

Ship's Log

Tampa Bay Ship Model Society

Meeting of September 26, 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*.

Next Meeting
Tuesday, Oct. 24, 10:30 a.m.

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

The club extended a welcome to new member **Larry Sperling** of Naples.

LIBRARY Mission: A cadre returned to the club room after lunch at the Hollander Tap Room, to cull duplicates and inappropriate books from our library. Mission accomplished. Those were boxed and retained for members to take at the upcoming meeting. The residue will go away. Donation is a struggle. The market, including shipping, seems prohibitive, but if anybody wants to try to hawk them, we might consider that with a negotiated % to TBSMS.

Doug Hamilton suggested organizing by subject: Maritime History; Specific Ships; Steel Navy; Model Making & Rigging; Romance & Action, and Ship Carving & Figureheads. There will be titled separators. Hopefully this will make borrowing easier and improve usage of this resource.



Doug Hamilton's complete CSS *Tennessee*.

More further on . . .

SHOW & TELL



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Doug Hamilton: "CSS Tennessee – I made eight hawser line coils during the build. I attached the final four and blended them into the model. This meeting saw the final visit of my CSS Tennessee. The model is now complete, and I'll be moving on to other projects.

The final assembly saw the finishing of the aft deck including railings, deck hatches, boat davits and hawser lines. The railing on the aft port side gave me fits trying to complete it. There are several brass uprights that are installed into holes I pre-drilled into the deck. Then two lengths of .004" nylon line are run through two eyes on each upright to complete the railing. As I was eyeing the last length of line the final two eyes were fouled, resulting in the line being unable to pass. After fooling around with it for an hour or more my solution was to remove all of it, re-drill the deck holes and start again. The second time was the charm, and I sailed through the second installation.

I made and installed the two davits but no boats. I installed the final four hawser and, after everything was attached, I went back and blended all the weathering, shadowing and highlights one final time. When it's all finished, I go back and blend the areas between the sections to ensure everything has continuity. Or as the expression goes, "Looks like it came off the same hand"!!! For the last feat of entertainment, I added two flags and a pennant to brass rod painted to look like wood staffs with .005" nylon line painted to replicate rigging for the flags. The bow pennant signifies the presence of a Flag Grade Office aboard, this being the flagship of Admiral Buchanan this is appropriate. The other two flags are the Third Confederate Flag, which is appropriate for the time period being depicted.



The final flag is the Confederate Naval Ensign, which is a rectangular St Andrews cross. This is often confused today as the National flag used by the south.

It is not!! As an infantry flag it was square and carried affixed to a guidon, as a naval ensign it was rectangular and flown on the stern of a vessel. The flags are decals that I attached to pieces of foil that came from a wine bottle, I attached the decals after priming the foil.

