

Ship's Log

TampaBayShipModelSociety

Meeting of September 28, 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, Oct. 26 10:30 a.m.

The regular September meeting was called to order by **Captain Sobieralski**. No club business was transacted.

Visitor **Paul Schnitzlein**, of South Tampa introduced himself as *another* retired architect, who is picking up a model of a Baltimore Clipper started in 1979.

George Hecht reported that he is involved as consultant and staff of a new HOBBYTOWN enterprise at 2576-8, Countryside Blvd, in Clearwater, Countryside Center, across from the mall proper, near to GrillSmith, next to Homegoods.

I. your Sec/Ed, and **Chuck LaFave** will be driving up to Safety Harbor to collect three ships in need of repair, and casing, after lunch.

After the meeting, most attended lunch at the nearby **Hollander Hotel and Taproom**. ALL are invited to do the same in the future.



This may be the final installment of **Brad Murray's** whirligig based on Brant Point light and the Rainbow Fleet race. He has rope-carving down to a science, and glass-cutting as well. The proof is in the whirling. A fan made it happen.



Show & Tell

Howard Howe on Tugboat *Perseverance* progress: "After completing the major assembly of the cabin and wheel house for *Perseverance*, including plans to allow interior access, I am in the process of starting some of the other sub-assemblies both wood and lead castings.

The tow hook assembly is all lead and proved to be an interesting challenge for assembly of the small parts and still maintain moveability.

The ventilators are lead castings that require extending the length with wood dowels, and are mounted in holes drilled in the deck. Two of the ladders have been assembled and installed. These are made using the two-side casting with individual wood steps that are glued to the castings. An assembly jig had to be fabricated for this task.

Time for water test and RC operation. Using a friend's swimming pool and minimum structure on the boat, I added my dive weights in the hull to achieve proper ballast to set the water line. Now I have about a 40 lb. boat! Next day we took her to Seminole Pond and did a sea trial. All went well except there was bilge water after the test. Later determined that water entered the unsealed area under the anchor hawse. May have been a little bow heavy. Problem was corrected and also added another hatch to stern deck area of the boat for access.



Images below submitted by Howard



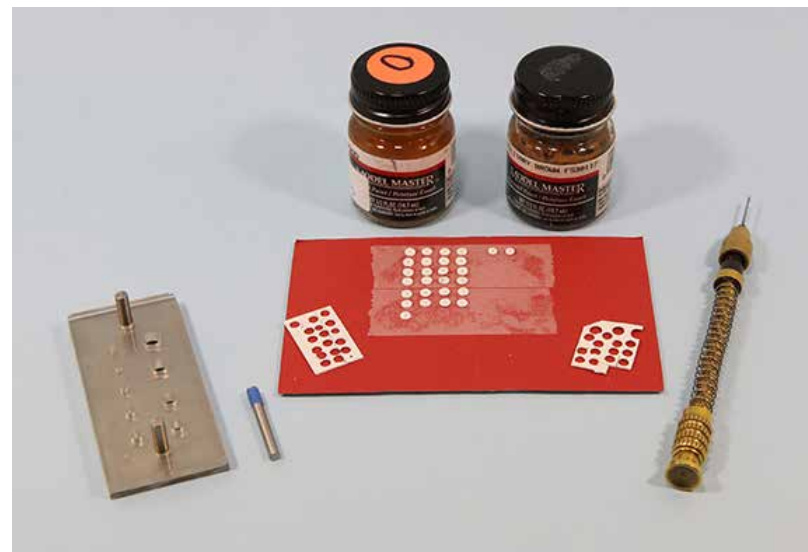
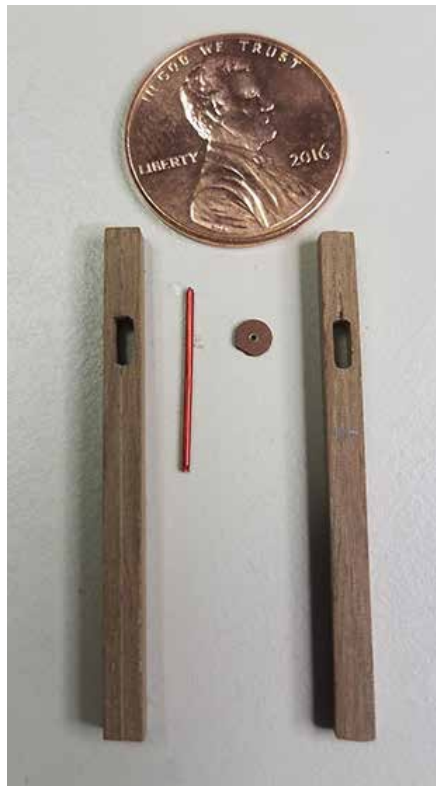
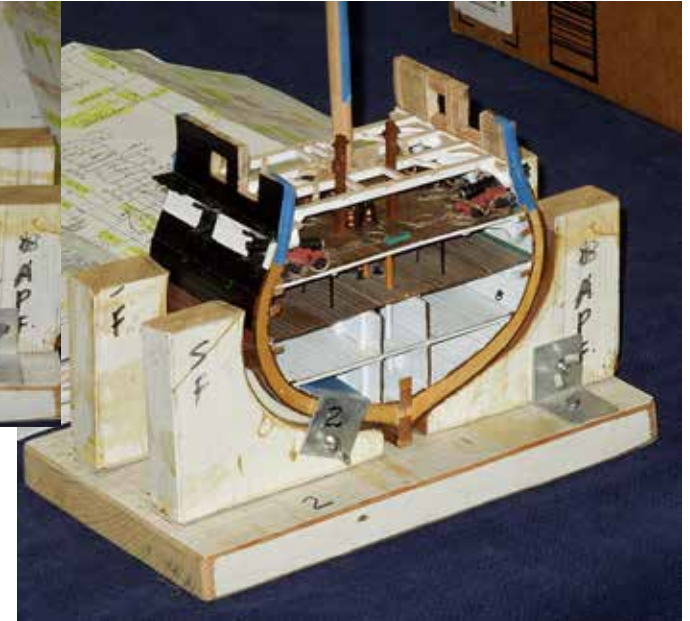
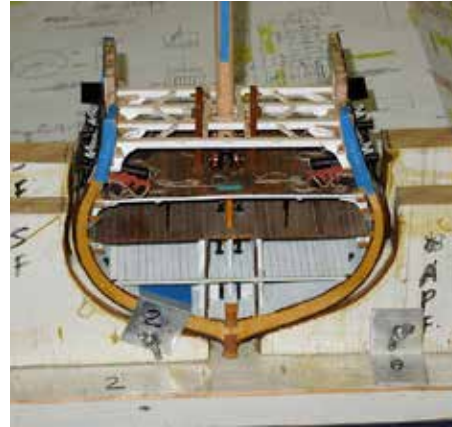


