

# Ship's Log

# TampaBayShipModelSociety

Meeting of October 25, 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, Nov. 22, 10:00 a.m.**

**Another weather event, Nicole**, came and went, again skipping our locale, and in any case, creating little aggravation here, nor causing interruption of our meeting schedule.

So, the meeting was called to order by President and Treasurer, **Steve Sobieralski**, who acknowledged a visitor, **Joe Hernandez**. Another pair showed up at **7:00 P.M.**, having gotten bum dope from some out-of-date literature. This caused us to look at the web site and make an update. Our apologies to the gentlemen **Dennis Swanson and Lindsey Blackburn**, who, we hope, will attend the upcoming, final meeting of 2022.

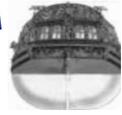
No business was carried on. We had a little chatter on Hurricane Ian, Modelpalooza, and a gent named **Art Regusa**, a past member, way, way back. More on that later in this issue.

Models continue to roll in, needing completion, repair and restoration.

Finally, about last month's issue: I have been informed that **I**. created a grievous error in attribution. It was **Brad Murray, NOT Steve McMurtry**, who did the naked schooner and I herewith/herein,/hereby, correct the record.



Skipper Steve Sobieralski is completing this WW II, Casablanca Class Escort Carrier.



**Brad Murray adds, on the Naked Schooner and more:**

"We choose our projects but sometimes they choose us. The *Atlantic* was the latter. In the early 90's I was hired to build a kitchen for a (very wealthy) woman. At the end of the job I was asked to build her a model of a boat her father owned, it was the '*Atlantic*'. After the job I was left with the plans and templates and thought it would make a nice weather-vane. Thirty years later I figured it was time to see which way the wind was blowing. By its nature the model won't be seen up close which suits me. The use of bronze, brass and copper for the rigging will allow me to play with solder which I very much look forward to.



Brad sent this photo last month, but here it is again with proper attribution.



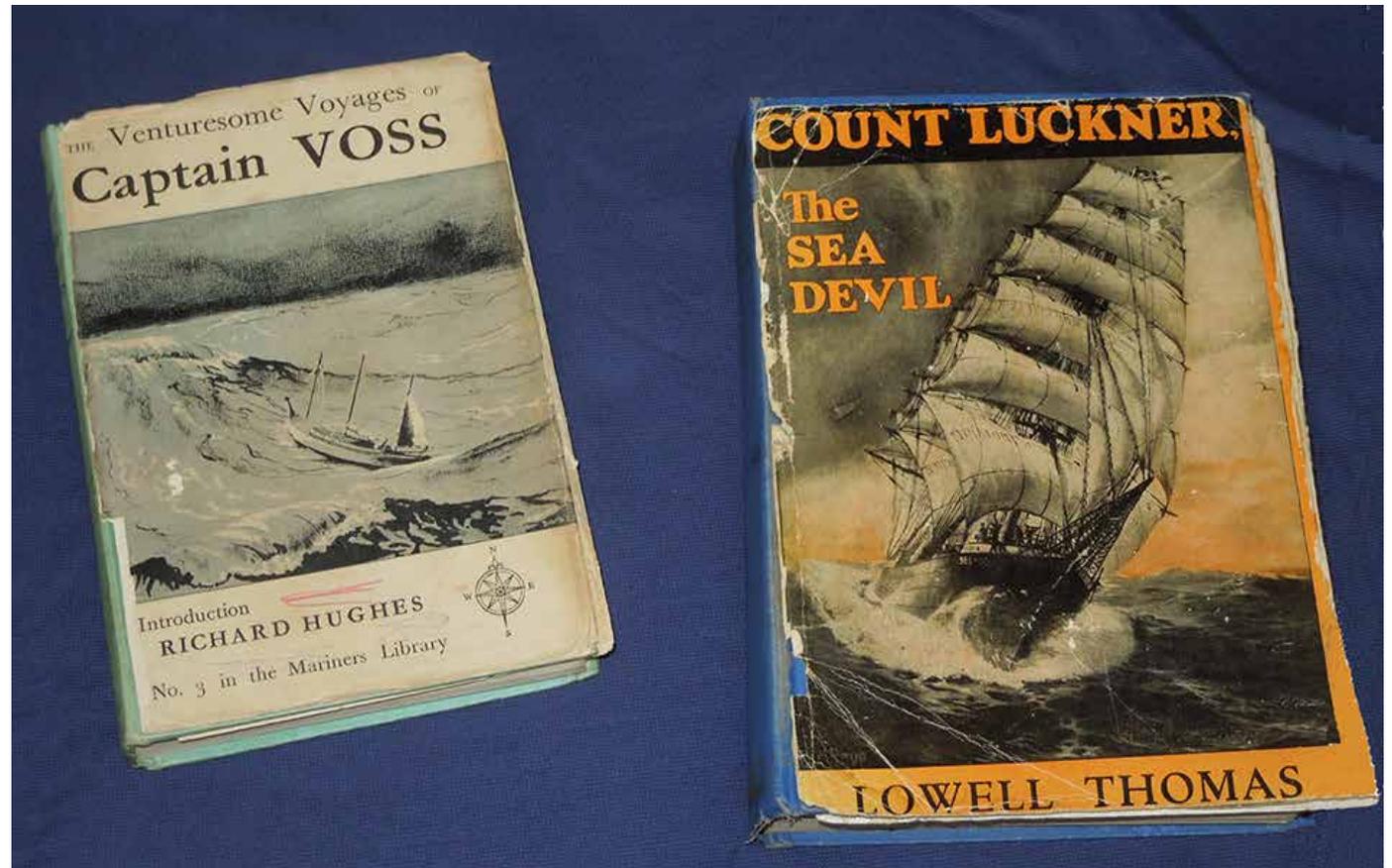
**Brad continued:** 'The Venturesome Voyages of Capt. Voss'; Voss, like Slocum was an out-to-pasture ship's master who couldn't retire peacefully. He bought and outfitted a 38' Indian dugout canoe. He left Victoria B.C. and sailed west. His story is a travelogue of places and people he met on his attempted circumnavigation. The last section of the book details his hair-raising encounter with a typhoon off the coast of Japan in another ill-suited boat. Voss, along with Slocum and Pidgeon is required reading for all armchair sailors.