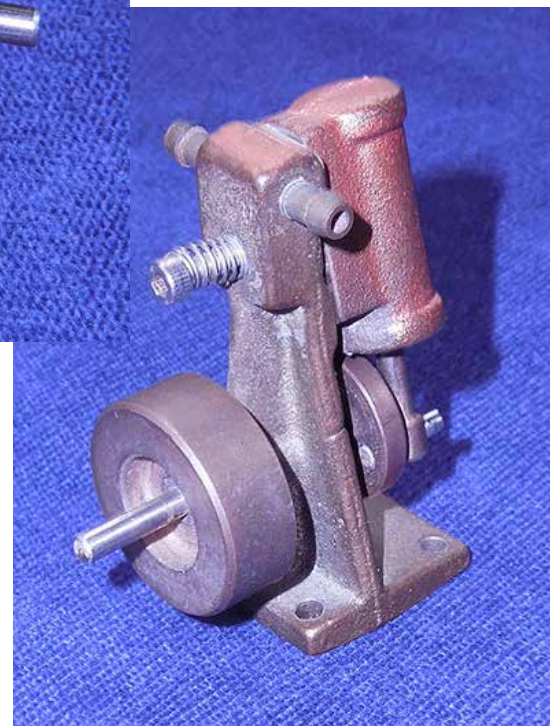
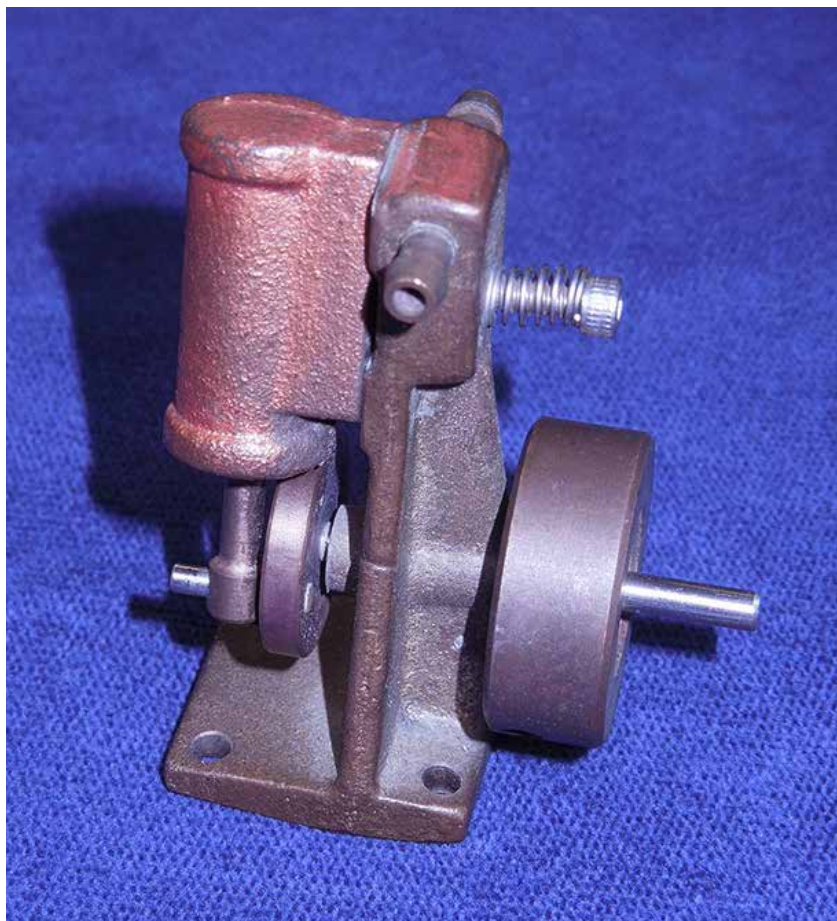
Once the decals were dry, I went back and touched up the edges and any place the ink of the decals wasn't right. I applied a flat coat after everything had dried, I manipulated the flags to replicate how it would appear in a wind. This gives the otherwise flat motionless model a bit of color and motion. Even while it's standing still!!! That completed the model. I enjoyed the build of this historic ship. It was fun, didn't take nearly as long as *Choctaw*, and I like the result."





Larry Sperling: Wikipedia says, "An oscillating cylinder steam engine (also known as a wobbler in the US) is a simple steam-engine design (proposed by William Murdoch at the end of 18th century) that requires no valve gear. Instead the cylinder rocks, or oscillates, as the crank moves the piston, pivoting in the mounting trunnion so that ports in the cylinder line up with ports in a fixed port face alternately to direct steam into or out of the cylinder.

Oscillating cylinder steam engines are now mainly used in toys and models but, in the past, have been used in full-size working engines, mainly on ships and small stationary engines. They have the advantage of simplicity and, therefore, low manufacturing costs. They also tend to be more compact than other types of cylinder of the same capacity, which makes them advantageous for use in ships."





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Chuck LaFave: "This model ship came from the Everglades, from a lady who had a yard sale. She was going to get rid of the ship in the trash so we asked if we could have it.

She said to take it, so my son-in-law gave it to me to bring back to life. I did a quick check and it looks like a older version of the *San Martin*.

The ship is quite dirty and has some broken and missing parts. It needs a total clean-up, all rigging removed and more.

I will start the rebuild some time around the first of the year."





