

Ship's Log

\$12. DUES ARE PAST DUE! TampaBayShipModelSociety

Meeting of February 22, 2022

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 are 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*.

The regular, face-to-face, February meeting was called to order by **Skipper/Treasurer Steve Sobieralski**. He noted that it was 2/22/22, and a 2-5 day, 2 boot. He accepted and noted a couple new dues payments and will report on the roster and treasury at the upcoming meeting. If you are not paid up, please submit \$12. in cash or, if a check, made out to STEVE SOBIERALSKI. **Checks to TBSMS CANNOT be accepted.**

George Hecht told that a 10% discount will be given by HobbyTown, at 2576-8, Countryside Blvd., in Clearwater, to any who presented a model club I.D. card. TBSMS does not issue I.D.'s. We do have Club business cards, and they will be brought in so that any wishing said documentation can get one signed by the Skipper.

A bit more traffic was encountered by some, with the 10:00 meeting time. It was casually agreed that we would hold this time for the next few meetings and return to the decision again, with more experience.

No "official" business was conducted. Most met at the Hollander Tap Room for lunch after adjournment.



Next Meeting
Tuesday, **Mar. 22** 10:00 a.m.



Show & Tell

Charlie Gravellese on *Confederacy* – Continental Navy frigate 1779:

Scale: 3/16" = 1'. (My) "Admiralty style model being constructed using plans developed by Harold Hahn and using his technique of constructing models upside down on a master building board as described in his book "Ships of the American Revolution".

Model measures: 45" long, 13" wide, and 10" high. As of this date, there is probably about one year to go on construction. I am currently working on fabricating and installing the very complex head timbers. These consist of compound curves and angles and are also adorned with many decorative carvings.

The Frigate *Confederacy* was one of 5, 36-gun frigates commissioned in 1778 to be built by the Continental Congress. She and the other 4 frigates represent the embryo of the U.S. Navy. Her career under the American flag did not last very long when she was captured by the Royal Navy in 1781. Fortunately for us, the Brits through a reverse engineering process recorded her lines which are now on file in British Admiralty archives, and for this reason only, we today know what she looked like. It is not clear whether or not formal plans were ever drawn by the Continental Congress.





At the time *Confederacy* was built, ships were constructed by a set of rigid, time tested, specifications based almost entirely on proportions. Ships built by the Colonies and the British would have been very similar in their construction methodology.

The plans from which my model is built were drawn by Harold Hahn using the original Admiralty draughts as a base line. Mr Hahn did modify the Admiralty plans but only to the degree of making them usable for model building purposes. Essentially, these plans are a true representation the actual ship.

The Model: This model is commonly known as a "navy board, dockyard or Admiralty" style of model. It will not be masted or rigged. Everything that's part of, on or in the model is entirely scratch built. The woods used are a variety of hardwoods:

- Keel and all internal framing – Pau Marfin
- Hull frames – Red Gum
- Exterior hull planking – Boxwood
- Main Wales and all black areas – Gaboon Ebony
- Decking – Holly
- Ceiling planks and all accent planking - Pearwood
- Decorative carvings, railings and moldings – hand carved Boxwood
- All metal fittings – fashioned from brass
- All rope and lines – hand twisted linen threads"