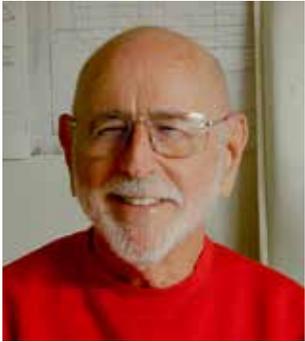
His television program 'High Adventure with Lowell Thomas' pretty much says it all. He wrote over 50 books. 'The Sea Devil' (1927) about the German commerce raider Count Luckner, while not strictly a sea story, is about a fascinating personality and a singular period of world history.

The cruise of the '*Seeadler*' from Hamburg in 1916 till its wreck on a coral atoll and the crew's subsequent return to Germany in 1920, having lost not one man, is a story worthy and entertaining."

---

SMS *Seeadler* (Ger: sea eagle), 1888, was a three-masted steel-hulled sailing ship. She was one of the last fighting sailing ships to be used in war.





**Irwin Schuster (Sec/Ed) Progress on The Chas. Cohill Racing Catboat:** The boat is from about 1885, (950 s.f. of sail).

I realize that it is unlikely to have gone to sea with exactly this configuration, but the designer is pretty specific about the stay / shrouds. You will see that the outboard ends of the "outriggers" are directly in line with the mast, with nothing going aft. I wonder why. I have found nothing further on the boat, so who knows?

It appears that all that supported the rather slender mast were lines for the crew to hang on. How do they (readily) get these lines to the other side when tacking – while managing the sandbags?

Not terribly important, but I am picturing a comic scene, with crew scrambling over the big board with bags, while one fellow gathers the lines and takes them forward, around the mast and forestay.