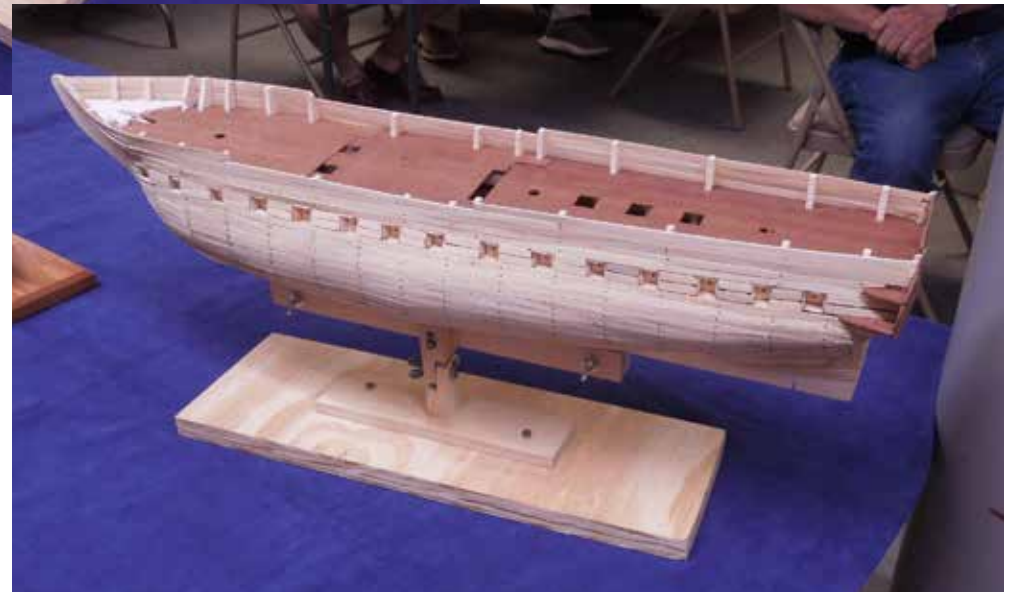
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Photos on this page sent by Chuck



Henri Baillargeon: (For now, I have nothing – Sec/Ed)





Steve McMurtry: "It's kind of weird but the *Morgan* is just about done. I made a base last week. Next update will have her finished. I have to wait about two weeks for a period US flag to arrive. I wish I could bring her in for all to see but I worry about what 20 hours in a car would do to it."

Greetings from Tennessee!

Things are getting exciting with the *Morgan* now. I have completed the outfitting of all five whaleboats and am ready to put them on the davits.

I outfitted each boat in a different way to show the various compliments of equipment and allow you to see the detail that would otherwise be hidden in the jumble of all the gear that goes into the boat. Looking at a fully loaded boat I am impressed that a crew of six could work, handle and actually harpoon a whale around all this gear.

All photos from Steve





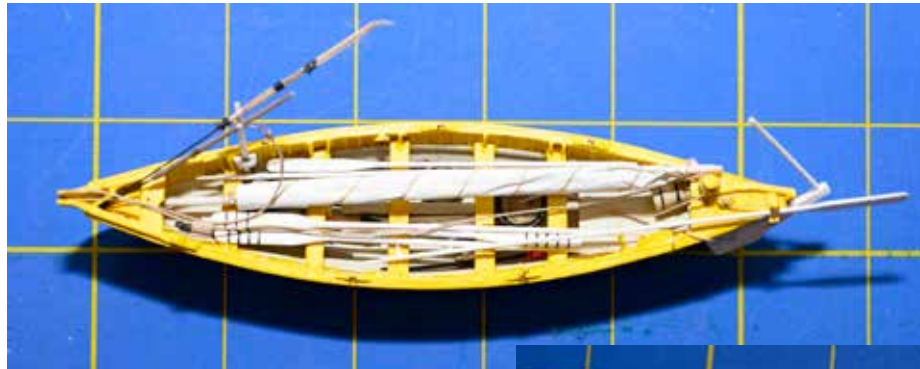
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Each boat has a unique color stripe from stem to stern between the gunwale and the wale. Each boat carried a waif, which is a short spear, with a flag of matching color. This was stabbed into the killed whale to identify the crew whose take it was.