George G. Fehér's X-Sect Attains Maturity:

Maturity: "During my ongoing **eighteen-year**-long build of the (*USS Constitution*) cross section, there have been primarily three difficult challenges to overcome. First, obtaining plans representative of the ship as it stood throughout the years, building the hanging, lodging and diagonal knees to support the beams, and then, the mainmast sheet bits (a.k.a. jeers). I settled on the plans developed during the 1927-1931 restoration while she was in dry-dock because they were the most detailed, drawn from actual measurements. The USS Constitution Museum website has copies of these plans (<https://usconstitutionmuseum.org/discover-learn/modeler-resources>).

Each of the mainmast bits were made from two half-pieces of walnut as follows: the sheave holes were filed out to size, then the two halves were glued together and sanded to dimension (3mm sq.). The sheaves were punched from plastic stock, painted and installed using a piece of armature wire as the pin.

Setback: once dry-fitted, the bits interfered with the forward bilge pump handles. After a few expletives, the pump arms were cut apart and extended 3mm with a piece of wood, CA glued, repainted and reinstalled. Never a dull moment in scale modeling! The next, and hopefully the final hurdle to overcome, is building the main fife rails.



Lower three photos from George.



Phil Stager unloads Kitzrow lumber: "Had a good opportunity to unload more of the Kitzrow wood to **Charles Gravalles** so he followed me home and stocked up. Glad to see it go to a good home instead of the, 'if it's free, it's for me crowd.'"

Kitzrow Wood Records belong to the club, but are largely obsolete by the www. In 2014, Skipper **Tim Roberts** resurrected them (below).

[Sec/Ed] This is a good place to insert: Since, I called and visited Craftsmen's Supply in Ybor City and picked up a 4x8' sheet of 1/4" red oak ply, which management was kind enough to cut to fit in my RAV. The place would make Jack Kitzrow cry. Every exotic in the www (whole wild world), and, while they stock giant planks and baulks, there are bins of small scraps and off-cuts to delight all woodcrafters.

Phil has an operation scheduled for 13-Oct with a major follow up on 20-Oct so will probably miss the next meeting."



PANEL 2A



POPLAR: Magnolia Family. Also called Tulp tree. Close grained. Straight grained, not easily split or warped.



BEECH: Beech Family - includes all the oaks. Hard, fine grained, obtained at lumber yard.



SYCAMORE: Plane tree Family. Medium grained, finishes well, bends well.



RED CEDAR: Pine Family. Wood is light. Close grained, durable, from tree obtained locally.



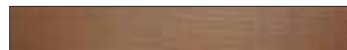
CYPRESS: Pine Family. Straight grained. Soft, light but heavier than pine and close grained.




ALASKA CEDAR: Lemon Yellow color. Soft but firm, finished well. Fine grained. Used for interior trim and boats.

