

Ship's Log

Tampa Bay Ship Model Society

Non-Meeting of September. 27, 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, Oct. 25, 10:00 a.m.

A weather event named Ian prompted cancellation of the regular September meeting. While the Tampa Bay area had very little damage with a few inches of rain and minor gusts, a couple members to the south, **Chuck LaFave** and **Charles Gravalesse**, caught a bit more. No injuries or flooding, but landscape issues.

Tampa Bay has not had a direct hit in a hundred years, and some national news writers and news readers quickly scrambled that fact and applied it to our west coast. Your Sec/Ed heard one say Cape Corral (Seahorses or chorus of winds?).

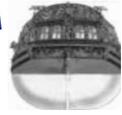
At any rate, ShLog recipients from away, should know that Tampa Bay is the lightning capitol of the United States, and here, at least, Ian was truly just another summer storm.

Volcanoes, earthquakes, mud slides, blizzards, forest fires, tornadoes, droughts and floods happen. Mom Nature can be nasty and all we can do is choose our locations wisely, and prepare. Heed the fables: Grasshopper and Ant, Three Little Pigs. Matthew, Luke and Belafonte: *"House built on a weak foundation will not stand."* End of sermon.

No meeting and distracting weather limited member input, so there will be extended coverage of a few projects.

It is reported that the Boca Grande Lighthouse, built in 1890, has survived Hurricane Ian, as it did with Charley in 2004. It sits at the southern tip of Gasparilla Island, near Punta Gorda, fully exposed, with a narrow beach and no seawall. This is a stock shot, **NOT** of the current condition.





Steve McMurtry on a Different Subject: "In 1903 the 181' steel hulled extreme racing schooner '*Atlantic*' was launched. In 1905 the '*Atlantic*' crossed the *Atlantic* setting a record that would hold for nearly a century. In 1927.

Gerald Lambert bought her to use as his traveling home and tender for his 'J' boat campaign of the European circuit. Sixty years later I was working for Lambert's daughter. At her request I made a display model of the boat and carved one for myself to be a weather vane.

Now, thirty years later, it is getting finished. Moving around she had lost her rudder. After replacing that, striking the WL, painting the bottom, topsides and deck, the masts and rigging were next. The original was over-sparred and over-canvased to win races. I mocked-up the rig because I wanted to cut it down a little 'til it looked better. The shrouds and stays will be from scraps of household copper electrical wire and certainly not to scale.

Not only will this model not live in a glass case, it is meant to be viewed from a distance and therefore will appear rather crude up close. I will be striving for my usual American Primitive style."



Steve sent this photo.

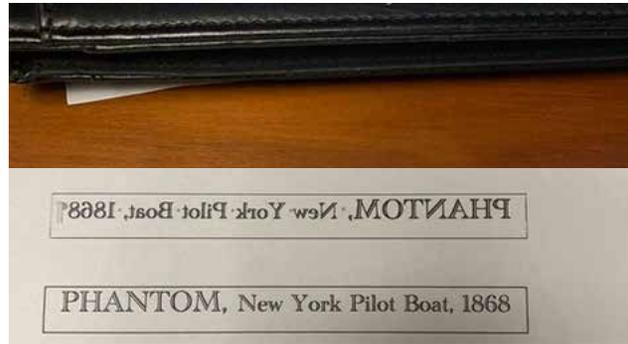


Guy Hancock Reports on Casing:

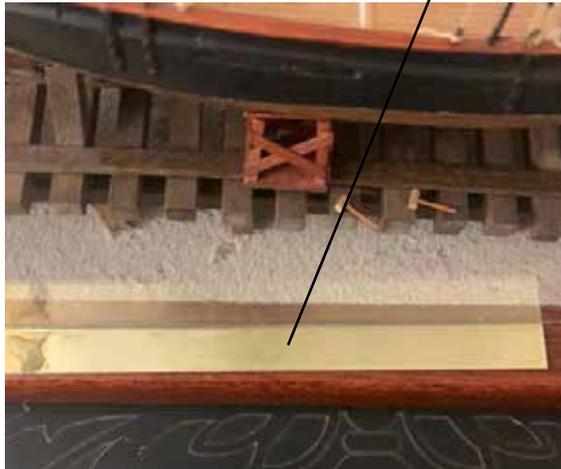
"I have finished making the case for the *Phantom* model and will be making one for the *Emma Berry* next. I had a company cut glass for the *Phantom* case, and then discovered when I started assembling the case that the front and back pieces were not the same size. They cut me a new piece, but there were some other difficulties with this first case. I used my router and new table saw, and am still learning as I go. Lowe's will cut acrylic to size for no charge, and that is what I'll use for the larger case.

