

# Ship's Log

# Tampa Bay Ship Model Society

Meeting of Aug. 23, 2022

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

## President & Treasurer Steve Sobieralski

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**Webmaster** Phillip Schuster. Contact Sec/Ed

## 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, Sept. 27 10:00 a.m.**

**Skipper / Captain / President / Treasurer Sobieralski** called the regular meeting to order and reported that there was no change in the treasury. We are solvent and our \$12 dues cover normal expenses.

There was discussion of issues *Titanic*, this being the 110 year anniversary, as reflected in books and "films" on the evergreen subject.

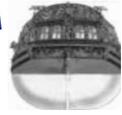
Upfront here, let it be recorded that **The Skipper and crew** roundly lauded **Guy Hancock** for his progress as a modeler, saying that Guy was a shining example of the purpose of our society. He came, he learned, he added to the general knowledge by research and experimentation, and he has unfailingly exhibited his results.

*Participation, lads, is important!*

Let it also be recorded that we had a guest, **Myra Mele**, whose husband was a ship modeler.



**Guy Hancock** is essentially done with a 3-year effort on *Emma C. Berry*.



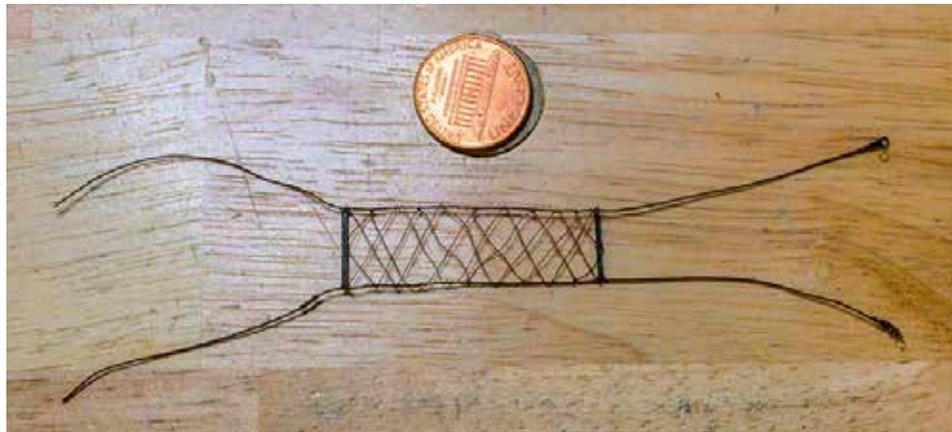
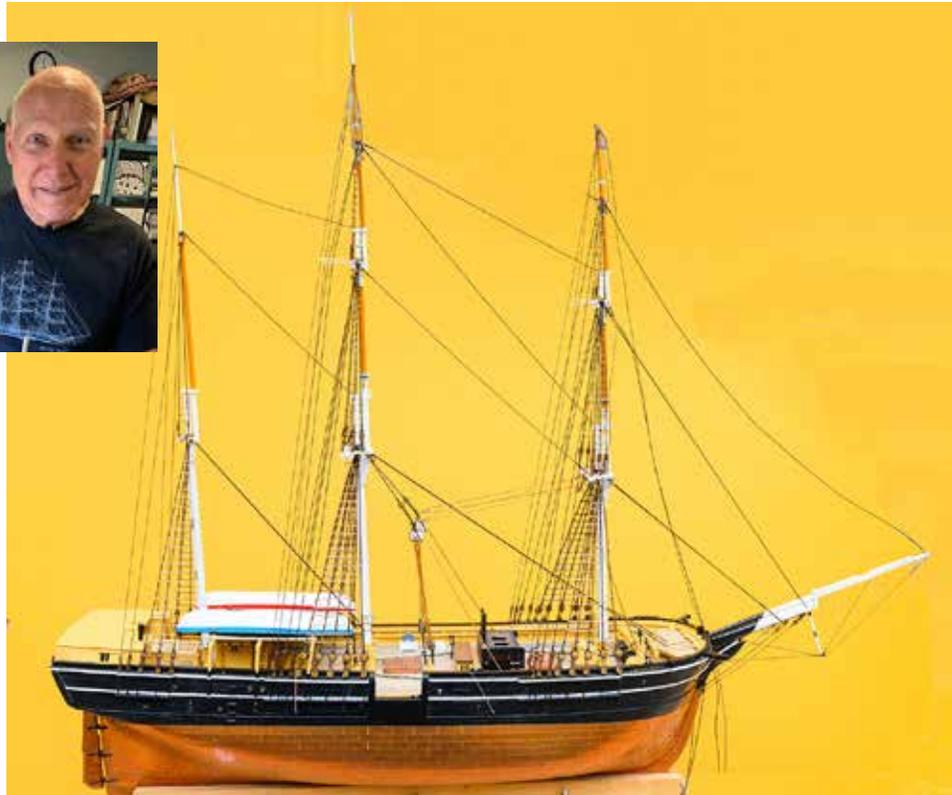
### Steve McMurtry on *Charles W.*

**Morgan:** "It's amazing but the *Morgan* is starting to look like a full rigged ship now. I've been working on her pretty steadily for the past month and a half. I am almost done with all the standing rigging. The remaining work is to get the fore stays and the jib boom stays installed. I have decided not to put set sails on the model. Instead, I am bending several, but not all, furlled sails. I sent a few pics of the ship as she sits today.

The topgallant masts are fitted now. I'm glad to have the last of the ratlines installed. The shrouds at the cross trees are very close together. Too much so to make a proper ratline between the shrouds. I did a little research and found that the topmost ratlines are tied between the 2 shrouds and the foremost backstay. This gave room to work and made sense from a practical aspect. You might be able to see this in the photos I sent.

