

\$12. DUES ARE PAST DUE!

Ship's Log

TampaBayShipModelSociety

Meeting of Feb. 28, 2023

TampaBayShipModelSociety.org

President & Treasurer Steve Sobieralski

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Meetings

are held at **10:30 a.m.** on the fourth Tuesday of each month except December (none).

Location

is the lower level of Trinity Lutheran Church, 411-5th St. N., St. Petersburg. From I-275, Exit at I-375 East to second exit (4th Ave. N.). Proceed to traffic light at 5th St. N., turning left. Church is on right. Parking is to the left of the church.

Objectives

This Society is an organization of model builders, historians and artists who encourage the construction of nautical models, creation of marine art, and research in maritime history, at every level of expertise, through the exchange of ideas and presentations.

Membership

There is no charge to attend meetings, and all interested parties are invited. Annual dues 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*.

This regular meeting was called to order by President and Treasurer, **Steve Sobieralski**. The paid roster includes 23 members. Seventeen were in attendance. To any who have not yet signed on, checks **MUST** be to **Steve Sobieralski personally!** Note as TBSMS Dues 2023.

Guest and IPMS member, **Doug Hamilton** was acknowledged and welcomed.

Upcoming **Pelicon 2023**, February 18 & 19, was warned of. No other business was conducted...

And so, the action moved on to S&T...

USS Zumwalt (DDG-1000). One could speculate that the US Navy recognizes the aging of ship modelers and is working to eliminate the challenging detail that so many can no longer perform... (*a conspiracist might say*).



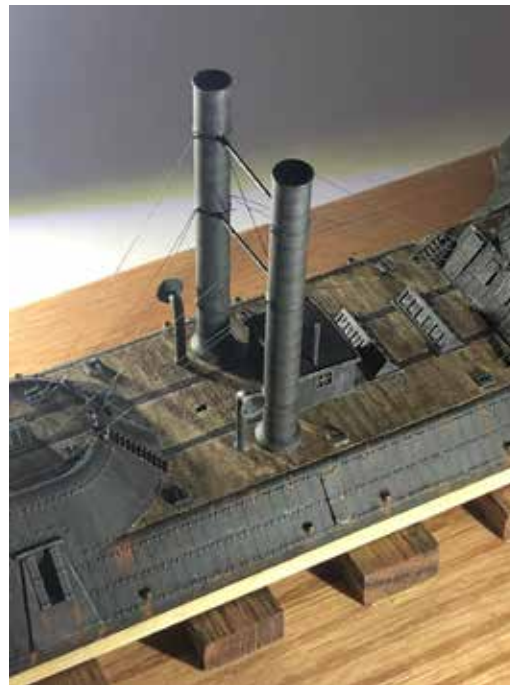
Next Meeting 
Tuesday, Mar. 28, 10:30 a.m.



Guest Doug Hamilton Displayed USS *Choctaw*: "The USS *Choctaw* is an American Civil War Union Navy Ironclad Ram. Launched in 1856 in New Albany, Indiana as a civilian merchant steamer, it was obtained and modified by the US Navy in 1862. It was a Brown Water Navy vessel operating in the Mississippi, the Red River and the Yazoo River expeditions. At Haynes Bluff in action, it received 53 hits. It was decommissioned after the war ended in July, 1865 and sold in March 1866.

The 1/192 scale model is produced by FLAGSHIP MODELS and contains mostly poured resin, Photo-etched (P/E), cast white metal and wood parts to make up the parts list. This is a kit for builders with experience working with kits of mixed media. The resin parts are cast with high quality from 3-D printed masters. A good amount of detail is present and the castings are crisp. Flash is minimal and the pour gates positioned in reasonable places to aid in their removal and clean up. The P/E parts are etched well and contain mast parts, railing stations and anchor davits among other parts. The white metal cast parts contain boat davits, air funnels and anchors.

The project took 18 months to complete from start to finish. Assembly was fairly straight-forward. The instructions are two pages of line drawings that show the completed vessel and a few detail drawings to help with parts placement. I spent quite a bit of time in the front of the project laying out details such as railing placement and rigging. I also made a series of sketches to figure out rigging attachment point, railing dimensions and other details that would be installed much later in the build. Construction began with cleaning up and squaring off the resin parts. Care was taken to ensure everything sat square and true to the ship centerline. I also devised the techniques that would be used for all the rigging early on. Construction proceeded without any major glitches.