I also have started painting some figures, to include one in the Berry diorama. The man at Ralph's Hobbies wouldn't sell me paints, directing me to find a YouTube video that listed the paints for a particular figure. I found a chart of base colors plus the colors to use with them for highlights and shadows, but have not gotten back to Ralph's yet to get them. I modified an arm on one of the figures to hold a pipe instead of a briefcase, and made a corn cob pipe.

I am making a nameplate for the *Phantom* case, and trying techniques to transfer from a printed page to the brass. I tried using inkjet but that didn't work. It came off with the paper. I am going to get a laser print, which was what the directions said to use, and try that. You put polyurethane varnish on the brass, press the paper into it, then after it dries you wet and rub off the paper. I will cut it and round the edges after the transfer process works. We'll see!

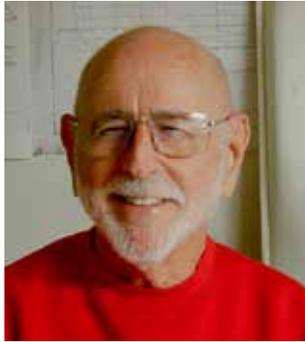


Guy is experimenting with transfers to apply graphics to a brass nameplate.



Guy sent these model photos.





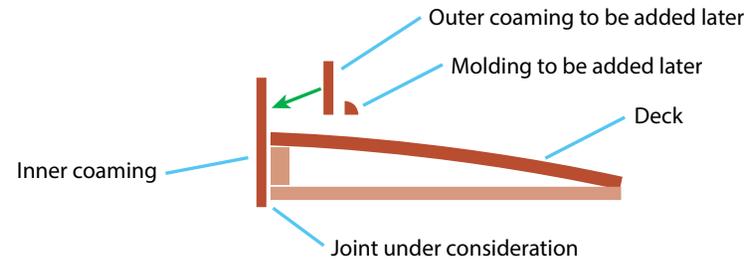
Irwin Schuster (Sec/Ed) Progress on Cohill Catboat: Friend of the club, **Harry Woodend** donated a started hull a few years back. *Charles Cohill's*, Delaware Racing cat / sandbagger is coming along in substance and concept. I have decided that I will use a stump mast, and MAYBE boom and gaff. I had mast hoops of appropriate size, so they are in. The hull is done other than final finish and most of the work has been on the deck and its details.

I first installed a flat deck, then the arced beams onto that. Next, I planked that and fiddled the tear-drop-shaped cockpit. Next the coaming, rails and rub strips.

In mounting these, I developed a simple technique for applying long strips. I shaped and sized them, then coated the matching surfaces with Elmer's White, and let it dry. Then, I pinned them in place at a leisurely pace. When I had them aligned properly, using an artist's brush, I wet the joint with water, which softened the glue and bonded the surfaces. Any squeeze-out was wiped with wet cloth.

About the name, "*Chas. Cohill*": This Delaware River Racing Catboat was called after the owner. I can find no record of the vessel being sailed or raced.

Below right is the sum total, apart from a plan.



V. THE CHAS. COHILL

PLATE VIII

SEVENTEEN FEET SIX INCHES LONG OVER ALL

THE racing catboats of the Delaware River differ from those of New York waters in being finer in the after end and sharper in the floor. The Cohill is one of the most successful of her class. She was built by Capt. Robert G. Wilkins, of Philadelphia, for Mr. Chas. Cohill. The measurement for racing was taken over all, hence the peculiar stem and transom by which extra length on water-line was obtained. The centreboard is well aft to counterbalance the enormous mainsail with its 27 ft. boom and 16 ft. gaff. A skag, extension deadwood and large rudder are supplied for the same purpose. The 32 ft. mast is stayed to a short boomkin over the stem, and has one shroud each side set up to an eyebolt in an outrigger. Sail area 95 yds. of canvas. Boats of this class are of course sailed with shifting ballast, and a numerous crew who lay out to windward by holding on to lines with toggles in the end. One man at the helm, another at the sheet and a third at the peak are required in a breeze to keep the boat from capsizing. A racing boat may be said to be constantly more or less on the verge of capsizing, and nothing but the incessant vigilance and dexterity of the crew will save her from going over. In case of an upset, a frequent occurrence, the sandbags slip off and the crew crawl over and cling to the bottom until rescued by the help which is usually near at hand on a crowded river. The Cohill carries eight men, each handling a 35 lb. sandbag.