Original assembly and comment by Jack Kitzrow, Tampa Bay Ship Model Society, date unknown. Digitally reconstructed 2014, by Ivan Schuster

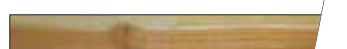
PANEL 1C




PLUM: Rose Family. Beautiful deep color, hard. Close grained, bends well. Obtained from tree locally.




SOUR RED CHERRY: Similar to Plum. Lighter in color, bends well, fine grain.



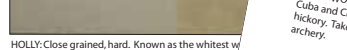
WILD PLUM: Rose Family. Canada and Red Plum. Hard, heavy, close mahogany color (Salmon).



PEACH: Very colorful wood, hard, smooth.



CHERRY: Rose Family. Black Cherry. Hard, close grained, obtained from some lumber dealers.



HOLLY: Close grained, hard. Known as the whitest w

Original assembly and comment by Jack Kitzrow, Tampa Bay Ship Model Society, date unknown. Digitally reconstructed 2014, by Ivan Schuster

PANEL 1B



BOXWOOD: West Indian; Venezuela - Columbia - West Indies. Heavy, hard, fine textured. Finest of model ship building wood.



GRAPEFRUIT: Hard, close grained. Tough, interlocking grain.



ORANGE: Hard. Close grained, interlocking grain. Tough. 49 LB PCF. Use - Inlays, manicure sticks, fancy boxes.




PANEL 1A




APPLE: Rose Family. Heart wood is deep rich, reddish brown. Sap wood cream white, both are hard, close grained, bend well. [Cut from trees in the area.]



HAWTHORN: Rose Family. Hundreds of varieties. Wood found locally, is harder than apple, close grained, good for carving.




PEAR: Rose Family. Very fine grained, closed pored. Used for drawing instruments, rulers, marquetry. Light pear cut from live tree, air dried. Warm pear from dead tree.



LEMONWOOD: Also called Degame. Lancewood. Not related to our lemon tree. Cuba and Central America. Fine textured, strong, tough and resilient as archery.

Original assembly and comment by Jack Kitzrow, Tampa Bay Ship Model Society, date unknown. Digitally reconstructed 2014, by Ivan Schuster



Bob Johnson on Cape Cod:

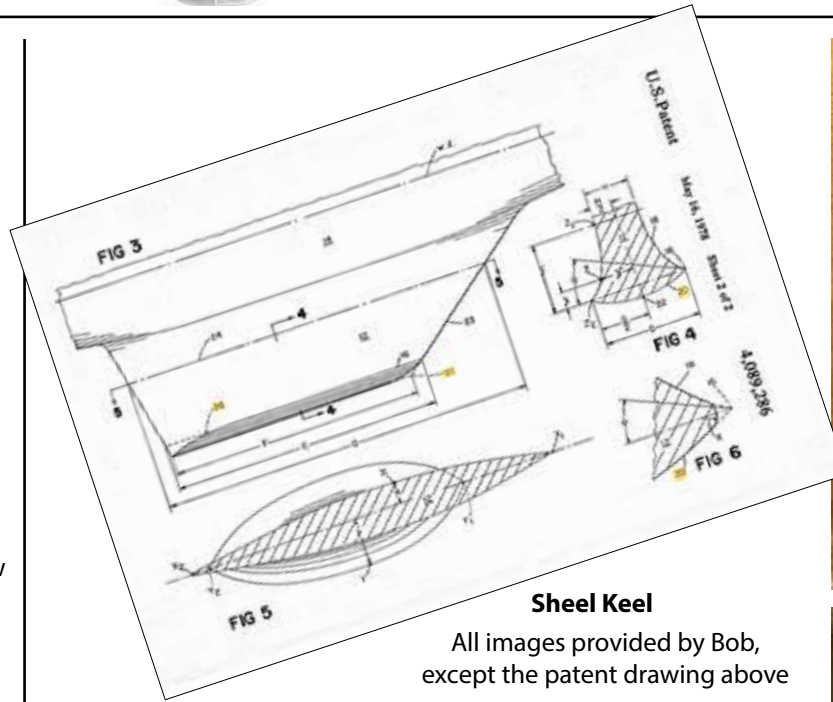
"I'm up in Cape Cod and visited the Highland Lighthouse museum in Truro today. Lots of vintage models that might be of interest to the membership (or not?). Anyway, I'll send a few emails with some images that may inspire some model ideas.

Henry Scheel designed some sailboats in the 1970's and later...had a unique keel design called the "Sheel Keel". Did not know he was a painter as well.

Behind the model of the Arctic side-wheeler ship one can see an image of it foundering and being lost (sorry about the reflections on the glass case).

