

Ship's Log

TampaBayShipModelSociety

Meeting of June 28, 2022

TampaBayShipModelSociety.org

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Meetings

are held at **10:00 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 of \$12 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*.

Next Meeting
Tuesday, **July 26** 10:00 a.m.

The regular June meeting was verbally gaveled to order by Skipper/Treasurer Steve Sobieralski.

No business was transacted, but Steve brought and showed some old St. Pete Times articles on **Jack Kitzerow**, model-builder and collector and documenter of woods of every stripe. **Phil Stager** was the original recipient of Jack's collection, and attempts, with perseverance, to distribute it. He did that again, this morning.

Ed Brut Participated and Won: "(I) Have a show and tell and a slide show of ships at the PAMS model show today (Sat. 6/25/2022), some nice models over 580 showing. Yours truly and humbly took a gold for my Pirate cannon diorama." More, later in this issue.

Steve McMurtry supplied this photo of the state of his whaler, *Charles W. Morgan*. More, later in this issue.





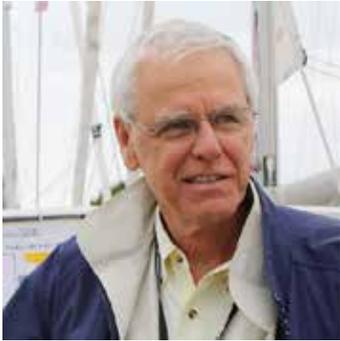
Guy Hancock on an NRG Zoom

Presentation: "I reported on attending a recent NRG zoom workshop. The video recording of Chuck Bouer's presentation on Strategic Detailing is now available for members to view on the NRG website. It is 1 hour and 37 minutes in length and it has received high praise from attendees. One of the perspectives Chuck shared is 3 options for the appearance of the model; as built but not in service yet, as in service, and weathered (possibly with a diorama.)

He also demonstrated techniques of working with photo-etch, and shared his idea of aiming for something unique if the model is a popular one. He explained and demonstrated his technique of simulating wood decks on battleships with paint. At 1:200 scale he likes it better than the molded plastic, printed overlays, or real wood planks.

Emma C. Berry – I have made progress in re-locating chainplates that were not installed correctly I served some small line and used it to strop a number of single and double blocks. I also completed some metal stropping using brass wire. I liked the line received from RopesofScale and decided to get more to replace the line provided with the kit. That is polyester, too shiny, and doesn't drape well."





Bob Johnson on Twister Sailing Dinghy: "This is the 'Mark 2' version of the 'Twister' (that I made again from scratch) that might be a new choice for young kids. 7'9" long so can be made from 4'x8' 1/4" ply. Rudder draws 1' so not sure a hinged type is really needed. Dagger-board draws about 2-1/2'. Opted for "simple" and performance. Got the 1:12 kid from a UK hobby source 4' tall for a size reference. Open to other ideas for a name vs. *Twister* but I think kids might like it.

(I) Need to build a 1:1 version and see how it fairs against an Opti, plus probably tweak whatever needs it (If it has a future I feel it has to be more affordable and sail better than an Opti). Ideally precut kits would be available with all parts and pieces - and keep them all the same for fun racing). Bottom has three longitudinal rub strakes that both protect it plus reinforce the 1/4" ply. Flotation bags or wooden chambers also possible that might allow self bailing (or minimal bailing) from a capsize

but adds complexity and costs, plus kids need to learn not to capsize!

I am a fan of the Lateen ("*Sunfish*") rig for many reasons and think it sets the boat apart as well. Would use Sunfish hardware for the rig (but it has a smaller geometry).

I will bring to next meeting for discussion. Off to Tampa in AM to pick up the *Cutty Sark* model. I was aboard her in Greenwich probably 20 years ago (before it burned) made a lasting impression I guess. Good winter project."



Image from Bob.



Bob Johnson Reviews for NRJ:

"I volunteered to review one of the new books "Why The Titanic Was Doomed". Enjoyed it cover-to-cover and after my wife reads it will bring to the club so others can enjoy it as well. It has to be the definitive work on the subject reads like a combination of a nonfiction novel and legal brief covering a wide array of information.

Sent my remarks in and requested another book to review regarding what the Nazi's created in WW2 era that (apparently) either were unsuccessful or were kept secret. Should be interesting."