There are several methods available on line for preparing and using silkspan for sails. I like it because it is very close to scale and bundles up like real canvas. The technique I used was to stretch the material on a frame using normal painter's tape. I use **Golden (Fluid Acrylics)** liquid media acrylic paints. For my trial run I just used white paint and thinned it a little over 50% using airbrush medium to get a consistency of milk. I brushed this on one side applying 3 coats, letting it dry almost completely between coats.

I made templates from card stock from the plans. It is important to



Steve sent these photos.





include every detail on these templates so when you transfer the information to the sail, nothing is left out. I glued 1/16" seams around the perimeter and reinforcing panels in each corner using Golden GAC 100 clear liquid acrylic medium to bond it in place (Liquitex makes a similar clear acrylic). After some trial and error I found that I could get very realistic bolt ropes by stretching the sail, before cutting it out of the master sheet, and stretching the bolt rope along the luff, right at the edge of the sail where it would be sewn on. Then I used the GAC 100 clear liquid acrylic medium to bond it in place. Then I trimmed the sail from the sheet.

I made the rings that attach the sail to the stay by wrapping 0.008 diameter brass wire around a 1/16" drill shank, then cutting down the center of the resulting coil to get individual hoops. I poked holes in the leading edge of the sail just behind the bolt rope and in the reinforced seam with a sharpened drill shank that I use as a center-punch. Under high magnification I installed the rings to the leading edge of the sail and pinched them so the free ends were well closed.

Finally, I ran a section of rope through the rings and made a simple fixture to tension the line as a stay would be. I sprayed the flat sail with a fine mist of water on both sides and let the silkspan soften. It becomes about the consistency of a facial tissue. Then, working from the foot of the sail I collapsed it as it would furl



Steve sent these photos.

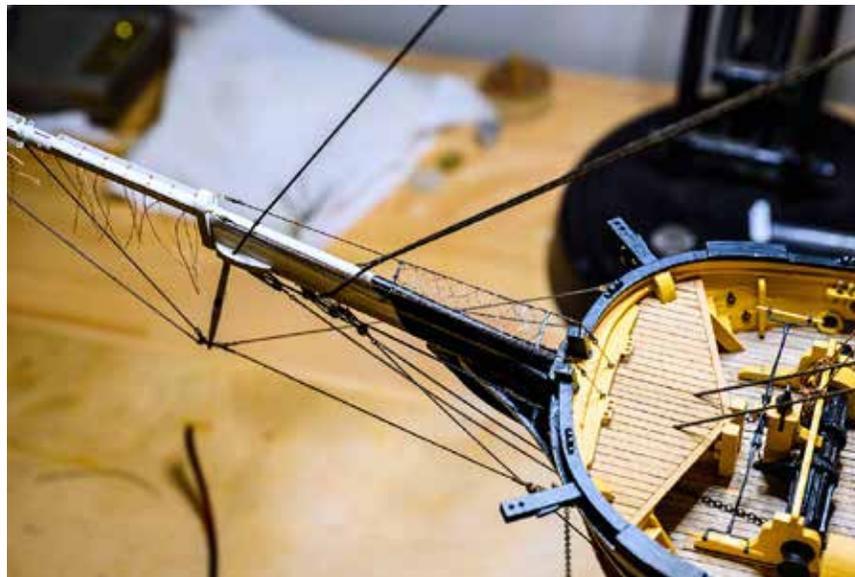
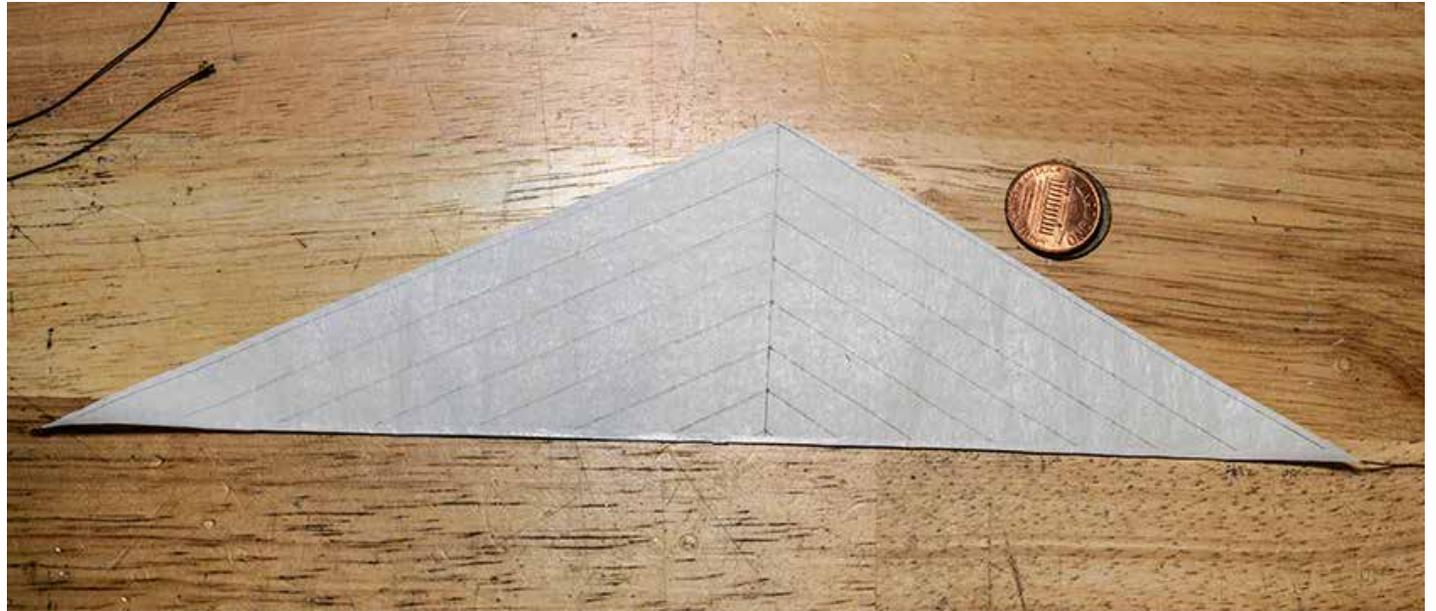


when brought down. As you can see in the photo it worked pretty well. I will have to bundle it much tighter on the model to look right but the general process worked beautifully.