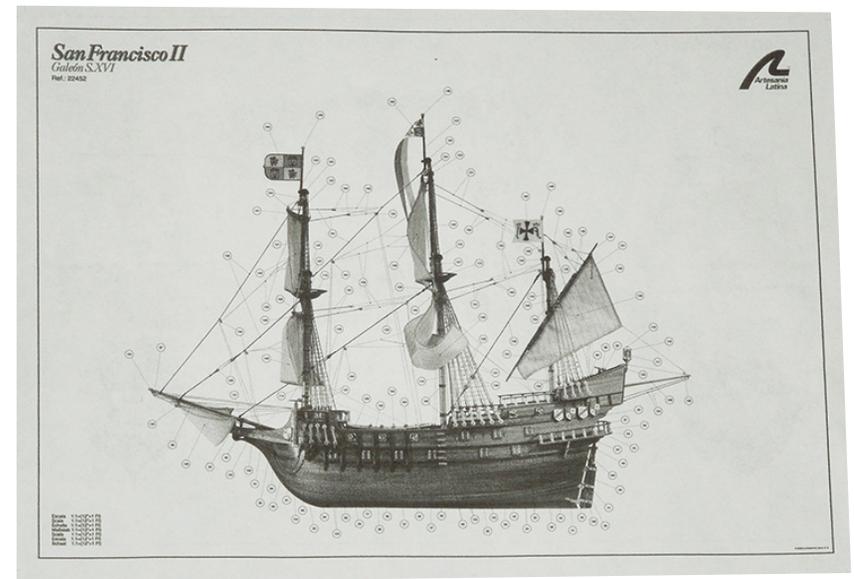
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Chuck LaFave responds with photos of his many fixes: This one is HMS *Victory*, damaged in a move.

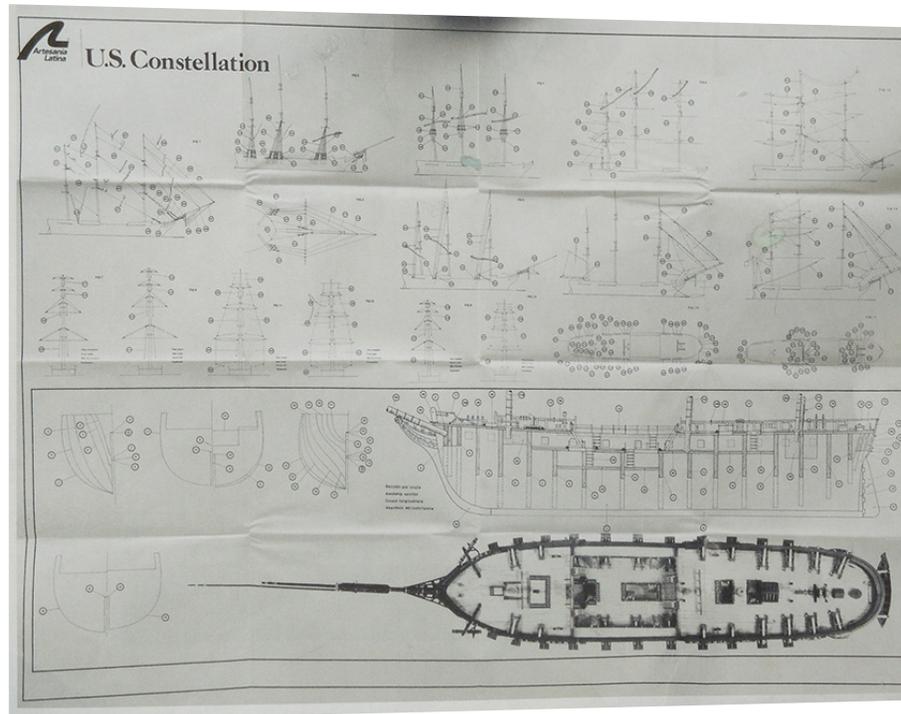




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Photos submitted by Chuck, showing documentation for a few of his current complete and restore projects.





Bob Johnson Notes Shackleton's *Endurance* Found: In the Antarctic's Weddell Sea at 3,008m, upright, largely intact, The Falklands Maritime Heritage Trust has located and photographed the ship, including her name on the stern. The Trust employed the South African icebreaker *Agulhas II* with remote subs. 107 years below!