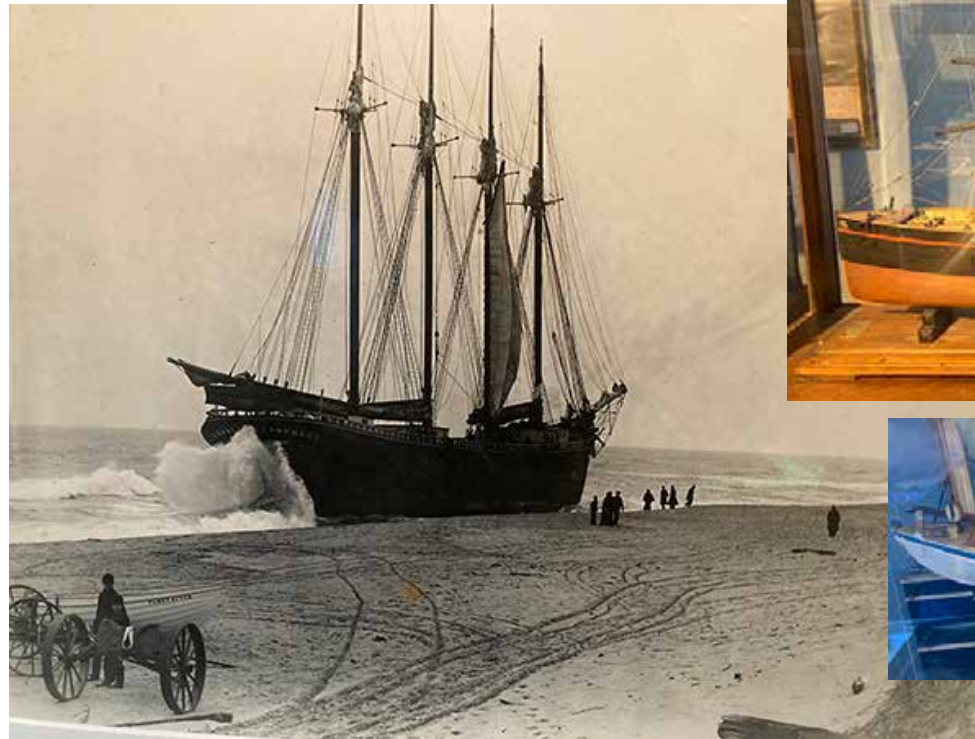
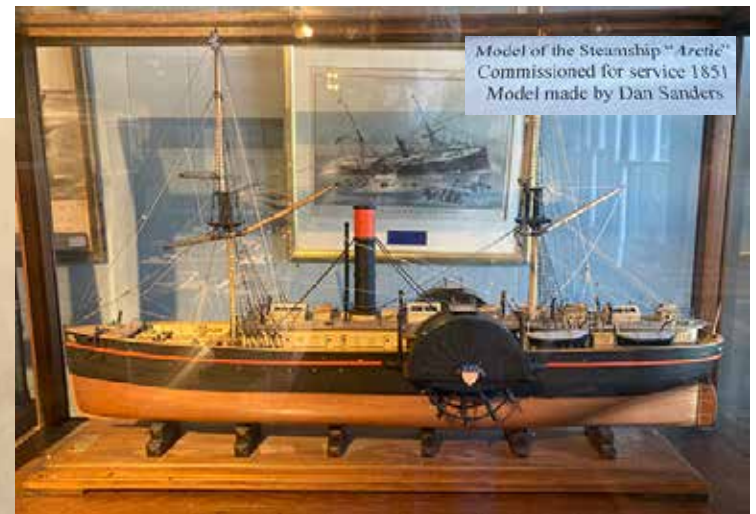
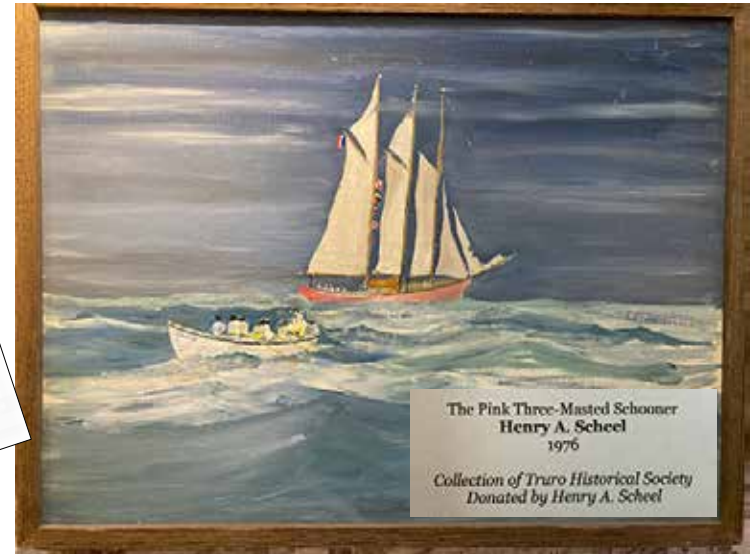
Classic whaleboat...can picture C. Ahab standing in bow with a harpoon ready for Moby Dick. ...a nicely done small model.

