1868 NY pilot boat by MODEL SHIPWAYS. What I finished recently was adding all the rope coils to the belaying pins. A video I saw on YouTube gave me the inspiration and idea for the jig. Dilute white glue was used to fix the coils and attach them to the model. I had to clean a couple of years of dust off before starting, and that was done with a soft brush and a bulb syringe to blow or suck up the dust. I have started on a base and will be getting a glass case made for it soon.

I am also working on the display base for the *Emma C. Berry* model. The hull and deck are nearly finished and the spars and rigging are next."



Above: Display base for the *Emma C. Berry* model.

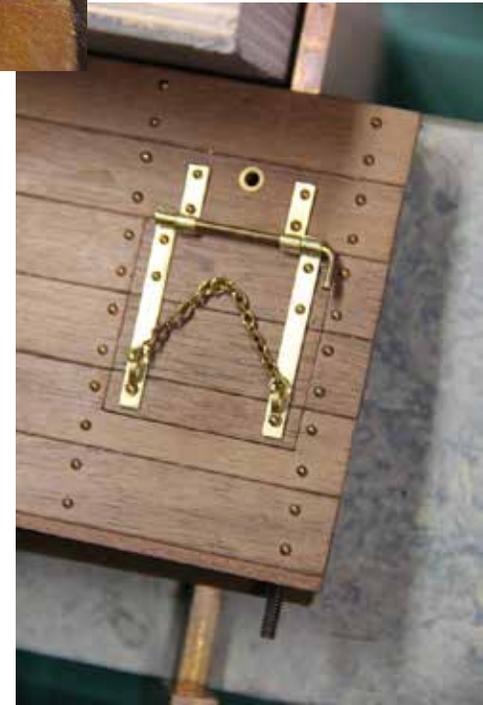


Phantom,
1868 NY pilot boat.

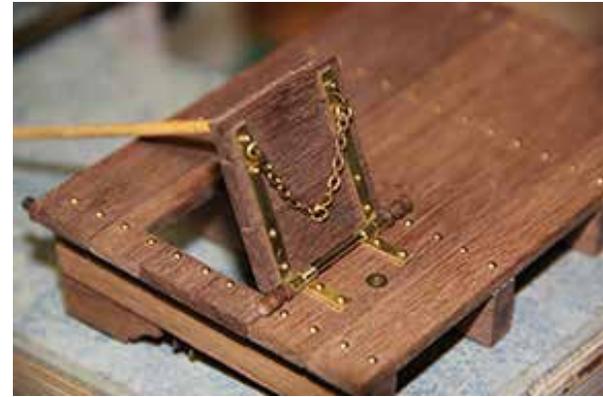
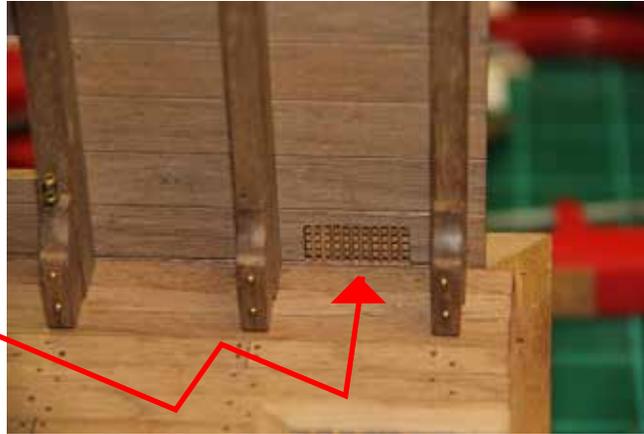
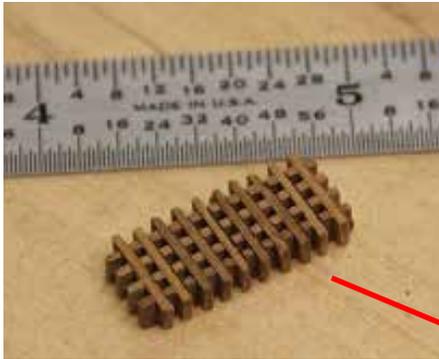


Ed Brut's efforts hinge on a Pirate Gun: "Moving ahead on my pirate-themed gun deck display, I completed the hinges and pin for the working gun port. Brass, scratch-built hinges with a unique hinge pin. Walnut ends come from scrap parts are stanchions for railing off some wooden warship. Cut in half, they added something interesting to look at on the outside of ships gun port.