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Sample: I shaped the inner coaming which has a wavy contour, with heavy paper. Using that as a pattern, I shaped cherry veneer. I stuck it in place and bonded it as above. With the same paper pattern, I shaped more cherry veneer following the top contour, but narrower. This was applied the same way to the inner coaming and a quarter-round trim applied at the deck intersection the same way.

Initially I tried heat activation. It worked on a sample but not well enough on the large, curved areas. (Yes, it is wise to touch up with a drop or two of CA. Otherwise, as in soldering, attaching something close can detach the previous effort.)

CB, CB case, rudder, tiller, "skag," bowsprit and outriggers are done. I say done, knowing full well that I may have to do some of them again. There is a lot of back and forth adjusting in scratch-building (at least the way I work). You are prototyping each task. If the prototype-initial try works, you move on. If not, you tack to another direction.

Floorboards are teak, I believe! I printed muslin for the sandbags and glued them up in two steps: back seam then bottom, filled them with sand, and glued the open ends. The iron-on transfer medium made the fabric stiffer than I like, but they will be good enough. Here's the thing: I plan to place them atop my irredeemable scr'ups.

I call that staging.



"Outriggers" is the name for these protrusions, in the text.

The outboard terminations are directly in line with the mast C-L, and nothing else leads aft, supporting the mast.

An unstayed mast is not unusual on a catboat, but this mast is not shown as burly, and the boat carries a lot of sail and human ballast, plus sand bags.

The system worked, as it is shown in illustrations of similar racers.



Leftover Hoops with scavenged brass attaching hickeys.





Staged photos are nice. In the real world there is an ugly underbelly.





Howard Howe Builds F/V Saga:

"Howard Howe on F/V *Saga*: "After a dry assembly of the keel and ribs on my alignment fixture, I removed the five bow ribs and cut an angle slot on each side and trimmed the bow deck to match the shape of F/V *Saga* bow.

Next step was to fixture and assemble the cabin walls and plan for removable roofs and cabin assembly as necessary. Alignment with the tabs and slots works well except for the flexibility and warping of the thinner 3 ply wood. On some pieces I added stiffener boards on the interior side.

I used Cyanoacrylate glue on the cabin assembly after insuring parts are correctly positioned instead of the recommended Titebond glue.

Before assembling the two keels into the frame, I drilled, installed and bonded my drive shafts into the keels. Then I could plan for the location and angles of the motors.

Howard sent these photos of *Saga*, during assembly, and the original, at sea, a couple pages on.





Next, I started bonding ribs and frames to the keel in the fixture using the CA glue at each seam and later from the opposite side of each interface.

After completing the basic hull frame structure assembly and bonding, I planned for the RC components, batteries, and ballast locations and access. Interior components will all be accessible and removable using small screws. The cabin is being attached with magnets for easy access. The upper side sheeting for both sides have been modified to match F/V *Saga*. The decking and side assembly is on hold pending location of interior components.

I am pleased overall with the kit and the precision of the die cuts for alignment.

The flexibility of the side and bottom sheeting is great. The cabin thinner 3 ply wood was a problem until I added stiffeners on the interior and created a base fixture for assembly."

Finally, Howard Corrects the Record on Tug *Tiger*: "My first mistake this year (that I recall) is ST means "Small Tug" not "Steel Tug"! I don't know where the length changes but there is also LT for "Large Tug".



Howard sent these photos.





Howard sent this image



Received:

My name is Ralph Perkins, "I'm a retired Plastics Engineer who got my start many years ago at Revell Models. I also did some design work for Milton Thrasher (former member of TBSMS), who I think was a member of your group. He used to send me your newsletters. He asked me to take over his model business but being retired I didn't want to be that involved.