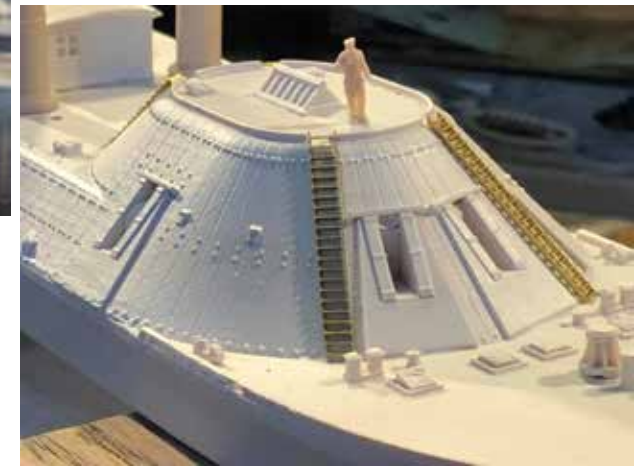
Two photos above submitted by Doug



Also, very early in the build I thought about painting. The surfaces below the waterline were painted off white and masked off. I decided that I wanted a black appearance to the upper hull. To achieve this and provide for the details I airbrushed German Dark Gray, RLG 66 to everything above the waterline except the decks. I added washes of Artist oil paints consisting of Ivory Black and custom-made washes of a gray that was almost black to the surfaces to provide shadow and depth. When this dried, I applied dry-brushed color oils of a mid-tone gray to the corners and edges to provide a highlight. This made all the upper surfaces highlighted and shadowed and produced the effect of a black ship without actually being black.

The decks received several coats of acrylic sand gray as a base coat. I added two colors; sand brown and a brown of a little darker hue to simulate grain, then gave all the decks a wash of Shadow Brown to pull everything together. The resulting appearance looks used but with wood grain peeking through. After this phase of the painting was complete, I began final assembly. I added small parts, gun tubes, rigging, railings the masts and rigging, hogging chain and small boats during this phase. I tried to plan everything out so I could complete the various sub-assemblies without previous installations getting in the way of later ones. This technique worked out very well and I didn't get a lot of parts getting knocked off. I sectioned the ship into separate areas and worked each area from the center out. The final thing to do was detail and install the four small boats that are mounted amidship. I decided early in the project to cover three of the four boats and only detail the interior of one. That was one of the best ideas I had!! I fabricated tarps from tissue to cover three of the four boats. I added a host of detail to the fourth. All received bow rings and a bow line. The open boat has oars, oar locks and its tiller. To complete each boat, I installed them on brass pins between the boat and the hull. Each boat is lashed to its davits. This completed construction.

This was a very fun project of a ship with a highly unusual appearance. I enjoyed the entire project from the research into the ship itself, making myself a royal pain in the back pockets to see this subject produced and ladies and others who donated money for its construction. and wasn't afraid to do things over to make it look better. I'm very happy with the results I obtained.



These photos submitted by Doug



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CSS Charleston: "The CSS *Charleston* was a Confederate Ironclad Ram of 189' LOA, beam 0f 34' and drew 14'. Known as a Ladies Gunboat, it was paid for by various Ladies Societies and other organizations in and around Charleston, SC, to protect its harbor as part of a three-vessel fleet that included CSS *Chicora* and the CSS *Palmetto State*, Ironclad rams.

Confederate forces burned her in late 1864 to prevent capture. The model is cast in white metal in 1/600 scale by THOROUGHbred MINIATURES. The company produces a whole range of Civil War vessels in this series that are used by war gamers. They also build into wonderful stand-alone models. I've done a few in the series and have others in the stash. They're very finely cast in white metal, and most of the ironclad kits contain few pieces. *Charleston* contained the waterline hull and the stack. A small flag is included with each model. Both Union and Confederate ships are represented.

These kits are an exercise in painting and only take a short time to complete. The only added detail are 4 .005 stainless steel wire stays for the stack, and its base. Painting consisted of airbrushing the hull with a dark gray, similar to the techniques used on *Choctaw*. The decks were painted a medium brown hue and given a wash of Raw Umber. Little "wear and tear" was added due to the small scale.

The important thing to consider when doing a model this small is to think in scale!! If the model is, say, 1/600 scale, if viewed from one actual foot away, that is the same as viewing the actual subject from 600' away. How much would you really see?