I am now in the process of making the flying jib and the jib to be bent on the fore stays. Once again, I had to look ahead to see what would be installed in the areas I was preparing to work on.

There is a safety net over the bowsprit. It attaches to 2 eye bolts on the bowsprit cap and is tensioned and lashed to a pair of eyes in the breasthook. The connection to the cap is made using sister-hooks and the tensioning is just a simple lashing. I included a few closeups of these fittings. To make the mesh, I tensioned the side ropes on a board and installed the spreaders. Then, using 0.006" thread I tied the netting. To keep the netting in place and give it a sag I made a concave template in a piece of wood, touched each line crossing with a tiny drop of GAC and then put a weight on it to set the curve.

I am making the final sails now. The only difference is that I am mixing a color that is as close to real canvas as possible. I mixed 1 drop of black and about 10 drops of yellow ochre into several ounces of white. The sails have the seams drawn in, hems and boltropes attached, and are having the rings installed now. I should have something to show in my next update."



Steve sent these photos.





**Guy Hancock Finalizing the *Emma C. Berry*.**

**Berry:** "The *Emma C. Berry*, which took me 3 years to build, was my first plank on frame kit. I was attracted to this kit because it mimics the original boat in every detail, and it is restored and on display at Mystic Seaport. The remaining tasks are to use a flat clear spray on it, and blacken a few brass parts where the blackening came off. I am thinking of adding a figure or two if I can find something I like in that scale. I don't want to try sculpting one myself. I am working on the framing for the case for this and the pilot schooner *Phantom*. I will build the small one first, and the glass has been cut to size already. I may try acrylic again for the larger one because glass will be so heavy. My previous attempts to cut acrylic were frustrating, but I have learned a bit and have more tools now. Thank you to all the members for your advice, mentoring and encouragement. Your work sets a very high standard that I aspire to reach one day. In the meantime, I am having fun and enjoying the company."





**Irwin Schuster on a Delaware (Sandbagger) Catboat:** Harry Woodend donated a started hull a few years back. It represents a Delaware River racing cat designed by a Charles Cohill; date unknown. (BUT) the book (Small Yachts, Their Design and Construction by Kunhardt) was originally published in 1885, so it goes back aways.

The vessel has peculiarities that make it interesting. The wineglass transom is raked forward, and the stem is also reversed, with an odd, bloopy cutwater. The mast is stayed to outrigger horns angled forward, to align with the mast, and NO stays to aft are shown. All the forces on every mast are to press it forward (because that's the preferred direction of travel). The rudder is immense and there is a boomkin and a rod structure aft for the multi-part sheet.

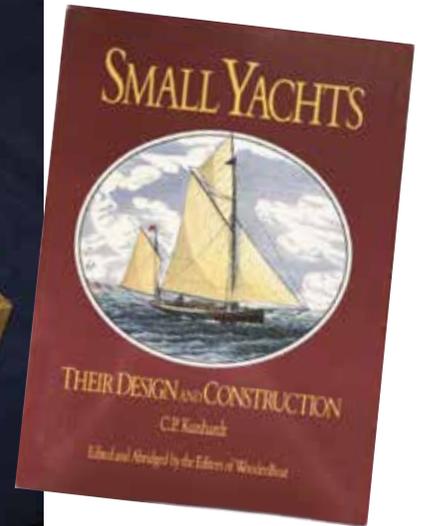
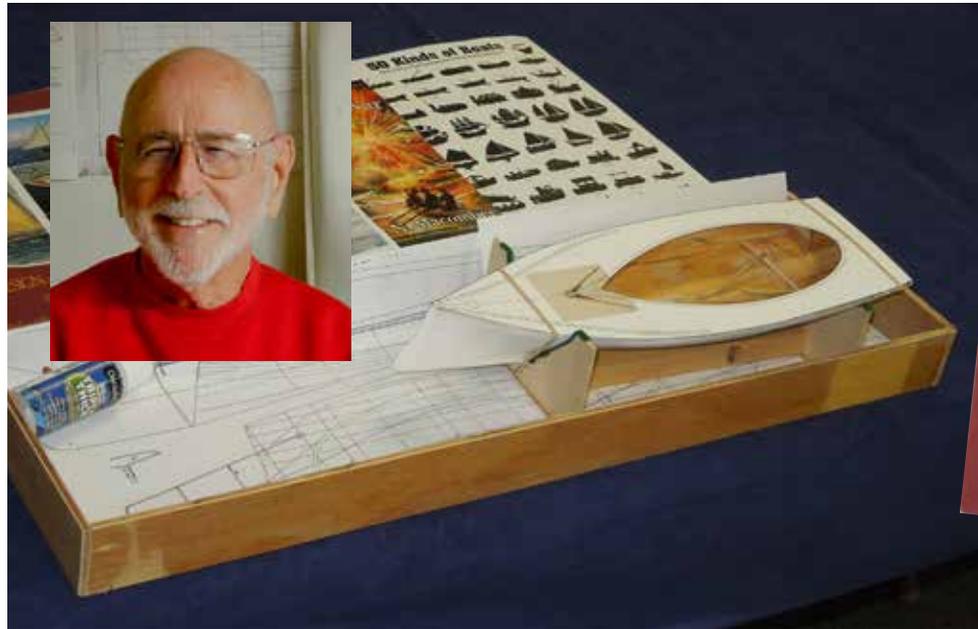
The rudder is hung on an adapting triangular board with no apparent stabilizing structure. The rod boomkin is also unstayed and does not look at all rigid enough for the forces on 95 sq. YARDS of sail. That's 855 sf. The boat is 17'-6" overall, and the model is 1/16. The plan shown is sketchy, with no construction details.