I have continued to design frame sets for many different clients. Mainly on the West Coast. Also, I enjoy seeing what others are building. It is a great hobby! Attached are a couple of pictures of boats built using my frame sets.

Timeless is a 47" Lake Union Dreamboat. The other is a 45" hard chined workboat. Last is a 1/2" scale of *Schooner Pilgrim* that I have just started building."

*Too Many Boats,
Not Enough Time!*

Ralph Perkins
505-927-5955



Ralph sent this photo.



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Ralph sent these photos.





Chuck LaFave Reports on His Own, *Royal William*: "I started working on the *Royal William* mast and rigging. I will start doing the ratlines next week (16 - 17th)."



Wikipedia says, *HMS Royal William* was a 100-120-gun first rate ship of the line of the Royal Navy, launched on 2 April 1833 at Pembroke Dock (launched in 1670 as *HMS Prince*. She was rebuilt in 1692 and renamed *HMS Royal William*, rebuilt again in 1719, and rearmed to 84 guns and fitted as a guardship in 1790. She was broken up in 1813.), having taken eight years to build. She was one of the largest ships ever built by the Royal Navy at that time, with a crew of 900 men. Length: 205 ft 5.5 in (62.624 m) (gundeck).

Chuck sent these photos.

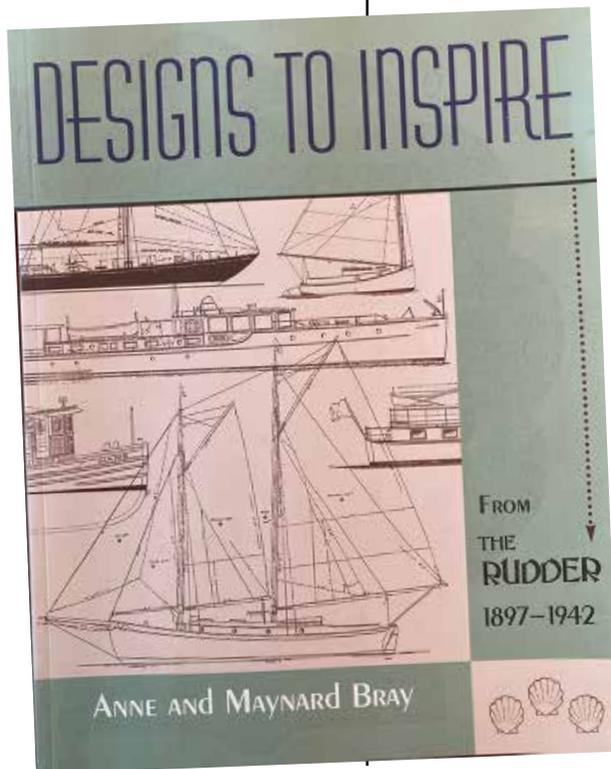


Chuck sent these photos.