Review of Why The Titanic Was Doomed:

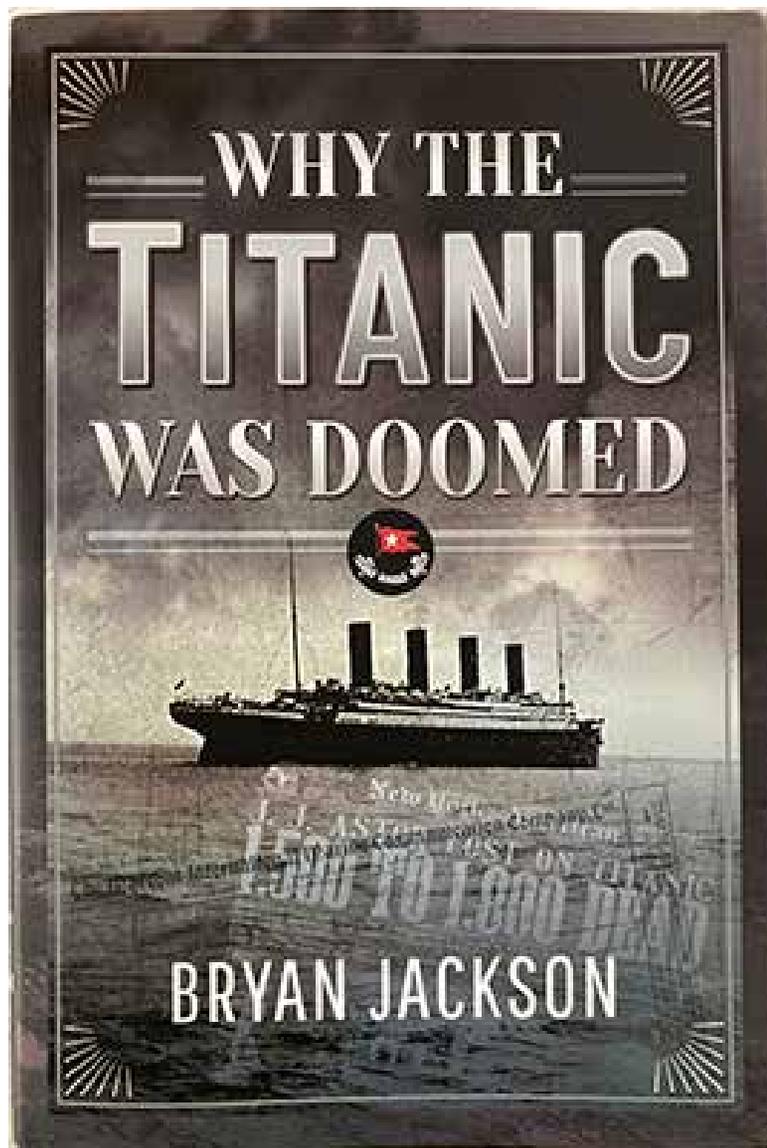
"For anyone interested in the complete history leading up to the sinking of the *Titanic* on her maiden crossing of the Atlantic in 1912, and the aftermath of related events, this book offers a riveting and scholarly presentation of all the facts involved. In many ways it reads like a blend of a nonfiction novel and a complete legal brief, clearly describing what surely must be every element that contributed to the eventual sinking on 15 April, 1912. I was quickly captured by the amount of historical information that the author presented in very readable fashion, and was also pleased that an abbreviated but detailed chronological recap of all the events was included at the end of the book to help the reader digest

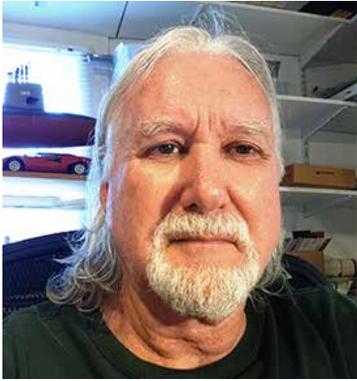
the massive amount of information provided.

The author's extensive research has to be the definitive story of what went wrong and why. As a Naval Architect and Marine Engineer, I was especially interested in the design and construction issues that played a part in the story, reinforcing the need for those responsible for specifying such things to stand their ground with clients who might request changes that could spell disaster in unexpected ways. While the *Titanic* was one of the largest and grandest ships of the day, basic engineering principles still applied and its structural integrity and safety at sea depended on it. While one must read the book to fully understand all the factors that contributed to the tragedy, the realization is that it could likely have been prevented in a number of ways. If there is any good news, significant revisions to other similar ships of the era were made as a result of this tragedy, along with mandated operational changes for those responsible for a ship's safety at sea.

I can highly recommend this book for anyone with even a modest interest in the facts involved with the story. Books and movies have given all of us an idea of some of what may have happened on that fateful night, but the account in this book surely has to be the full story."

– Bob Johnson, Naval Architect and Marine Engineer.





"Steve Sobieralski Responds on Axis Ship Titles:

(Your Sec/Ed noticed that *Bismarck* was not shown with any prefix, and asked Steve about that.)

"During the reign of Kaiser Wilhelm II the German navy used the prefix SMS for Seiner Mäjestät Schiff, or His Majesty's Ship. The post WWI German navy did not use prefixes for their naval ships so *Bismarck* was simply the *Bismarck*. The ships are, however, often referred to as KMS (Kreig-marine Schiff) or DKM (Deut-sche Kriegsmarine) by post war authors. Likewise, the Japanese navy did not use prefixes, but authors often refer to them as HIJMS (His Imperial Japanese Majesty's Ship) or IJN (Imperial Japanese Navy)."