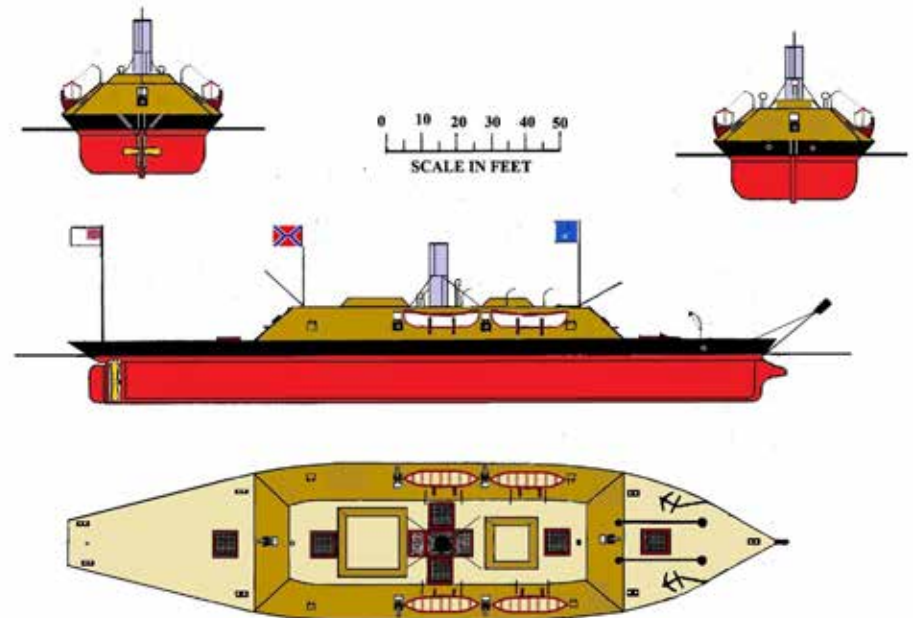
The base is a thin piece of pine that I hogged out for the water. I left a small section in the center of the water area to mount the model on later. I found the weight of the metal model has a tendency to settle into the medium I use for water and this is necessary to keep the model on the water's surface.

After painting the bottom and sides of the cavity, I poured WOODLAND SCENICS Realistic Water product into the hogged-out section of the base in layers. I allowed each layer to dry for 24 hours before pouring the next layer. I poured multiple layers due to shrinkage before the surface of the water and the base were level. During the last pour I set the model on the pedestal in the center and let the water form around the hull. After several days of drying, I added some wave texture, a bow wake and churning water behind the stern using Special Water Effects medium, also from WOODLAND SCENICS. This product dried white and only minor touch up was required with white paint to accentuate froth.

The entire project took about a week and a half to complete and was a lot of fun. I've entered it in a number of contests and it's done well, culminating in a first place at the IPMS National Convention Steam Powered ship contest in Columbia, SC."



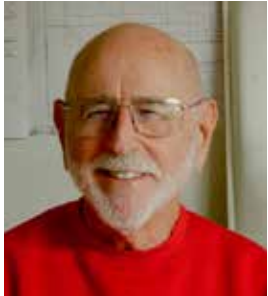
Images right and below borrowed from the vast www for promotional and educational purposes



Original plan by Robert Lubbock, courtesy of Alan Campbell used by J. W. Wills. Also see painting by Lionel War Chapman.