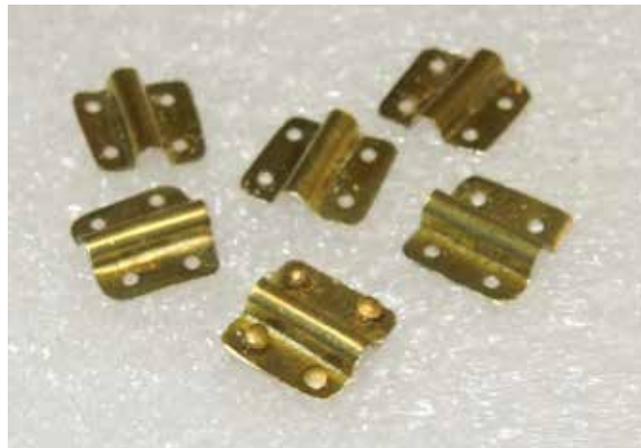
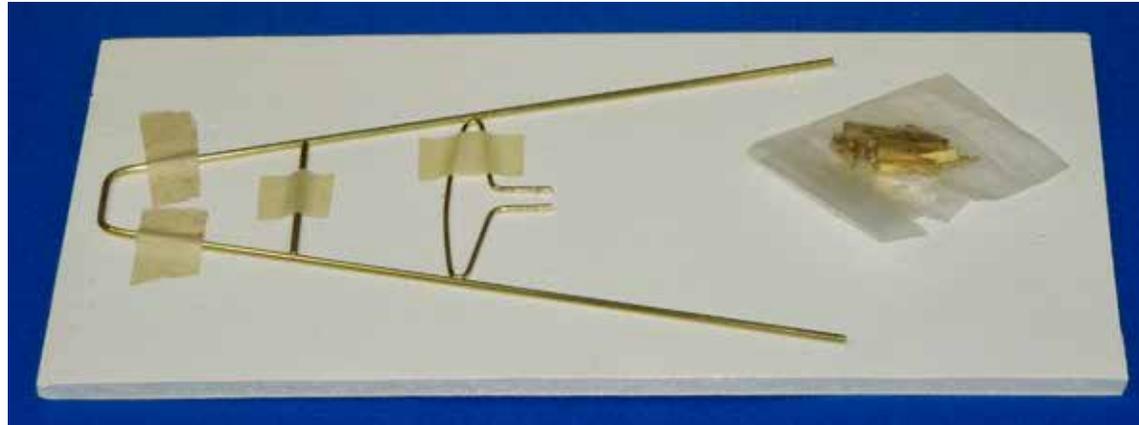
**I. continues:** Note please these parts that will form the bumkin / boomkin aft. This presents a challenge to your solder-impaired Sec/Ed.

Standby, for the next meeting when is revealed, a change in my self-esteem, solder-wise.

Then, additional formed parts that hold boomkin to deck and whatever the strange other part is called, to the triangular "skag" onto which the huge rudder is hung (See previous page). Four are needed and six is not enough to get four keepers from.

The foreground item shows "Lil-pins" whose heads are out of scale which will entail some tiny grinding.

The Weller iron shown is a modern version of the one I own which figures in my self-esteem upgrade, solder-wise.



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## Guy Hancock on Figures and Cases:

"I bought the 1/32 figures online, the whole bag for about \$10 if I remember correctly. They are not the most detailed but I thought I could use the poses and the clothing would not look out of place. The pictures in *Frame-up!* by Dana Story show workers wearing sweaters and sports coats as they built the schooners. The website <https://kingstrop-models.com/figure-painting-with-acrylics-hints-tips-and-techniques/> has some good tips and directions on how to do figure painting. My next step is to get paints; a base color, one for highlight, and another for shadow.

The nameplate is for the *Phantom* pilot schooner case. I tried a number of ways to use a laser printer and then transfer the text from the paper to the brass. The brass had a thin coat of polyurethane (regular or acrylic, no difference in results), and after the paper is pressed to it, dries for a while, then you wash the paper off and hope just the laser ink remains on the brass. I came temptingly close a few times, but either some of the paper just would not come off unless it took the print with it, or there was always a shadow of paper surrounding the lettering. My next attempt will be to print on a clear sheet, then glue that to the brass plate.

I tried both my router table and table saw to make the grooves for the glass in the ship case. The router caused some tear-out that did not happen on the saw. Another problem was I didn't get the grooves all cut to the same depth. The saw seemed the easier way, and I used the router to round the outside corners of the frame. Thank you, Brad, for the tip on using a slot-cutting bit. My next case (for *Emma Berry*) will use acrylic because of the large size. I have a mahogany board to make the uprights and top part of the frame."

