

# Ship's Log

# TampaBayShipModelSociety

Meeting of April 25, 2023

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

## President & Treasurer Steve Sobieralski

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

## 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*.

**Next Meeting**  
**Tuesday, May 23, 10:30 a.m.**



This regular meeting was called to order by President and Treasurer, **Steve Sobieralski**. "Tall Ships" are/were in town for a few days, and described by **Guy Hancock**, later in this issue. The meeting was well attended, but no other business was conducted.

Your Sec/Ed commented that *WoodenBoat* had not published a word on the passing of Charley Morgan. As it turned out, when I jiggled the magazine on that subject, I was told the WB Editors were not aware of that! And so, the action moved on to the Show & Tell presentations.

**Guy Hancock** enjoyed a sail on Gen. Patton's, *When and If*. As he was aboard, he could not take this photo (Dylan Salzmänn). Read more about the "Tall Ships" further on.





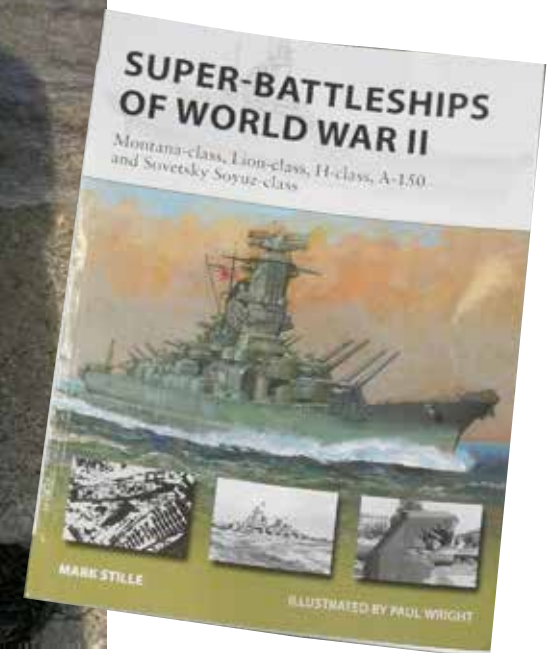
### Bob Johnson's *Twister* Sea Trials:

"Daughters of a fellow who works at Com-Pac Yachts (I) added hiking straps plus a few other tweaks and all seems good. Right size crew for the *Twister*."

### And, Comments on a WW2 Battleship Book:

"I was asked to review this book for a possible added sales pitch in marketing it to consumers. I did find the book interesting and very nicely illustrated but none (not one) of the various ships discussed were ever actually completed by any country given the emerging superiority of modern aircraft carriers in wartime scenarios. However, for anyone who is a student of various country's (friends and foes) battleship designs and construction evolutions and/or makes models of them, I do think it could be an informative and interesting read.

The author at the end also included a hypothetical battle between American and Japanese battleships that were built to the evolved standards (remembering that none were actually completed), set in 1946 (a year after the war ended). My only problem with this imaginary and detailed battle is that it needed a brief intro clearly stating its hypothetical nature. (Spoiler alert: the US ship defeats the Japanese... surprise surprise)."





## Doug Hamilton Described Building a Monitor Turret:

"The USS Monitor was a Federal ironclad built at Brooklyn NY, and completed in early 1862. Its most famous encounter was at the Battle of Hampton Roads, where it famously fought the CSS Virginia to a draw. It was lost off the coast of North Carolina in a storm. A few years ago, the turret and other parts of her machinery were recovered. The turret is now being conserved at the Mariners Museum in Hampton VA. The kit is produced in 54 MM (1/32 Scale) and produced by VERLINDEN as part of their Blue and Gray series of Civil War related models. Unfortunately, VERLINDEN went out of business a few years ago, making this model very difficult to find today.

The kit is made up solely of cast resin parts and leaves a lot of room for addition details to be added. When I built this kit, around 2004, the actual turret had not yet been recovered and exact details of it's interior spaces were not known. Since its recovery many questions regarding the interior space

have been answered. The rigging process began early and continued during the build. I added rigging for hauling the two 11" Dahlgren Smoothbores out to the firing position, and additional rigging to run them back in, should they not have been fired. Hawser lines were also added to "catch" the guns during recoil.

I also added rigging for the open and close port stoppers, to load the ammunition, and to bring the ammo up from the magazines located below the turret, along with lashing points to secure some of the other gear around the parameter that may have been used.

The base was fabricated from a 1" piece of Lexan salvaged from the local Ice-skating rink. I scribed deck plating to the surface and painted it to match the exterior of the turret. At that point the project was complete.

The two figures inside the turret were included in the kit. The rat on the deck plating is from another source. The build was fun and challenging and produced a subject that's interesting and visually different than other builds. Now, fast forward to today. I've been in contact with a few of the curatorial staff who are working to conserve the artifact at the Mariners Museum. During these conversations I asked about various details I added to determine whether these features were found during the inspections of the artifact. I received mixed answers to my queries. Some of the details I got spot on, but others I screwed into the ground to varying amounts of success!!





The biggest faux pas was not painting the interior vertical surfaces white, which was done to increase the amount of ambient light within the structure. The top of the turret had metal bars forming a grid and sometimes sports a canvas cover to try and keep the interior cool. One of the things I got right were the additions of holes in the port stoppers to allow use of the reloading tools needed to operate the guns."

**10" Shell Gun:** "The shell guns, as designed by John Dahlgren, were intended to be used against wooden warships and were quite successful for that. 8" guns of 63 and 55 CWT (shell weight) had been developed in 1845, but Dahlgren's heavier designs were found to be superior in accuracy and range. The 10" tubes can be further identified by two lock lugs in the area of the vent holes.