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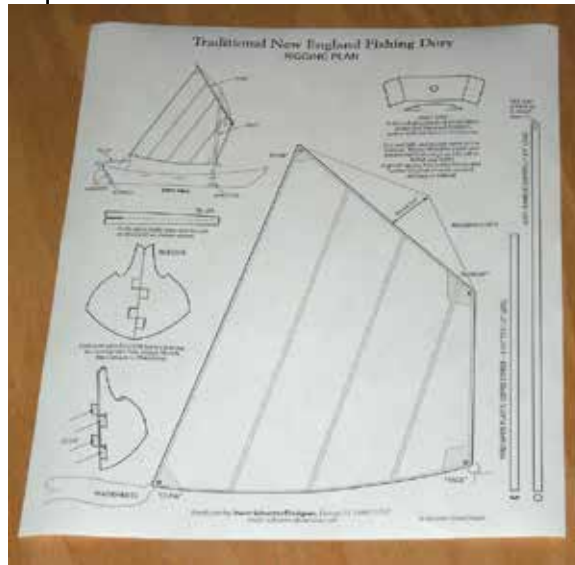
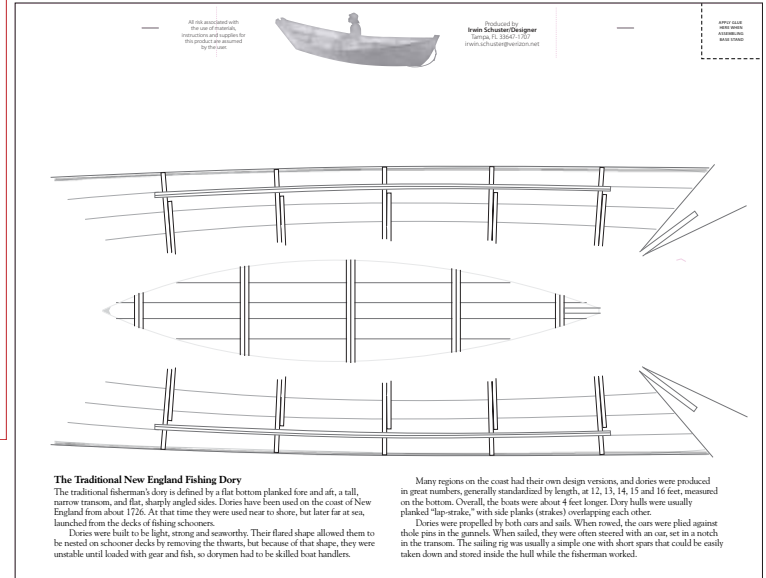
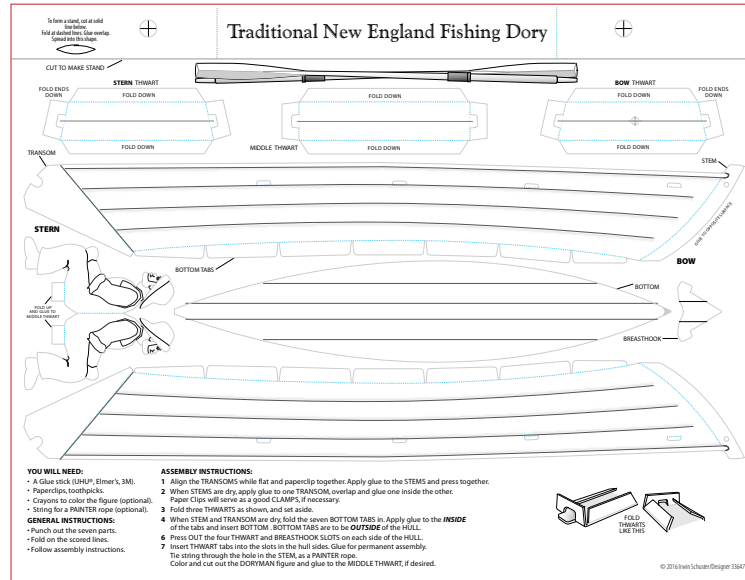


Irwin Schuster (Sec/Ed) distributed Paper Dories:

I designed this piece around 2012 and had it press-printed. I advertised it to New England Museums and its story was run in the now defunct, "MESSING ABOUT IN BOATS," which resulted in a number of orders across the country.

The units were priced at cost, 14¢ each, and I moved a few less than 5,000, including a couple dozen to a woman named Dori, who mailed them to friends.

I sent along a file of the sails for desk-top printing. If anybody would like some, just ask. They are neither kiddie kits nor serious paper models.



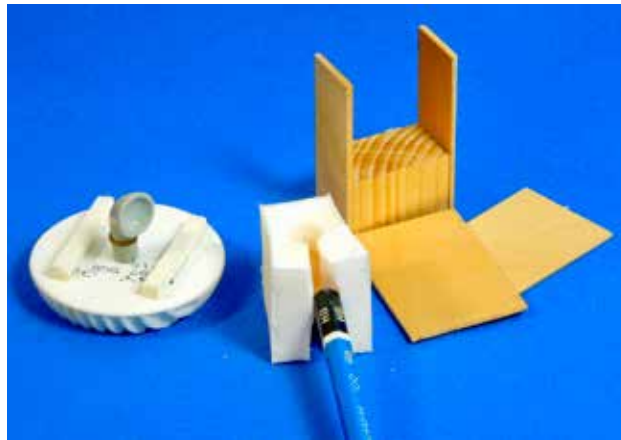


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Next, I displayed and described the process I used to mold the multiple funnels and boats aboard my half-model of *SS Mascotte*, Henry Plant's 1885, 207' steamer, now in the bar/lounge in the Belleview Inn, restored remainder of Plant's 1899 Belleview Biltmore Belleair Hotel. Only the hull is documented with the original shipyard plan. All of the superstructure detail was taken from a continuous-tone postcard found by our postal expert, Phil Stager, and a few other, grainy contemporary photos in the Florida archives.

