Ship's Log

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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***.

Next Meeting
Tuesday, Sept. 26, 10:30 a.m.

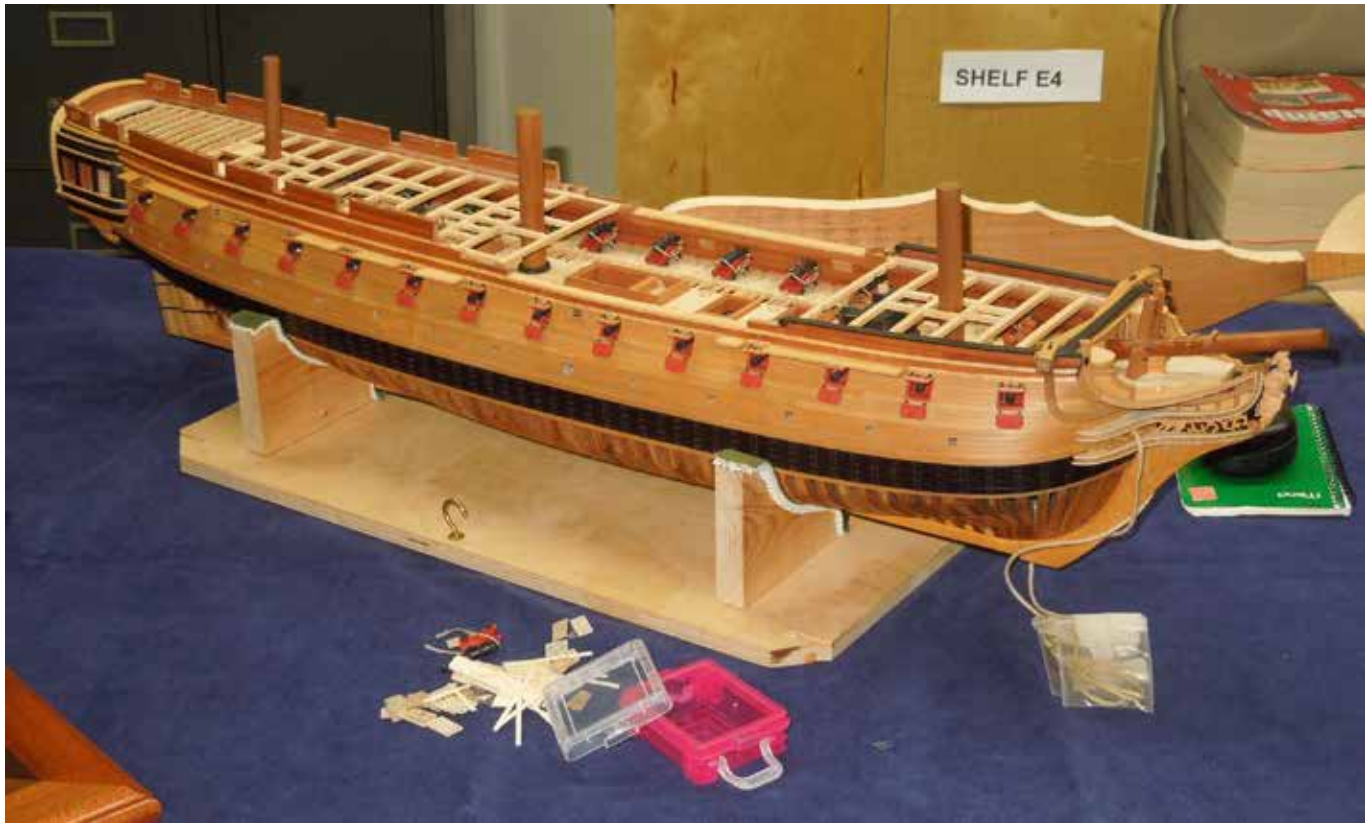
TampaBayShipModelSociety

Meeting of August 22, 2023 **TampaBayShipModelSociety.org**

This regular meeting was called to order by President and Treasurer, **Steve Sobieralski.**

Guest, The Reverend Andrew Gerns of Oldsmar, introduced himself and told of the family ship models he was holding. Recently transferred to the area, he had been searching on the morning of this meeting, and when he uncovered the date and time, hopped into his car and arrived about midway through.