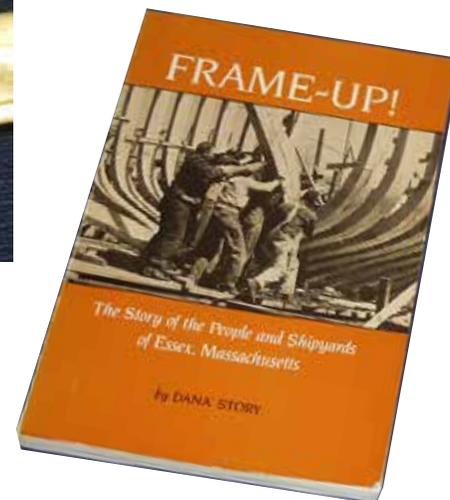




Photo:  
Daytona Beach  
News-Journal

**Howard Howe forwards on Tug, *Tiger*:** "DeLand's US Army tugboat ST479 *Tiger* is almost ready to move down the river back to West Volusia, but we've postponed it for now due to high water and current issues on the St. Johns River from Hurricane Ian. Much progress has been made on the repairs & needed improvements to USA maritime standards while she has been at Green Cove Springs, and we hope to bring her home to the DeLand area very soon under power from her Scania auxiliary diesel. We've had strong support for this incredible project, but we still need more to build the right site, get her painted, and create a worthy National Monument. She is the only US Army ST tugboat to ever return home from WW2 from over 550 boats built or purchased during the war. This monument will be dedicated to the crews and builders of these versatile craft that were so essential to victory...and, the 44 men from West Volusia killed in WW2.

It does appear that any possible site at Ed Stone Park is not going to happen, and we are now looking at Lake Monroe Park, the new proposed park on Alexander Island in DeBary, and private sites on the St. Johns and even Lake Beresford. We still hope to bring her home as close to DeLand as possible but your continued support is key... mail that check, help spread the word, volunteer with us... and join our group!

News Release ST479 update4 Oct 9 2022.zip

More as I get it. Please read the attached for details... lifetime membership is only \$200...and right now that money could come in very handy. And yes, we anticipate being able to secure some ECHO grant funding down the road for our unique project... Come Join Our Adventure! Hmmm... wouldn't it be great to somehow return her back to Lake Beresford... where she left in 1944?"

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



**ST479 Tug update from Dan Friend, as follows:** "We plan to return ST479 *Tiger* to the Astor area right after Thanksgiving, assuming the water levels are good at that time, and should arrive there around November 27. After that, we plan a holiday break with the final leg of the journey home to be done early in January. Our donor, John Higgins, has had several serious family issues to deal with, and this delay actually helps make his trip from England to visit us far more possible. We will continue to fundraise and investigate the multiple site possibilities we now have to consider. All of the sites will require extensive funds to develop properly. Please help if you can and take that write-off now!"

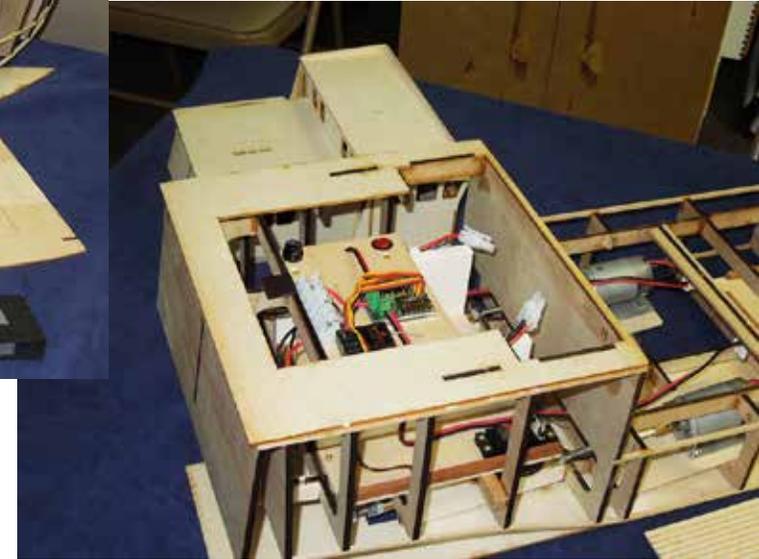


**Howard Howe on Crabber, F/V SAGA:** "Since it was October, I brought in my F/V *Saga* hull skeleton for show and tell. I have added the RC components and batteries along with the removable interior mounting fixtures.