First, of course, patterns must be made of the two funnel sizes and lifeboat. RTV (or Latex – I have both and don't remember which I used) molds were then cast in thin ply, take-apart "boxes." Next, resin from MICHAELS was poured. The shape of funnels prevents them from being pulled-popped out of the mold. My idea was to slit half the molds with a razor blade. Before pouring the resin, the molds were housed back in their boxes to stabilize them and prevent expansion. After curing, the slit is spread and parts easily removed. Wire handles were added. The covered lifeboats were made similarly.

I also showed a jig that I made for splitting the main stack which I had turned of wood, with a band-saw, The issue was to support the cut end, and running the whole along a fence, to get a straight cut.





Skipper Sobieralski's Nagato:

"I again brought some in-progress work on my current project, a 1/200 scale model of the Japanese battleship *Nagato*. The model is being constructed from a "semi-kit" I purchased and started over 15 years ago.

The kit included a somewhat rough fiberglass hull, some built-up sheet plastic superstructure components, and many fittings finely cast in resin. The kit was noticeably short on instructions, containing only some photos of the kit under construction. While these have been somewhat helpful, I have been more reliant on plans and books from other (mostly Japanese) sources, including a paper model of the ship

Nagato was a so-called "super dreadnought" battleship with eight, 16" guns in four twin turrets. Commissioned in 1920, she underwent several refits and modernizations prior to WWII. I have chosen to as she appeared in late 1941-1942 when she was Admiral Yamamoto's flagship during the opening phases of the war.

More on this as work on the model progresses."



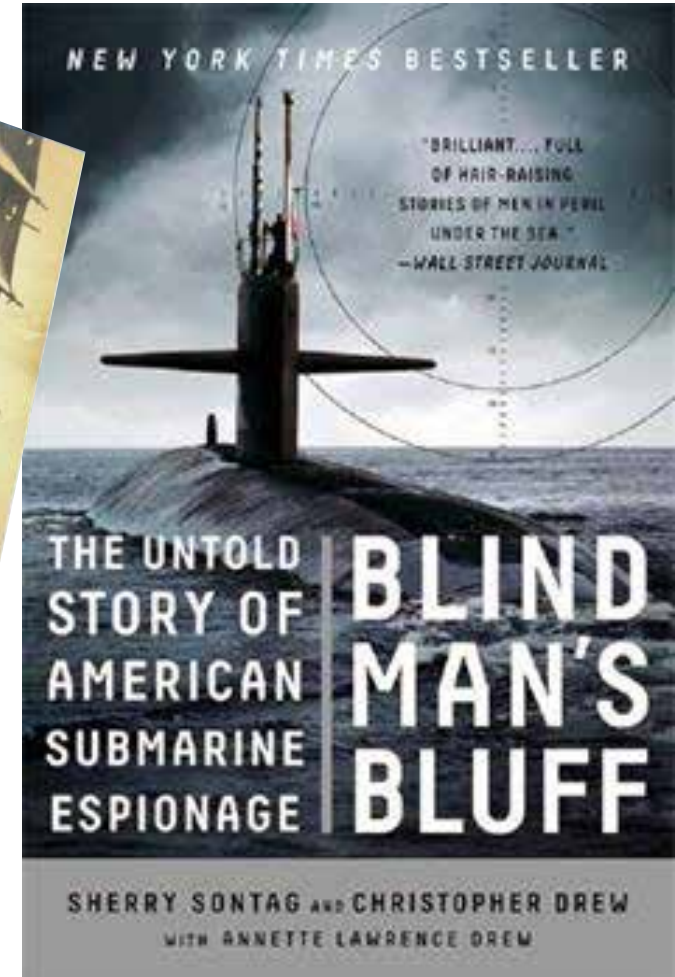
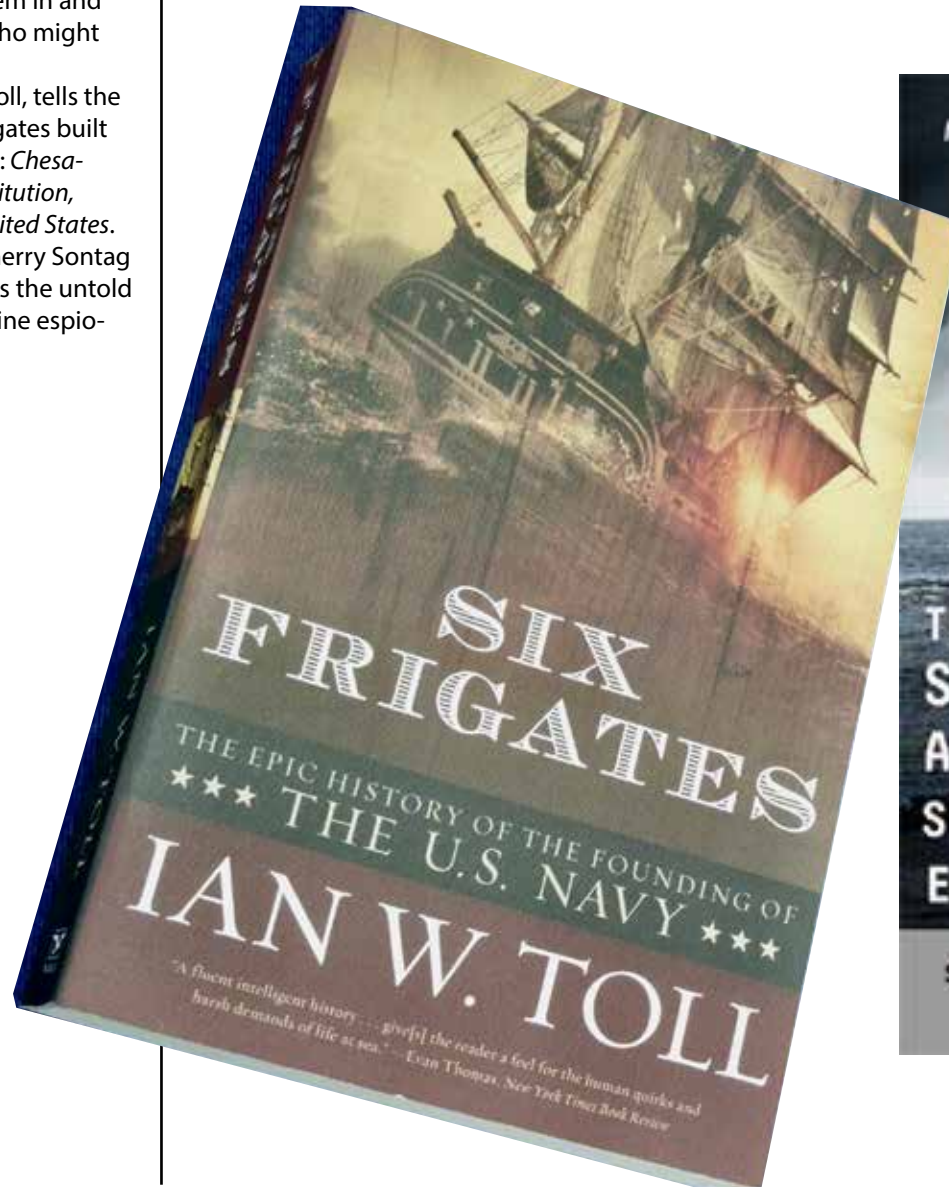