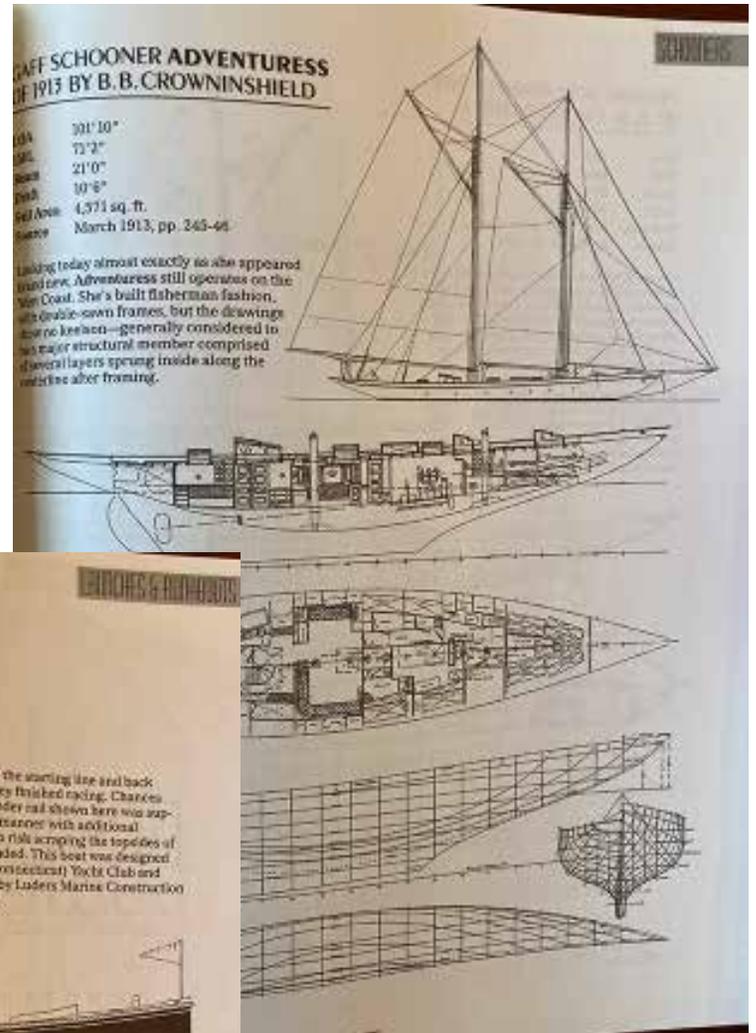
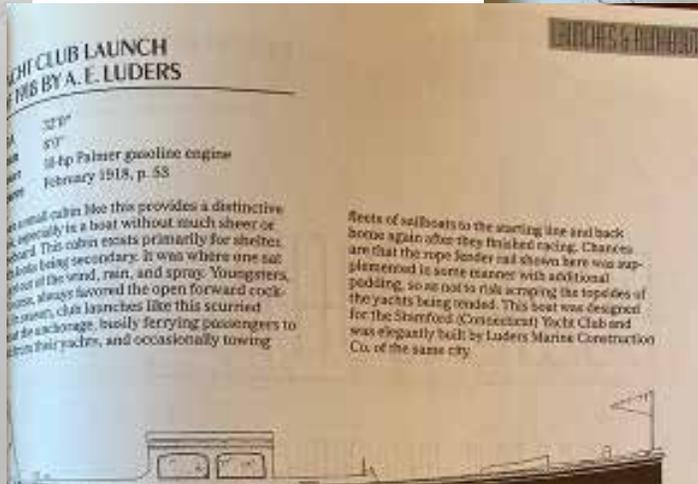
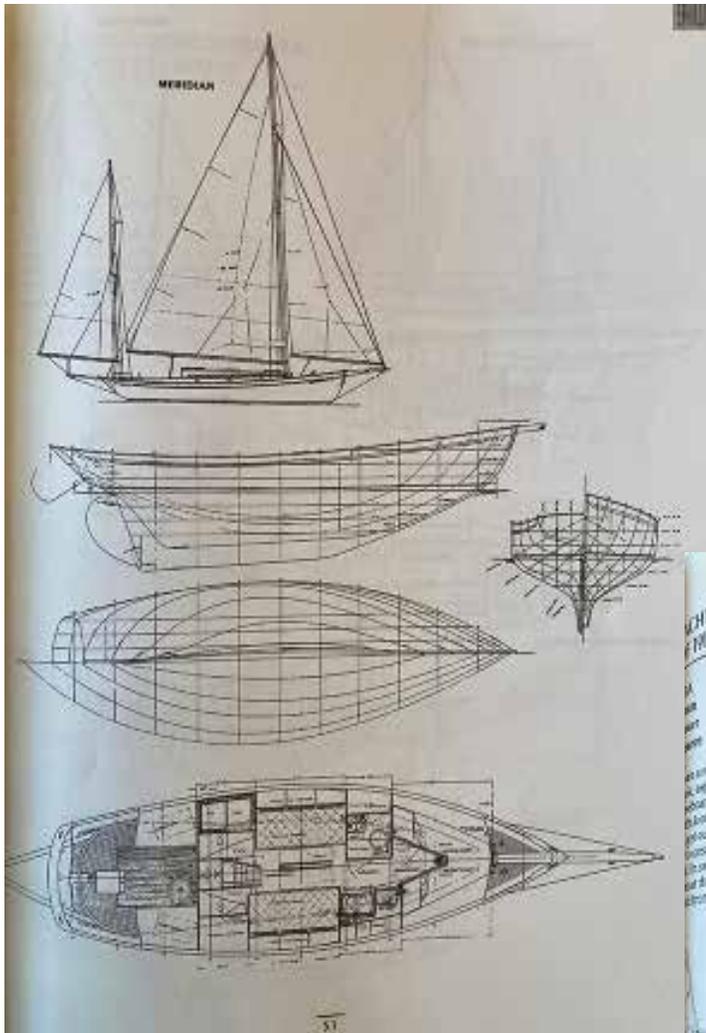
Bob also recommends:

"This book may still be available from WoodenBoat in Brooklin, Maine. Lots of well-known designers of the era represented, as well as several pages of bios at the back. A number of illustrations include lines drawings that could allow accurate models to be constructed. Some of the designs are now quite "dated", some quite unusual, and some that are classically beautiful. A nice compilation of work spanning 45 years (up to WW2)."



Bob sent these photos.





Bob sent these photos.



Bob Johnson on Another N.A.:

"As a practicing Naval Architect for almost 50 years, I find it hard to imagine I had never heard of Geerd N. Hendel. Anyway, I requested this book from "Santa," a few years ago and found it quite interesting, particularly for the range of designs he created. Geerd was born in Germany (1903-1998) but moved to Maine in the 30's. He worked for Starling Burgess in the 30's but after WW2 went out on his own. He should get more "press".

Book is from: Maine Authors Publishing, 12 High Street, Thomaston, ME."

www.maineauthorspublishing.com

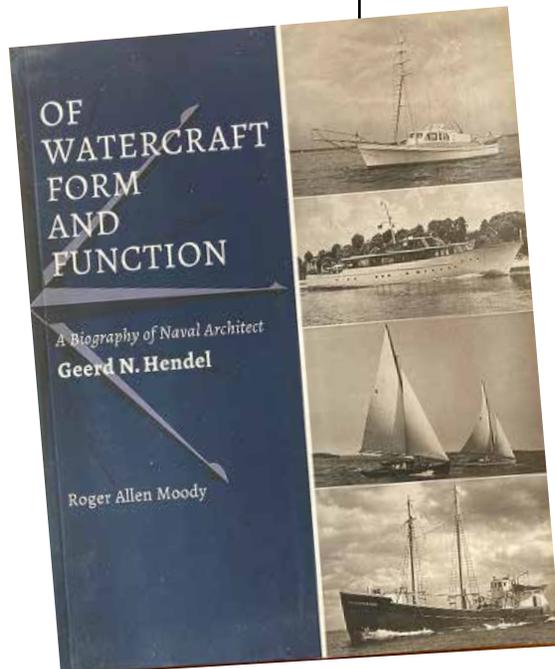


Tinavette on a fast run in Penobscot Bay.

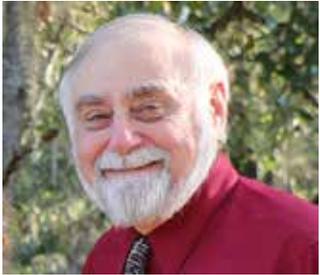
Llewellyn Howland, III. *No Ordinary Being*. David R. Goodine publisher in association with the New Bedford Whaling Museum and Mystic Seaport Museum.

Bob sent these photos.

Lobster Boats, and Cruisers



Pocahontas model by John "Jay" S. Hanna, Rockport, Maine. Maine Maritime Museum Collection.



Ed Brut Reports on Modelpalooza 2022:

“Orlando, Oct. 7th 8th and 9th.

The show had a very good showing in vendors with a lot of older kits for sale.

The model contest showed many good models but the number was down attributed to the hurricane landfall in south west Florida, it is hoped for a speedy recovery for all in the area affected. Individual Ship categories were non-existent due to the Gold, Silver, and Bronze judging system applied to the contest. All ships were judged on merit and all ships by an individual were judged on that criterion. You could only receive one medal for all your entries in that category.

A number of steel navy ships and only a few sailing ships were shown. My personal favorite was a 1/350 scale “jeep” carrier USS *Monterey*, deck aircraft and photo etch detail made for a great model. My photos show a variety of naval related subjects. The contest covered Cars, Armor, Aircraft, Figures and Si-Fi subjects, to see more, see their web site: <https://www.ipmsorlando.org/modelpalooza-home.html>



Ed sent these photos.



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Ed sent these photos.



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Ed sent these photos.