Not a model but great photo of a not-uncommon event on the Atlantic side. Bad day for this four masted schooner on a Cape Cod beach...likely not rescued. (Bob later added that she WAS refloated!)



Sheel Keel

All images provided by Bob, except the patent drawing above





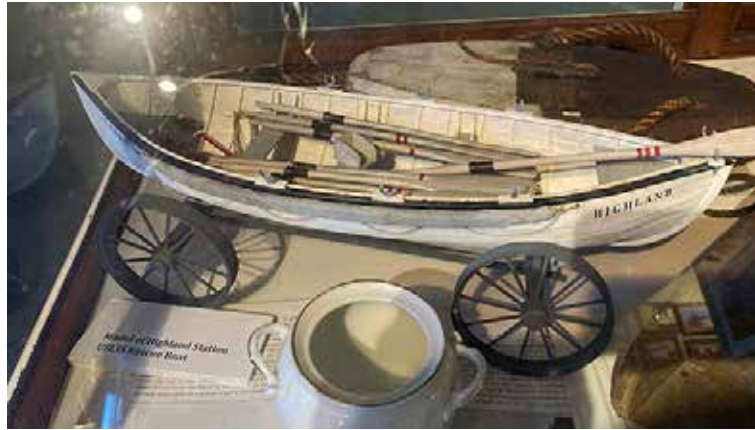
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Lifesaving boat from Highland Light with its beach "dolly" allowing for quick launch and rescue operations. Nice subject.

Dutch influences on this leeboard fitted Shallop carried on the Mayflower (which, if I recall, was in Holland before leaving for what would become the British Colonies).

Handsome schooner. Impressive rigging!

These models (and many more) are in the Customs House Maritime Museum in Newburyport, Mass... a very interesting array of maritime artifacts, plus the actual place that the US Coast Guard began. Worth a visit.



Model of the Rose Dorothea
Louis 'Spuky' Silva
Previously owned by Ken Silva and currently owned by Michael Coelho.



Variety of half models...basic but interesting.

Boat full of fish:

An overlooked model detail for working craft. Quite a catch. Pretty boat (excepting the "cabin"). Suspect a single cylinder make-and-break engine? Would be nice to model a boat in working condition with active crew... choosing a common scale will have many very realistic figures available (Preiser is tops). www.prieserusa.com



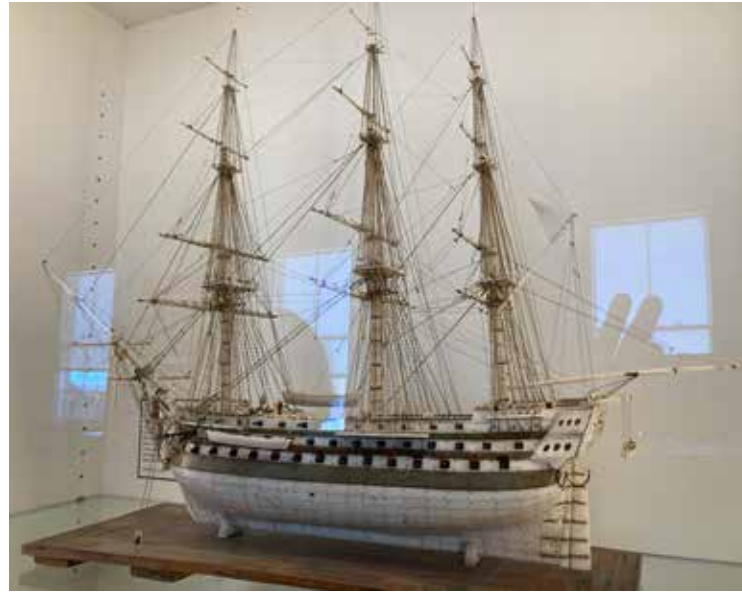


The "bone model" is superb... remarkable craftsmanship.

The wood "framing model" is likely from the mid-1800's and possibly created as a reference for the folks building the actual ship (Years ago I saw a large-scale framing model for the "apple-bow" sections of a sailing ship (c.1800?) at the maritime museum in Gothenburg, Sweden where (I think) I recall I learned it was for the builders as most (none?) were able to read a drawing (or perhaps because it was also difficult to draw these frames in two dimensions). Anyway, an interesting idea for models.

Showing a model foundering on the shore might be an interesting option for a display? Bad day for these magnificent ships that ran aground on the Atlantic side of Cape Cod. Info mentions 3000+ ships were lost on the Cape over the years.

The far right image is a half model of the framing for a rather bulky looking sailing vessel (1690)...but likely typical of ships of the day.



Prisoner of War Bone Ship Model
 Maker Unknown
 Bone, Wood, Thread
 19th century

During the Napoleonic Wars (1792-1815), French captives held in British prisons and ships produced ship models, typically made from the leftover bone from their staple diet of mutton stew. Gradually, after each meal, the prisoner would build up a collection of bone, which he would submerge for prolonged periods in wet clay to make it pliable, before working on its construction.