Skipper Sobieralski continued:

"Six Frigates and Blind Man's Bluff: I received these two books as Christmas presents, but already had them in my library. I brought them in and offered them to anyone who might wish to have them.

Six Frigates, by Ian W Toll, tells the story of the original six frigates built for the United States Navy: *Chesapeake*, *Constellation*, *Constitution*, *Congress*, *President* and *United States*.

Blind Man's Bluff, by Sherry Sontag and Christopher Drew, tells the untold story of American submarine espionage during the Cold War.





Guy Hancock Makes the case for *Emma* and the *Shallop* in Process: "The case for the *Emma C. Berry* is finished, and one thing it taught me was to plan for the case a lot earlier in the build process.

On the Capt. Smith's shallop (next page), I used my airbrush to paint the frames and lower planks with primer. The upper planks and the wale are stained and will get a clear coat of Deft lacquer. The laser-cut frame parts, jigs, and planks give one an illusion of precision.

There is a little play in the frame jigs, and after beveling and gluing frames to the keel, the planks do not fit precisely in the notches on all the frames. The cad/cam design and laser cutting are not the source of the imprecision. I also learned there are 4 possible orientations for each plank but only one is correct.



Guy submitted this photo



I was doing better than 25% but not 100% when gluing them to the frames and had to remove and repair more than one.

The water barrel's 16 staves are from a sheet of 0.6mm wood. I sanded off the nubs where they had been attached to the sheet but regret I did not also remove all the laser char. This caused the lines between the staves to be more prominent than I want. I painted the joints light yellow and sanded the paint off the flat parts of the staves. I plan to stain and lacquer the barrel, and the kit comes with 4 brass bands that I will blacken."