This is another of the VERLINDEN Blue and Gray Series of Civil War model kits in 54MM (1/32 Scale). The kit depicts the gun mounted on a Marsilly carriage on the deck of an unnamed Union warship. As is the case with most of the VERLINDEN model line, this one is cast in resin. Included details are nicely molded and looks generally correct. I made a few corrections and additions to the kit to enhance its completed look.

The build is straight-forward in terms of constructing the carriage and ancillary parts. During the carriage build out I removed the trunnion chains that had been molded to the carriage cheeks and replaced them with actual chain. I added eye rings to the cheeks and the

trunnion straps for the chain to attach to. I assembled the elevation screw for installation later in the build. The cascabel was attached to the round end of the tube to complete the gun tube. I attached the gun tube to the carriage, then mounted the elevation screw to maintain the tube at the correct elevation.

The resin base that was included in the kit was assembled and had extra details added for the rigging including bulkhead hardware, wheel chocks, water buckets and the figure, all of which was added later. The two buckets were painted, then half filled with "Water" from the Woodland Scenics product line. The figure is the same tar that came with the Monitor Turret kit.

I paint the tube starting with dark gray to make black. The Carriage was painted a medium gray. Highlights and shadows were added using appropriate colors to the carriage and base. The deck was painted a medium tan to replicate planking.

The resin base was epoxied to the wood base. After painting I attached the completed carriage and tube to the base and began the rigging process. Two blocks were used for each side of the carriage. I used the resin blocks left over from the Monitor kit. Final assembly consisted of attaching the figure with a brass pin from the deck up to his right calf. The buckets were added, and a few touch-ups made, after which I called it complete. It looks good in my case with the rest of the Civil War builds, and has also done well for itself when entered."





## Ed Bruton on 3D, Resin Printed Propellers:

"As was discussed, what has our hobby come to? Acrylic paints in place of enamels, laser cut wood parts, super glues and epoxies, photo etched metal parts, and extremely detailed 3D printed resin parts. My contribution to the discussion was the 3D parts. Needing a proper replacement 3 bladed propeller for my 1/35 scale British X-Craft submarine (the kits original part in no way represented the actual prop).

My first thought was to order a close diameter 3-bladed prop from an aftermarket company. A long search did not find a good match for a good price, RC boat propellers in brass were almost as expensive as the kit and added to it shipping from England, doubled the price. Having both my son and a good friend now with 3D resin printers I started looking for 3D print files of propellers (.stl files). A short search gained a number of 3-bladed props of various types. Picking a close match to what I needed I downloaded a free file. For use in RC boats the propellers were 55mm in diameter but with most resin print-





er programming, allows you to scale to any size wanted. I needed a prop of about 24mm in diameter and a simple reduction factor produced the wanted prop, printed to the wanted diameter. I made a center hub from machined aluminum and It is now awaiting assembly in the kit. Total cost maybe 30 cents in resin, it took about two hours to print."

### Then, a Battery Powered Sander-

**er:** "Back in 1989 I came across a straight blade battery powered shaver. The head vibrated to help cut your whiskers. Having used large osculating electric wood sanders, an Idea came to mind. Modifying the blade replacement heads for the shaver by gluing a piece of scrap plastic to the blade replacement and then attaching a piece of sandpaper to the scrap plastic, voila a miniature vibrating sander for models. Encouraged to send my idea to the company (Remington) I set up a sheet explaining my idea and sent it off. I then received a very official letter explaining that the company would in no way entertain my idea or even acknowledge my suggestion. A year or two later Wahl came out with a "battery powered vibrating sander with replaceable sanding heads....."

Live and learn: My one chance for fame and fortune came and went..... "



**EASY TO MAKE HOBBY SANDER**  
BY: ED BRUT

In my search for an inexpensive easy to use sander I came up with this novel idea.

Start with a vibrating blade razor, i.e., Remington's Electro Blade Shaver. Using scrap 1/8" plastic flat stock cut a piece approximately 1/4" to 3/8" wide by 1-5/8" long. Glue this piece to a disposable razor blade head with plastic solvent cement.

**CAUTION:** Blades are very sharp!!!

To this apply a foam or regular type double stick tape.

Cut a piece of fine grit sandpaper and press in place onto tape. Slide blade assembly onto shaver head and you are ready.

You now have an inexpensive, precision vibrating sander, light, easy to use and battery powered. Make several heads with various grits and switch heads to suit the task.

I found that by varying the size and shape of the plastic head piece from flat to a tee shape, a very small sanding area can be obtained. It comes in handy on seams around canopies, or other hard to sand areas. The vibrating head works well on parts already in place to pick up a missed seam or small scratches and it will leave no swirl marks as a Dremel or rotary sanding disc will. EB