Also finished the deck scupper and walnut grating for it. Fitting it by hand was "a lot of fun". The march to finish it, is slowly coming to an end."

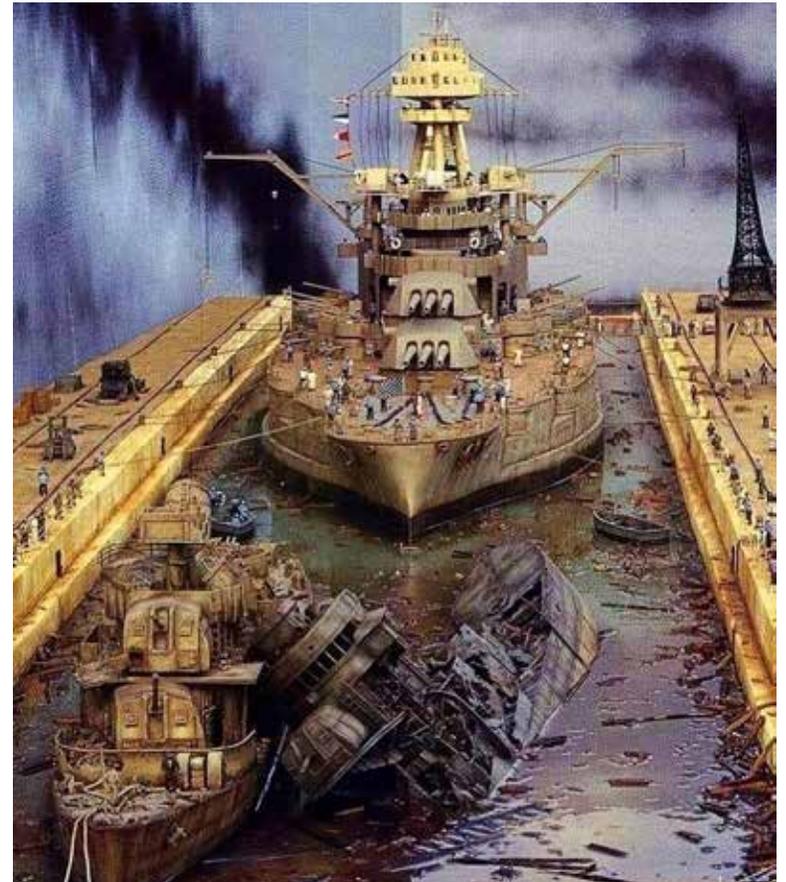


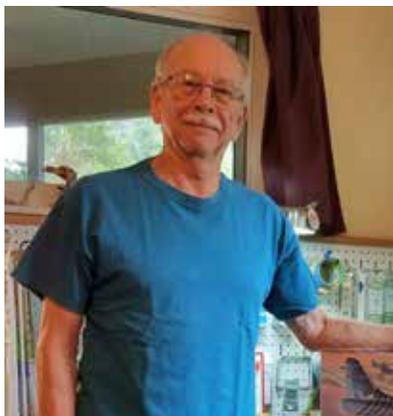
Photos submitted by Ed



Photos submitted by Ed

Ed sent images: "Attack on Pearl Harbor diorama by Lewis Pruneaux. I saw some of his work at the IPMS nationals in Miami many years ago."



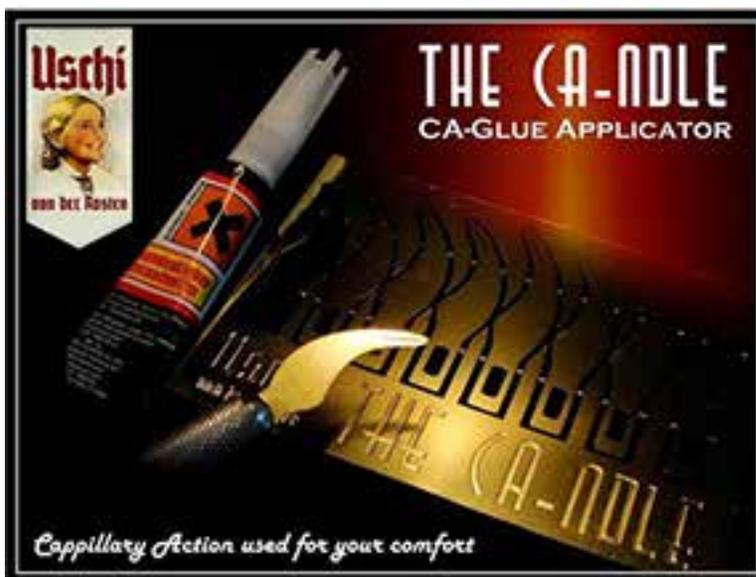


George Fehér's Tips for Cleaning Cyanoacrylate (CA) Glue Tips:

"This works well on any type of applicator tip. Place the tip(s) into a jar filled with acetone and let them sit for a couple of days. While soaking, shake a couple of times daily to clear away loosened material. Use Q-tips soaked in acetone to clean out "caked-on" residue from inside the tips.

If cleaning "The CA-NDLE", place it in the jar and wipe it gently with a dry cloth when clean. Be careful to not bend it. As an aside, this tool works well for applying small amounts of CA glue to a joint when building plastic models." George adds, "The slot opening comes in different widths to accommodate thicker and thinner glues."

Check on and observe precautions for acetone. It is flammable. Do not drink. Wear HazMatGarb or whatever the WhirledWildWeb says. CA-ndle is produced by USCHI VAN DER ROSTEN.



Above photos submitted by George

A canole is something entirely different.



George Fehér sent:

Images of his commemorative diorama,
"That Fateful Day."



Photos submitted by George

18 JULY 1967
THAT FATEFUL DAY WHEN
"GOD WAS PRESENT IN TWO COCKPITS"*
 (*Quote from Lt. Cdr. Richard (Brown Bear) Schaffert's Mission Debrief)

The Vietnam War - Inside North Vietnam Airspace: When Refueling Tanker Hollygreen 611 was ahead of Old Nick 106, which was running on fumes, The Hook transmitted "Brown Bear this is The Hook, bring it on in and I believe we are going to make it home for dinner tonight".




Douglas KA-3B Skywarrior
 BuNo 142655
 Call Sign: Hollygreen 611
 Unit: VAM-4 / Det 60F
Three Man Crew
 Pilot: Lt. Cdr. Tom Maxwell, (Left Seater)
 Bombardier/Navigator:
 Lt. Vice-Capt. Jim (The Hook) Vanderhook, (Right Seater)
 Crewman Navigator: PO Bill Shelton, (Back Seater)

Vought F4U Corsair
 BuNo 146991
 Call Sign: Old Nick 106
 Unit: VF-111
 Pilot: Lt. Cdr. Richard (Brown Bear) Schaffert



THAT FATEFUL DAY



DEDICATION

This diorama of "That Fateful Day" is dedicated to the Crew of Hollygreen 611, and to all "Whalers" who risked their lives so that others may live.
 Built by George G Fehér, St. Petersburg, Florida
 Scale 1:72
 2021

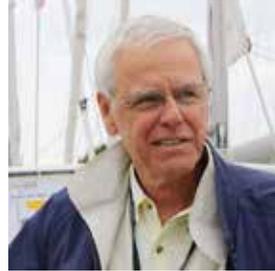


Bob Johnson reports from UK: "Probably late 30's/early40's? In Bristol harbor.

Next, a major attraction here in Bristol. *SS Great Britain* was scuttled in the Falklands on a shoal for many years. Brits decided to recover and tow it back to the UK (8000 miles) and completely restore. Not seaworthy but now virtually as new in 1843. First large iron ship in the world...designed by Brunel. (Flush rivets below the waterline!)

The drydock was created in Bristol specifically to build this ship. Cool that after well over a century she is displayed where created. The photo shows Jer looking forward to the bow. Piping is for dehumidifier air to keep salt soaked iron below the waterline from further rust decay.

BTW, we are told that Bristol has the second largest tidal range (Bay of Fundy is greater) at 18 meters...locks are used to create a stable water level in the harbor areas."