Howard Howe proceeds with F/V Saga: "Assembly of the F/V *Saga* model continues with fabrication of the forward deck hand railing, ladders, protective railing, and piping. Railing is created by soldering 1/16" brass hand rail to the brass stanchions. For the mid rail I used and glued 1/16" plastic rod to facilitate shaping the railing to match deck curvature.

From pictures taken on TV, I established the water line with red strip tape and added the 1/2 round white trim to the sides. I painted the interior of the cabin with a flat black per the real boat and installed my plastic windows. In the process of applying decals, I learned that "White" is not a color!!

When I tried to use waterslide decal paper, the blue hull color showed through where the white letters were supposed to be! So, I purchased the sticky back paper to print out the decals and install them on the model.





After solving the decal problem, I did a water ballast test in the bath tub and proceeded to solve several water leaks even after fiberglass, Bondo, and finish resin. Once the leaks were resolved, she passed a successful sea trial on the Seminole Pond. With my dive weights for ballast, she now weighs about 20 lbs.

My search for 1/32 scale boat crew was resolved by ordering a set of 9 Chinese boat members. 5 of them will be used on *Saga* and 4 can be crew members on Tug Boat *Perseverance*, which is also 1/32 scale.

Effort now continues to create more railing, details on the aft cabin roof, lightning and the deck equipment for the crabbing operation."



Photos submitted by Howard





New Member Al Vacaro brought Great Western by AIRFIX 1/180: AIRFIX says – “One of the most significant ships of the 19th century, the *Great Western* ocean-going paddle steamer was designed by celebrated British engineer Isambard Kingdom Brunel and was his attempt to produce a steam ship capable of making regular Atlantic steam crossings without any reliance on wind power.

Cleverly though, Brunel did include sails in his design, as this stabilized the ship in rough seas and ensured maximum efficiency from the two mighty steam powered paddles.

When *Great Western* was launched in 1837, she was not only the largest passenger ship in the world, but was also packed with technologies and innovations which would be used in ship design for many years to come.”

Wikipedia says – “SS *Great Western* of 1838, was a wooden-hulled paddle-wheel steamship with sails, the first steamship purpose-built for crossing the Atlantic, and the initial unit of the GREAT WESTERN STEAMSHIP COMPANY. She was the largest passenger ship in the world from 1837 to 1839, which was then passed by the SS *British Queen*.”



Two images left and below, pirated (as would be appropriate), from the www

Launched: July 19, 1837
 Construction started: June 26, 1836
 Place Built: Bristol, UK
 Designer: Isambard Kingdom Brunel
 Route: Bristol – New York
 Speed: 8.5 knots

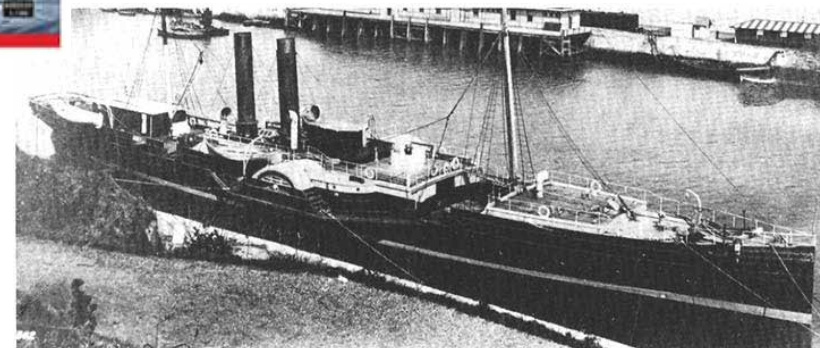




Photo below, submitted by Bob

Bob Johnson Tells of a Nautical Memento:

'I received this small model of a Swedish fishing boat for my 5th birthday in the fall of 1948, when my family visited my paternal grandparents in western Sweden for several months.

It has survived (albeit somewhat the worse for wear) almost 75 years and is a fond memory for me of the only time I met my father's parents. The model is (was?) a somewhat faithful representation of a typical working boat of the post WW2 era and (when new) had a sail rig as well as what would have been a large single cylinder diesel directly under the aft wheel house. These craft were quite common in the day throughout the Scandinavian countries."

Bob is also progressing on a 1:1 little cat called, "Twister," soon to see sea trials. Looks like production FG, but it's wood!