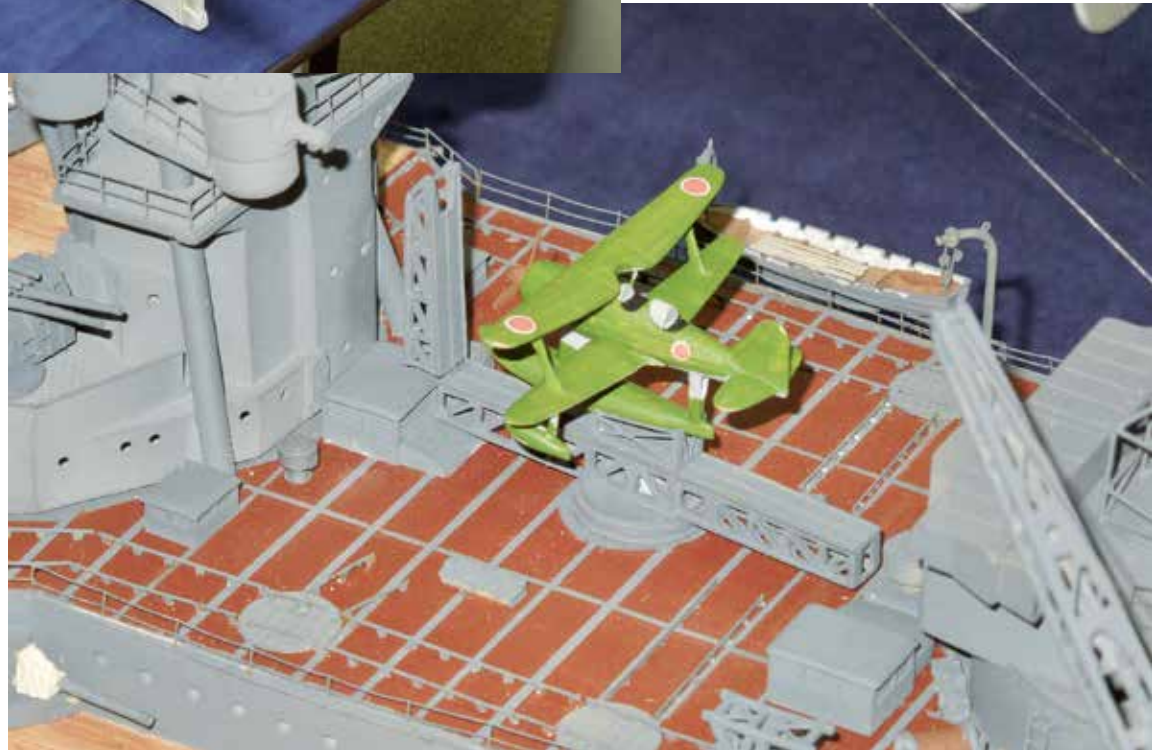


**Steve Sobieralski on *Nagato* and his next, *USS Maryland*:**

"My current project, a 1/200 scale model of the Japanese battleship *Nagato*, made its third and final (at least for a while) appearance. At 99% complete, the only work remaining will be adding flags, paint touch-up, and making a permanent base and case.

I also brought some items from my next project, the battleship *USS Maryland*, again in 1/200 scale. Commissioned in 1921, she was a contemporary of the *Nagato*, and like her, was armed with eight 16" guns.

She was one of four ships of the Colorado Class, the others being *Colorado*, *West Virginia* and *Washington*, however only three were completed as *Washington* was scrapped as part of the Washington Naval Treaty of 1922. Along with *California* and *Tennessee*, which were virtually identical with the exception of carrying 12 14" guns, they were known as "The Big Five" and represented





the pinnacle of American battleship development until the *North Carolina* Class of 1940. *Maryland* and *West Virginia* were present at the Pearl Harbor attack. *Maryland* sustained light damage from two bomb hits, while *West Virginia* was actually sunk and settled onto the shallow harbor bottom. She was later raised and returned to service.

I chose *Maryland* as the subject for the model because *Maryland* is my birth state. The hull above the waterline is a series of purchased 3D printed components, while the hull below the waterline is being scratch built using bulkheads and planks of sheet plastic. I have also obtained 3D printed gun turrets and cage masts, along with some very petite 1/200 anchor chain, some of which was also used on the *Nagato*. The rest of the model will be scratch built with the exception of whatever small fittings I can source through the after-market or my spares box.







**Guy Hancock and, the Capt. John Smith Shallop, Nearing Completion:**

"I brought the Capt. Smith shallop again. I decided the upper planks had to be painted to hide the filler pieces needed at the ends, which were too short. The cap rails had to be adjusted at the scarf joints to better fit the curve of the sheer. They butt against the stem and stern so could not be adjusted at the ends. The laser-cut cap rails on another project were intentionally wide so they could be trimmed down to a uniform overhang, but the ones in this kit had no overhang. The oars are built up of a center piece and 2 thinner cheeks to form the square part of the shaft. The shafts have to be rounded and the blades tapered, and I am doing that using a sanding drum in the rotary tool and hand sanding."

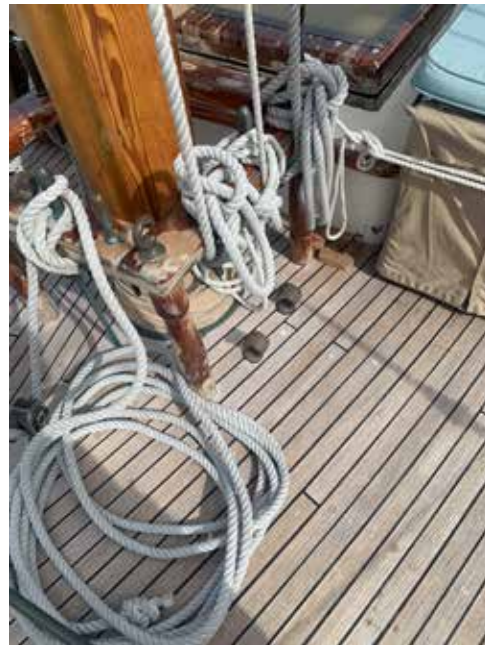


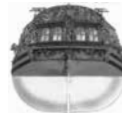


## Guy Hancock Reviewed The "Tall Ships in Town:"

"We toured some of the ships in the St. Pete Tall Ships event Mar. 31st. We had an enjoyable 2-hour day-sail on *When & If*, an Alden schooner ordered by Mrs. Patton and built in 1938 for Gen. George Patton. They intended to sail around the world after he retired. The history is at <https://en.wikipedia.org/wiki/When—and—If>. (Use Underlines!)