Charlie Hecht described the IPMS Nationals in San Marcos, TX (https://www.nats2023.com), on August 2-5, and spoke highly of the The National Museum of the Pacific War, located in Fredericksburg, TX, which "tells the human story of World War II in the Pacific in more than 55,000 sq ft." (www.pacificwarmuseum.org)



Charlie Gravellese continues on USF *Confederacy*.
Fenestration frustration. More further on. . .

Charlie Gravallese: "*Confederacy* - gun ports, cannon, and windows – Many years ago when I began work on this project, I never imagined I would spend so much time creating doors and windows for a ship model. Now that this phase of the project is completed, I look back and realize the better part of the past 8 months has been used doing just that.

For the gun port lids I chose to use the split lid option which means I had to make 56 lids and related hardware instead of 28. Why do things the easy way? Using split lids on the model provides a little more visual interest and also a better view of the 12 pounder cannon barrels that are partially run out. I could find no historical record that *Confederacy* employed either single lids or split lids. However split lids were in use during this era, so from a historical point of view split lids may have been employed.

Each lid set is made from box-wood panels. The hinges and hard-ware are blackened brass. Like every other component of the model, making the first pair was interesting and fun. The other 55 were a chal-lenge to my perseverance.

The 12-pounder cannon, for which I will not go into a detailed description of construction here, presented a similar challenge to perseverance. Making the first one was interesting and rewarding. The other 27 were again, grunt work. The biggest challenge here was maintaining focus so that the 28th cannon looked as good as the first.

The thought of making the windows (lights), scared me to death. Now that they are finished, I can report that, yes, they were difficult but not nearly as bad as I imagined. I first spent some time studying how modelers before me approached this subject. From that I found some ideas I liked and some I didn't. So, I took what I liked and added my own twist on things to come up with my own technique. As with the cannon, a detailed explanation of my approach is too complex and long to present here but I will gladly explain any of this in detail to anyone who might be interested in the nuts and bolts of how I made them. Yes, they are all glazed with real glass."

Some photos by Charlie.

Ed Brut: "Kit shown is by Viking Models (a long defunct company) of the US Navy NR-1 nuclear deep submersible.

The 1/144 scale resin kit of about 25 parts represents the NR-1 after her final overhaul to allow her to be towed at a faster speed due to a complete redesign of the bow to a "Nautilus" shape and with a vast array of upgraded sonars, lights, cameras, manipulator arms and view-ports.

NR-1 was Admiral H. Rickover's project and it has been said he spared no expense in getting the job done.

Her main mission was to service the Atlantic undersea listening arrays. She also recovered critical parts of the ill-fated *Challenger* Shuttle wreckage and explored a number of sunken vessels in deep water.

Being somewhat of a tool hound I came across a battery powered mini drill by DSPIAE, a Chinese company and maker of a wide range of modeling tools. The small, 3-speed drill is USB charged and will run for about 2 hours on a charge. It comes with a carbide milling grinding bit, charging cord and chuck tool. It takes an unusual diameter bit in the range of 3.12mm which is not common. The company does sell bits and sanding disks to fit but they are not included.

My interest stemmed from the report, it has very little run out in the chuck. I did have in my spare tool box a small diameter drill chuck which fits the drills opening and it will allow me to use bits in the #60 to #80. I have yet to try it to see if it will run very small drill bits true."

Chuck LaFave: (Wiki) – *The Amerigo Vespucci is a sailing ship of the Italian Navy, named after the Italian explorer. In 1925, the Italian Navy ordered two school ships to a design by General Lieutenant Francesco Rotundi of the Engineering Corps, inspired by the style of large late 18th century 74-cannon ships of the line.*

The first, the Cristoforo Colombo, was put into service in 1928 and was used until 1943. After WW II, this ship was handed over to the USSR as part of the war reparations and was shortly afterwards decommissioned.

The second ship was the *Amerigo Vespucci*, built in 1930 at the (formerly Royal) Naval Shipyard at Naples. She was launched on February 22, 1931, and put into service in July. She is a full-rigged, three-masted steel hull 270 ft long, with an overall length of 331 ft including the bowsprit and beam of 51 ft. with a draft of about 23 ft. Under auxiliary diesel-electric propulsion the Amerigo Vespucci can reach 10 knots (19 km/h) and has a range of 5450 nm at 6.5 knots.