In short, I am on my own. This is not indicated as a class, only a solitary design and so I claim I can make it any darn way I want, that incorporates the details shown. I plan bent frames on one-foot centers. Very little interior will be seen and much will be covered by 8 to a dozen sandbags.

The drawing is only a "plan" and while the text says the boat was built, it may well have had fixes, when launched. That creates issues of how much speculation to include.

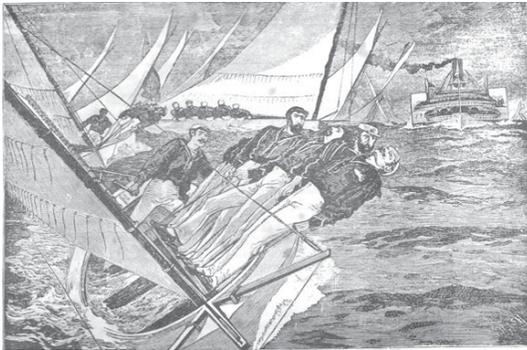
The crew is told as 8, each handling a 35-pound sandbag for movable ballast.

*(cont'd on p8)*



Delaware River Racing Catboat: above, as she was at the meeting. Below, as she was soon after. Directly below, graphics for the eight to a dozen sandbags.





This is the scanned drawing from which I am building, with some added / enhanced detail of spars, coaming, center-board and trunk, plus a few notes. These illustrations show the stay-horns and no other mast support other than the bobstay-forestay, on similar vessels. The triangular element on which the rudder is hung is called a "skag" in the brief text.

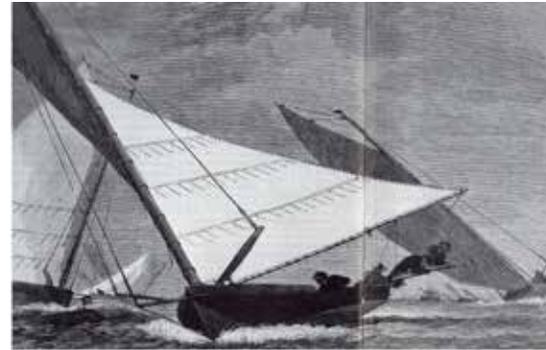
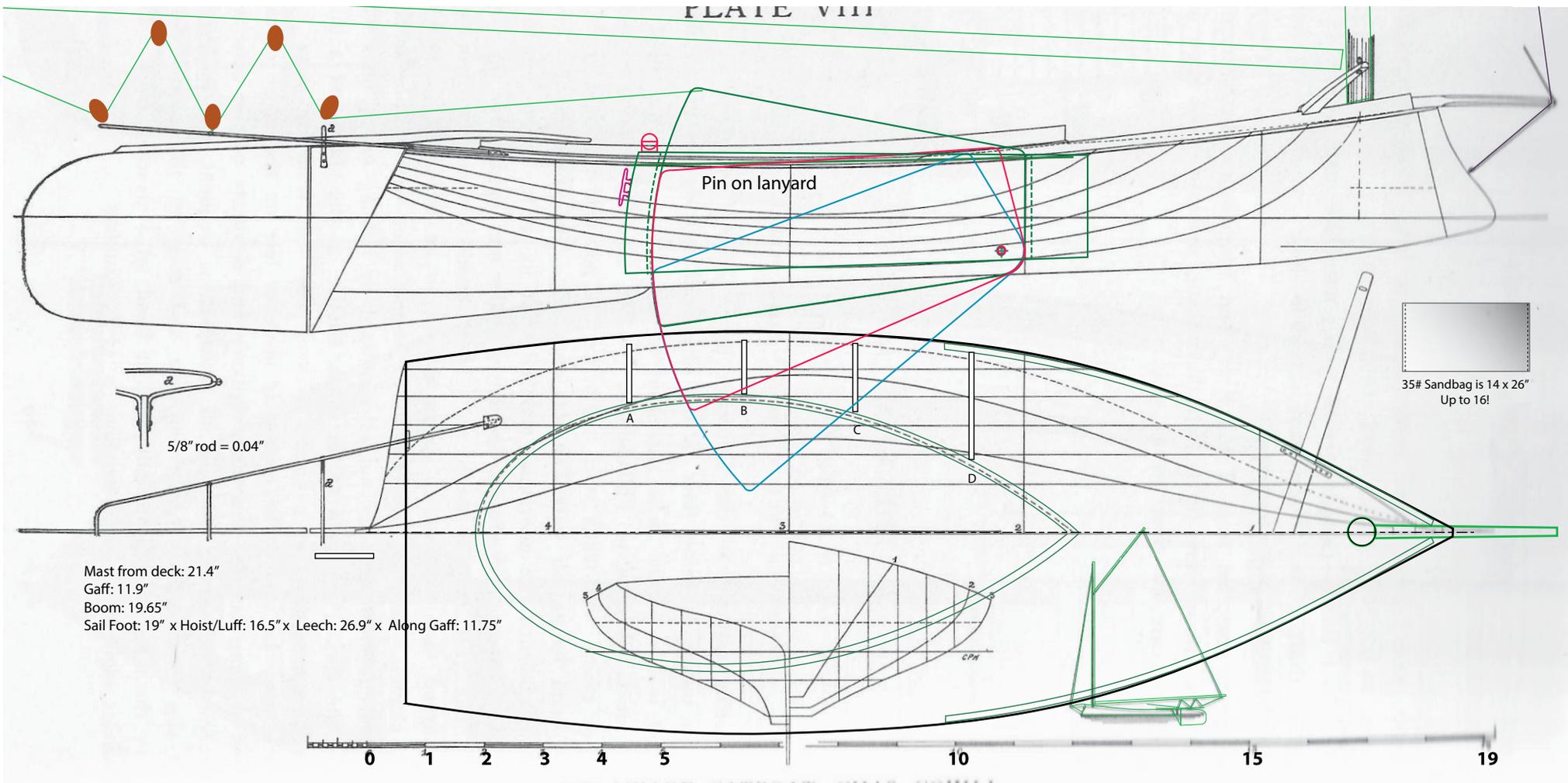