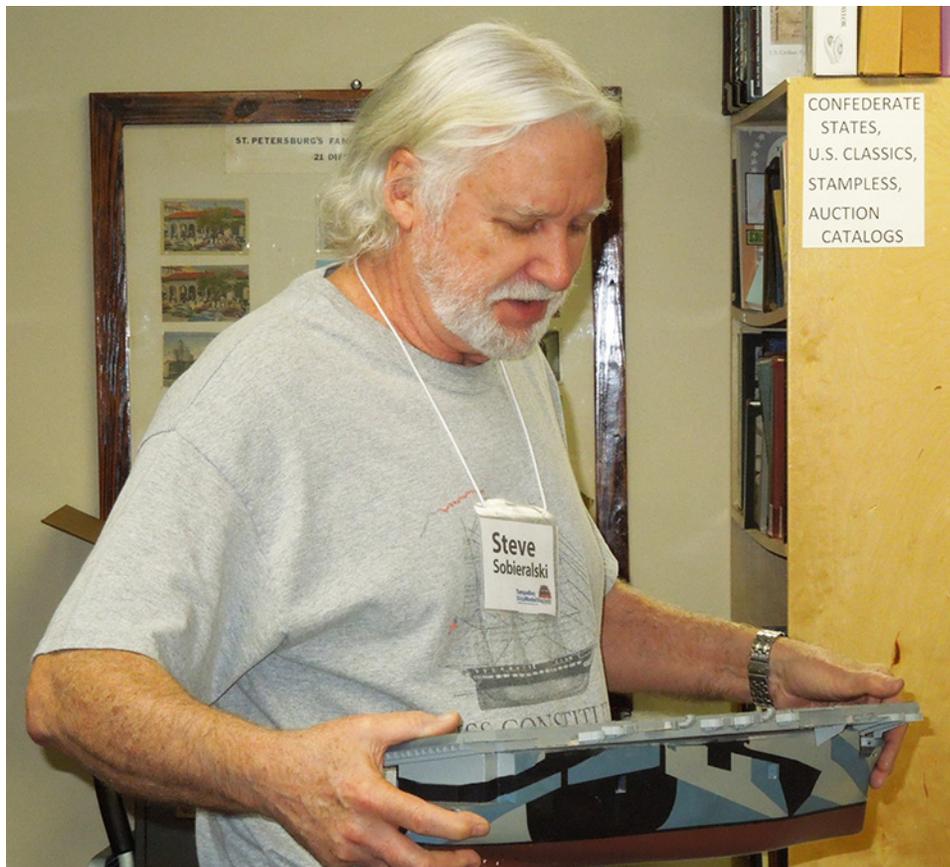
Credit: Falklands Maritime Heritage Trust/National Geographic



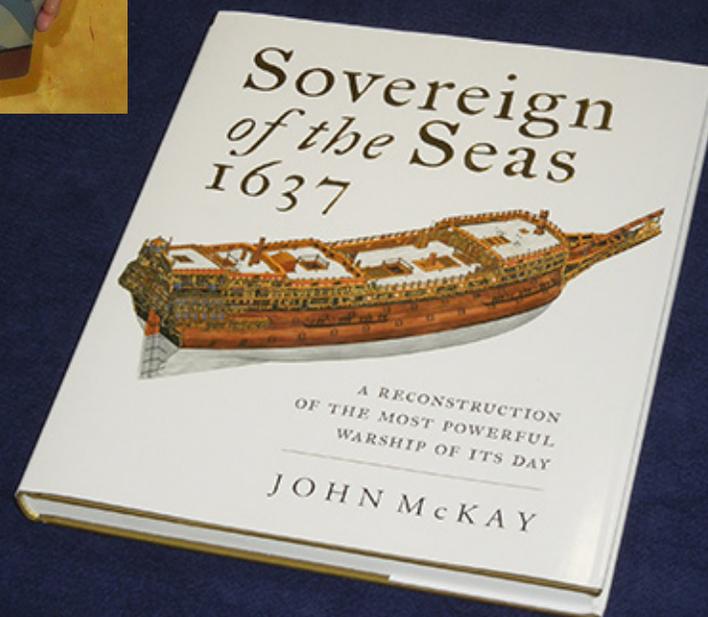
Steve Sobieralski reports on Carrier USS *Hoggatt Bay*:

"I have undertaken a project for a gentleman who recently contacted the club requesting assistance completing a model. The ship is the USS *Hoggatt Bay* CVE 75, which his father served on during WWII.