She carries 30,400 sq ft in her 26 sails – Square sails, staysails and jibs: all are traditional canvas. When under sail in severe sea and wind conditions she can reach 12 knots. She uses only traditional hemp ropes. Only the mooring lines are synthetic, to comply with port regulations. The crew is 16 officers, 70 non-com officers and 190 sailors. In summer, with midshipmen, the crew totals some 450.

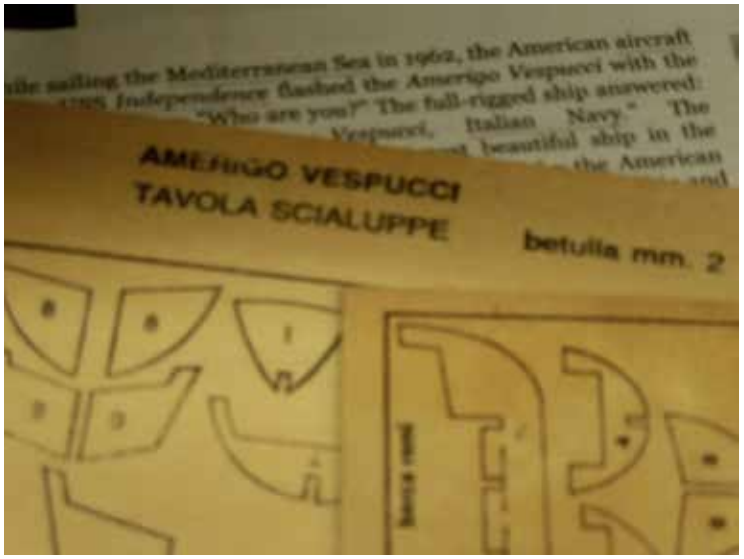
"This kit is of *Amerigo Vespucci* is OLD! All parts were printed on plywood and I had to do a lot of cutting.

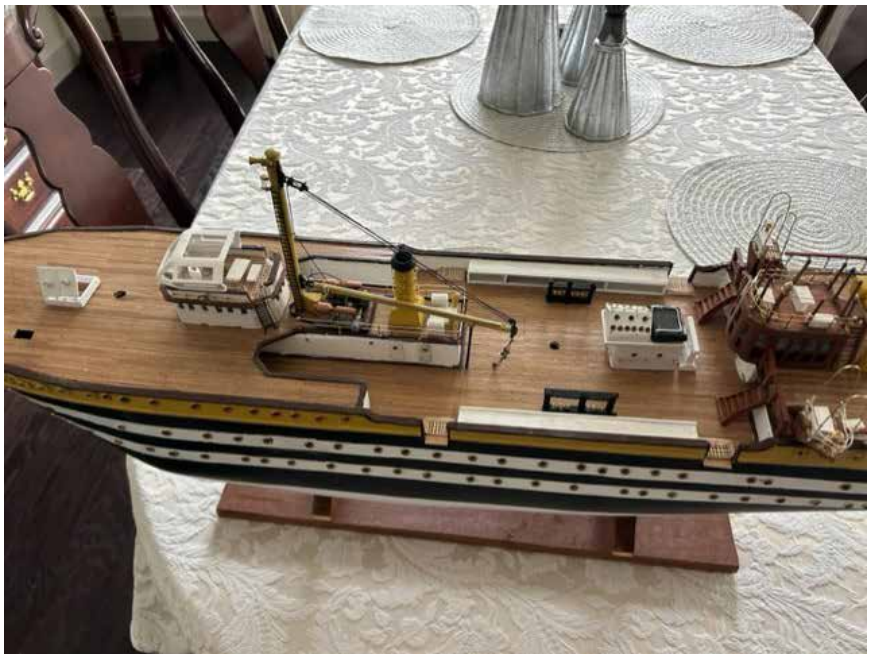
But FIRST, Chuck reports that he has completed *Sovereign of the Seas!*
Photo by himself.