CHMM 1975.1.129



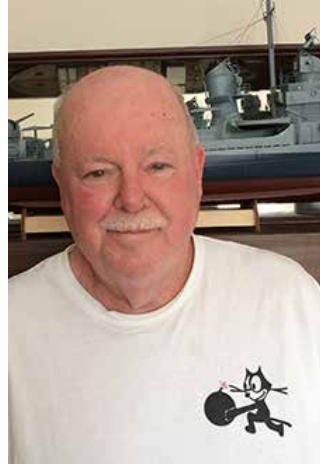


George Hecht on an R/C Sailing craft:

"I got the model around 1991. Can't remember who produced it or where I bought it.

It was the only sailing model I ever saw with a 1-channel radio. I assembled it per instructions. It came with the usual plastic bag with about 1,000 very small screws. No glue needed.

Everything was assembled that way. Quality model, that sailed very well."





Brads Whirligig Gig: "After a decades- long gestation and untold (pleasant) hours of work the gig finally whirls.

To paint the bottoms, topsides and decks the CB's were removed and a temporary strut inserted making it easy to handle each boat for painting. The entry-way was roofed and trimmed out. The window above was built and an opening for it was cut in the cup.

The ten sided lantern is made of microscope slides. A jig was made for the two cuts needed to reduce each to the correct size. The black cup holds WD-40 to help the glass fracture. Glass cutting is an uncertain business, it took 20 slides to get 10 usable ones.

The cut edges were dressed on a coarse diamond stone and then beveled using a piece of STARBOARD as a bevel guide. The "stone" sits in a tray of H2O to lube and wash away the silica grindings.

The ten beveled "panes" are arranged on the sticky side of some tape. If the bevel is correct the object just rolls into the desired form.

With temporary bracing the floor, ceiling, mid pieces can be cut, fit & glued. A 1/4" dowel, chucked into a hand drill, is shaped for the king post. 1/16" ply rafters are fit and the roof sheathed with 1/32" ply. Painted and done.

Booms were laced on first. The lacing began with a whipping at the booms end and ended at the jaws. The holes for the gaff are divided off. The lacing continues through gaff jaws to become throat and topping halyards. The final rigging pieces were the traveler and horse (in this case a Lilliputian pony) of brass wire and tiny flared tubing. The main sheets were rigged & we were a-whirl."

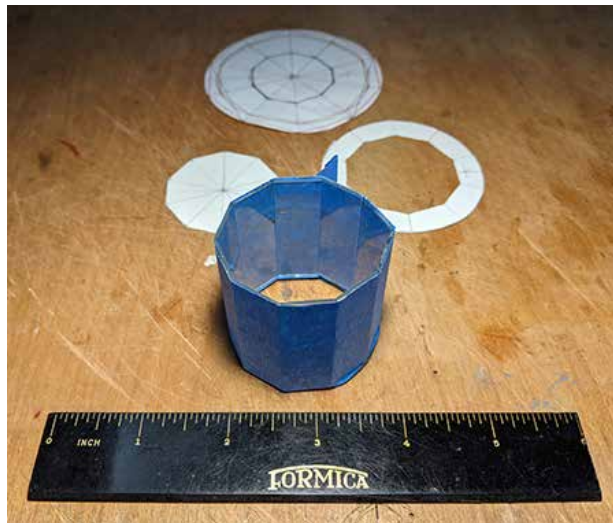
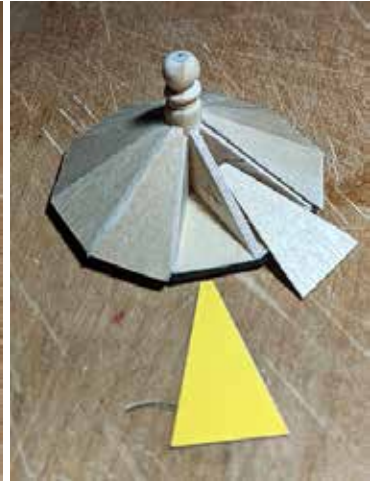
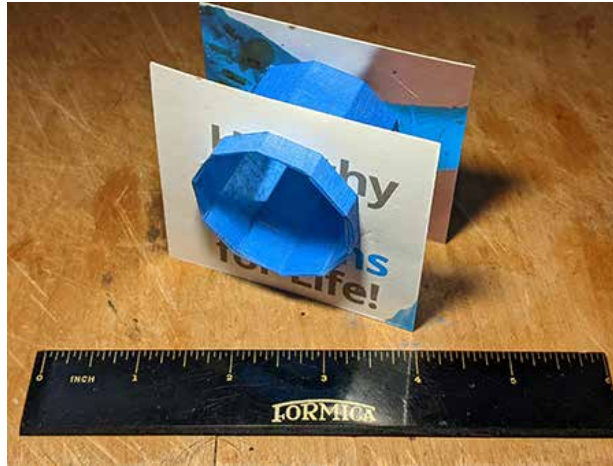


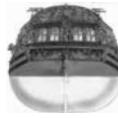
Photos submitted by Brad





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Chuck LaFave on April's Ships:

"Irwin drove to Safety Harbor because we were not sure if the 4-master ship would fit in my car (turned out to be much smaller than anticipated). Barely fit in the back seat of my car!