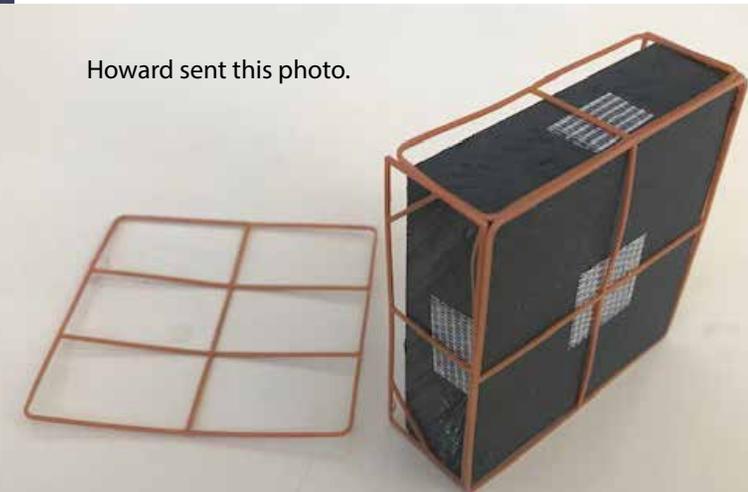
The next step is to install the two bottom sheets using the die-cut, 3-layer flexible plywood supplied in the kit. Then I can drill and install the tubing for the brass rudders that I fabricated. After which I will do a temporary rudder installation and alignment with the rudder servo to check operation.

Next the two die-cut plywood pieces for each side can be installed and proceed with sanding and hull fiberglassing! I did some research to verify that the Alaska crab boats do have a flat bottom, except for the "Northwestern".

I jumped ahead and assembled one of the plastic 3D printer crab traps from the kit for comparison with Roger's soldered brass rods. I used a piece of black Starboard™ material for assembly fixture and CA bonding of the fragile plastic frames, since the adhesive will not bond to the Starboard™. Both construction methods are tedious and time consuming! The assembly sequence effort of the main hull continues.

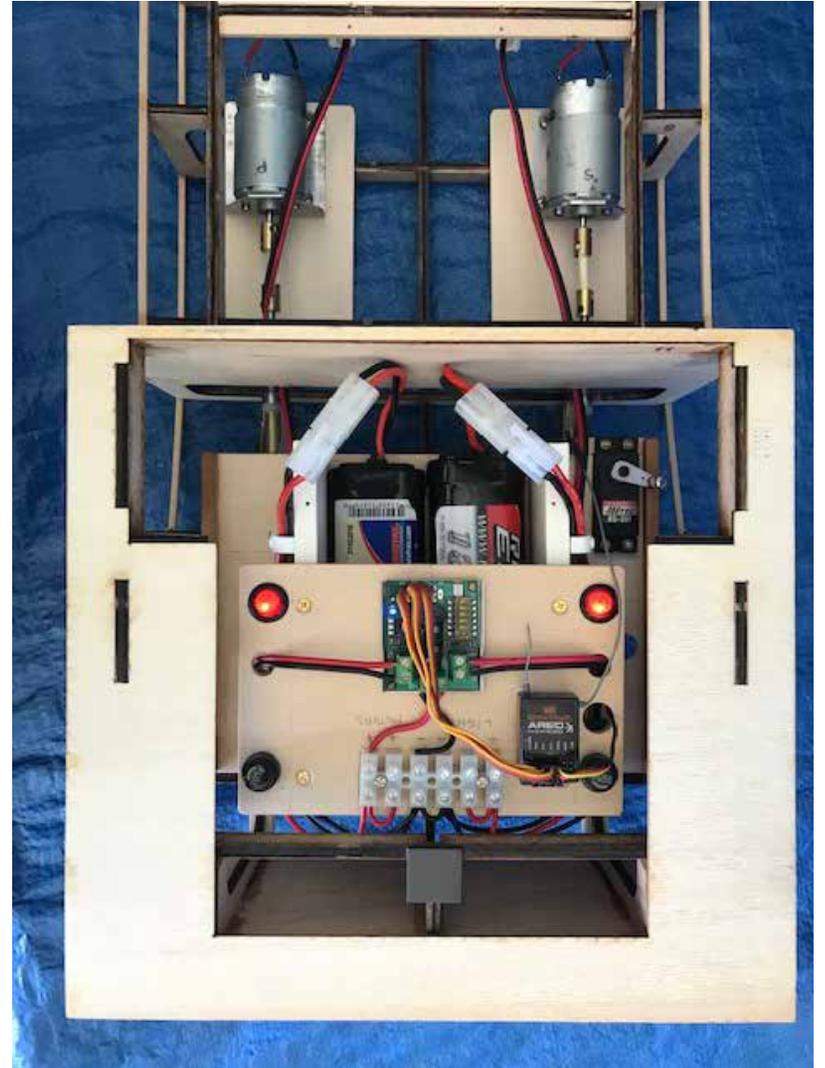


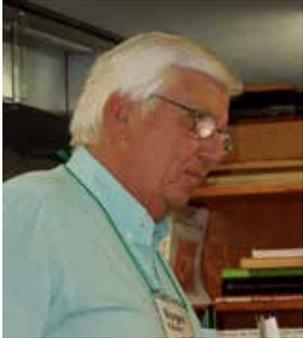
Howard sent this photo.