The kit was started but the bulkheads were not aligned right. After adjusting the bulkheads, I double- planked the hull, but even so, had a problem with paint bleeding through and when drilling the portholes, the drill would hit a frame and next thing – too large of a hole.

So, I painted the hull white, then I painted two black stripes, then drilled for the portholes. That worked well.

Working on the furniture did not go well. I made a lot of pieces over a few times. I made the sky-light three times before I made one I liked. This is one of those kits that everything you touch goes to Hell. The ship is half done, now. I'm going to order pre-made life boats. I will start on this the mid part of September and should be finished sometime in October/ November."

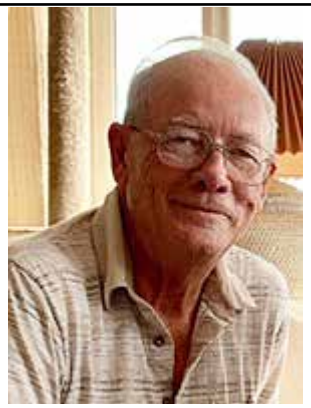


Images from Chuck

Fairlie Brinkley: has a separate and picturesque shop, not too far from the coast. He reports that other than the usual twigs and small debris, Tropical Storm Idalia presented no problem.

Photos from Fairlie.



Howard Howe: "Work on the *Restless* Grand Banks Model (Amati Kit Am1607) continued with the tender boat assembly using teak floor board and mahogany seats and transom. Before fabricating the main mast and rigging, I decided to install the running gear and RC components in the fiberglass hull casting.

With the model kit, I had also purchased the Motor & Transmission kit. It included the motor mounting brackets with gear reduction, shafts, props, rudders, Viper ESC, and the hardware mounting boards. I had to supply a rudder servo, my receiver, terminal strip, and battery.

Three images from Howard.

After assembling the motors, shafts, and gear assembly, the next major decision was determining where to drill the shaft and rudder holes. Followed by, how to use the mounting boards and placement of components and wiring terminal strip.

Finally, it all came together and she is operational. Also, I added a switch and connector for the cabin and running lights. Next, I turned my attention to the details of the hull.

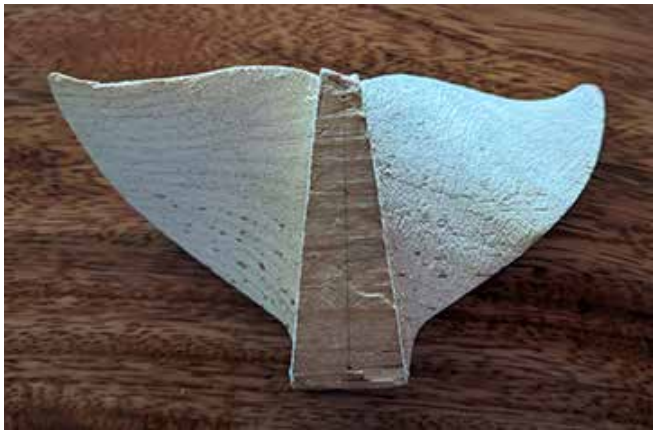
The manual suggested that I measure down from the gunwale and glue a 2x2 mm wooden strip on each side followed by die cut strips that have a 1x1mm strip in between to the bottom edge of the hull. The manual said, 'Following this method the model will be very similar to the real yacht.' Hmmm! Yes, the real yachts were built with wooden hulls until 1973, but the current fiberglass hulls still have the same appearance! Interesting!"

Images from Howard

Brad Murray: "The whirly-whale weathervane, a seemingly simple project, has challenged me from both ends. Coaxing flukes to function like a propeller is an exercise in subtractive sculpture. When it was a two-dimensional paper pattern I felt I'd gotten the size correct. After the initial rough shaping I wished I'd made it slightly larger. Only recently have I found actual footage taken of sperm whales swimming and the fluke size turns out to be okay.

High quality underwater photography has also helped with details at the other end. As the largest toothed whale and the largest toothed predator, detailing the jaw drove the construction sequence. Before laying out and cutting the profile of the whale the lower jaw had to be cut away then screwed back on as the kerf had shifted the jaw on the blank board. The sockets for the teeth were drilled. the teeth shaped, fitted and removed. The inside of the lower jaw is pinkish while the upper is hollowed and light gray. Those areas will be painted and the teeth inserted before refastening the jaw and shaping and painting the rest of the whale.