THE WORLD'S FIRST GREAT OCEAN LINER

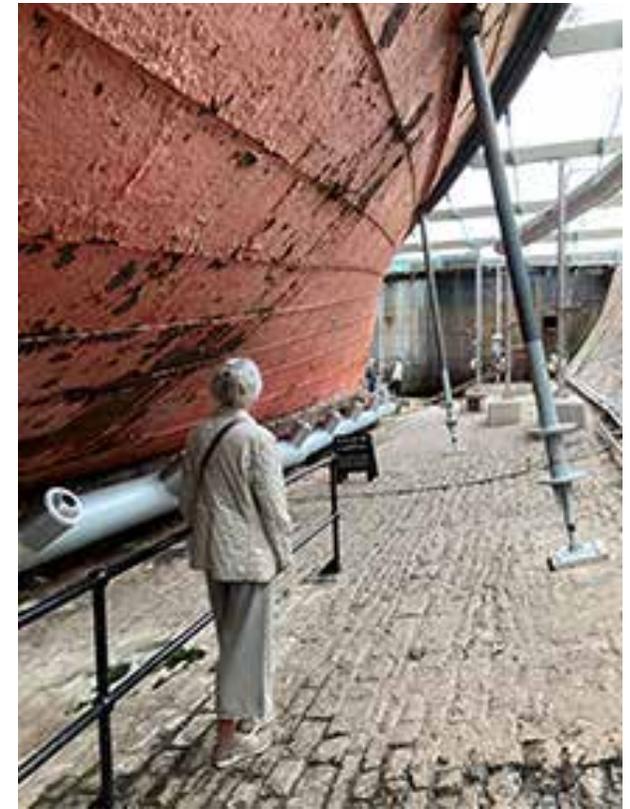
When she was launched in 1843 Brunel's *ss Great Britain* was the biggest ship in the world. During her construction she was known as the Mammoth.

Brunel chose iron to make a very strong, light, large hull. He calculated that his ship was big enough to carry all the fuel it needed to steam across the Atlantic.

The ship's steam engine turned a drive shaft connected to a propeller, which had six blades. The use of propellers to power ships was a very new invention.



Images submitted by Bob



Photos submitted by Bob



As she is today. Thick glass at waterline makes it look afloat. Top quality presentation with a number of very realistic wax people and recorded chatter typical of the crew.

I found it interesting that the (BIG) rudder geometry used on the SSGB is virtually the same as on an Island Packet.. airfoil shaped blade, counterbalanced, and a full protective shoe between keel and blade, but rivets are not flush for some reason. This was designed in the 1840's so no aircraft were flying and airfoil shapes were either non-existent or only conceptual ideas. Brunel was certainly creative.(Rudder is not the actual original).

Prop is unusual (a relatively new concept at the time) and looks to me as a modified version with the added blades at the tips. Apparently the original props self destructed so not sure what "generation" this concept represents.



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Continuing the travelogue, Bob (now home), sent more charming photos of the maritime interests in the UK.



Photos submitted by Bob



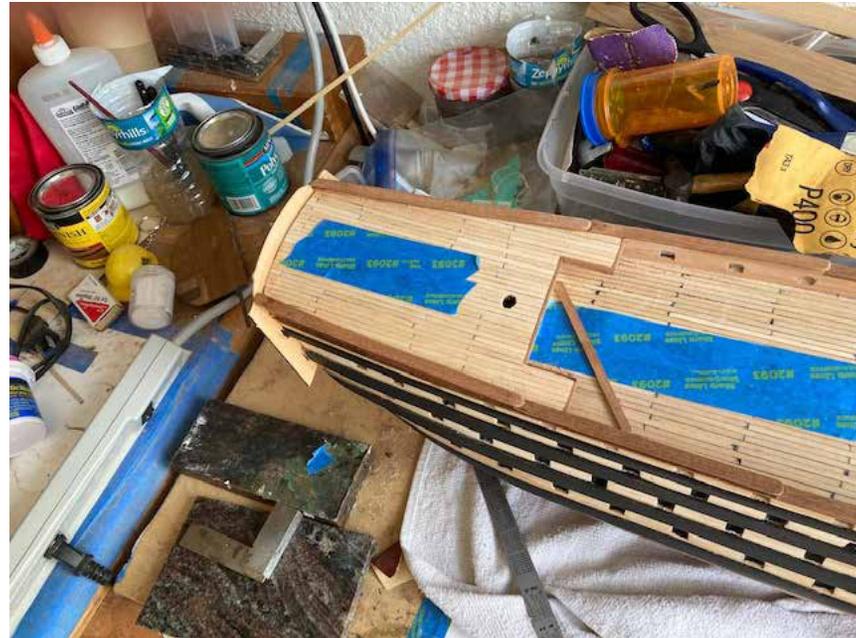
Chuck LaFave on *Santisima Trinidad*: "This is a kit from OcCRE. It is broken up in six parts so you can order each part when you are ready. I like this idea, so I'm not laying out \$400 or 500.00 at one time. The kit is *Santisima Trinidad*, Scale 1/90. So far in the rough state, only on kit 2."