Howard sent these photos.





## Roger Kibart's Narrative Regarding October 25 Meeting Presentation:

Following **Howard Howe's** construction update of the F/V *Saga*, I provided a brief presentation on my progress of creating and constructing 10 – 1/42 scale- king crab pots for enhancing my scratch-built model of the F/V *Northwestern*.

Each pot measures approx. 2" x 2" x 7/8" and is constructed using 3/64" soldered brass rods for the trap frame, and netting using fine petticoat material from JOANN FABRICS. The netting is held in place with sewing thread same as the real traps. Each pot also has a pair of buoys and a coil of twine representing about 150 feet of rope.

I also showed a small collection of scale crabs provided by Howard which he painted in authentic coloring for a crab table under construction.

I reported that my wife was delighted with the addition of the crab traps to the boat. As an old mariner once said – "Happy wife – happy life".



What it's all about >>





**Chuck LaFave Reports on His Own *Royal William* and Repairing a *Victory*:**

"*Royal William* – I just finished up the ratlines: Around 2,600 knots and 430 ft of line! Wasted about 40 percent. Then I Interrupted (my) *Royal William* to repair a *Victory*. I should have it finished by next week!"



Chuck sent these photos of *Vic*.





# Ship's Log Tampa Bay Ship Model Society | 2

Chuck sent these photos. of *Royal Willy*.





**Udo Reif brought this Yankee Tender** from a kit marketed by WoodenBoat Magazine. Lapstrake!

*"This is our most popular kit. Based on the full-sized 12'4" flat-bottomed skiff, this model is actually enjoyable to build and beautiful to display.*

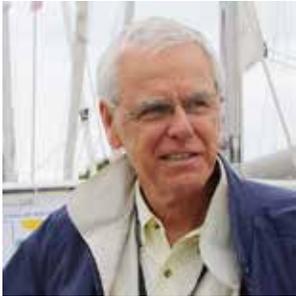
*Utilizing two basic construction methods, lapstrake planking for the sides and cross-planking for the bottom, building this model will add considerably to your boatbuilding knowledge and experience.*

*Consider this is a building course in a box. It's akin to coming home from the lumber yard with wood planed to thickness, but not pre-cut."*

*We strongly suggest you look over the plans drawings until you truly understand every bit, and read over the instructions several times, and then start the build process in your head.*

*Scale: 1 1/2" = 1'*





**Bob Johnson's Beagle:**

"Perhaps run this picture for the members to let them know the model is available, 'free for the taking'?"

I left it on top of the club's bookshelves in the church, so whoever might want it can find it there. It is made from a kit, and very well done. Per your comment, a glass case would certainly enhance the presentation."



Bob sent the photo above.





## Bob is also building:

"I made a prototype model, having decided to make a "real" Twister, framing underway. 8' loa x 4'9" bmax. If it performs as I hope, will try to get someone to make molds from my wood prototype (simple top and bottom) and see how the market might react. After 60+ years it may be time for a "new," *Opti!*"

*(NA-speak,; bmax must mean maximum beam.)*

Here, your editor inserts himself:

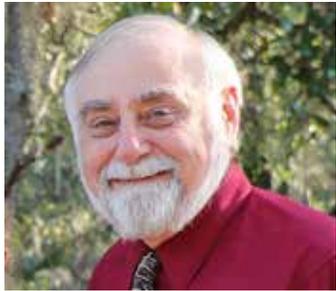
Ah, the obsession of boat-building. Probably a medical name for it, like "Noahmania," or in our case, "Mininoahmania," which sounds better because it is longer, more complex.

While we generally think of "ship" model building as recording vessels from the past, we all know models and half models have been used to define ships and boats yet to be built: Admiralty models, the Herreshoff family, and for tank-testing, too!