Weathervanes generally have fixed elements called directionals indicating the four points of the compass. For the sake of simplicity, I think a harpoon pointing North will suffice."



Vic Lehner: "With the Le Gros Ventre pretty much built, I am now in the beginning stages of rigging her. To do it with some accuracy on which ropes should tarred or left natural such as ratlines, lanyards and foot-ropes. I looked up on the internet and found a letter by Jean Boudriot translated by Google talking about this subject.

'All ropes are tarred except the royal ropes. They would soon rot without it. Resistance rope is weaker than ropes "whites" (untarred). The only ropes un-tarred; the furling of the steering wheel so that it retains all its force. In addition, the furling line is safe and tarring is not justified. The cannons placed in the great room are not tarred for aesthetic reasons.'

I think that this would suggest that tarred yarn was applied more as a hot dyeing substance. Tar changed color depending time and provenance. I did read black, brown and brown-red.

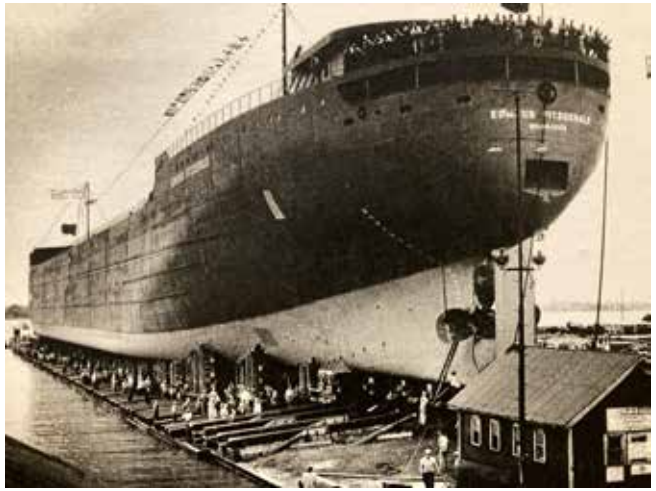
Another person who had a long history of working on historic tall sailing ships wrote: 'I am sure pine tar was painted on the ratlines. It was already in the rope when it arrived at the ship, having been applied at the ropewalk in a thin solution or rubbed on with a rag to produce a coating that would penetrate the fibers and add to the line's longevity. But I do not think it would have applied in thick enough or repeated coatings sufficient to make the ratlines black. I imagine the bosun would have thin tar applied to the ratlines whenever they started to appear dry or took on a chalky chaffed appearance but I do not know that for a fact, I just surmise it from my own experience.'

My conclusion after looking at some rigged models in the "Kriegstein" collection which showed some ratlines were black and others were natural. All would have been tarred and it's your personal decision as to how much."

Ship-builders Vic Lehner and Charlie Gravellese confer.

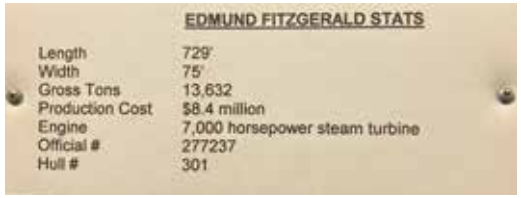
Special Envoy - Field Reporter, Bob Johnson: "Sending some photos taken on a recent trip to Michigan's upper peninsula."

All images from Bob

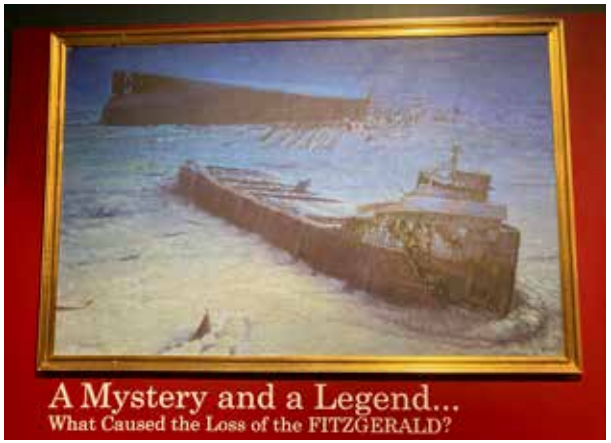


• *Edmund Fitzgerald* ready for launch. (Took three tries to break the champagne bottle which was considered a, "bad omen".)