OcCré says: "The *Santisima Trinidad* was built in Havana and launched on 2nd March 1769. It was the biggest warship of the 18th century, with 130 guns. After taking part in the naval campaigns of the late 18th and early 19th century, it last saw active service at the battle of Trafalgar, under the ensign of Rear Admiral Cisneros, where it was dismantled by the English fleet."

"The directions are fair. The build book is pictures by the numbers. The prints were three, 10 by 11 sheets and were not to scale. When it came to the above decks the print are very good. I was asked the type of wood: lime wood, sapele and African walnut."



Photos submitted by Chuck



Photos submitted by Chuck



Chuck LaFave on a Capstan: "I purchased the print from the NRG Guild store for \$25.00. It was a link to download a pdf version which I printed out. I used extra wood that I had laying around, and some of my new tools (and found out I need a few more new tools). The capstan I brought in to the meeting was in the in process, not as you see in these picture. I had fun working on this!"

NRG says: "You love building ship models. Their construction is challenging but the final product is a thing of beauty. There are inherent problems with ship models; they take a long time to build and, once completed, they consume a lot of display space."

The Capstan Project practicum addresses both of these problems while, at the same time, challenging the model builder and producing a model you will be proud to display. This practicum is provided as a PDF download. You will be able to download it immediately after ordering. The subject of this practicum is a single British capstan circa 1777. It is installed on its step and it actually turns. The practicum will also teach you how to construct hatch coamings and gratings.

This practicum is provided in two versions. The Intermediate version is aimed at the model builder whose only power tools are a hobby-sized circular saw and a Dremel-style rotary tool. The Advanced version also requires use of a lathe and mill. With either version, it is assumed that the builder owns a variety of hand tools, including knives and chisels and a way to sharpen them.

Both practicums include a detailed instruction manual and 29 sheets of fully dimensioned plans. The practicums are downloaded as .pdf files. Choose the scale you want to build in and dimension your own lumber. No materials are supplied. In 1:16 (3/4") scale, the model measures 6" x 6" without the capstan bars installed and 12" x 12" with them installed."



Photos above by NRG

Photos below submitted by Chuck





George Hecht on Korean War Gunboat: "The model is R/C, and 1/35 scale. It was produced in the UK as a tribute model put out by VOSPER/THORNEYCROFT. It represents an MBT/Gunboat from the Korean War period. The kit is all plastic, came with running gear installed, and most of the deck boxes already assembled. Glue down the deck after drilling all the holes for said boxes, assemble the cabin and guns, and you're done! Amazing."

Searchers will find "Thornycroft" spelled with loads of creativity, sometimes a couple ways in the same ad.



George will be using these to add nav, running and deck lights to the gunboat.



Howard Howe Revisits DeLand Army Tugs:

Tugs: "Five years ago I started on line research about the Army Steel Tugboats that were built in DeLand Florida during WWII. My Father was a welder working on the boats, and he had died of pneumonia in 1943 when I was six years old.

My wife and I traveled to DeLand, and met Dan Friend who is the curator for the DeLand Army Tugboat Preservation Group (DATPG), at usarmysttugs.com. Dan gave us a very interesting tour of the museum and display of models and artifacts. He also recommended reading *The Ordeal of Convoy N.Y. 119* by Charles Gibson. The all steel tugboats were top heavy and 4 were lost to floundering during the convoy and some suffered other design flaws.

During the war, Army Tugs were being built at numerous locations around the U.S. In DeLand on Lake Beresford there were 11 built to the Design 257, 74' long and 18 built to the Design 327 and were 86' long. I was able to locate a DUMAS kit 1256 for the Army 74' Tug at a 1/48" scale. I completed the model including RC capability and named her ST 42. There were no kits for the 86' ST Tug. So, I ordered plans from LOYAL HANNA DOCKYARD & TAUBMAN PLAN SERVICE in N.Y. The plans consist of 13 pages at 1/48" scale. I completed the scratch built model of the 86' ST Tug and named her ST 676.