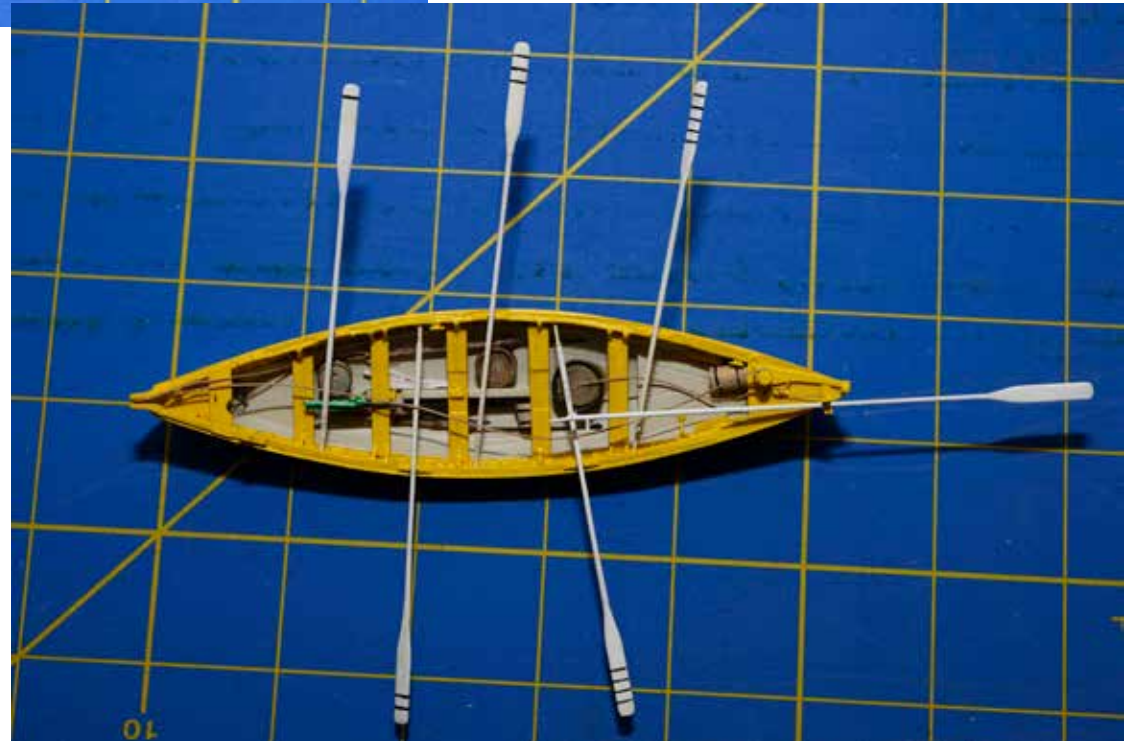
I have cleaned up the ship, dressed all the footropes and adjusted the rope coils on the belaying pins. All in all she looks ship shape. Now I will attach all the hardware and rigging associated with the davits and put the completed whaleboats on the ship.