•Side launch of the EF



EDMUND FITZGERALD STATS	
Length	729'
Width	75'
Gross Tons	13,632
Production Cost	$8.4 million
Engine	7,000 horsepower steam turbine
Official #	277237
Hull #	301



• Clearly shows the EF wreck broken in two on the lake bottom. 29 live lost (entire crew).

•The EF fully laden, probably with iron pellets. The info says cause of sinking after many years of service is still a mystery, but a model of the wreck resting on the bottom of Whitefish Bay shows her broken in two (almost certainly due to heavy seas supporting the bow and stern with amidships unsupported by the trough between – a classic structural failure mode for ships).

• I believe this was a model of an early passenger ship – nicely detailed (*Western Transport*).

• Another nice model of early lakes cargo ship.

• Nice model display depicting a cargo ship underway (*Marquette*).

All images from Bob

• Early Whitehall type, un-restored. Nice craftsmanship.

• Same boat from stern. (Might be an interesting technique to show a model in this condition – beautifully built but well used).

• One of many very nice ship models displayed in various museums (*Marigold*).

• USCG rescue craft – water ballasted and self righting – beautifully built.

• Same boat showing drainage slots from inner deck.

• Coast Guard station on Lake Superior with tracks to water for rescue craft kept inside building. The motto for the brave souls was, *"You have to go out, but you do not have to come back".*

• Pristine fresh water along coast of Lake Superior – almost looks tropical.

• Beautifully built replica of a northern Michigan sailboat from the late 1800's

• BIG rudder from an old wreck (MM *Drake*).*

*Supports Sec/Ed's contention that models are generally built more neatly than their prototypes!

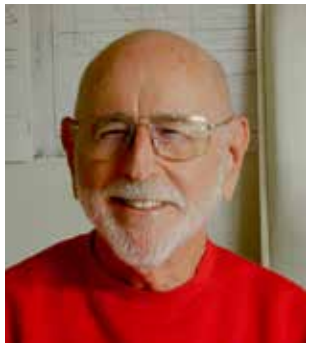
All images from Bob

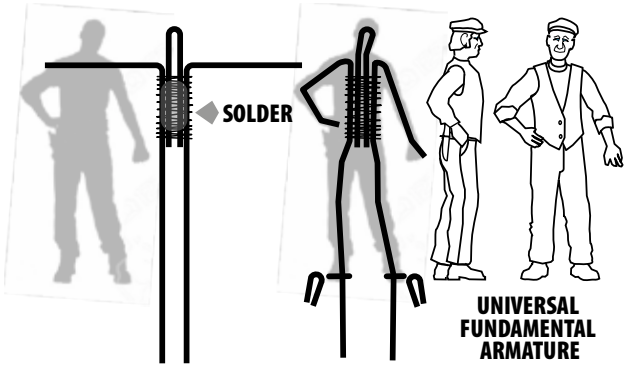
Irwin Schuster (Sec/Ed): *The Annie*, 1892, 45' Cedar Key Schooner needed a helmsman. I used the three-wire armature, but at 1/60, about 1.17" tall. Pin the two L's and deep "U" down and wrap with fine, stranded copper, then solder. At this size, rather than Sculpy, I wrapped the armature in thread, coated with Elmer's white, and filled that out with craft acrylic paint. It has plenty of body and can be carved and sanded. Consider the sculpture as "abstract – representational," not physiologically accurate, thank you.