As a member of the DeLand Historic Trust, we are excited that the one surviving and still operational DeLand built Army Tugboat ST 479 (named Tiger I), and presently located in Stockholm, Sweden, is being donated by the owners to the city of DeLand. Effort is underway to get funding and evaluate method of return to Jacksonville, FL and then transport down the St. Johns River for display on Lake Beresford, her birthplace!"



The ST 676 shown when alongside the USS O'TOOLE on October 6th. The ST was in the process of having water transferred from the DE's tanks. (Courtesy of Sabir Saigal) 08/06/2018



Image above & at right submitted by Howard



Steve Sobieralski on US Revenue Cutter *Alexander Hamilton*: "For a change of pace from my normal steel navy models I have started a kit I purchased 10-15 years ago, of the *Alexander Hamilton*, one of a class of eight ships designed to enforce tariffs and coastal security. Built in 1832 at the New York Navy Yard, the *Hamilton* served in the Boston area for the first twenty years of her life. In 1851 she was transferred to Charleston where she was lost in a storm in 1853.

The kit, produced by COTTAGE INDUSTRY MODELS LTD, is to my knowledge, the only resin kit of an age of sail ship. The hull and other major components are one-piece resin castings, as are many of the smaller detail parts. Other details are provided in cast metal, turned brass, photo etch and wood dowels for the masts and spars. The kit also includes several sizes and colors of a product called "Cim-Rope", a "hand made ship model rigging designed to look like real rope." The scale of the kit is 1/96 or 1/8" equals 1 foot.

As with most resin kits, a fair amount of time needs to be expended cleaning up the parts and I have completed this for most of the major components. I also decided to plank the deck with wood strips as opposed to retaining the scribed deck on the resin hull.

It has been some time since I built a sailing ship and I am looking forward to building the *Hamilton*. She is an attractive little ship and her topsail schooner rig will hopefully be less challenging than a full rigged three-masted ship."



The potential of *Hamilton*.



Sec/Ed Irwin Schuster displayed a Cortez Melonseed

Melonseed: I have nearly completed a 1/20 rigged half model of a fifteen-foot, open cockpit, CB, gaff cat designed by **Roger Allen**. *Melonseeds* are a traditional, shallow draft type, usually smaller, based on duck-boats used in NJ and thereabouts. Not a one-design, so I have some latitude in the rig.

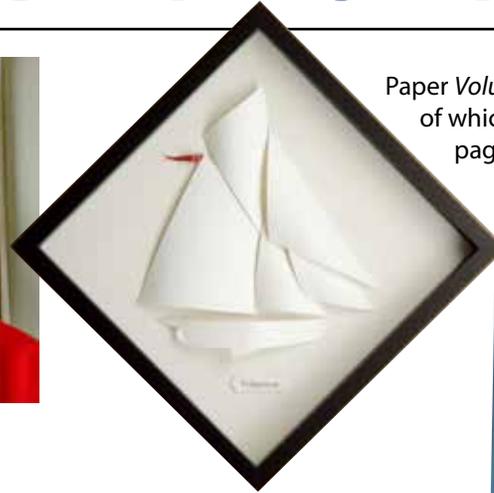
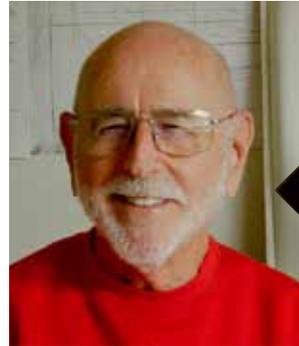
As described previously, the Poplar hull, split at the WL, is mounted on a mock blueprint field with sail and specs printed on it. The print is mounted on hardboard, of a variety soft enough to be easily drilled. This is important to allow lacing the sails to the half spars, and drilling for mounting rigging components and reef points. Deck planks, coaming, CB and case, floorboards, rudder and tiller are cherry. Spars are basswood.

I described the case-to-be, to be made of Stock, 1/2 x 2-1/2 pine from LOWE's (about \$11), including the 1/2 x 1-1/2 that will be split for the mitered frame face. \$4-5 should cover 12-1/2 x 15-1/2 window glass from ACE HARDWARE.