The *Hoggatt Bay* was a *Casablanca* class escort aircraft carrier, the most numerous type of aircraft carrier ever built. They were smaller, slower and generally less capable than the standard US Navy fleet aircraft carriers, but filled a valuable supporting role and contributed significantly to the navy's effort in the war, both in the Pacific and the Atlantic. She was constructed at the Kaiser shipyard in Vancouver, Washington, using mass production techniques developed for merchant ships, was launched in December, 1943 and commissioned January, 1944. She participated in the Marianas and Philippines campaigns, the Battle of Okinawa and, after the war ended, transported US troops back from the Pacific as part of Operation Magic Carpet. Post war she was decommissioned and mothballed as part of the Atlantic reserve fleet until being broken up in 1960.



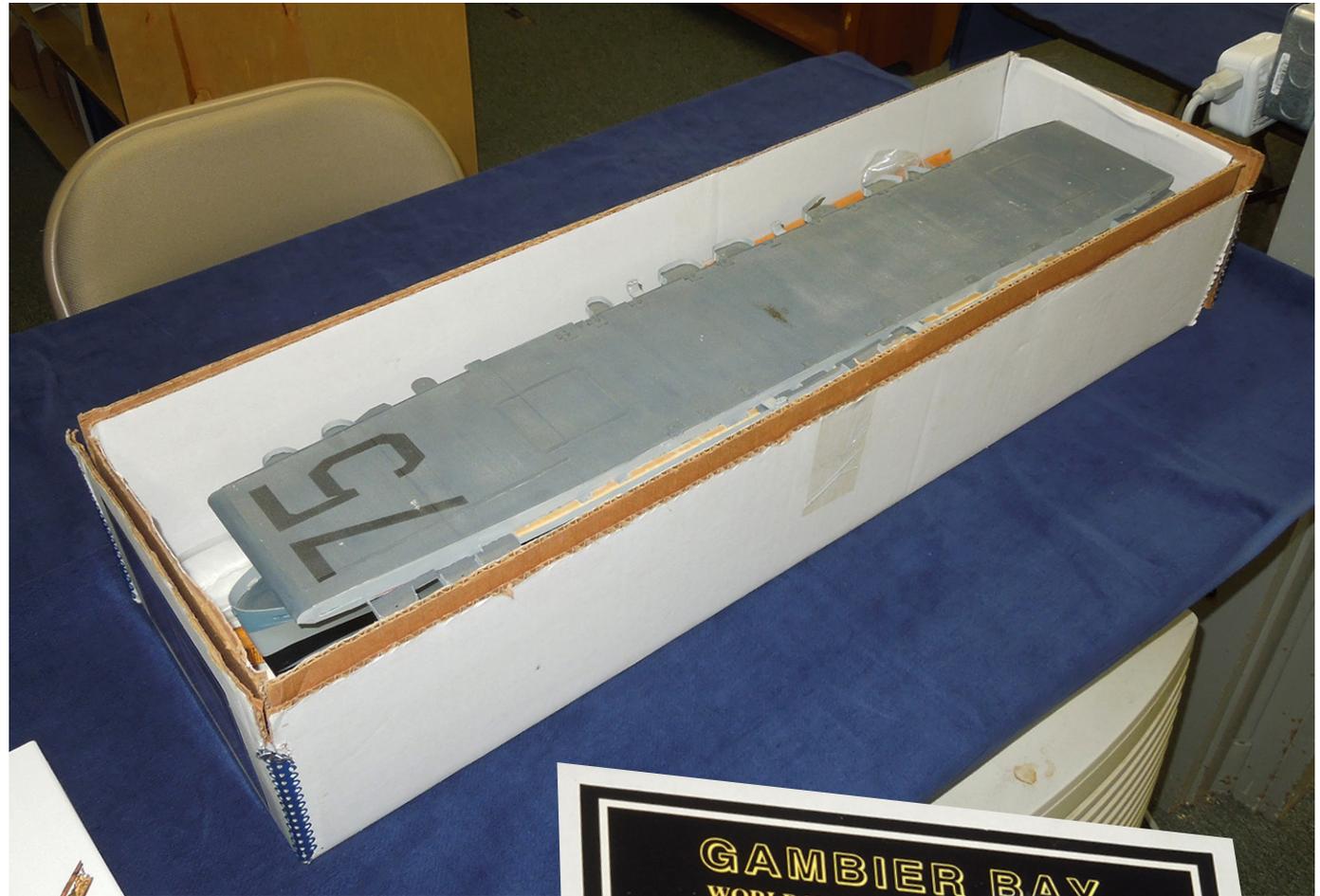
Steve also brought and praised this John McKay book on 1637 *Sovereign*.