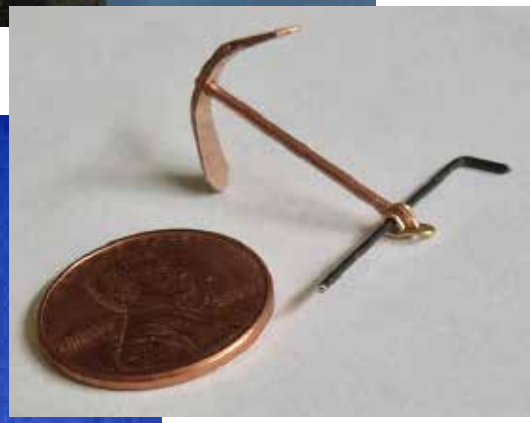
The half-spars were made up by gluing 1 x 2 to make 2 x 2, then tapered with a miniature plane and spun in a pistol drill to round. Then soak apart. At least at this scale, a paper layer is not strong enough to stand up to the spinning-sanding forces. The halves separated prematurely, but I was able to stick them back together after removing the torn paper.

I turned 4 water barrels to get one I liked, and used brown thread for the bands. At larger scale I would have glued wood wedges (representing staves) into a round shape to turn on the lathe, but again, "abstract – representational," is good enough.

The fisherman's anchor at this size was a challenge. Heavier than it should be, but within an acceptable range. I use a product called "Black-en-it" out of Georgia (off the market). A solution of 50-50 Muriatic acid is suggested. I cheat with marker and paint as needed.





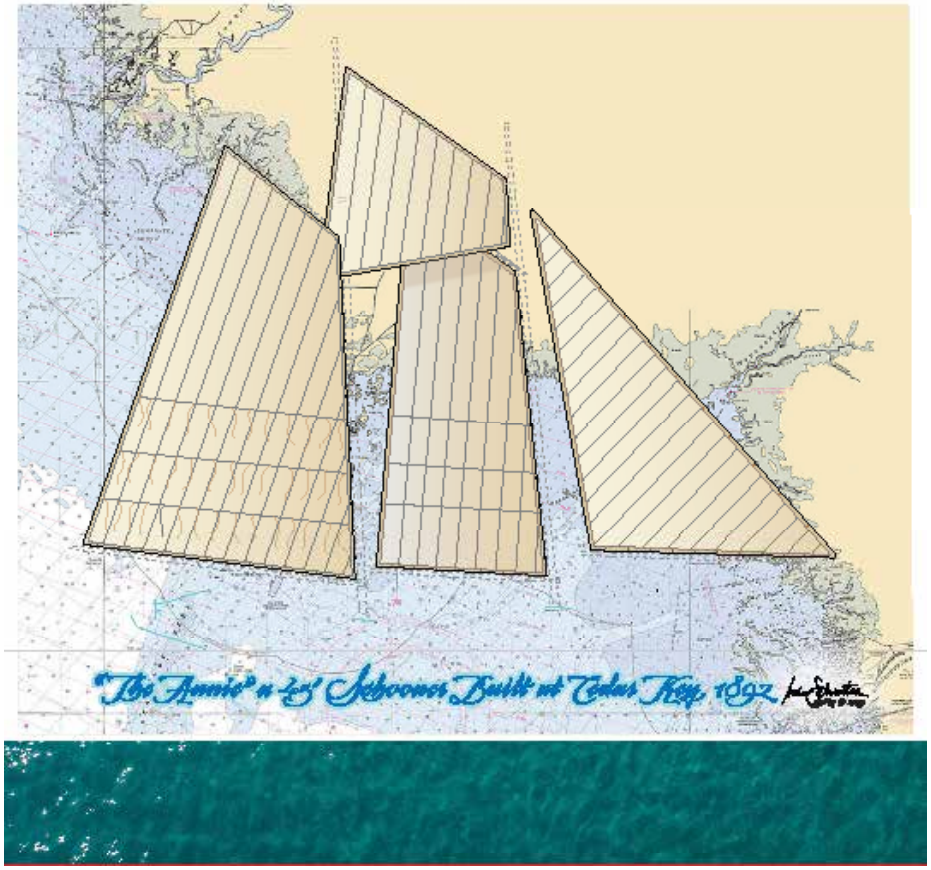


She's coming together. At the right is the art for printing the field components, to be cut apart and assembled onto an "h" shaped shelf for the waterline half-hull to sit/mount/float upon. The hull will be screwed to both the field and the water-shelf.

This field is printed on some waterproof, out-door polymer laminate. I use wallpaper paste to mount.