Modelpalooza Entry Form
Contestant ID: 13
Entry ID: 2074



Sailor's Consolation

*One night came on a hurricane,
The sea was mountains rolling,
When Barney Buntline turned his quid,
And said to Billy Bowling:
"A strong nor'wester's blowing Bill,
Hark! Don't ye hear it roar now?
Lord help 'em! How I pities all
Unhappy folks ashore now!"*

*"Fool-hardy chaps who lives in towns,
What danger they are all in,
And now lie quaking in their beds,
For fear the roof should fall in;
Poor creatures! How they envies us,
And wishes, I've a notion,
For our good luck, in such a storm,
To be upon the ocean!"*

*"And as for them who're out all day,
On business from their houses,
And late at night are coming home,
To cheer their babes and spouses;
While you and I, Bill, on deck;
Are comfortably lying,
My eyes! What tiles and chimney pots,
About their heads are flying!"*

*"And very often have we heard,
How men are kill'd and undone,
By overturns of carriages,
By thieves, and fires in London,
We know what risks all landsmen run,
From nobleman to tailors;
Then Bill, let us thank Providence,
That you and I, are sailors!"*

— by Charles Diblin (1745 - 1814)

A Nautical Extravagance

*I stood one day by the breezy bay a-watching the ships go by,
When a tired tar said, with a shake of his head: "I wisht I could tell a lie!
"I've seen some sights as would jigger yer lights,
And they've jiggered me own, in sooth,
But I ain't wuth a darn at spinnin' a yarn what wanders away from the truth.
"We were out in the gig, the Rigagajig, jest a mile and a half to sea,
When Captin' Snook, with a troubled look, he came and he says to me:—
"O Bos'n Smith, make haste forthwith and hemstich the fo'ard sail;
Accordeon pleat the dory sheet, For there's going to be a gale.'*

*"I straightway did as the Captin' bid — No sooner the job was through
When the north wind, whoof, bounced over the roof, and, murderin' lights, she blew!
"She blew the tars right off the spars, And the spars right off the mast,
Sails and pails and anchors and nails flew by on the wings o' the blast.*

*"The galley shook as she blew our cook straight out o' the porthole glim,
While pots and pans, kettles and cans went clatterin' after him.
"She blew the fire from our gallant stove and the coal from our gallant bin,
She whistled apace past the Captin's face and blew the beard off his chin!*

*"O wizzel me dead!" the Captin' said (And the words blew out of his mouth);
"We're lost, I fear, if the wind don't veer and blow awhile from the south."
"And wizzel me dead, no sooner he'd said them words that blew from his mouth,
Then the wind switched round with a hurricane sound and blew straight in from the south.*

*"We opened our eyes with a wild surprise, and never a word to say —
In changin' her tack the wind blew back the things that she'd blew away!
"She blew the tars back onto the spars, and the spars back onto the mast;
Back flew the pails, the sails, and the nails, which into the ship stuck fast.*

*"And 'fore we could look she blew back the cook straight into the galley coop;
Back dropped the pans, kettles, and cans, without even spillin' the soup.
"She blew the fire back into the stove where it burnt in its proper place —
And all of us cheered as she blew the beard back on the Captin's face.*

*"There's more o' me tale," said the sailor hale, "As would jigger yer lights, in sooth,
But I ain't wuth a darn at spinnin' a yarn what wanders away from the truth."*

—Wallace Irwin, ca. a while back

Caribbean Deja-Voudou

*Aye, Matey, it's eighty° in Haiti,
And the wind is beginnin' to blow!
There'll be a great rinse of old Port-au-Prince
When the hurricane brings its roundeau.*

*The pots'll be flying and babes'll be cryin',
On the isle of Hispaniola.
The great Citadel in the fires of Hell
Will be spinnin' as on a Victrola.*

*Lightnin' is frightenin' all by itself,
But coupled with a mighty deluge,
Will pucker yer sphincter with a roar that's distincter
And from which there is no refuge.*

*Now, high wind and water results in a slaughter
That curdles your innards and cause
The banshee to quail in the face of such gale,
And the flight of all grandpaw's macaws.*

*So be wary and flee when you see the sea
Take to risin' up over the wall,
While trying to figure how you could jigger
To make you a wave Voudou doll.*

—Dr. Schuss (1/2020)

Yes, yes, those with a functioning memory will recognize these from previous seasons. Well, I Like 'em, and I'm boss of this digital fish-wrapper!