

# Ship's Log

# Tampa Bay Ship Model Society

Meeting of March 28, 2023

[TampaBayShipModelSociety.org](http://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**. "Tall Ships" are/were in town for a few days. Perhaps we will hear about that in the upcoming meeting. Modeling materials, books and plans were presented for the taking. No other business was conducted...

And so, the action moved on to the Show & Tell presentations.



**Howard Howe** has had a *Saga* indeed, but nearing the end of the build.



**Next Meeting**   
**Tuesday, Apr. 25, 10:30 a.m.**



# SHOW & TELL



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**George Hecht Describes His *Calypso*:** "I have wanted to build *Calypso* since I first saw her live, back in the '70's. I found the BILLING kit 25 years ago, and then another one a few years later. I hem-hawed for some more years and finally, after seeing the real thing in France, decided it was time.

I tried using the wood parts for the deck and cabins, but with my skill with wood, used plastic for everything. I was a lot happier with the plastic. I added deck lighting, running lights, and flashers for the helipad. I used o-gauge figures and added quite a few odds and ends to finish out the model.

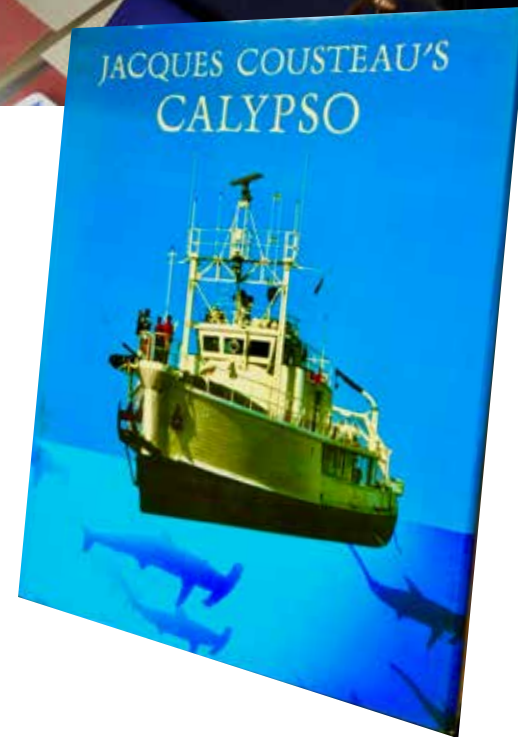
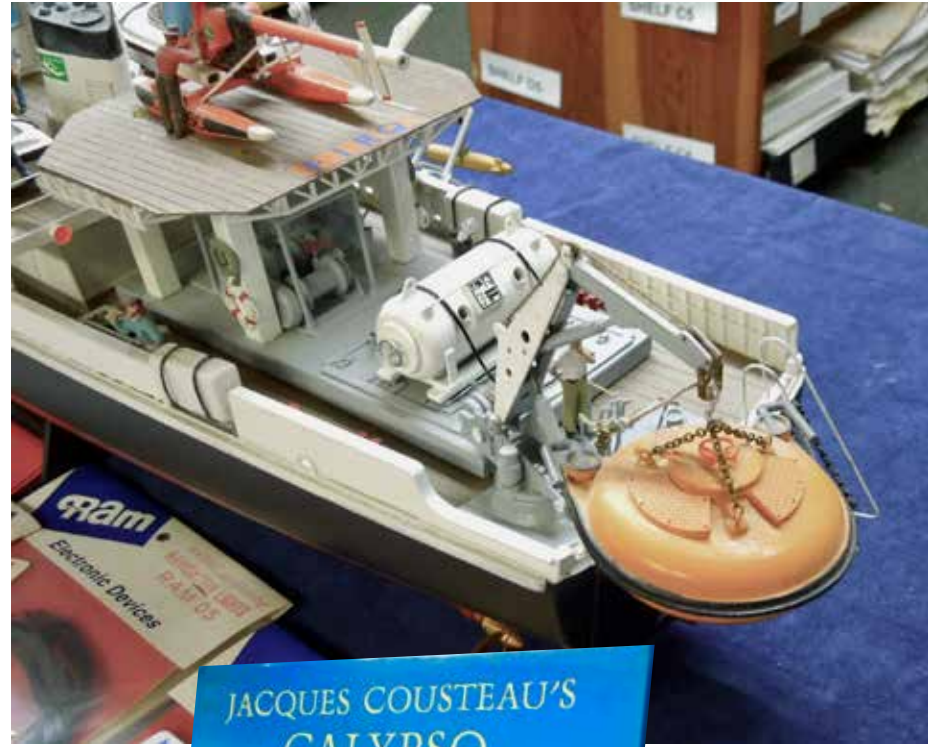
I am very pleased with the kit."