The 4-master schooner needed bowsprit repair and dust and dirt removed. I washed the boat and painted both sides.

Next ship was the Schooner Yacht America that looks like it was broken off its base. Needs a lot of work.

I made a new false keel, did some deck planking, and will re-rig the boat and some paint her up. The picture is work in progress.

And last, she had a model ship kit of the America @ 1/4 scale by BILLING BOAT. Her husband is in bad shape and I'm going to build the ship and offer it to her. The build can be done two ways with the frame open or enclosed/planked and rigged.

Shop: Here are some pics of my new workshop. Still needs some more work done.



A tourist Schooner Yacht America with a bow like a dhow. But, below, a much nicer, BLUEJACKET kit that Chuck got as a reward for his labors. Photos from Chuck and the box label from the web.





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First, the four-masted schooner, identity unknown, that Chuck restored-refinished. Sails were not part of the effort. Then, his garage bay conversion to shop-with-a-view, in Lake Suzy.





Charles Gravallese' Dust and Wood Chip Control: "Having reached the stage in building the Howard Hahn *Confederacy*, I'm confronted with the problem of controlling the buildup of dust and wood chips on the interior of the model. As it stands now, all the outer planking is completed, as are the lower deck, and gun-deck. I'm now in the process of framing the quarterdeck and forecastle. This current work is creating a fair amount of wood chips and sanding dust that are settling into the lower portions of the interior hull already completed. After a good deal of thinking, I solved the problem by using a mini blower that I picked up from Amazon. This blower is compact, battery powered, has variable speed settings and is quite powerful at the highest setting. It fits my need perfectly. After each work session, I roll the model out onto the lanai and simply blow out the debris. I also constructed a temporary dust cover that gets put in place whenever I'm not working on the model. I am planning to bring the *Confederacy* to the next Society meeting for show and tell."



Images at right, from Charles



[Sec/Ed] This seems like a good place to insert a reminder that a woodworking magazine reported that woodworkers are 35X as the general public, to have lung problems. Okay, think about all of those face masks you have in drawers. **Put a few in your shop, and USE 'EM!**

Do you have to be from MA to appreciate the message on this garment?





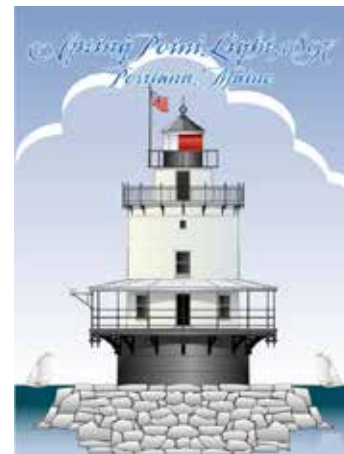
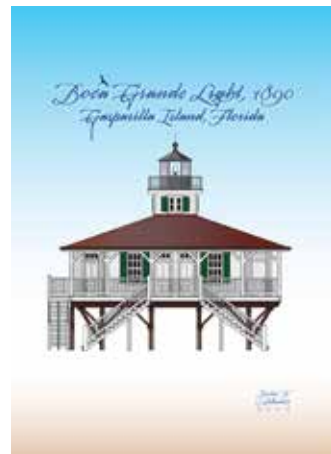
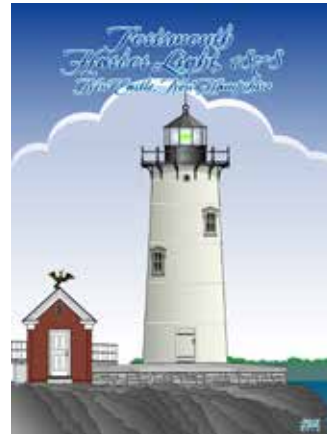
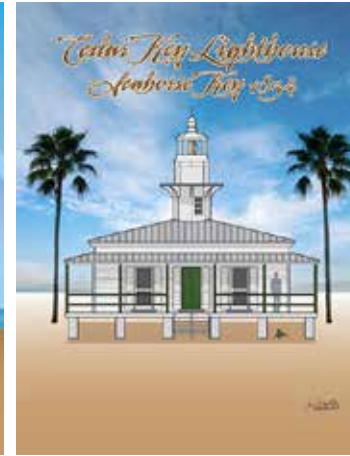
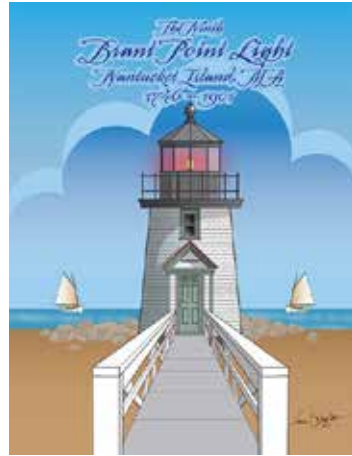
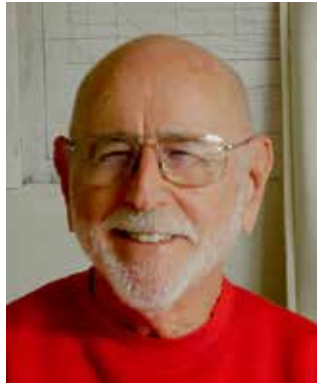
Irwin Schuster – Sec/Ed shows lighthouses in 2D: After a visit to Spring Point Light around the turn of the century, I took a fancy to lighthouses and decided to illustrate a few in a stark architectural elevation technique with stylized, forced symmetry where I could. Spring Point is called a “spark plug” type. You can probably see why. The odd ones attract me, and Florida has other shapes.