We went aboard the *Pride of Baltimore* in addition to sailing on *When & If*. The lines were too long to go aboard the others.





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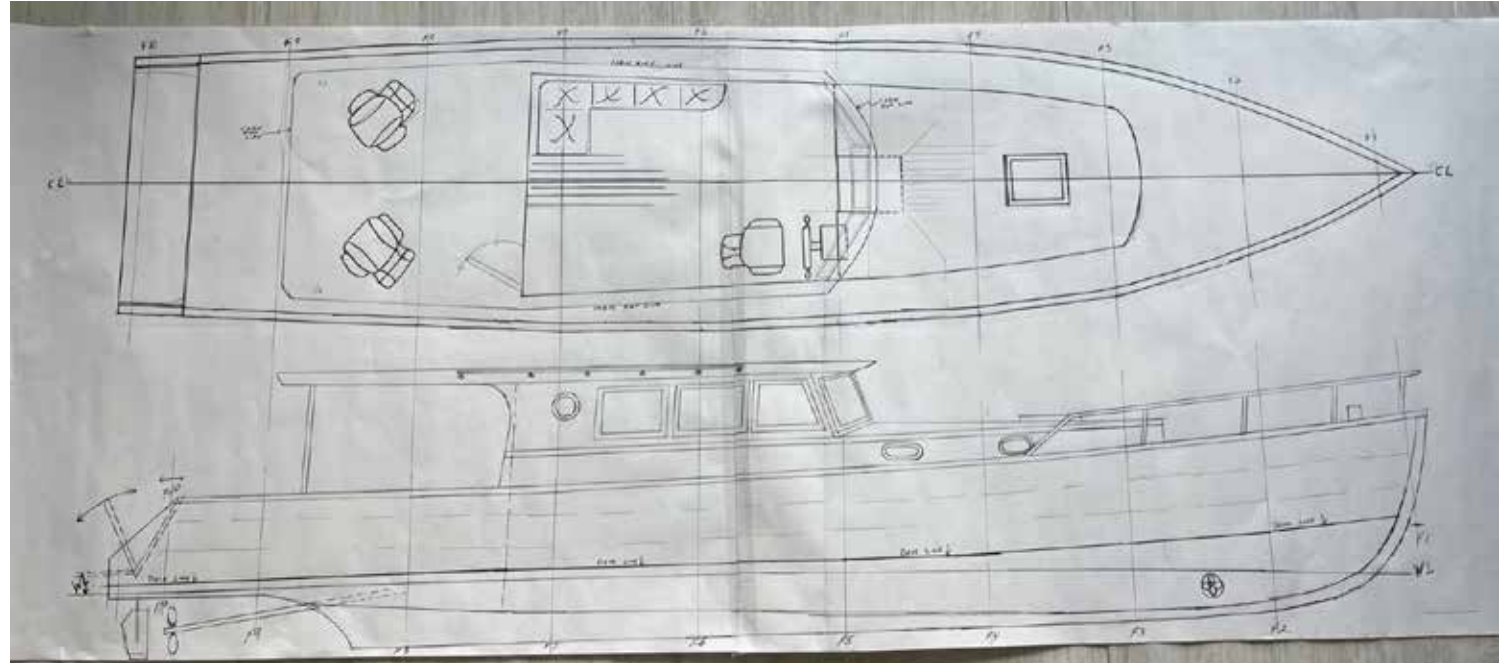




**Roger Kibart Launches a New Vessel:** "I presented the first draft of plans of my intended build of a pleasure cruiser based on plans for a 48-foot boat by a wooden boat builder, seen online. I was inspired by the classic lines and modified the design so that I could accommodate the build for an RC model.

The model will be 36 inches long with an approx. 9-inch beam and be built utilizing a plank on frame or plank on bulkhead method of construction, and finished with a fiber-glassed hull for added strength and durability. The completed model will be 1/16 scale and is designed to have a single motor. I expect the build to take about 6 to 9 months for completion."

Roger buys "study plans" for a couple of bucks, enlarges them digitally and traces them off, conjuring up the frame contours.



Above photo sent by Roger



**Henri Baillargeon: displayed a mini TRUMPETER kit HMS Warspite:**

**WIKIPEDIA Records:** HMS *Warspite* was one of five Queen Elizabeth-class battleships built for the Royal Navy during the early 1910s. Completed during the First World War in 1915, she was assigned to the Grand Fleet and participated in the Battle of Jutland. During the inter-war period the ship was deployed in the Atlantic Ocean and the Mediterranean Sea, often serving as flagship, and was thoroughly modernised (sic) in the mid-1930s.