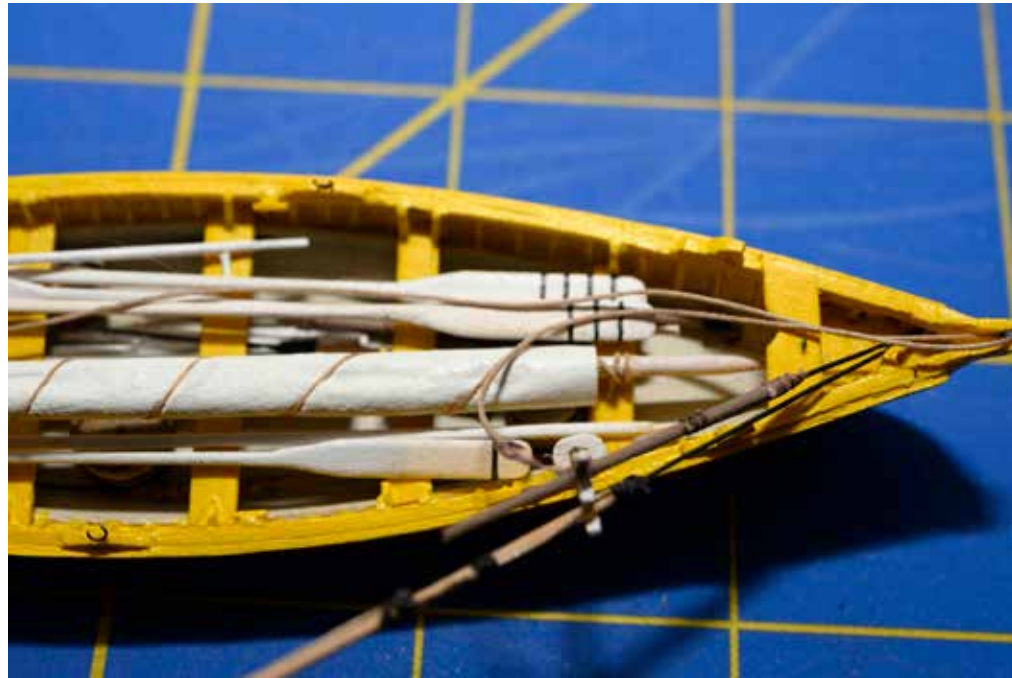
Beyond that I have to rig 2 flags. One is the company flag of the owners of the ship and one is a US flag. I was able to find a scale US flag with 30 stars (circa 1861) from a little shop called Loyalhanna Dockyard in Bergen, New York. These guys are a super source for all kinds of esoteric flags if anyone is looking for one.

Next report she will be complete."