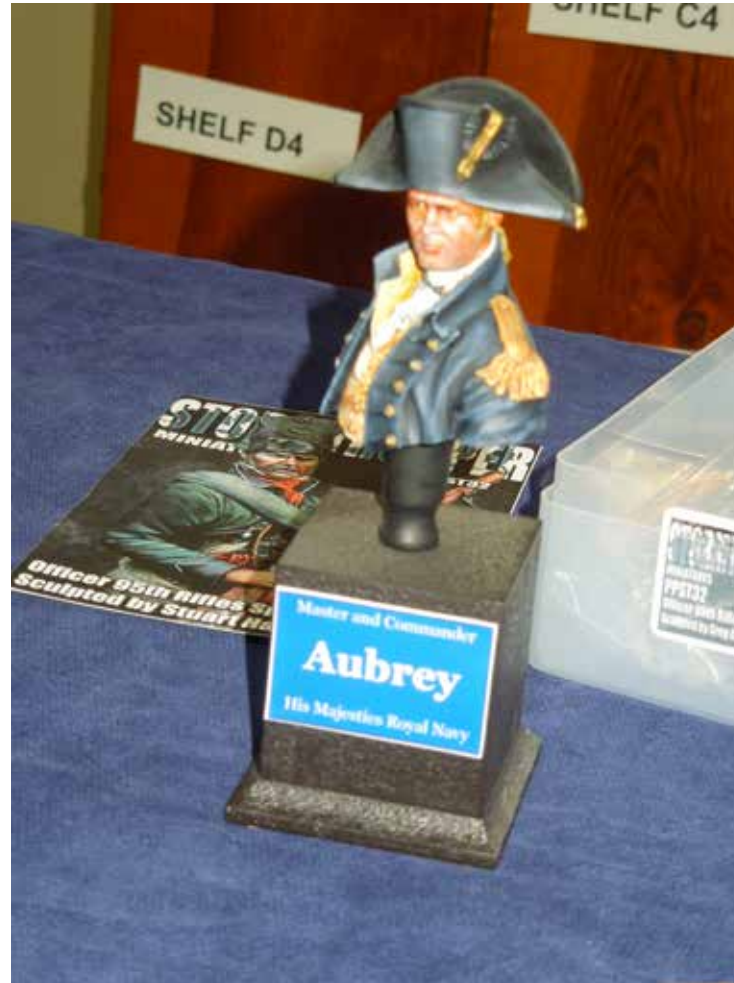
Ed Brut reports on the Atlanta Military Figure Show: (of Feb 18th and 19th 2023) "Shown is an example of the work found at this year's show. A bust of Jack Aubrey (the actor Russel Crow), the Captain of the British 1800s ship, HMS *Surprise*, in the movie *MASTERS AND COMMANDERS*. The work of more than 80 painters were on displayed in the showroom and close to 50 vendors in the Shopping room.

The show had figures, busts, dioramas and models of all scales in competition. Best of Show went to a 1/35th scale Diorama of B-24 liberator's bomber crew, getting a picture taken in front of their aircraft the "*Thunder Mug*". More on the show at <https://www.facebook.com/AtlantaFigures/>

There were only about 25 to 30 ships in their categories. Only two sailing ships, about 3 submarines and the rest surface ships from the civil war to modern.

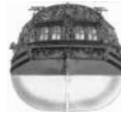
Show had 79 contestants and roughly about 430 models showing. It was a very long day. I will have some pictures for newsletter and maybe a slideshow.

(Former TBSMS member) **Lawrence Burr** and wife did make it to the show for a brief time."



Ed sent these 3 photos





TBSMS Stalwart Chuck LaFave, on his Library Run:

"The club asked me if I would like to pick up a donated nautical library from Cheryl in Boca Raton, since I live the closest to her. I said yes and called Cheryl to set up a date and time to pick up the books.

This gave the wife and me a chance to go on a little road trip. The trip from where I live at Lake Suzy, three hours each way. We picked up three boxes filled with books and two tubes of prints, and asked where would be a nice place to have lunch, had ice cream and some candy, that made our day. After lunch we stopped at Jupiter on the way home, to visit with family.

The gentleman (Donald Richard Campbell, of Asheville, NC), who collected the books worked for Dupont."



Photos below sent by Chuck, are of Don Campbell's work.



& FINALLY



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Believe It Oar Knot!

"Tall Ships" to Visit: A flotilla of a half-dozen tall ships, including a replica of the iconic *Santa Maria*, will sail into the St. Petersburg waterfront for a festival onshore and off, **March 30-April 2.**

Below, a snapshot of the recent USS Constitution Model Shipwright Guild annual show at the USSC Museum, Charlestown, MA. This is a highly organized and well-appointed exhibit that is generally coordinated with school break.