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### Roger Kibart Showed a Mini-Tug:

"I showed my 12-inch scratch-built model tug / trawler. I stated I saw an ad in *WoodenBoat Magazine* a few months ago, and searched the website finding a number of great looking custom boats available as well as plans that are available for those who wish to build their own wood boats. One particular boat design caught my interest and spurred my imagination, so I ordered a study plan for a very reasonable \$2 fee.

I modified the design and its resemblance of a small tug or trawler pleasure craft and it's designed for calm harbor, lake or pond waters. The model is constructed of a balsa hull covered with thin fiberglass cloth to give it better strength and endurance and plastic and wood framing of the pilot house.

In the process of building the static – plank on bulkhead model, I decided to complete it commemorating a friendship of over 65 years with my best friend, therefore the boat's name – "FRIENDSHIP." The pilot house characters show my best effort to visually replicate that friendship.



Image directly above sent by Roger





# Pelicon 2023



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### Ed Brut reports on Pelicon 2023:

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

Final tally on the show had 86 contestants and roughly about 480 models showing. If added the collections category (5 or more subject with a common theme) the model count was over 500 models to view.

Over 200 medals were awarded for Gold, Silver and Bronze work."



Ed sent these photos



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**Skipper Steve Sobieralski continued on *Nagato*:** "I again brought back my current project, a 1/200 scale model of the Japanese battleship *Nagato* showing the past month's progress. Most of the work involved completing the detailing of the flight deck, where the ship's aircraft were handled and launched. I had also added quite a bit more deck detail consisting of hatches, ventilators and cable reels, etc., as well as the secondary armament of case-mated 6" guns along the ship's side and lower superstructure. I am hoping to have the model at, or near, completion for the next meeting."





**Steve Also Showed His Current Airbrush Rig:** "I also brought in an airbrush of the type that I have started using almost exclusively. This is a self-contained unit, consisting of a small cylindrical compressor with the airbrush sitting on top. The unit is rechargeable and both the compressor and airbrush are held in the hand during use. While not really suitable for fine free-hand detailing work, it is well suited to applying overall coats of paint and allows a certain amount of spray control. In addition to the virtues of convenience and relatively quiet operation, it is also economical. I purchased mine, named "Beauty Airbrush" on AMAZON for about \$40.00. There are many different ones available and they all seem to be very similar, but some are more expensive."



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## Guy Hancock Updates His Shallop:

"I showed the Capt. Smith shallop with one stained plank and the wale, and there will be one more stained plank to add. It took multiple attempts to get them to stay because the planks are much stiffer after being varnished, and steaming doesn't soften them up as much. I also had to trim and shim the frames to improve the alignment and gluing surfaces. These planks are laser-cut to length, unlike my past models where each plank was hand fitted.

A slightly greater spread of the frames at the shear makes the plank not quite long enough. In lapstrake construction, the upper overlap of each plank is planed down so there is a smooth finish in a rabbet in the stem and stern. This kit does not follow that example and shows the exposed plank ends at the stem and stern. It probably is not historically accurate, but making those tapers on each plank and fitting them into rabbets would be difficult at this scale. The full-size replicas of the shallop in the museums have carvel planking and not lapstrake."







## **USS Forrest Sherman (DD-931)**

was the lead ship of her class (last of all-gun) destroyers of the U.S. Navy. She was named for Admiral Forrest Sherman USN.  
Launched: February 5, 1955  
Length: 418 ft., Beam: 45 ft.  
Builder: Bath Iron Works  
Construction started: October 27, 1953  
Commissioned: 9 November, 1955  
Decommissioned: 5 November, 1982

**Doug Hamilton Displayed Two:** "The USS *Forrest Sherman*, DD 931 was a US Destroyer, that was the lead ship in her class. Her keel was laid down on 27 October 1953 at the Bath Iron Works in Maine. Christened on 9 October, 1955 by the widow of Admiral Forrest Sherman, her namesake. Armament consisted of 3x Mk-42 DP 5 inch/54 caliber guns in single turrets, 2 Dual 3 in (76 mm)/50 caliber AA guns. Dual Hedgehog Launchers, 4 single 21-inch tubes amidships as built. Mk-32 ASW torpedo tubes in two triple mounts. Her service history is distinguished, and included tours on Yankee Station off the coast of Viet Nam. Decommissioned on 5 November, 1982, after an ill-fated attempt to save her as a museum ship, she eventually was scrapped.