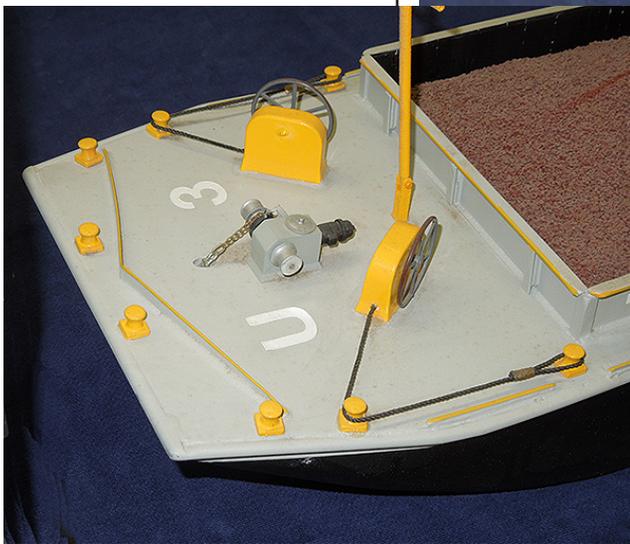
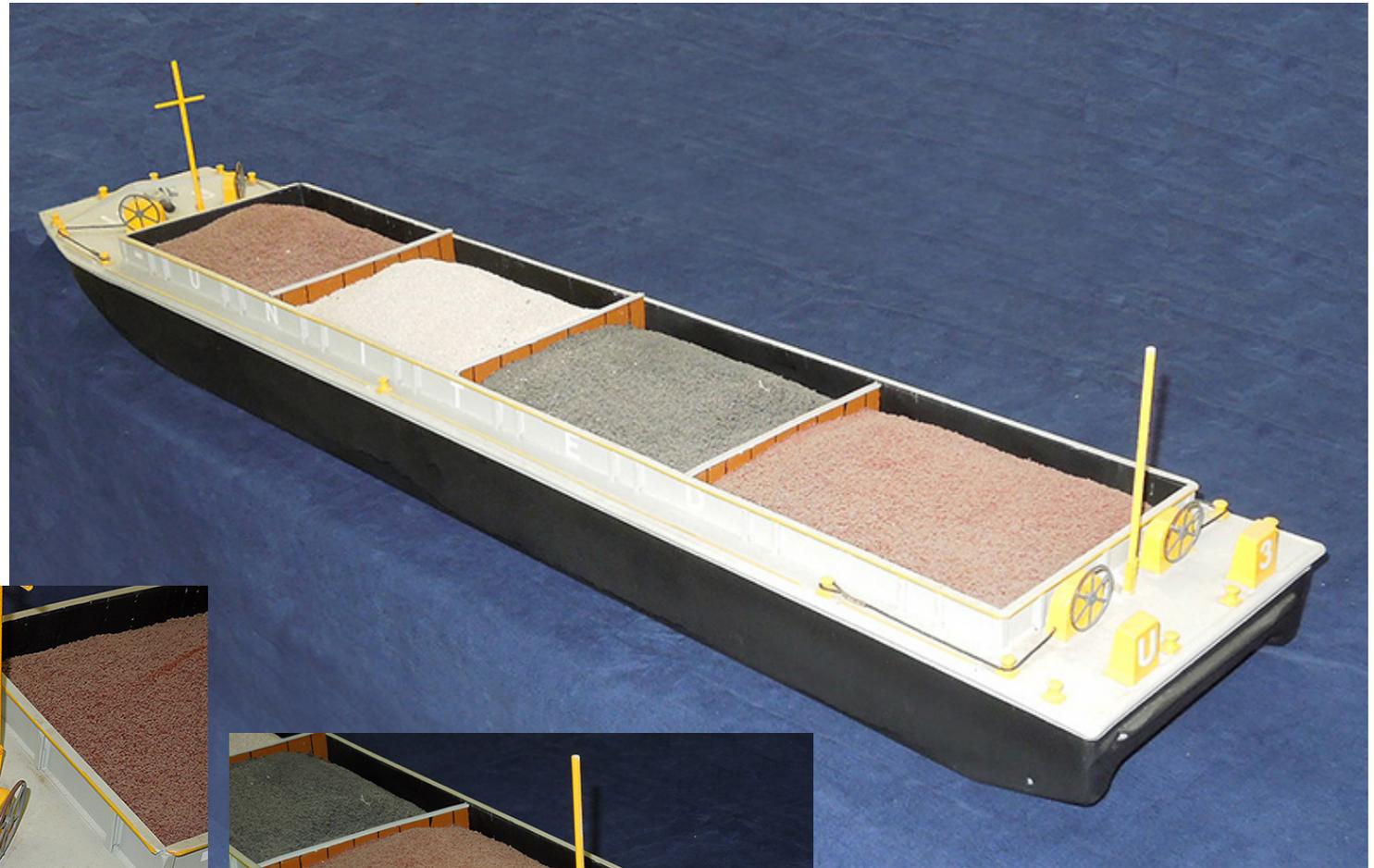
The model is based on the 1/192 scale BLUE JACKET kit of the USS *Gambier Bay* CVE 73 and is about 75% complete, however it has suffered damage so some of the completed work will have to be repaired or redone. The kit follows typical BLUE JACKET practice with a solid wood hull, wood block superstructures, white metal fittings and photo etched details. The air group consists of three cast resin F4M *Wildcat* fighters and three TBM-3 *Avenger* torpedo bombers.