During the Second World War, *Warspite* was involved in the Norwegian Campaign in early 1940. She was damaged by German aircraft during the Battle of Crete in mid-1941 and required six months of repairs in the United States. They were completed after the start of the Pacific War in December and the ship sailed across the Pacific to join the Eastern Fleet in the Indian Ocean in early 1942. She was badly damaged by German radio-controlled glider bombs during the landings at Salerno and spent most of the next year under repair. The ship bombarded German positions during the Nor-



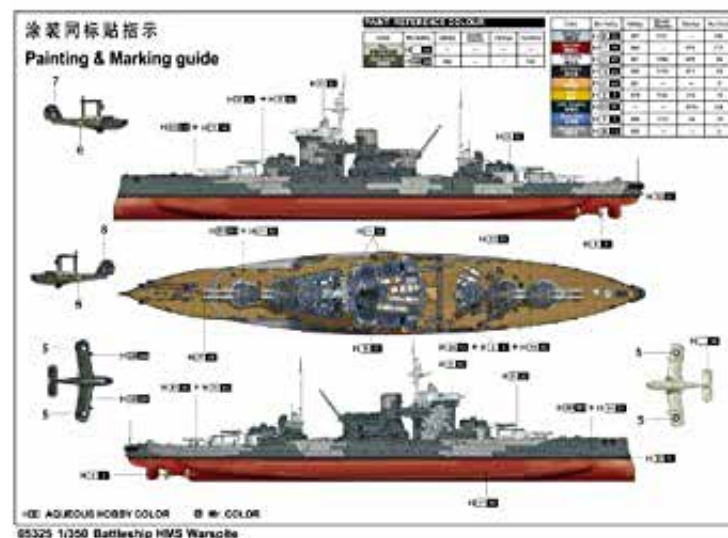


mandy landings and on Walcheren Island in 1944, despite not being fully repaired. These actions earned her the most battle honours (sic) ever awarded to an individual ship in the Royal Navy.

When she was launched in 1913 the use of oil as fuel and untried 15-inch guns were revolutionary concepts in the naval arms race between Britain and Germany, a considerable risk for Winston Churchill, then First Lord of the Admiralty, and Admiral of the Fleet Sir Jackie Fisher, who had advocated the design. However, the new "fast battleships" proved to be an outstanding success during the First World War. Decommissioned in 1945, *Warspite* ran aground under tow to be scrapped in 1947 on rocks near Prussia Cove, Cornwall, and was eventually broken up nearby.

General characteristics (as built)	
<b>Class and type</b>	<i>Queen Elizabeth-class battleship</i>
<b>Displacement</b>	32,590 <i>long tons</i> (33,110 t) 33,260 <i>long tons</i> (33,790 t) ( <i>Deep load</i> )
<b>Length</b>	643 ft 9 in (196.2 m)
<b>Beam</b>	90 ft 7 in (27.6 m)
<b>Draught</b>	33 ft (10.1 m)
<b>Installed power</b>	24 <i>Yarrow boilers</i> 75,000 <i>shp</i> (56,000 <i>kW</i> )
<b>Propulsion</b>	4 shafts; 2 <i>steam turbine</i> sets
<b>Speed</b>	24 <i>knots</i> (44 km/h; 28 mph)
<b>Range</b>	5,000 <i>nmi</i> (9,300 km; 5,800 mi) at 12 knots (22 km/h; 14 mph)
<b>Complement</b>	1,025 (1915) 1,262 (1920, as a flagship)
<b>Armament</b>	4 × twin 15 in (381 mm) guns 14 × single 6 in (152 mm) guns 2 × single 3 in (76 mm) AA guns 4 × 21 in (533 mm) torpedo tubes
<b>Armour</b>	<i>Waterline belt</i> : 13 in (330 mm) <i>Deck</i> : 1–3 in (25–76 mm) <i>Barbettes</i> : 7–10 in (178–254 mm) <i>Gun turrets</i> : 11–13 in (279–330 mm) <i>Conning tower</i> : 13 in (330 mm)

History	
	<b>United Kingdom</b>
<b>Name</b>	<i>Warspite</i>
<b>Ordered</b>	1912
<b>Builder</b>	<i>HM Dockyard, Devonport</i>
<b>Cost</b>	£2,524,148 <sup>[1]</sup>
<b>Laid down</b>	31 October 1912
<b>Launched</b>	26 November 1913
<b>Commissioned</b>	8 March 1915
<b>Decommissioned</b>	1 February 1945
<b>Stricken</b>	19 April 1947
<b>Identification</b>	<i>Pennant number</i> : 03
<b>Motto</b>	<i>Belli dura despicio</i> ("I Despise the Hardships of War")
<b>Nickname(s)</b>	Grand Old Lady
<b>Honours and awards</b>	15 battle honours (and 10 <i>inherited honours</i> )
<b>Fate</b>	Sold for <i>scrap</i> , 1947





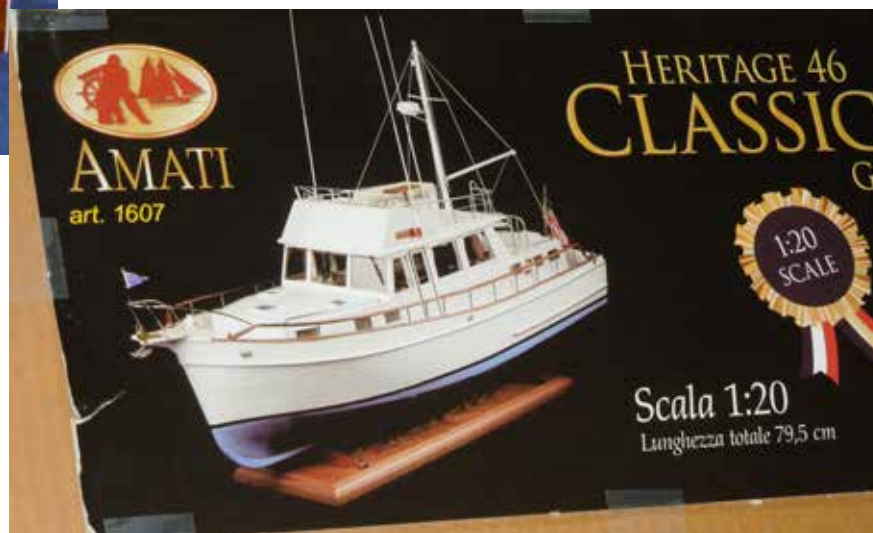
## Howard Howe on 46' Grand

**Banks named *Restless*:** "My next RC boat model project is underway with the AMATI Grand Banks model kit Am1607. The 1/20 scale kit is manufactured in Italy and I purchased it through Age of Sails distributor in California. They also had the motors and running gear available for purchase. As reported last month, my wife and I ran 27 different Grand Banks and one of them she ran was named *Restless*. It is my selection for honoring her and her love for boating and adventure!"