The kit was originally issued by the REVELL company in 1958 at 1/319 scale, or what is referred to as 'Box Scale.' It has been re-released by the ATLANTIS MODEL COMPANY as kit # 352. The kit was obtained as a review sample for the IPMS web site. As such there was little room for modification, correction or replacement of parts. It's a typical 1950 era kit.

The build was straight-forward with few additional details. The fit of the parts is typical of what we see in kits of this vintage. Being built mostly "out of box" had its drawbacks. The hatches along the upper decks have no backing and it's possible to see through to the opposite side of the model. The whip antennas were out of scale and should have been replaced with fine wire. These are areas I would have corrected had the build not been for review. The only improvement I made was the addition of flag lines with flags and antennae of 0.002 round lead wire.

All in all, it was a fun build of a kit that was a major part of my childhood fleet!! The kit could use a lot of work to correct various manufacturing defects. As fate would have it, there are several very accurate modern resin examples of this class of DD available to the modeler!"







"The S.S. (Sinking Ship) *Incredulous* is a completely spuriously designed submarine created out of a wild imagination and spare aircraft parts!! Starting life as the smaller of two kit supplied drop tanks that were included in the 1/48 scale B-58 *Hustler* bomber kit, it began innocently enough during a visit by my friend Jerry who remarked, "Hey, that looks like a submarine"!! I replied, "A little, however if we..." and the *Incredulous* was born!!

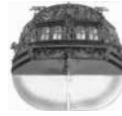
I glued up the two tank halves the re-shaped the nose into the pointed structure we now see. A small piece of sheet plastic covered the resulting hole left from a heavy filing session to remove the front fairing that shaped the tank to the bottom of the airframe. A sail was fabricated from a small piece of plastic tubing and sheet plastic, and dive planes were cut from that same bit of sheet.

The periscope and snorkel were cut down from left over landing gears found in the parts. The shapes on the sides of the hull are left over nuclear shapes included in the *Hustler* kit, added to give definition to the sides of the hull and add interest. I decided that there should be a prop guard so I cut fins/stations from more sheet plastic, and fabbed a guard from 0.005 sheet. Props were sourced from another friend who manufactured and marketed small ship's boats. He gave me a few different sizes. When construction was complete, finishing was a simple matter of painting the entire thing flat black.

I made the base from a piece of scrap oak and used two short lengths of brass rod to mount the completed model. The base is finished with two coats of sanding sealer. This little sub didn't take long to design and build. It's been entered in a few contests and won several awards as a scratch-built ship model."







**Howard Howe displayed F/V Saga, Near Done:** "Assembly of the F/V *Saga* model is 98% complete. It was necessary to create a lot of details that were not included in the generic crab boat kit. This included the light towers, rigging, ladders, and railing.

My soldering ability came in very handy for the many solder joints I made using the 1/16" brass rods. Many of the other parts I created using Evergreen plastic tubing and rods. The kit did include LED lights, housing for the flood lights, and some plastic die cut parts.

The kit also included die cast crabs and two-dimensional die cast parts and fabric for making the crab traps which was another challenging process. I built the crab equipment, the cranes, wrenches, and table from miscellaneous parts I had available. As stated last month I found my 1/32 scale Chinese boat crew on eBay. They were painted, but I changed



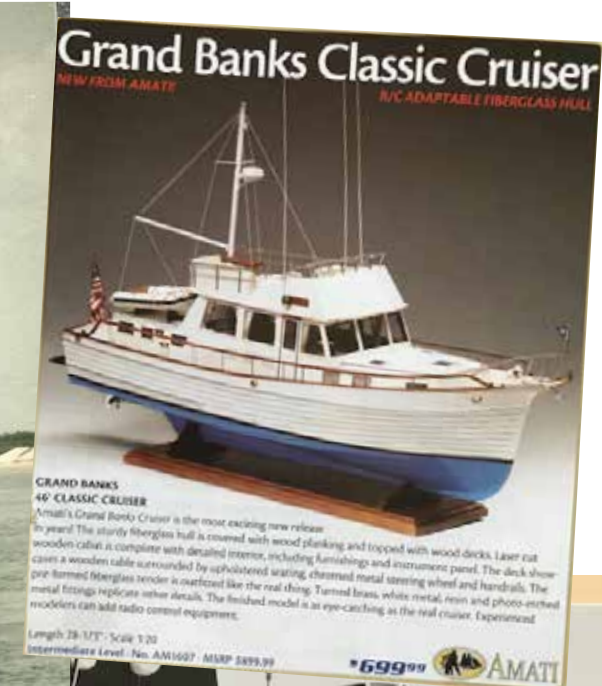




some of the clothing colors so they could be identified from the wheel house by Captain Jake Anderson.