This is a kit that I have in my stash and plan to build someday so, in addition to helping this gentleman out, it's a good opportunity for me to get some experience with the kit prior to my own build."





George Hecht on a Euro-Barge: "I like building and collecting all things nautical, and some things that aren't, but what could be more nautical than a barge? I found this kit at HARBOR MODELS in Cal (AKA Fruit & Nutville) and I think it's by ROBBE or GRAUPNER. Easy to assemble with the help of about 12 feet of Plastruct. Looking at the winches, I think it's a European barge. I used model train ballast for the load. It was fun to build. If I insulted anyone from Cal, I'm sorry."





Bob Johnson on *Lightfoot*:

"Bob Johnson on *Lightfoot*: "My model of *Lightfoot* is nearing completion except for the spars, some smaller details and painting. I chose to make all the various hatches fixed in place as the model will be wall mounted and not readily accessible for opening and closing things. The wall mount fits into the (offset) centerboard trunk allowing for an unobstructed view of the model. I purchased a generic model outboard motor (on line) and cut off the lower unit that will protrude from the aft motor well. As with the full size boat, the motor does not turn, relying on the rudder and tiller to steer under power. A rubber hose inserted in the exhaust outlet is led through the lower fairing, and intake air would be augmented by a vinyl vent (not modeled) placed in the mid-mast step just forward of the cockpit coaming.

The full sized 21' *Lightfoot* is designed to either be sailed, motored or rowed.