The kit was well packaged for content protection. It contained a ready built fiberglass hull, chromed brass accessories, Laser cut cabin and planking, 3D furnishing, a cast dinghy, multiple drawings, and a detailed instruction manual in Italian and English. The first step was to number the laser cut parts per the drawings. Then proceed with the cabin assembly sequence per the manual.



Photo above submitted by Howard





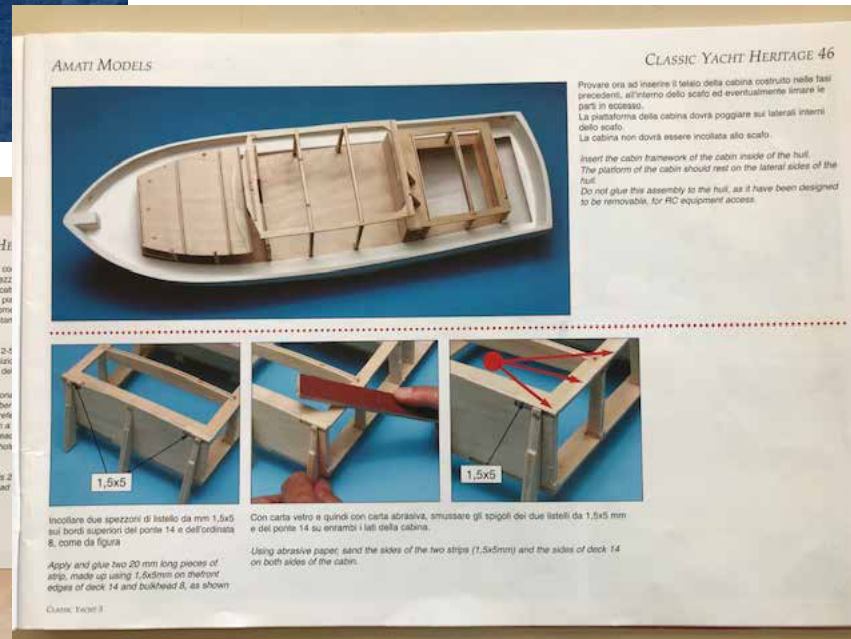
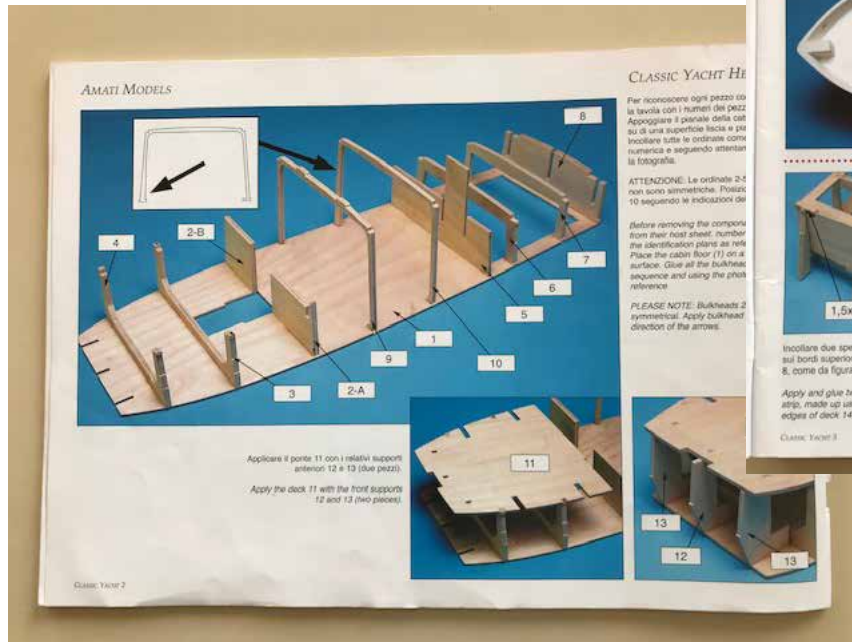
All was going well until I got to page 5 and was instructed to insert the cabin framework inside of the hull but do not glue. Cabin framework was about 3 mm too wide at the center area to fit into the hull. Problem solved by filing the frames and cabin floor to taper. Of course that affected some other pieces that will require adjustment later.

Progress then continued with fabrication of the fly bridge and the step assembly. This will be followed by some sectional white painting. I found that there are 15 Face Book segments that show someone building the kit which has been helpful.

The one thing missing from the kit is the Bimini top! I will have to fabricate one for the model. Before picking up a new 42' Grand Banks in port of Miami for David Marlow, dealer, we went prepared with a sheet and boat hook poles knowing that the top, anchor, electronic and other items do not come with the new boat! Later off shore we got stopped by the Coast Guard as suspicious illegal immigrants!