Location of components and crew was carefully considered to provide access to add ballast for RC operation. Also, cabin, forward deck, and some other assemblies are removable for access and repairs if necessary. The remaining task is to complete the wheel house with Captain Jake sitting in his chair with a blue light for interior night lighting.

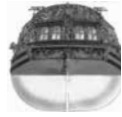
**So, what is my next model going to be?** After giving it some thought & reviewing Captain Linda and my boat delivery logs it was obvious! During our 25 years of boating and maintenance, we ran 55 different power boats. 27 of those boats were *Grand Banks* of some type. One in particular, that she ran with the lady owner from R.I. to Florida was a 46' *Grand Banks* named *Restless!* So, I ordered and received the AMATI 46' *Grand Banks* model kit #Am1607, for my next project."



Photos submitted by Howard







**Charles Gravalles Demonstrated Trunnels (aka Tree Nails):** "My current project of a scratch-built *Confederacy of 1779*, requires literally thousands of trunnels. My earliest attempts used a tool called the "Tree Nailer" made by VANDALAY INDUSTRIES.

This device works by mounting it in a lathe or MOTO-TOOL running at high speed and feeding square section hardwood strips into the business end. This tool works extremely well however there are two drawbacks. First, it provides cutting dies for producing only 3 sizes of trunnels, the smallest being 0.025" dia., and this diameter is a little out of scale for my model. I needed to make trunnels that are 1 ¼" – 1 ½" scale diameter, and 0.025" is a little large for the scale I am working in. I needed to make trunnels that finish with a 0.016" - 0.018" diameter.

The difference between 0.025" and 0.018" does not sound like much but due to the larger diameter of so many trunnels, so close together in the planking would create a visual effect making the hull look like it has a case of measles. The second disadvantage is that the tool is no longer in production. One might be lucky and find one for sale on Ebay.



All images by Charlie





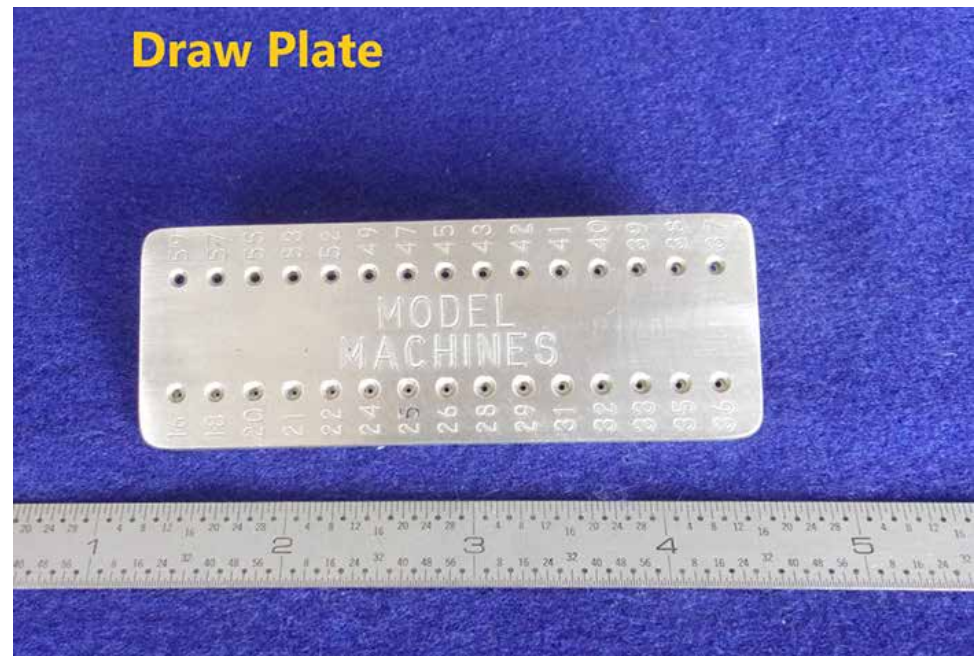
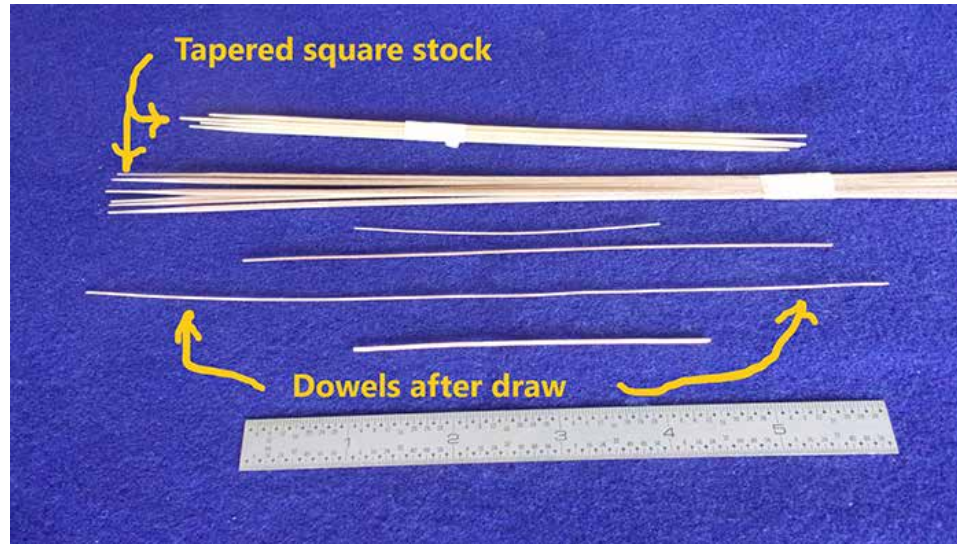