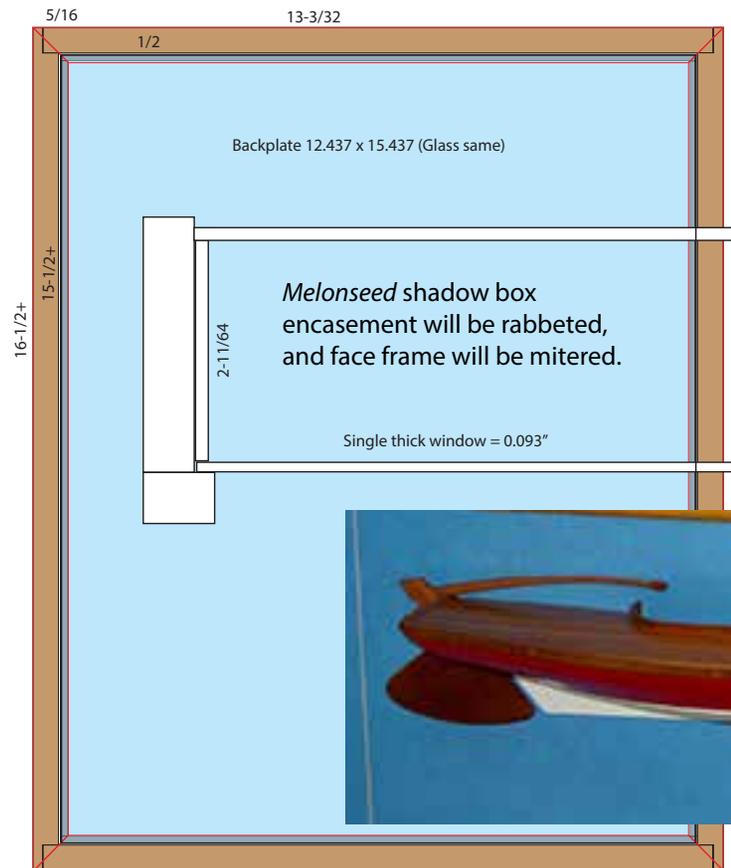
See diagram for construction. The section design is copied from the *Volunteer's* shadow box obtained at MICHAEL'S.

I also brought that very same shadow box with a "sculpted" paper interpretation of *Volunteer*. I was asked what kind of paper. Now back in my office, I can answer specifically: 65# cover, 96 brightness by NEENAH – Bright White Premium Cardstock. I drew the sails and hull on the Mac and printed on HP Laser printer. The parts are curved by dragging over a sharp desk edge. Long, straight sail edges have tabs folded under, glued with Elmer's. Peaks and clews have similar tabs or separate triangular finagling. Spars are ignored except for bowsprit.

The field is BAINBRIDGE 172 Hot Press single thick, left over from the "Days of Yore," when mechanical art was accomplished by cavemen such as I.



Paper *Volunteer*, the diamond format of which is a real nuisance for page layout! 13" on a side.





Believe It or Oar Knot!

Another bit of info:

Richard Jagels, Emeritus Professor of Forest Biology - University of Maine, retired, who writes on the subject of boat-building woods for WoodenBoat, states that White Oak and Red Oak are not distinct species of timber but lie on a spectrum with properties dependent on weather, soil, temperature and other external factors. i-4-1 did not know that! It matters for workability, strength and resistance to decay.

"A key point to remember that 'red' and 'white' are not monolithic oak categories. Some reds are stronger than some whites, and tannin concentrations in whites can vary among species or even be influenced by the chemistry of the soils that trees grow in. You might say we have a continuum of species ranging from ones with prototypical white-oak characteristics to those that represent our oft-accepted view of red oak—with a mongrel group of 'rosé' oaks..."

(WB #281, Wood Technology:
White, Red, or Rosé)

And also from WB on the early

"runabouts": "The term "auto-boat" obviously derives directly from the automobile, a new contraction in 1904 that was rapidly transforming western society. **(Interestingly, the term "automobile," which simply means "self-moving," had been in use for decades to describe self-propelled torpedoes.)** The novelty of a self-propelled carriage after centuries of horses as the primary engines of movement over the road is easy to understand, but its impact is hard to overstate. The automobile was so visible that the transfer of its technology and terminology to boats made many more people aware of powerboats; in fact, many of them didn't realize that small powerboats for pleasure had even existed before auto-boats, the automobile, and the gasoline engine itself."

NAUTICAL HUMOR: "At my surgery, the Anesthesiologist offered to knock me out with gas or a boat paddle...
It was an ether/oar situation."

Were it not for SIB's there would be no ship model humor whatsoever!

"You just wished for a ship. You didn't say how big."