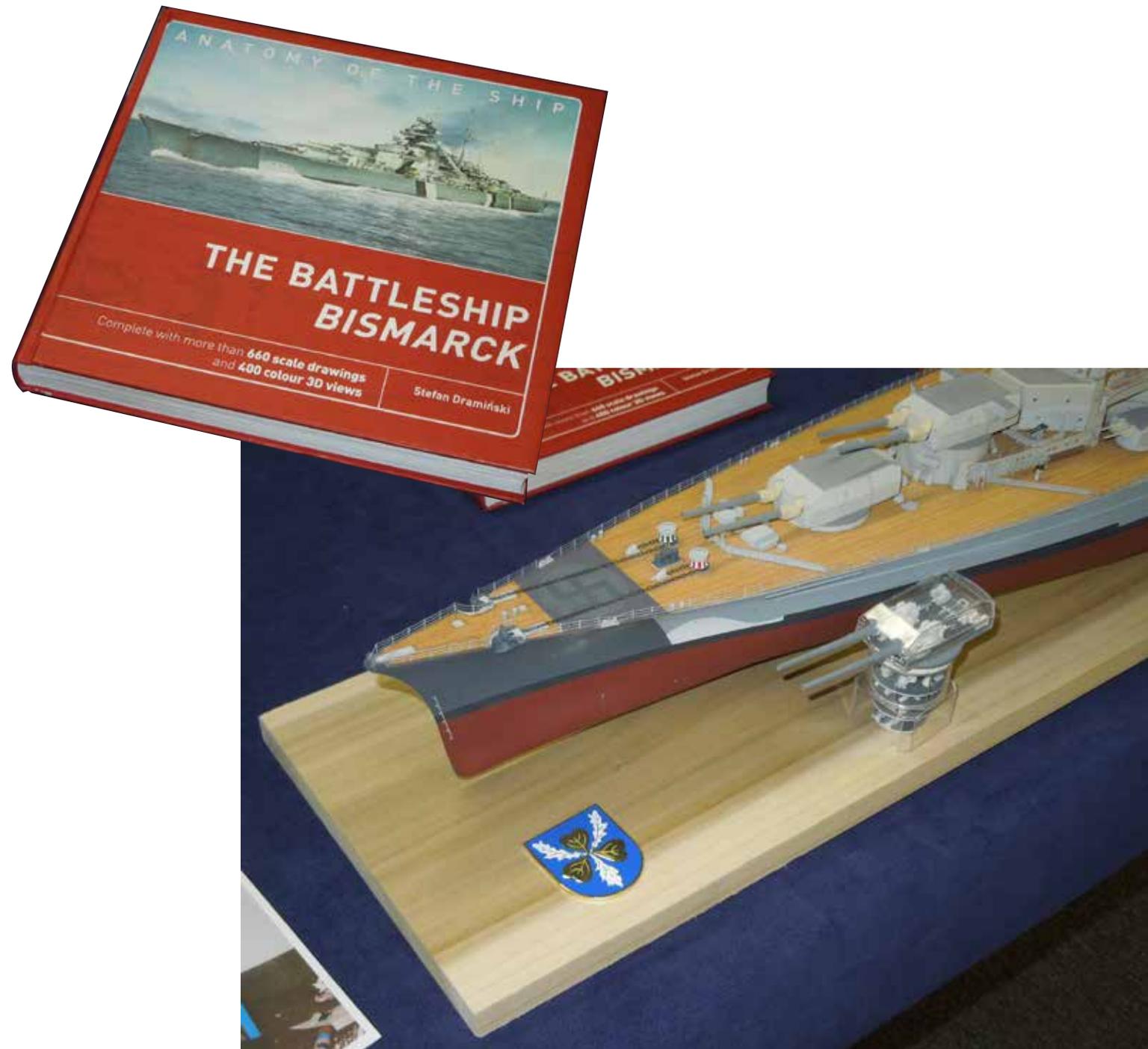


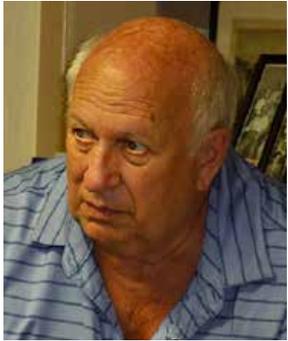
Steve continues on Bismarck:

"For the June meeting I brought in my (finally) completed 1/200 scale model of the German WWII battleship *Bismarck*. The model was a ten year effort using the TRUMPETER kit as well as additional photo etch, resin and metal parts of a very comprehensive set from the Korean after market company KA. The set included "peel and stick" laser cut thin wood veneer for the wood decked areas of the model. This was very easy to use and was exactly sized for the kit decks, including cutouts for the molded in raised detail on the plastic decks. I am very happy with its appearance and since it was applied to the model seven or eight years ago has shown no signs of coming up or buckling.