These photos submitted by Howard



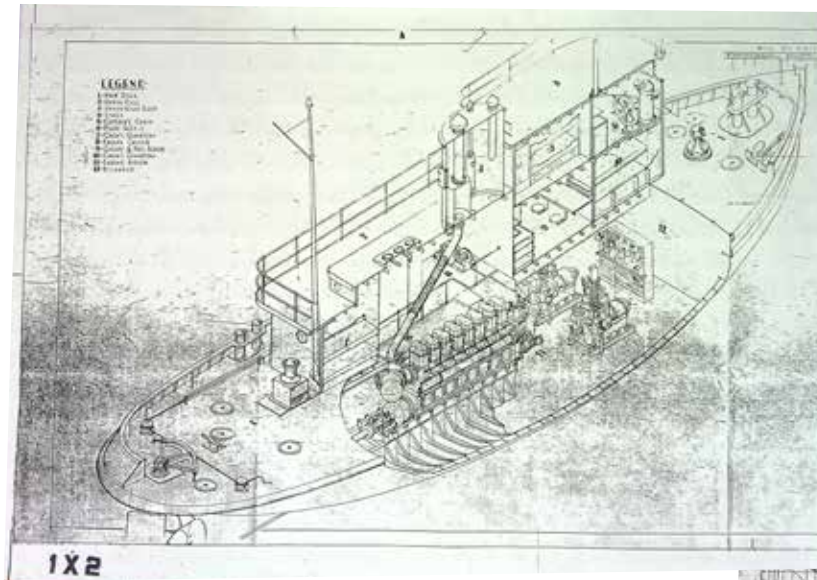




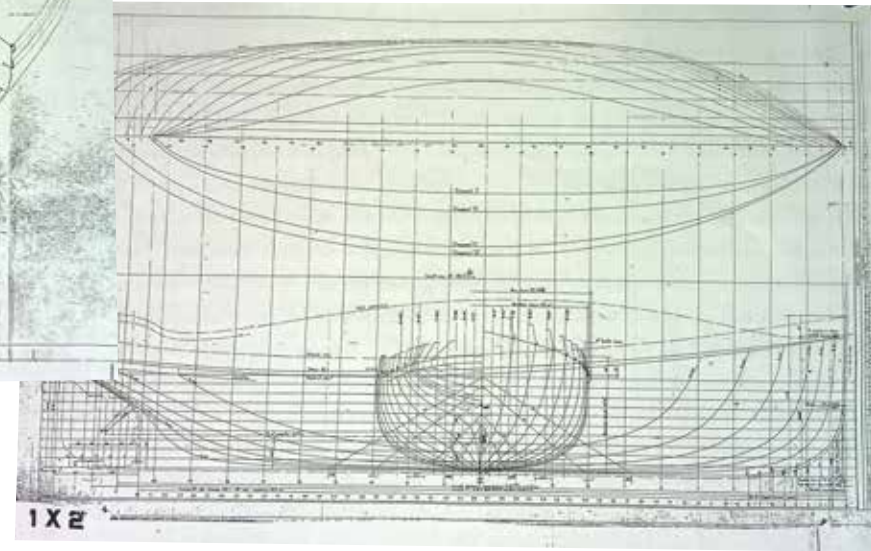
**Howard Reports that he has donated a model and complete plans for tug Tiger:**

*"Not only did our pal Howard Howe donate a great model of ST479 in 1/48 scale; he also sent me the copies of the ORIGINAL design blueprints for Tiger... which I have scanned into PDF files which are attached as a Zip Folder.... just in case all the stress gives me a heart attack...I have never seen the full set...how cool. I will crop and clean them up soon but for now..."*

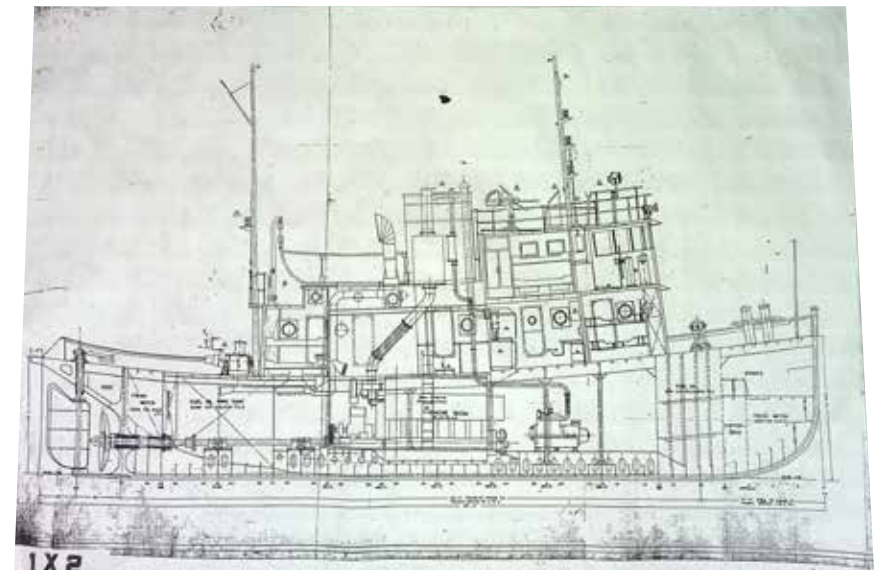
Dan Friend  
President/Military Curator



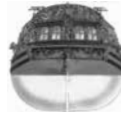
Samples of the 13 pages of detailed plans of Tiger.