I then went to using a drawplate. The one I have is made by BYRNES MODEL MACHINES specifically for the making of trunnels and is still available for sale. The big advantage here is that I can make trunnels at 0.018" diameter, and even smaller if needed.

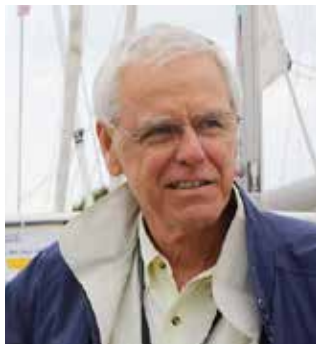
Using the draw plate takes a little trial and error and some practice but overall, I consider it a superior method. To make 0.018" trunnels I first mill the stock to 3/64" square hardwood strips about 8" – 10" long. One end of each strip must be tapered round to a very fine point. The drawplate is mounted in a small vice. Take one piece of stock and starting with the largest drawplate hole, insert the tapered end of the strip into the drawplate. Then with a small needle-nose pliers gently but firmly pull the stock all the way through the hole in one smooth motion. Repeat this process from the largest hole to the smallest hole that yields the desired trunnel diameter.

During this process you will surely break the tapered point in the pulling step as the diameter gets smaller and smaller. At this point you will need to re-taper the stock and continue on. For wood stock to use, I had to experiment with a few different species. They don't all have the same physical properties and some woods will work better than others while some just not work all.

I have had the best results with Boxwood, Holly, Pear, and Apple. Basswood will not work. Some folks use Bamboo which is fine, but I prefer the hardwoods."