The ship is presented as she appeared during the battle with HMS *Hood* and HMS *Prince of Wales* on May 24, 1941. At that time, according to the recent book *Anatomy of the Ship, The Battleship Bismarck* by Stefan Draminski, the so-called "Baltic Camouflage" of black and white diagonal stripes was painted out, but was still faintly visible on the hull sides. Also painted out and faintly visible were air recognition swastikas on the deck at the bow and stern.

The kit also included a small bonus, a mini- kit of one of the ship's main gun turrets with the turret enclosure molded in clear plastic to show its interior structure and equipment.

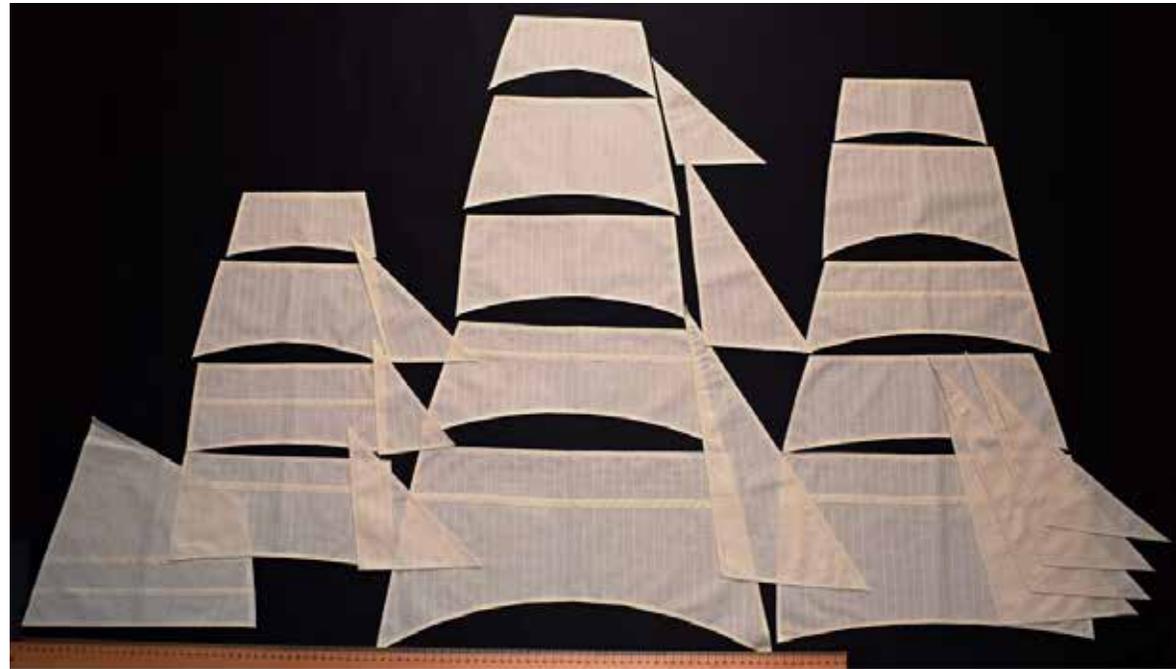




Chuck LaFave Restores a Clipper:

His progress update: "Received the sails from Hismodel.com that they made for this ship.

The sails are tan in color. The next step will be adding rope around the outer edges."



Above images from Chuck



Ed Brut: British HMS X-Craft Submarine:

"On the Norwegian coast in the Kaford, Nordkapp, resides "The Beast" (as Winston Churchill referred to it) the German high seas battleship KMS *Tirpitz*. Date is 22, September 1943, into the fjord traveling submerged are the remaining three of six, four man midget submarines of the Royal Navy on a mission named "Operation Source". Their mission to drop two, 3600 pound saddle charges filled with Amatol explosive, under the *Tirpitz's* keel. Two of the tiny boats succeed and the resulting explosions badly crippled the *Tirpitz* for 6 months.

The 1/35th scale model Kit is a 2017 release of this history making craft. Produced by TRUMPETER, then MERIT and finally ILK (I love kits), has 130 parts, quite a lot for a submarine kit. Add to that two photo etch fret sheets, one in the kit and one by EDUARD, and a tow cable set. The actual boat is 51 feet 3 inches long, in 1/35th scale, kit is about 17-1/2 inches.