PLATE VIII





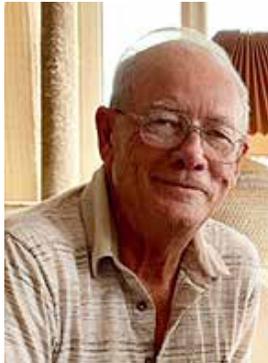


## Howard Howe Builds

**F/V Saga:** "I received the 1/32, 39" Alaska Crab Boat Kit from BARRACUDA RC BOATS, USA. It contained the laser-cut, 3-ply wood and the 3D printed parts, including crab pots, crabs, and numerous accessories. The flat wood parts were taped together and taped in the shipping cardboard box to prevent shifting and warpage. Other parts were in plastic bags.

I fabricated a fixture to hold the keel and ribs to ensure correct alignment during the gluing process. Titebond III wood glue is recommended for assembly with a slower cure time for adjustments. Alignment is critical to allow the decks slots to fit onto the ribs.

Before gluing, I am doing pre-assembly to determine sequence and modifications to the ribs and structure to fit the profile of the real, F/V *Saga* Crab Boat. Photos taken of the Deadliest Catch TV program provide my guidance. I plan to add RC capability, and I have pre-ordered and received my *Saga* cap! So, I will be ready when the model is completed to go crabbing but in calmer seas!



Howard sent these photos, except for the Tug, *Tiger*. The others are of *Saga*, kit as delivered, start of assembly, and the original, at sea.

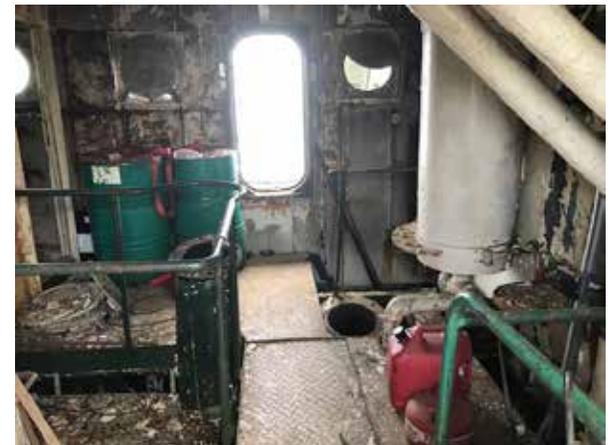




**Howard Continued, Describing His Visit to Tug, Tiger:** "Following are some pictures from my visit to the surviving WW2 Army Tugboat, *Tiger*, that is presently located in Green Cove Springs, FL. It is being prepared for a return trip down the St. Johns River to DeLand, FL where it will be set up as a national monument.

We drove out Pier One to the end of a 1700 ft. concrete dock and met with Dan Friend, President of the DeLand Historic Trust for a tour of the tugboat. From the pictures you can see she is in pretty rough shape. However, she is floating and the auxiliary Scania engine has started on the old diesel fuel, so hopefully she will be able to return home under power. Parts are not available for the original Clark engine which is still in the boat.

The plan before heading south is to try and get the exterior sandblasted and repainted to her WW2 gray. At 86' long, 23' wide, 30' tall and 140 tons, no firm south of Palatka can lift her out of the water for painting."



Howard sent these photos.



## Late Breaking from Howard on ST479 Tiger Update:

"Volunteer clean up work continues on DeLand's WW2 US Army tugboat ST479 *Tiger* at Green Cove Springs, Fl. The free berth rent expires on Oct 20th at which time she will head to the Astor area under power and anchor in the river while preparing for the crossing of Lake George. The hope of getting her sandblasted and painted the original gray is not likely with the lack of funding and donations still required to get her home and set up as a National Monument to crews and builders of the essential Army tugs."