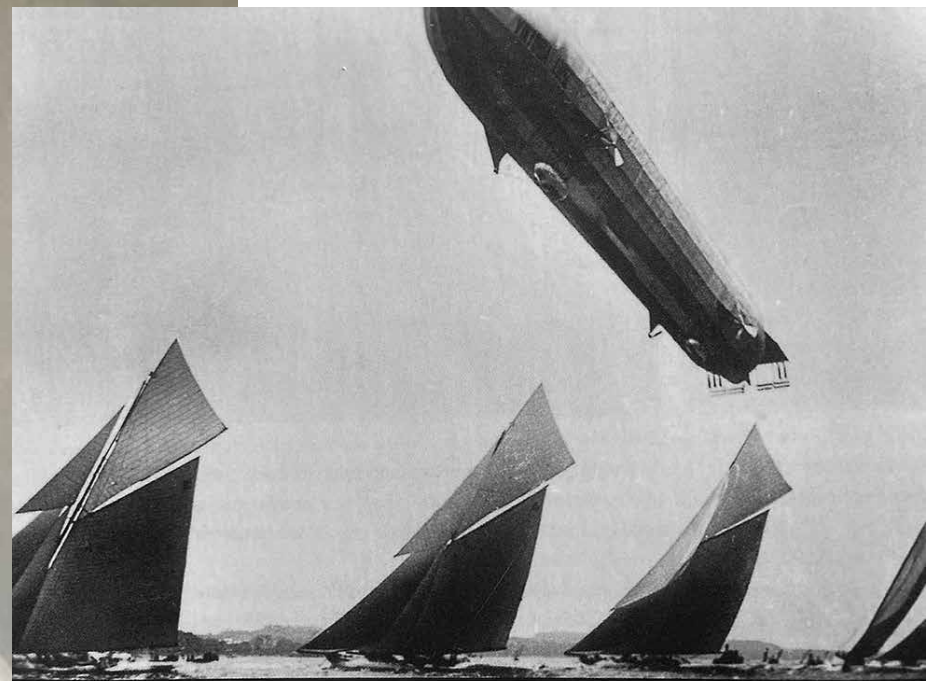
**Bob Johnson Contributes Historical Photos (of Unknown Source):**

"(A) Thought you'd enjoy this photo in a hotel room in which we are staying. Late 1800's?

(B) "I'm reading a book about the history of the German *Zeppelin's* and this photo was included from 1912 probably in Germany? The *Zeppelin* is certainly impressive but the fleet of racing yachts is a great example of the last days of a gaff rigged main with topsail, soon to be replaced with a "Marconi" rig (named for the similarity in rigging wires to a Marconi transmission tower). Cannot imagine what a thrill it was to race these yachts (that may be one-designs?)."



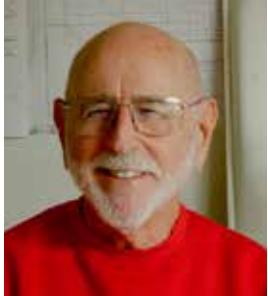
**A.**



**B.**

Photos submitted by Bob





## Irwin Schuster (Sec/Ed) Updates Delaware River Racing Catboat

**Catboat:** This 17'-6" sandbagger, ca. 1885, was designed by Charles Cohill. It is documented in a single article with plan, in "Small Yachts," by C. P. Kunhardt.

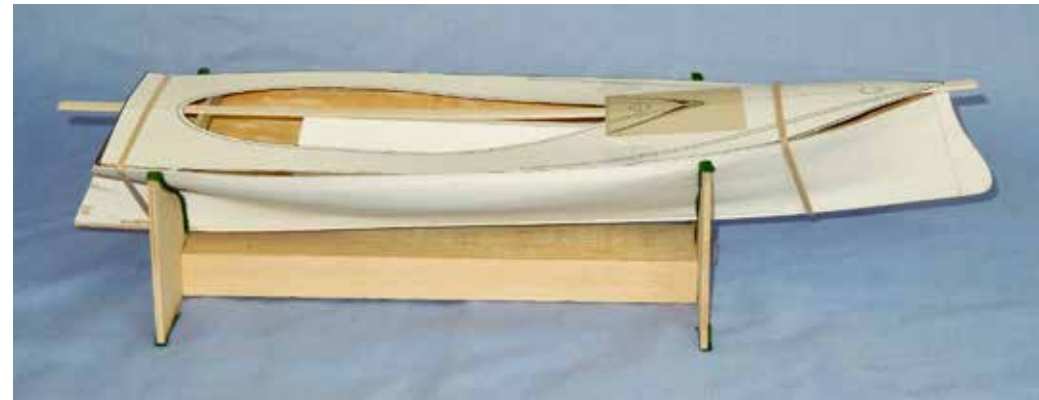
I have not found, nor heard of any further record. I speculate that while the boat is commonly called The Charles Cohill, she probably carried a different name, accounting for a discontinuity in her history.

I built her at 1/16. Having a hinky hull shape, she is memorable and was on my list, but I would probably not have built her as a conventional model except for the fact that an abandoned hull shell was donated to the club a few years back, by Harry Woodend.

Truly a shell, in that there was no internal structure at all, and none is shown in the single drawing, so a blank slate. I installed S-shaped bent ribs and a flat deck following the sheer line. Then I added cambered deck formers and finally planked over those.