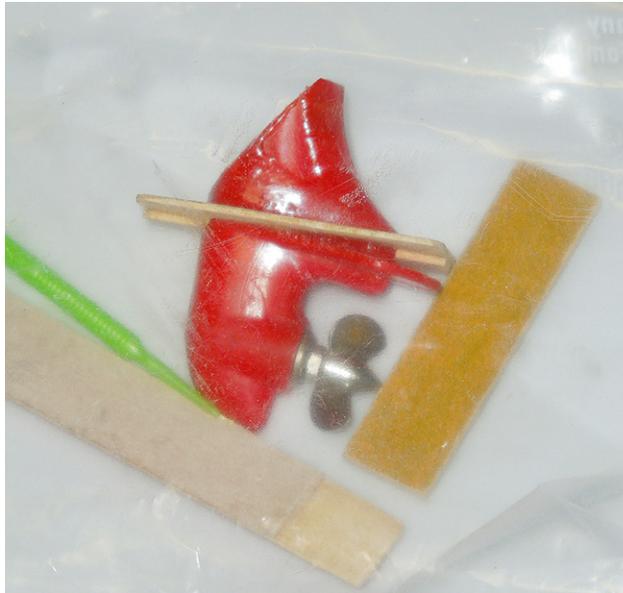
Above image provided by Bob



The cockpit sole pieces can be lifted out and placed across the seats, making a large area suitable for overnight sleeping (with a tarp cover if desired). My family enjoyed the original *Lightfoot* (which I made of plywood in the mid-70's) for a number of years. I eventually made a molded fiberglass version and later sold the molds to another builder who made further modifications and continued to sell the boat.

I also shared some modeling items that might be of interest to the group...sanding blocks mounted on flexible foam (available in various grits at HOME DEPOT, etc.), sculpting tools handy for a variety of surfacing tasks, manicure files and home-made sanding sticks using paint stirring sticks and small wood pieces.

ADDED: 99%+ done...(may eventually add a main sheet for each sail when it hangs on a wall). Black threads outline each "sail" (which I do not plan to add to the model). Lots of good memories with our two versions (original wooden boat made at home about 45years ago and later a fiberglass one. Also the first TRADITIONAL WATERCRAFT, INC. "product" (ultimately evolving into ISLAND PACKET)."



Purchased to get the lower unit and prop



Above image provided by Bob

Reorient this mentally to understand a wall-mount that fits into the CB trunk. Note the CB angled there.



Guy Hancock on Blackening Brass:

"I showed more of the brass parts I've been making such as mast bands, chain plates, and shackles. Still not having success blackening them consistently using JAX pewter black. In Ships of Scale forum found a comparison of 7 different agents. <https://ship-sofscale.com/sosforums/threads/brass-black-gun-bluing.9212/#post-224099> and after not finding bluing at 3 different gun shops ordered BROWNELL'S from eBay. Waiting for it to arrive.

I brought 2 books, *The Rise and Fall of Great Powers* which covers 1500 to 2000 and analyzes the factors that enabled world powers to come to power, and why they were replaced. Discovered that economics is interesting. Now reading John Kenneth Galbraith's *Memoirs* which gives a lot of history from before WWII to 1980.

(I) Bought a MICRO-MARK table saw, the good model, to replace my much cheaper table saw from them about 10 years ago. Have set it up but not used it on any projects yet."





Irwin Schuster on Restorations, MAIB, *Bluenose*, Donated Goods and Cardboard Palm Leaves:

Repairs and restoration requests have finally slowed. As detailed herein, Chuck and Steve are handling the active ones. **Tim Roberts** plans to pick up and complete a *Bluenose*, and we are expecting a *Cutty Sark* from up in the Pensacola area one of these days.

I reported that items from the ShLog are often picked up in the now quarterly *Messing About in Boats*. Most recently, **Bob Johnson's**. Now, word has arrived that MAIB is shutting down. I have subscribed and occasionally contributed for 30+ years. It started as a twice monthly and has contracted due to publication and mailing costs, until the thing could no longer be supported. RIP. Not so for the valiant Editor, **Bob Hicks**, who, at 92, has chosen to retire. Bon Voyage! One could imagine that *Ash Breeze*, quarterly publication of the Traditional Small Craft Association would benefit.