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*We still need financial support to get this priceless relic of WW2 home, prepare a site out of the water where she will be highly visible, and cover the expenses of creating a first class National Monument to crews and builders of these essential Army tugs. And we need to cover the costs of a tribute to the 44 men from West Volusia killed during WW2, which we plan to create at the same site..where ever that is! Donations can be made via check to the address below, or if you wish, you can donate to a Gofundme account online with a credit card. Details are on my Facebook page.*

*Thanks for your continued support of our historic endeavor... and my personal thanks to the volunteers working in killer hot conditions to make this happen. Once home...she will be the only WW2 US Army ST tugboat to ever return back from overseas duty to where she was built. Check out [usarmysttugs.com](http://usarmysttugs.com) for all of the details of the service of all the DeLand Warboats... and of the other 500+ WW2 US Army tugs as well.*

*See our new logo for Tiger...attached.*

*Carpe Diem...fer sure!*

*Dan Friend*

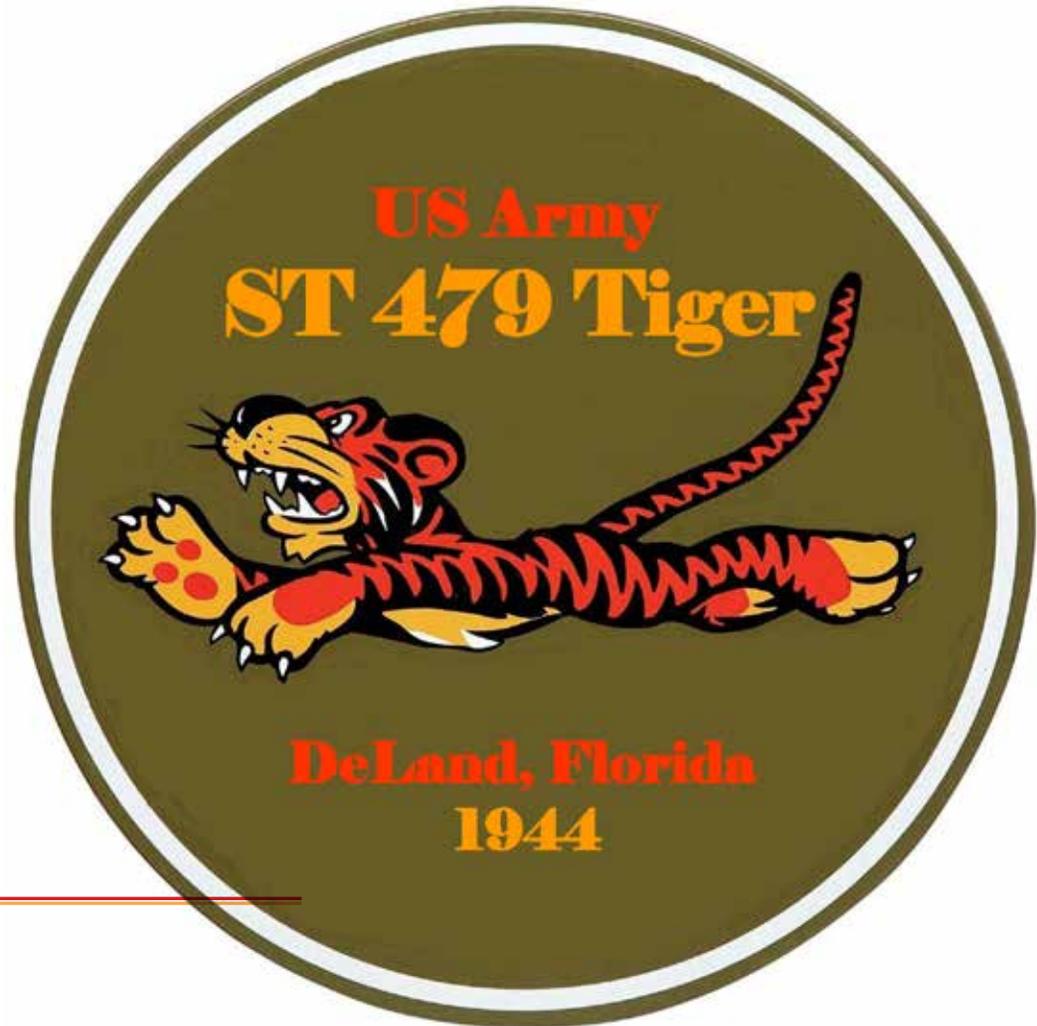
*President/Military Curator*

*DeLand Historic Trust, Inc. 2232 Holly Lane, DeLand, Fl 32724*

*Home 386 943-9537 Museum 386 736 -5011*

*DeLand Memorial Hospital & Veterans Museum*

*[usarmysttugs.com](http://usarmysttugs.com)*



When your Editor wondered why this graphic does not indicate a vessel, Howard pointed out that to those in the know, ST means Steel Tug.



## Fairlie Brinkley is Building a 1:1 Pirogue:

**“Cut the hull sides and roughed in the sheer line today. The Veritas block plane is a pleasure to work with. Actually, the primary reason behind building it is to gain experience with that plane.”**

Expecting a replacement part for my bandsaw tomorrow. If it arrives, hope to build fore and aft stems along with 6 gussets. Sans part (showing up), will visit lumber yard for gunwales, chine logs and brass or bronze ring nails.”

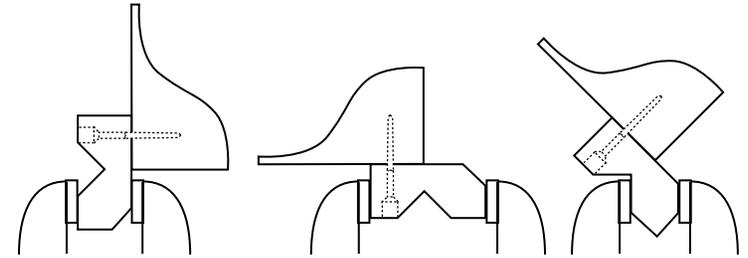
WoodenBoat's current issue has a lengthy article on Atchafalaya's Cajun Pirogues, Skiffs, Bateaus and punts.

Fairlie took a few of Harry Woodend's donated half-models in various stages of completion. Your Sec/Ed suggested a Capt. Nat Half-Grabber.



Fairlie sent these photos.

The **downside** of building a boat is;  
when you're done...  
▶ you own a boat.