Image at right is about the way the hull was received, sans the paper deck pattern.







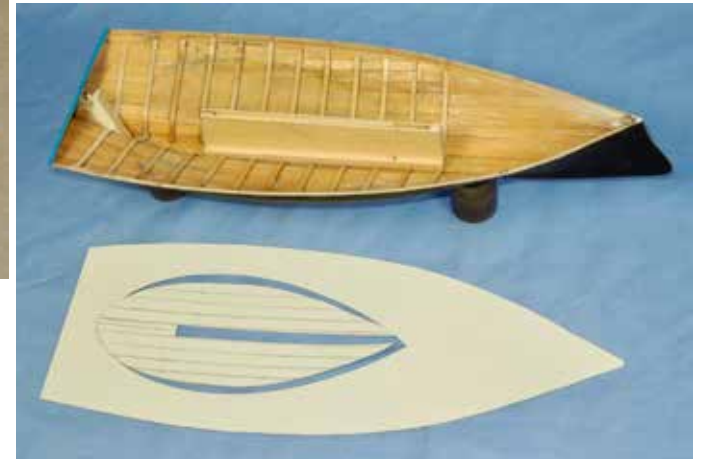
I use cherry veneer that has a fine, scale grain. The tear-drop shaped coaming was made with two layers, taking the curves easily.

Basswood CB and trunk, barn-door rudder, stump mast with hoops and the odd boom-horns, plus some soldering adventures brought her up to date.

That aft boomkin detail limits the ability of the rudder/tiller to be lifted for pintles to be engaged in gudgeons. My solution was to mount gudgeons to hull and rudder, and insert a long pin, connecting all.

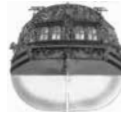
**I showed a re-purposed photo tripod** (previous page), the legs of which are no longer reliable, as a functional base for her temporary mount. The universal head allows flexible positioning for convenient addition of small parts.

**Guy Hancock** asked about making the eyebolts and hoops. Those well-documented tips are included in this issue. This model is essentially complete, and her case will have wood ends with glass top and sides.



Above, elastic bands clamping the "flat" deck. Right, the planked, crowned deck with trial paper coaming.





**Chuck LaFave Reports:**

"Karin, from Fort Myers, husband, who was a model builder passed away. She donated his kits, tools, plans and materials. I finished a couple of ships for her in exchange for that. The Fort Myers club went through the supply, first. I brought the rest up to the Tampa club meeting. What was left was taken to Bonita Springs. I'm going to take a year off from repairing (other people's) ship models to finish the four models I have on hand."



The kinds of donated model and shop material and tools, books, kits and plans that are regularly displayed for the taking, at TBSMS meetings





### Shop Safety:

*Okay, a show of hands...*

- How many have removed all the safety devices from their table saws?
- How many use safety goggles EVERY time out?
- How many use a vac system when paint spraying?
- How many USE dust masks regularly? (Wood dust is considered a Group I carcinogen).
- How many USE the vac hook-ups on their power tools?

Twenty+ years back, our Secretary/Editor, **Art Nyberg**, who was a bird-carver as well as maritime model builder, built and used a vacuum sanding drawer, "inspired" by his wife, as his bench was in their bedroom.

It is a very good idea, lads. Do yourselves a favor and go online to see some options. You can buy them, sending your dollars to China, or make your own, scaled to suit your activities. Given the tiny parts we often work with, a window screen filter in front of the hose or plenum outlet is something to consider.

Why not substitute good habits for bad ones? End of sermon.

### Ship Modelers Guild moves to Riverside By Staff, North Ft. Myers News, Jan. 20, 2015

After nearly 30 years of existence in southernmost Lee County, the Southwest Florida Ship Modelers Guild has moved further north in hopes of finding younger enthusiasts who live north of the river.

The guild has moved to Riverside Community Center at 3061 E. Riverside Drive in downtown Fort Myers, where it will hold meetings and classes on the second and fourth Saturdays of the month starting at 9:30 a.m.

Russell McCathron, purser of the guild (They do not call themselves a club), said they exist to help mentor and teach wooden ship modelers.

The guild is the oldest wooden ship modeling guild in Southwest Florida. It started in the mid 1980s building historic wood ships from the 18th and 19th centuries, and was once located at the south end of Old #41 near Naples.

Four years ago, the guild split when half of the members wanted it to be more as a social club. The remainder of the guild moved to the Bonita Springs Community Center before coming the Riverside in November.