A whole lot of tools, kits and materials were offered for the taking. **Rick Bromberger** scored a ship kit and **Howard Howe** took a very fine *Sopwith* kit, barely started. Various others took tools and materials (you know who you are).

Out on my constitutional recently, I noticed leaves of a Cardboard Palm that had been browned by near frost conditions. They became fairly fine-grained veneer, about 0.50" thick. Ready for a possibly unique chess-checkerboard.



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 Sheel 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

The Fish Three-Masted Schooner
Henry A. Sheel
1970
Collection of Tampa Bay Ship Model Society
Designed by Henry A. Sheel

Model of the Sheel Keel™ Schooner
Commissioned for service 1851
Model made by Don Sutherland



Believe It Oar Knot!

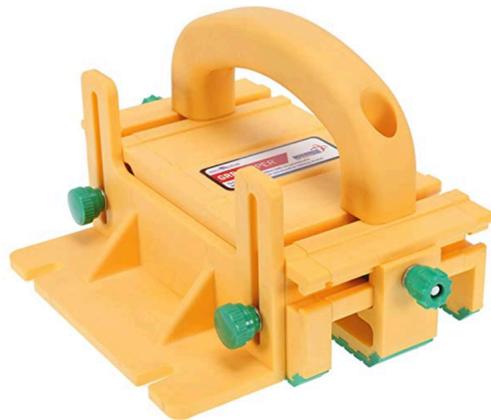
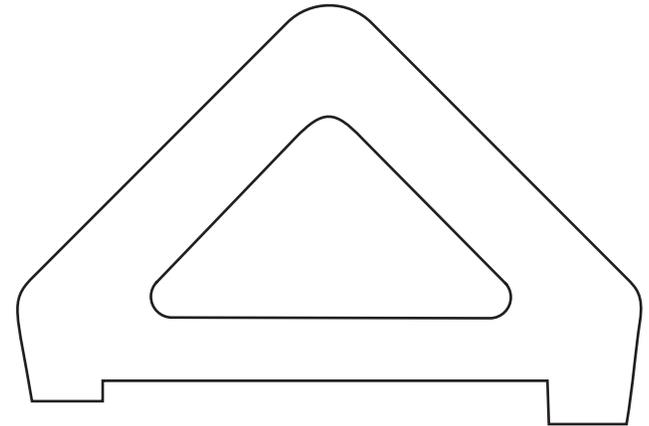
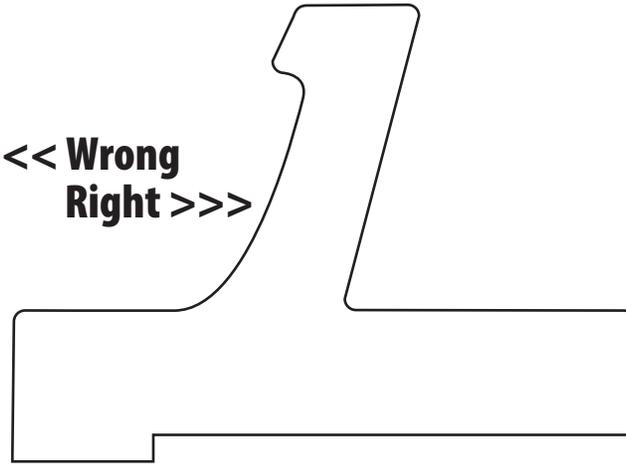
*An approximation
↙

Your Sec/Ed came across the "Finger-Saving Push Stick" immediately below. I can't imagine that being comfortable. 98.736%* of the units shown on the www agree. I propose a couple options. The www also displays ultra-complex and fun alternatives.

SHOP SAFETY



<<< Wrong
Right >>>



GRR-RIPPER 3D Pushblock for Table Saws, Router Tables, Band Saws, and Jointers by MICROJIG

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