**Break Out Another Thousand**  
Or, why I play with toy boats.





**Chuck LaFave exhibited photos of his recent project:**

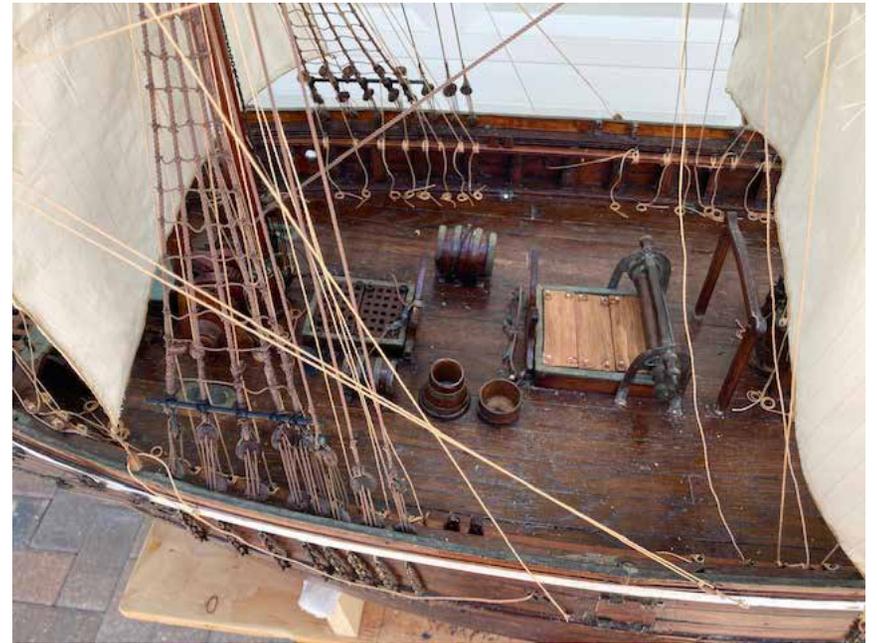
This one is the clipper thought to have been built by Clifford Ashley (known for knots).



Chuck sent these photos.



# Ship's Log Tampa Bay Ship Model Society | 4



Chuck sent these photos.



**Bob Johnson, TBSMS Field Reporter, From Castine, ME:**

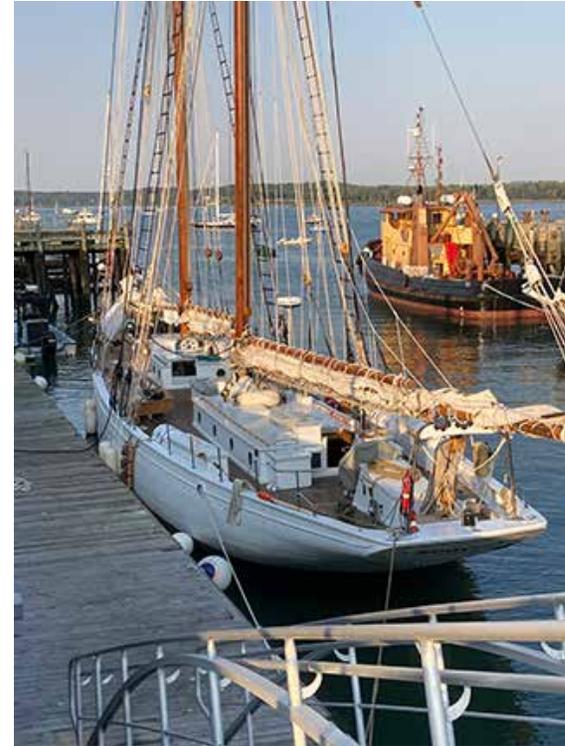
"Some images that club members might enjoy. At the Maine Maritime docks in Castine, Maine.

*Bowdoin* schooner (part of Maine Maritime) at docks in Castine, Maine. +/- 100 years old with many arctic cruises to her credit. Looks close to new & nicely maintained.

(*Bowdoin*, not Bob) Will be heading north again for another arctic adventure with a crew of students from Maine Maritime.

Student climbing to crow's nest on the *Bowdoin*. Not for the faint of heart."

The shots on next page are of Redd's Pond in Marblehead, popular RC sailing venue.