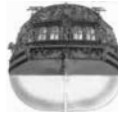
Next, I mess in dreams about stable rowing craft for the elderly, but with character, and one result was, “BatRowbile.” I might make a model for fun. 3D Seems to document concepts better than 2D.

By about 150%.

Last-ish, **Chuck LaFave** and I, after this meeting, went up to Safety Harbor to rescue and restore three ships for the wife of a Viet Marine Vet-amputee in nursing care. Chuck took a small, 4-masted schooner and a tourist rendition of *Schooner Yacht America*. I took a 2-masted schooner with twin heads aft (for boy's & girls?), that was in some disrepair, but wanted a floor-standing case. The ship is done and the case is underway. It is big.

Supply chain issues are affecting lumber and not only in price, but low down availability, too. If you will need it, and you see it, better buy it now. I had to drive to a distant Lowe's to grab stock, and what I found was the dregs. The store would take my order, but would not commit on delivery of one, out-of-stock item. I went to Craftsmens Supply near Ybor (covered elsewhere).





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Around March, 2021, a model of *BB Hardwick*, a Nova Scotia schooner, was rescued and shipped to Massachusetts for restoration and repatriation to home port. **George "The Jich" Estano** has sent pix of her current state, and his shop, "DownUnder."



MORE



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From the "OBVIOUS – right after somebody says it," department: **George Fehér** suggests that storing paint cans upside-down, results in skim forming underneath the contents.

A new one on me: Keyaki (*Zelkova serrata*) "is a species of the genus *Zelkova* native to Japan, Korea, eastern China and Taiwan. It is often grown as an ornamental tree, and used in bonsai. It is a medium-sized deciduous tree usually growing to 30 m (98 .) tall. It is characterized by a short trunk dividing into many upright and erect spreading stems forming a broad, round-topped head."

Our past President, Keith Van Heusen, brought up Thomas Hoyne, in 2018. **Bob Johnson** brought this book.



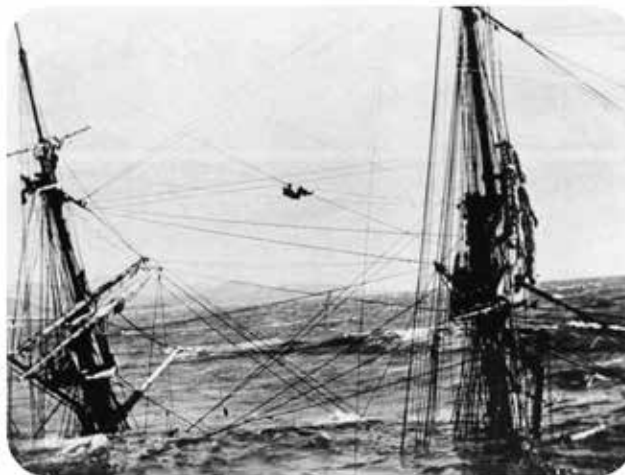
A gentleman named **Mike Hyde** in Sarasota, asked for help in finishing this Constitution. **Reliable Chuck Lafave** stepped up as usual, and will take it on his next trip to St. Pete. I suspect he has elves.

Charles Cozewith's (of Gulf Coast Ship Modelers, in TX) two half-hull ships: "I did three half hull models a couple of years ago. I pondered what to do about the masts since if they were full round they would either have to be slightly off center or else the hull would have to extended in breadth a bit. I decided to make them semi-circular by cutting along the length. Here are a couple of pix of the final results.





Believe It Oar Knot!



"Flying all but the cook's drawers," "Delaying the inevitable," and "Might be time to take in a bit of sail." >>>>
Below, *Wringing the last fraction of speed (and fun) out of sailing, and Ed Brut brought a box of boxes for the taking.* He has more if you missed out.