The shadow box is the next part, putting off the relatively simple rigging. There will be a net with floats, piled atop the forward hatch.

What is shown below are unglued stack-ups.



Doug Hamilton: "CSS *Tennessee* II – This is the third time I've brought this project to the meeting. It's still the 1/192 Scale kit from Flagship Models. I've made a significant amount of progress since it's visit last month.

The biggest achievement has been the fabrication of its permanent base. Yaa me!! The base is my standard design ship base with keel blocks as the display surface, The base and blocks are cut from oak.

The edges of the base are chamfered to 45degrees. The blocks are 5/8' X ¾"X 2" and are epoxied to the base. The original design saw an additional block at each end of the run. When I dry fit the hull on the blocks it was apparent that the LOA of the blocks was more than was needed, so I removed the two end blocks. This improved the overall appearance. The base has a Gunstock stain while the keel blocks are stained with English Chestnut. These two colors provide enough contrast to be noticeable. The base has three coats of brush-able lacquer, sanded and tacked between coats. Because of the smooth nature of the lacquer, I used a piece of Scotch-brite to sand between coats.

Two aluminum pins were used to attain a good joint between the hull and base. Epoxy was used as the adhesive so the joint will never fracture or come apart.

I also began the final assembly after the hull and base mating was complete.

Beginning with the forward deck area, I fabricated rope coils for both the fore and aft decks from -006 Round Lead wire from UMM-USA UMM-USA Unique Master Models. I added the anchors and chain, anchor davits and related rigging and the air vents. I applied a flat coat and paint touch ups as needed. I added rust and began to blend the rust and weathering. I also added the forward gun, port cover and rigging at this time.

Since the meeting I've begun the center section which contains the stack and rigging for it. I'm also trying to resolve a potentially difficult problem with the rail and stanchions. The holes in the stanchions are irregularly sized and not consistent. I'm working on a few different ideas, and they include reworking the holes with a small diameter reamer. I tried to drill them, but the brass is so small that was impractical, and close to impossible!! Fortunately, I have a good supply so experimenting will only take time! More to follow in our next installment. Stay tuned!!"

George Hecht: "I saw an ad for this model when I was living in MD. Ad says: 'Lobster boat, fiberglass hull, you finish.' Perfect, no wood, I thought. Turns out, the guy built models for Dumas, and claimed the kit was part of his pay (???).

Anyhow, the hull was complete, the only thing left to do was the deck and cabin, so he said. Not much wood – HA! Assembly was sort of easy, if you like wood. At least he finished most of the woodcuts for me. I found the figures and most of the rest in a dollhouse store in Sarasota. I got most of my ideas from seeing the real boats in MD.

The 'Happy Father's Day' cup on the dash and the can of Raid, I enjoyed the most. The RC gear was so old the Xmitter had a flag on the top. It still works!"

Donated...

David Morris from the Atlantic side, donated a stash of plans, kits and treatises, some of which were taken at this meeting.

Shown at lower right, is a collection of forty+ of his books that will be added to our Society library. Model-building, ship-building, carving, maritime history and such are represented here.

Our appreciation to David.

BasicCase

Acrylic with off-the-shelf cabinet corner brackets

Believe It ⚓ Oar Knot!

A Steerable Submarine

"Cornelis Drebbel built the first navigable submarine in 1620 while working for the English Royal Navy. Using William Bourne's design from 1578, he manufactured a steerable submarine with a leather-covered wooden frame. Between 1620 and 1624, Drebbel successfully built and tested two more submarines, each one bigger than the last. The final model had 6 oars and could carry 16 passengers.

This model was demonstrated to King James I, in person, and several thousand Londoners. The submarine stayed submerged for three hours and could travel from Westminster to Greenwich and back, cruising at a depth between 4 to 5 metres (sic). Drebbel even took James in this submarine on a test dive beneath the Thames, making James I, the first monarch to travel underwater.

This submarine was tested many times in the Thames, but couldn't attract enough enthusiasm from the Admiralty and was never used in combat. More recently it has been suggested that the contemporary accounts of the craft contained significant elements of exaggeration and it was at most, a semi-submersible which was able to travel down the Thames by the force of the current."

Unabashed filler!

19th C. Flensing tools

THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

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