My degree and early experience were in product design, where it was basic that designing 3D things where appearance is important, is best done in 3D. Sure, there is usually a doodle stage to get ideas down, but then, get them into solid form. And yes again, CAD has changed that, for some tech-y practitioners.



Bob sent these photos.



**Ed Brut on Rum and Copper:** "My never-ending want to polish copper and brass continues. For a few years I have owned a set of three naval rum ration cups, one British, one German and one Russian. The company AUTHENTIC MODELS out of the Netherlands produces models of a nautical theme even today. They produced these three replica cups and one I was missing for the French Navy. I did finally obtain the French navy cup on eBay. Now how to display them. With shelf space around the house at a premium, I decided to mount them on a vertical wall plaque of Teak wood. Having a small plank of teak, all I needed was a teak dowel rod for the cup hangers. My search led me to ROCKLER wood working supplies who had in stock  $\frac{3}{4}$ " square by 6 inch long "ink pen blanks" in teak and every other exotic wood you can think of. I proceeded to chuck up a piece and turn it round in a lathe to produce the simple but "teak" cup holders. Finished in tung oil and each cup labeled, it now resides on the wall.

Rum ration cups for the British Royal Navy go back to 1692. A daily grog ration was a  $\frac{1}{2}$  gill or "tot" as standard until 1970. The 80-proof rum was cut with water to make "grog" and to prevent scurvy; lime juice was added to the mix. The whole idea was initially started because casks of water and beer went bad and rum did not. Many other navies adopted the rum rations in the age of sail.

A story goes that Horatio Nelson, a heavy rum drinker, instructed friends, if he should fall in battle overseas, that his body be brought back to England preserved in a cask of rum. He got his wish after the 1805 Battle of Trafalgar."



Ed sent the photos above.





## Ed explores club history:

"Art Ragusa, ran a ship model contest in conjunction with the Davis Island Antique Boat Show back in 1986. Yes, I have been around that long.

Pictured is a trophy I was awarded there. Note the club's name was Tampa Bay Maritime Model Society with logo. The sponsor was the U.S. Naval Reserve Center. I just wonder when and if we changed the club's name or was this a different ship club in the area?"

Google search finds nothing on TBMMS, nor USNRC, although there is an NRTC – Naval Reserve Training Center.





More of **Skipper Sobieralski's** *Casablanca* Class Escort Carrier, *USS Hoggatt Bay*: "This is a project for a gentleman who contacted the club requesting assistance completing a model of 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.

The model is based on the now out of production 1/192 scale Blue Jacket kit of the *USS Gambier Bay* CVE 73. The kit follows typical BLUE JACKET practice with a solid wood hull, wood block superstructures, white metal fittings and etched details. It had been started by another builder and when I received it was about 50-60% complete and I brought the model in to show and tell for the February meeting. It had suffered some damage and so some of the completed work had to be repaired or redone. This included sanding down and repainting the camouflage pattern on the hull.

The air group provided in the kit consists of three cast resin F4M *Wildcat* fighters and three TBM-3 *Avenger* torpedo bombers. I have substituted available plastic models of about 15 *Wildcats* and two *Avengers* which are better detailed than the kit aircraft. The model is currently about 95% complete and needs a base and case before I hand it over to its owner."





Crew member, **George Hecht**, concerned for the safety of your **Sec/Ed**, I being elderly and diminutive of stature, in the recent SW FL weather event, Ian, presented said Sec/Ed with appropriate pomp and circumstance, equally appropriate-sized rescue vessels, one inflated, and the other pristine, in package, he, himself, had rescued from a dumpster or similar container, when an employer decided to de-access them.

Well, not exactly de-access, because the Wiktionary says that means money was involved, when clearly, the value of said articles appears to have been nil to that company.

Well, not to me, and I graciously accepted the items with deep appreciation for his disquietude on my behalf.

Note the high quality brand! My plan is to put one on each foot and test them, striding across the pool, for sea trial, and later, if successful, river, bay, Gulf and perhaps, ocean. Check with Ripley's.



**Uncle Chuck LaFave's Ship Model Repair Emporium** will be taking on this MODEL SHIPWAYS, *Pride of Baltimore*, soon (he's gotta have elves). But, seriously, folks, TBSMS has become the go-to entity in FL, and Chuck is doing 90%.



**Skipper Steve** brought a great trove (maybe 24-40) period prints for any who needed such. They were taken away.