Molded in gray, parts are very well molded with some very fine and fragile. The kit has only one major flaw and that is the boat only had aft dive plane linkage on the starboard side. Kit has it mirrored on the port side also. This is not a difficult fix and will not present much of a problem. Missing are the turnbuckle linkage from the saddle charges to the release pins on the ship. Some minor scratch building will be required here. I plan to mount the ship on a base of Ash adorned with a few badges of the Royal submarine Navy. The basic ship will be black with weathering. I intend to add two figures to the deck for scale, one a sailor with an Aidis signal lamp and a commander. Title: 'Signal to Home Fleet, will slay The Beast.'"



Images from Ed.





Howard Howe on *Perseverance*

Tugboat: "I have been working on the CALDERCRAFT *Imara* tugboat model for about 18 months since I acquired the partial built kit per a friend's suggestion and promised to finish it!

My goal is for completion and operational within the next several months. She has passed preliminary sea trials, but needs life boats, crew, and other details completed.

Early in my construction process, I decided to modify the model as was done with the real tugboat and commission her as *Perseverance*. I used pictures of the real 1930's tugboat and pictures of other modified kits as guidance. Planning for RC operation, I provided access to the inner hull and removal of major sub-assemblies as necessary.

This proved valuable with my recent addition of stairways, hand rails, and tow rope guards.

The stairways are fabricated using lead castings for the sides with cut out wood steps, and of course fabricating a jig for assembly. I clean all lead parts in vinegar to remove mold release, then file burrs and try to minimize skin contact with the lead and wash hands frequently.



<< Images provided by Howard >>





The hand rails are fabricated using the lead stanchions and 3/64" brass rods and in some cases a fabricated wood hand rail. For a jig, I pre-drilled holes in the lower super-structure and temporarily installed the lead stanchions.

I inserted the brass rod through the holes, aligned, and bonded in place. After completion of the two sides and half wrap around for the front, I removed them for painting. The assemblies were then bonded in the drilled holes and the front railing was completed.

I also purchased and used brass rods to form the tow rope guards on the aft area in place of shaped wood. The kit only provided steel rods for the metal requirement.

I will be continuing with the life boats, crew members, and other details for future reports."

7/11 News Flash: ST479 Tiger Clears Customs and Homeland Security in Jacksonville... and is Headed Home!

See next pages!



Images above provided by Howard





NEWS RELEASE

DeLand, Florida DeLand Historic Trust, Inc.
July 12, 2022 Dan Friend

DeLand's ST479 Tiger is headed home!

The DeLand Historic Trust, Inc., is pleased to announce our WW2 US Army tugboat is now in a berth in Jacksonville and will begin the journey home to West Volusia on the St. Johns River early next week! We were able to do this as *an anonymous local philanthropist donated \$200,000 to cover the costs of the trans-Atlantic voyage.* The amazingly original tug has been in Stockholm, Sweden, since leaving Lake Beresford in 1944, and will be donated to the DHT, Inc., by the owners who have relocated to England. *It is the only surviving US Army small harbor tug to ever return to the city in the USA where it was built from the WW2 European Theater.* The all-steel boat built on the shores of Lake Beresford and given to the US Army in the spring of 1944, *still has its original Clark engine and superstructure and also is thought to probably have served during the Normandy Invasion.*



NEWS RELEASE

NEWS RELEASE



NEWSFLASH! Tiger has been off loaded in Jax and is now headed to West Volusia on the St. Johns

The DHT Board of Directors met in March and after extensive discussion of the issues voted to eventually accept ownership of the boat and to proceed with the project. Pressures to move the boat immediately to a new berth after donation, and the wish to secure priceless artifacts at risk of theft from the boat, compelled a trip to Sweden in April for DHT President Dan Friend to potentially invest as essential any of the \$30,000 previously raised for the *Quest to Return ST479 Tiger.* Security provisions, safety inspections, essential repairs, and the discovery of a much safer short term berth at a reasonable price were all accomplished. Friend met with owner John Higgins and accomplished the main goals. The tug was towed to a safer berth in the storage and repair marina *Malarvarvet* in May for voyage prep. Our local angel made it possible to return to Jacksonville, but additional donations of about \$150,000 will be needed to make the river return trip and build the proposed monument.

Plans now call for a static National Monument dedicated to the builders and crews



Plans now call for a static National Monument dedicated to the builders and crews of all of the US Army small tugboats of WW2 on the shores of the St. Johns River as the tugboat is simply too large to move on a road system. Our preferred site is at Ed Stone Park on SR44 adjacent to the new bridge. An additional monument in the same location will honor the 44 West Volusians who died in WW2. All donations going forward for the project will be used for the *Quest to Return ST479 Tiger* or for the many other ongoing projects DHT Inc is involved with.

Time for that 2022 writeoff? How about corporate sponsorship of a wonderful local patriotic project? Donations may be mailed to: DHT Inc., 2232 Holly Lane, DeLand, Florida, 32724. Or contact Dan Friend at danieljosephfriend@gmail.com or 386 943-9537. Details on all 550+ WW2 US Army ST tugboats may be found... along with all details of the *DeLand Warboats...* at usarmysttugs.com.