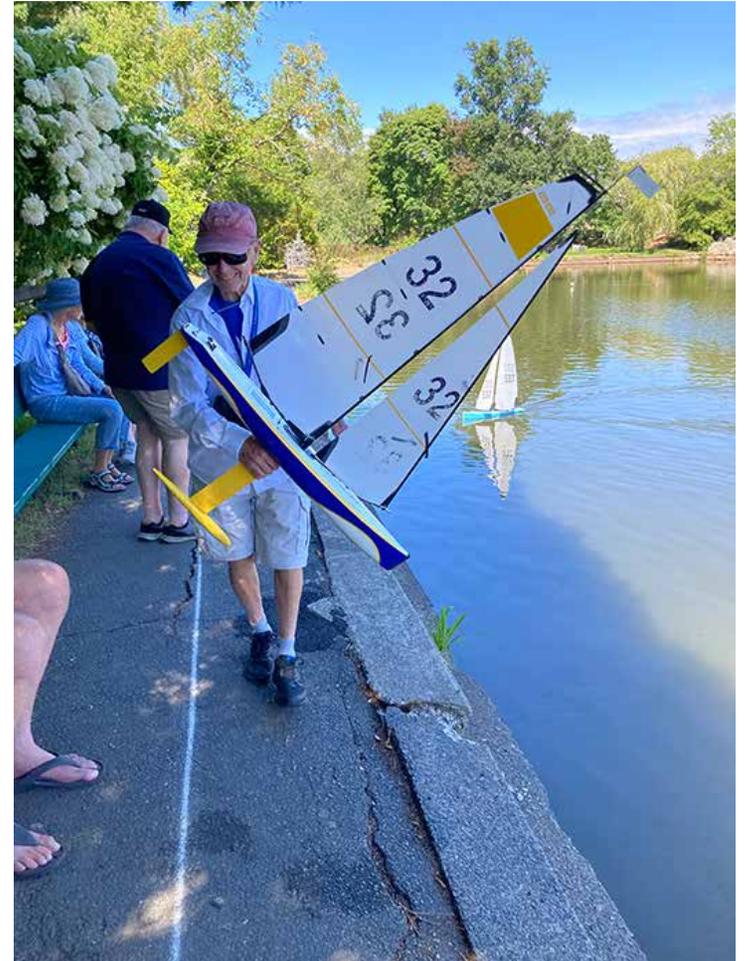


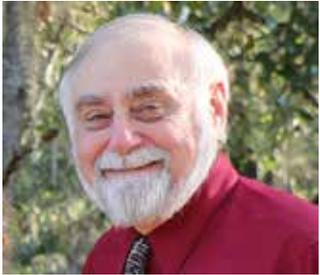
Bob sent these photos.





Photos by Bob Johnson, taken at Redd's Pond, home of the Marblehead Model Yacht Club.



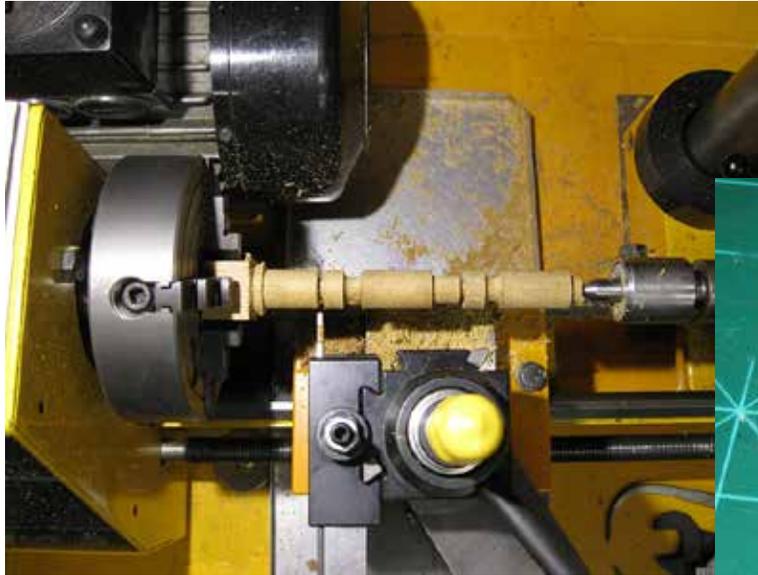


### Ed Brut Has a Booze Problem:

How to display some rum tots of various navies.

He wanted to display the items on Teak pegs, but the material, online, had excessive shipping and handling costs. He eventually found Teak pen blanks in Brandon, that would fill the bill.

"Irwin, I had an epiphany and called Rockler in Brandon. They have pen blanks in teak.... 3/4 x 3/4 x 5 inches, and at 1.99 each, cheap at half the price."



Ed sent the photos above.





Ed sent the first. Your Sec/Ed countered with the second.  
Both excellent sea tales.

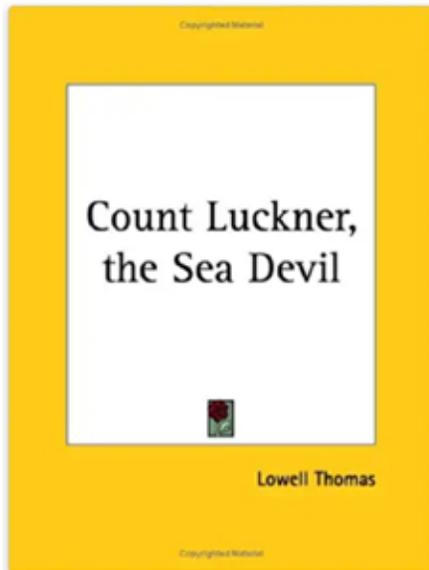
<https://www.military.com/history/last-naval-battle-of-world-war-ii-was-fought-sailing-ships.html>



## The Last Naval Battle of World War II Was Fought by Sailing Ships

A Chinese junk and an World War I-era U.S. Navy armored cruiser in Chinese waters. (Naval History and Heritage Command) Swentzel and Pittman spotted another junk in the distance on the morning of ...

[www.military.com](http://www.military.com)



## Count Luckner, the Sea Devil 1927 Paperback – March 1, 2003

by Lowell Thomas (Author)

★★★★☆ 18 ratings

See all formats and editions

Hardcover  
\$7.48

Paperback  
**\$30.95**

Mass Market Paperback  
from \$60.00

16 Used from \$3.50  
7 Collectible from \$25.00

1 Used from \$30.95

2 Used from \$60.00

1927. This book lends a biographical account of the life of Count Luckner, the Sea Devil, the man who commanded the raider Seeadler. The Seeadler was a sailing ship that had broken through the British blockade and played havoc with Allied shipping in the Atlantic and Pacific during the latter part of the war. Luckner looked the part of a Sea Devil; he was a tall, massive man with huge shoulders and a voice that boomed like a foghorn.

[Report incorrect product information.](#)



*Believe It or Oar Knot!*



Sailing today. What does the future hold?



These keep showing up on Pinterest. Does anybody know it they are representations of actual vessels?

Rubes by Leigh Rubin



In support of my claim that, if not for SIB's, there would be no Ship Model Humor at all!

Below, in support of my claim that most of our models are built with a lot more care than the originals were.