U.S. Army St-479 "Tiger"  
86' Army ST Tug  
Scratch Built to 1/48 Scale  
All steel tug built 1943 DeLand FL  
Model Builder Howard Howe



These images submitted by Howard



## Brad Murray

**Carves:** "The port-o-call name board was fun to lay out and carve. The painting was easy, though tedious, up until having to line the letters. It was my first attempt and having the correct paint made all the difference. 'ONE SHOT' sign painters paint, though frightfully expensive, can make a rank amateur look pretty good, especially the further away from the sign you get.

The oil-based sanding sealer makes a great 1st coat and substitute for a primer. It firms up the wood fibers and fills the pores. It can be top coated for exterior work or lightly steel woolled for a nice matt interior finish by itself.

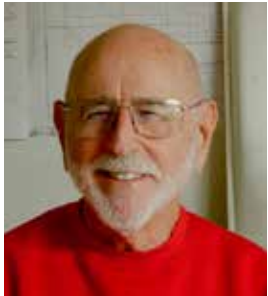
The next project is a sperm whale weather-vane. I have a piece of 1/8" white fiberglass rod for the teeth. Most depictions only show teeth on the lower jaw. Before cutting the profile of the whale from the 7/8" pine board I separated the jaw from the board with a scarf to be re-glued after the teeth have been glued in.

A twist bit will often tear the wood when beginning a hole so the inner profile of the jaw won't be cut until after the tooth holes have been made thus removing any tear-out. After the jaw is glued back on then the profile will be cut out.

The tail of the whale (flukes) will spin when the wind blows and must therefore be shaped like a propeller. This challenging detail is what will make or break the project. I, fortunately, have enough 1 3/8" pine for a number of re-dos. My mother's father was born on the island of Pico in the Azores and came to this country on a whaleship so this is in memory of him."



Photo above submitted by Brad



## (Sec/Ed) Irwin Schuster Ed) on Finishing

**Delaware River Racing Catboat, Cohill:** Scratch building involves creating a prototype of a vessel perhaps in a way that has not been done before.

Bad decisions and do-overs are inevitable, at least in the haphazard way I go about the work. For some reason, I planned and fabricated the case about an inch taller than it needed to be. And, in looking at it now, believe the model would have been better served with a clear, 5-sided cover.

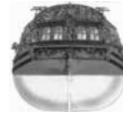
The base is covered with a waterproof polymer print containing the title, mounted to ¼" ply with wallpaper paste. I use that because it provides some slip for positioning and is proven to last centuries.

As it stands, the model is not quite put to bed, as I am making a scale figure to go inside. I found an appropriate photo of a nautical gent, scaled it and made an armature of ferrous wire, wood and wrapped it with light cord to aid in adhesion of the air-dry, paper clay I have not used before. In the past my figures were molded in polymer clay, that requires baking at about 265°F. That is inexact as material thickness is a factor.

Finally, in a traffic-slowed drive to the meeting, I formulated a parody on scratch-building, to wit: ***"Every move you make, every step you take, every part you break, every mistake you make, will be haunting you."***

Credit to Gordon Matthew Thomas Sumner, CBE (**Sting**) with "the Police," 1983.





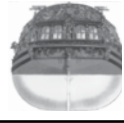
Guy added: "I just learned about a new AI tool that converts black-and-white pictures to color. It is very simple, quick, and easy to use. I am not sure if it has a use for model builders, but it might. Here are the original and two examples. The first is the basic colorization, and the other is using a filter called vivid natural. The web site is <https://palette.fm/>"



## **COLORIZER:**

"PALETTE.FM is a platform that provides automatic image colorization services. Users can upload images or use an example to colorize, and no sign-up is required. PALETTE.FM claims that it doesn't store users' images. The platform has been used by Netflix original creators and over 1 million people worldwide."





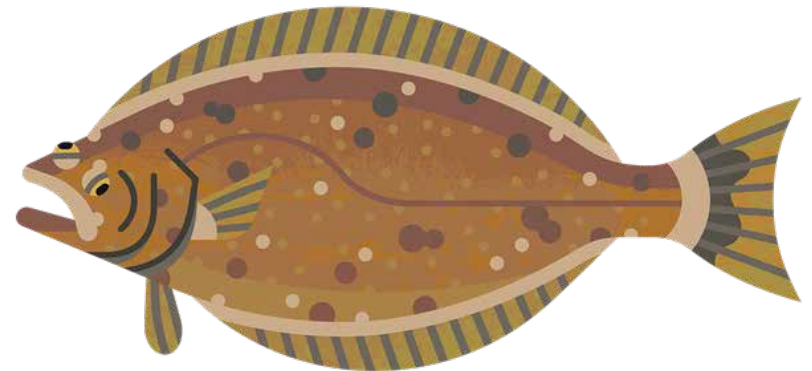
Freezer Longliner steel boat "Bering Leader" under construction at Patti Shipyards in Pensacola



Construction of steel boat "Bering Leader" by Patti Industries Pensacola. Length: 124 feet, Beam: 40 feet, Draft: 16.6 feet



Steel hull Freezer Longliner "Bering Leader" after launching at Patti Industries' yard in Pensacola



An interesting project for somebody else! *Flatfish Floogie with a Floy, Floy!* Nifty R/C project of a long-liner built in Florida. "Bering Leader" Your Sec/Ed fantasizes that the base display mount might look something like the above art.

# & FINALLY...



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## Believe It Oar Knot!

**Vanguard:** Built in 2012, *Vanguard* is the world's largest cargo ship. This massive vessel is 70% larger than any analogs and, unlike them, has an absolutely flat deck. This means that all 275 meters of length and 70 meters of width can be fully used for loading.