Come Join Our Adventure...and help us return a priceless bit of WW2 West Volusia history!

DeLand Historic Trust, Inc. is a Section 501C3 non-profit Florida Corporation duly registered with the Florida Dept of Consumer Affairs "A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION OF DHT INC MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL-FREE 800-435-7352 WITHIN THE STATE OF FLORIDA. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE." OR GO TO WWW.800HELPFLA.COM FOR MORE INFORMATION.





Steve McMurtry Reports from TN on C.W. Morgan:

"Greetings from the frozen (95 degrees) north. I'm actually seeing visible progress on the *Morgan*. The biggest challenge lately has been to look ahead in the process to get things sequenced so I am not having to reach in through too many obstacles. Also, doing things off the model has been huge. It's so much easier to work on the bench than in space.

All of the topmast standing rigging has been fitted. The ratlines are installed and look pretty good. I am getting better at making the small shackles that are used everywhere in this rig. I included a photo of some blocks attached under the main crosstrees attached using these.

I spent many hours splicing and seizing the shrouds and stays onto the topgallant masts before fitting them onto the topmasts. There are many little hidden fittings that don't get used until the running rigging stage. I had to look through the plans very carefully to find them all so they could be installed on the bench.

My next effort is to ship the topgallant masts and complete all the standing rigging. That will be a major milestone.

I am learning how to make sails using silkspan*. It is fantastic to work with, looks to scale and is perfect for furled sails. I will need to install at least one jib before completing the fore-stays. The jibs are attached to the stays using metal rings and I think it will be easiest to rove the stay through the rings before making it fast to the hull. I will temporarily attach the stay, go through the furling process of the jib and, once satisfied, make the final tensioning of the stay and make it fast.

I hope to have major progress to show by the end of July."

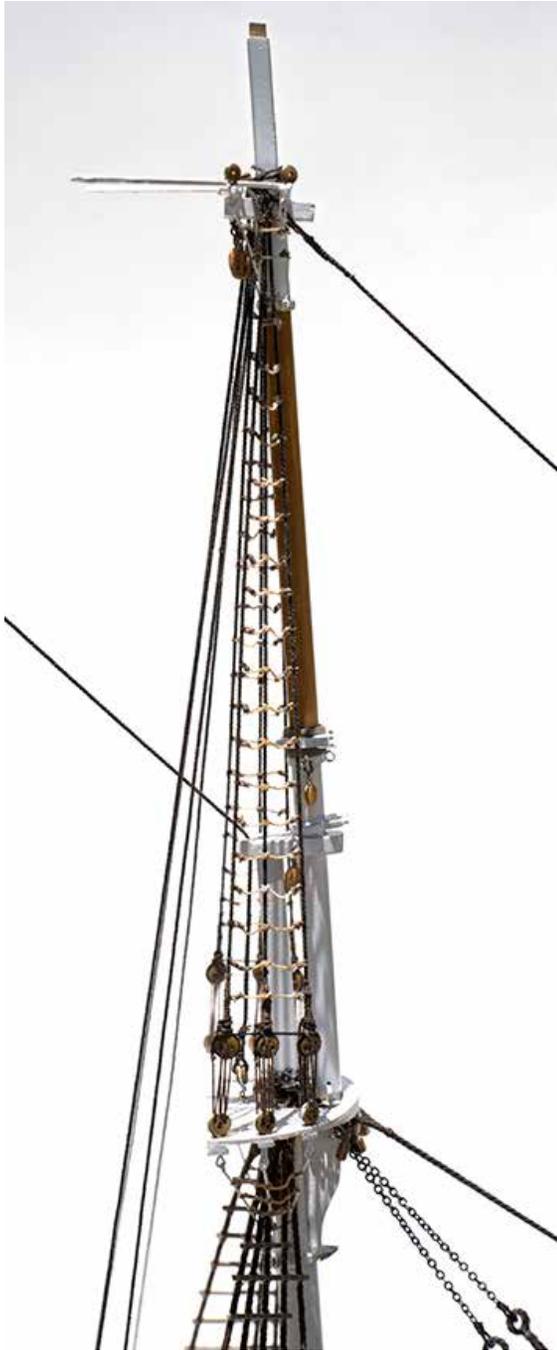
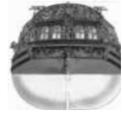
WTH IS silkspan? Hard to track down the origin of the name. A "unique" kind of paper that since pre-WWII, has been recognized as an excellent, light covering material. "Unique" is an extreme. A better word is distinct. It's a specialized paper from across the Pacific, subtly mottled in appearance and very likely manufactured for teabags. The point is, it can stand up to boiling water.



Here's the thing about Silkspan:
A single box of 40 teabags uses about 5 s.f. of the stuff. It is unlikely that it will ever disappear from the supply chain.