"The further north we get the more people we'll be able to draw from. We're about 50/50 locals and snowbirds and we'd like to get more locals," McCathron said. "Fort Myers is more centralized and Riverside has worked out well. It has a classroom and a workshop."

The guild specializes in wood model ships, but will support anything except plastic, McCathron said. The guild covers all areas such as what type of wood to use, selecting plans, hull construction, sail making, rigging and even ship ornamentation carving. This is to create a scale replica of classic ships from the sail age and other boats of interest.

The guild has 17 members and is looking to recruit younger people. Many in the club are 60 and over, with two original members still around.

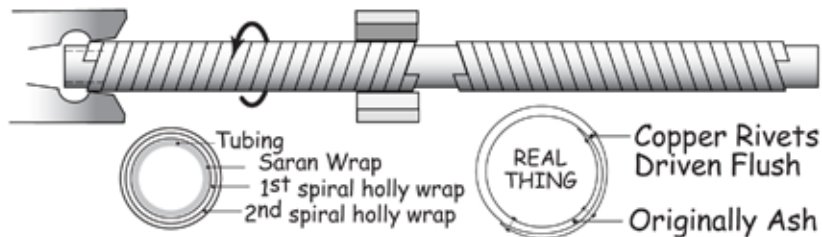
"In today's society, they aren't interested in putting things together. We'd like to get some younger people to learn how to do it," McCathron said, "We have a member who has models on display in museums all over the country. He's that good."

For more information, contact McCathron at 458-9383.



## Believe It • Oar Knot!

As told at the meeting, these are evergreen subjects, and printed in this digital fish-wrapper in the past. An excellent source of such shop tips is *The NRG's Ship Modeler's Shop Notes, Editions 1 & 2.*



### MAST HOOPS

For white mast hoops you can stain, use Holly.  
It bends like spaghetti when wet.

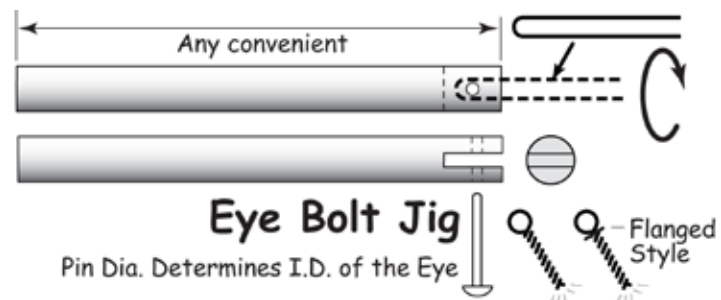
#### INSTRUCTIONS:

Use two pieces of holly 0.010" x 3/16" x 2'. Soak in hot water. Take a 1' section of brass tube with OD = to ID of hoop, and wrap with a couple layers of Saran®. Clamp one end of the strip to the center of the tube and spiral wrap, butting edges tightly. Clamp. Wrap the other, spiraling in the **other** direction. Dry overnight. When dry, remove strip #2 and wrap **it** over strip #1, using "carpenters" wood glue cut 50/50 with water. Allow to dry. Chuck in lathe or drill and sand. Cut rings off slightly wider than finish size and sand to final width. Stain.

Hoop diameter was generally about 25% larger than mast diameter (16" ID hoop on 12" dia mast). A 16" hoop was 1-1/2" deep x 1-1/8" thick, fastened with 3 copper rivets. Mast hoops were spaced about 24-36" apart - depending on vessel size - sailmaker's choice.

Remember to put 2-3 spare hoops on each mast just above the boom.

From Art Nyberg/Tampa Bay Ship Model Society, 5-23-00. Edited & Redrawn by I.Schuster



I was told by Bob Craig, that this is on the internet. Go into your attic, find a Tinker-Toy® dowel, and you're half-way to completion of a double-ender.

The removable pin determines the I.D. of the eye bolt.

#### INSTRUCTIONS:

Use soft copper or brass wire. Create a hairpin-shape and hang it over the removable pin. Grip the cut ends with pliers and spin the jig. Keep spinning until the wire breaks.

It will break at the tip of the plier jaws. Pull the pin, releasing the eye bolt. Your bolt shank will have a surface perfectly designed to hold glue. The eye will be identical to the next one you make. You could also counterbore the dowel and add a tiny washer after the first twist, to make a flange.

Irwin Schuster • USSCMSG/NE • 8-21-00