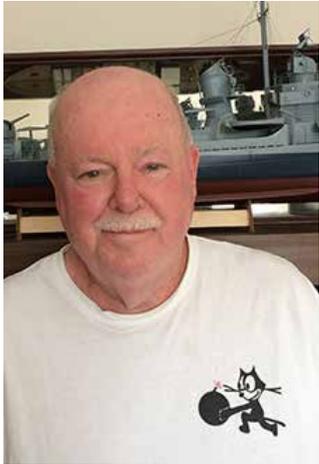


Images from Steve.



Images from Steve





George Hecht on a Challenge:

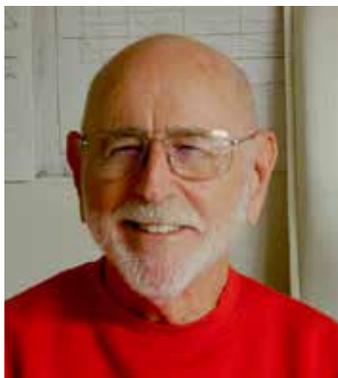
Your humble Editor was driving on a country road up-state and spotted an unusual vessel on a trailer.

Who immediately came to mind as a prime candidate for building what could be a unique nautical model? Why, of course, the above member.

He didn't say no.



This image liberated from the www for educational purposes.



Irwin Schuster On a "Tin"

Donald McKay: My restoration of a Tin Ship Diorama is complete. To review, everything is metal except for the plaster ocean. The painting and re-rigging are complete, on the main subject and two minor mini-ships of inconsistent scale.

As mentioned, the job was made easier because no historical accuracy was present. Belaying was (and remains) nearly all on the rails. Sine-wave wires were attached to the deck but as received, nothing was attached to any of them, and no evidence that any lines ever had been.

One single pattern of block, one weight of running rigging, no deadeyes, no ratlines. Spars and all other parts are rigidly welded, soldered or brazed in place, so balancing tensions was not a problem. Triangular metal sails are hung with wire, plus fiber lines in parallel.



Moving on, the case has been reconstructed using the existing acrylic front and top. As delivered, the ends were also acrylic, but I replaced them with plywood for structural reasons. The previous assembly was done (sloppily) with silicone adhesive. It is tenacious stuff, but removes with WD-40 and EG-2 (elbow grease).

The whole will be delivered at the July meeting, but will probably not make the trip down and up the steps, to S&T.



I. brought my tiny Gulf Coast "Butt Head" Scow Schooner

(2014) and told her story. The model attracted the attention of **Rick Pratt**, running the Port Aransas, TX effort to build a full-size boat. I did not want to part with the cutie and offered to make a larger half model in my signature frame-case, for the cost of materials and expenses.

I did that, and knowing it would have to bear up under shipping, I made the hull out of sign foam to reduce weight and minimize shock forces. Always collegial, **Ed Brut** donated the Lexan glazing. The case was cased, and shipped by FedEx as recommended by a professional consultant. It arrived safely to the relief of all concerned.



The iteration above has paper sails, drawn in Illustrator and produced on a desk-top laser printer.

The sails on the Port Aransas version were drawn in Illustrator, superimposed on a photo of the pine case planks, and printed altogether with the title, on some big ink-jet.

Half-spars and rigging lines are 3D.

< Rick was an included surprise.



Charlie Gravallese – SHE GAVE HER

RIGHT ARM: "I gave it back, (my small contribution to the restoration).

Several weeks ago, **Chuck Lafave** asked me for help in restoring the large antique sailing ship model which he is repairing. At some point in the distant past, the model's figurehead was damaged. Her right arm was broken off and lost, and a small chink of wood was torn away from the body where the right arm used to be.

The assignment was simple. Give her a new arm. My first impression of the model and the figurehead was that it was a little crude. However, after seeing this model and the figurehead several times and having the opportunity to spend time studying them I must admit I was wrong. The name of the man who created this model is for now lost to time but he (or she), was certainly an artist with an in depth knowledge of sailing ship design and construction and possessed considerable skill in miniature wood carving and sculpting the human figure. In short, this turned out to be a more challenging task than originally anticipated.

The figurehead is actually in very good condition despite its age and mistreatment. To my best understanding of hardwoods, I am 90 percent sure it is carved from Boxwood, probably a northern hemisphere variety. She was carved in three parts: the body, head, and feet as one part and the two arms separately. The painted surface shows obvious signs of age and neglect, and looks like restoration work of some kind may have been attempted in the past. I began work by cleaning out the glue joints in the mortises at the right shoulder and also the area where the figurehead body joins the stem post.





To my dismay, during the cleaning process, the left arm simply dropped off in my hand. That glue joint was evidently very weak. Getting over the shock of perhaps causing additional damage, I realized that for several reasons this was a fortuitous event and not a disaster.

First, the arm came away cleanly causing no additional damage to the figure. It also showed me the correct orientation of the right arm. Looking at the photos you can see that the joining mortise of the left arm has a downward angle because that arm when attached to the body orients straight down the left side of the figure. The joining mortise for the right arm is orientated upward and forward telling me that the right arm needs to extend outward. The second benefit of having the left arm separate was that it allowed me to use it as a model to take measurements and make a pattern for carving a new right arm.

The new arm was carved from a small rectangular block of my personal stock of Boxwood. After drawing the overall pattern onto the block, the first cuts were made with a scroll saw, omitting the details. The remainder of the carving process, all curves, contours, and hand were completed using a RAM BP-50 rotary carver and a variety of BUSCH micro carving burrs available from Contenti Jewelry Making Tools (RI). During the carving process I constantly tested proportions and measurements with a caliper to ensure the new right arm would replicate as closely as possible, the proportions of the left arm. The hand was the most challenging. However by making conservative cuts and working in very short intervals with frequent breaks I think I got it close to correct. I might do even better if I have to do another one. I certainly learned much during the process and as I said earlier, I have a new found respect for the original artist. Whoever he is Thank you."





Ship's Log Tampa Bay Ship Model Society 20

Also, sez Ed, the Polk Area Model Society (PAMS) held their one day model show on Saturday June, 25th. The show was well attended with 580 models showing and many vendors selling both kits and modeling supplies.

Some pictures are of about 20 ships in the naval categories. Many more photos can be seen on the PAMS Web site <https://willhud0.wixsite.com/pams>



Images from Ed.



Henri Baillargeon displayed a WW-1 ambulance, and a salvaged M/W rotator. The motorcar is 1/35, and about \$35.

The slow rotary device can be used for any number of things.



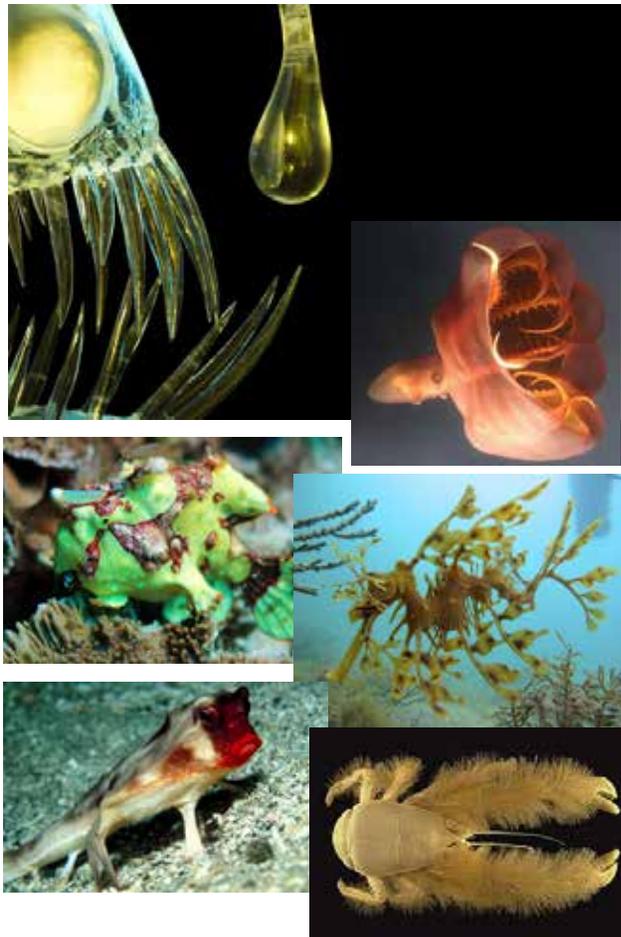


Believe It Oar Knot!



Guy Hancock sent this tip:
My sister showed me these needles, which seem to combine a needle threader with a long needle. These might be really useful for rigging. Available at beading supplies. Beadalon, Collapsible Eye Needles are \$4-5. at Michaels, in different sizes.

Florida Tech:
"One of the best marine biology colleges in Florida."
"Check out our top-ten list of the weirdest and strangest ocean creatures. FIT offers a marine biology degree in a Florida oceanside location teeming with marine life to explore and research."
The school teases its Marine Biology Degree with these.



Phil Stager delivered the Goods: "(I) brought in about 12 billets of hardwoods from the **Jack Kitzerow** estate. Jack's estate donated a huge supply of fine hardwoods to the Club. Most of this was distributed to Club members some years ago at a Club meeting in my garage, which was full of wood. I'll bring in the final load for the next meeting."

Charlie Gravalesse took most of this batch.

Jacks' documentation and evaluation of model-making materials was seen in the Ship's Log and the Nautical Research Journal. A number of sample panels, having been restored a few years back, are in the TBSMS Library.