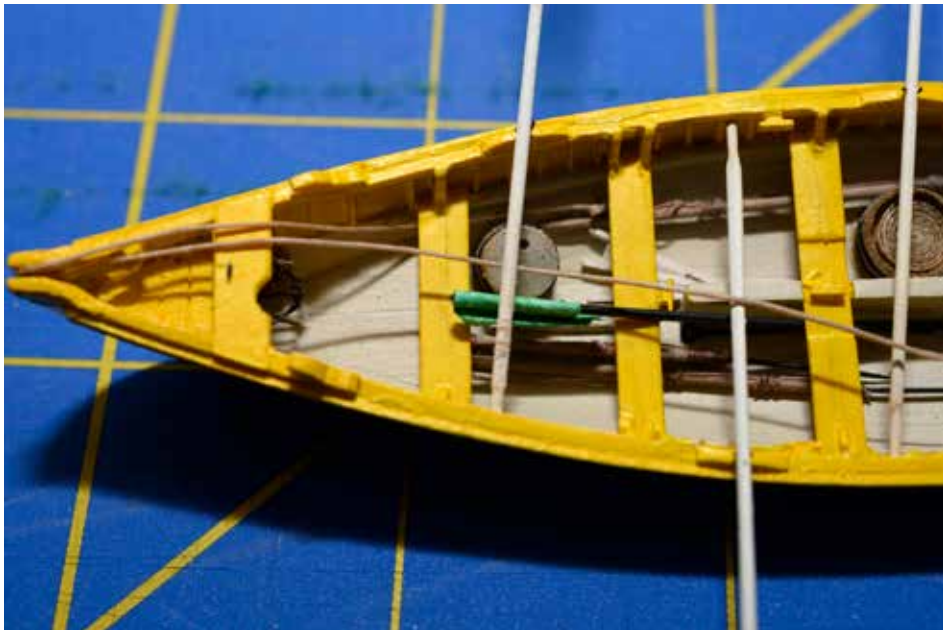


Photos from Steve





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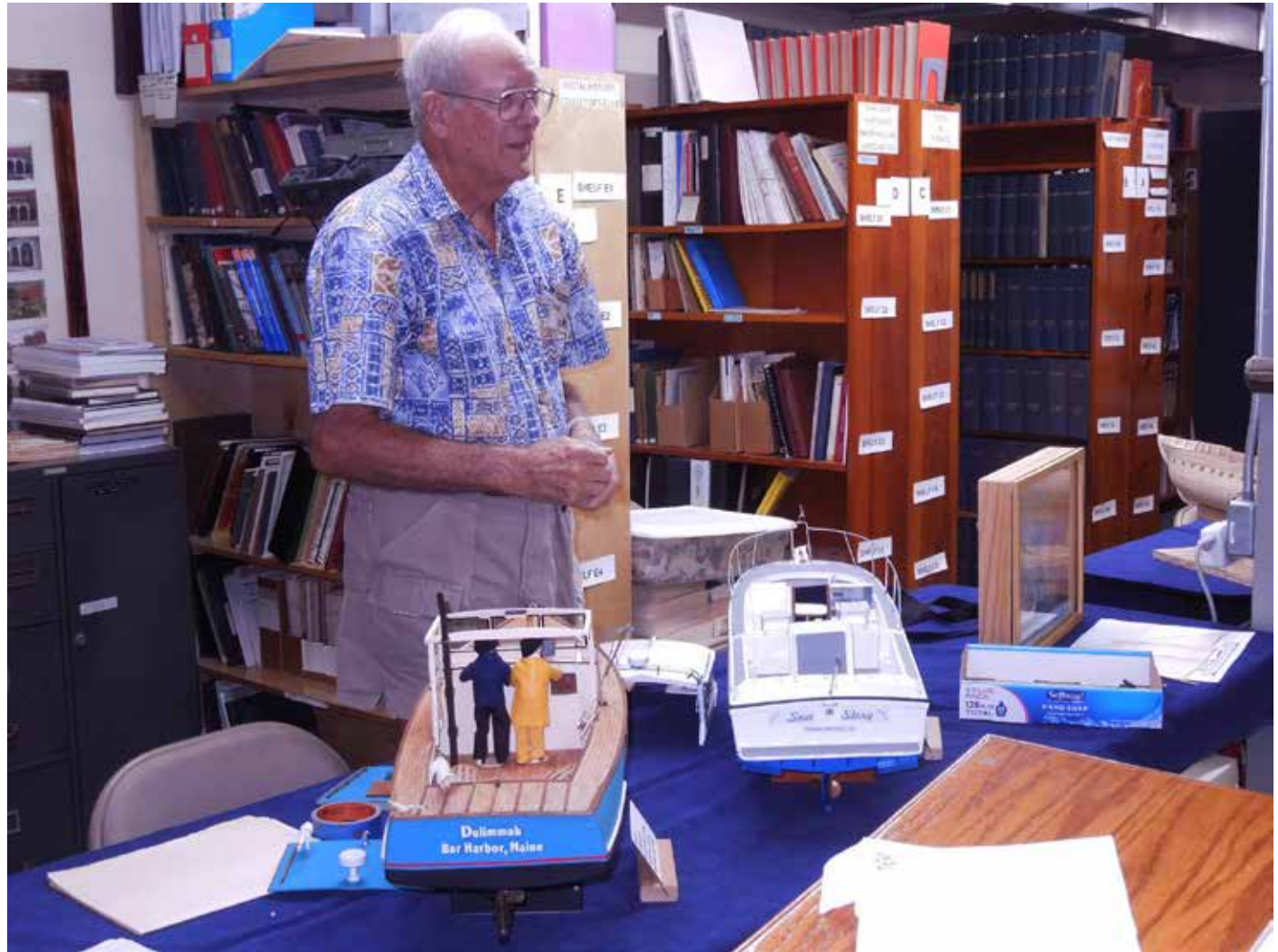
Howard Howe: "After **George Hecht** brought in his lobster boat model last month, I decided to bring mine in again to determine why they looked different. Upon checking my records, I discovered that I had the plans for both MIDWEST lobster boat models. His was Kit No. 953 1/86 scale 1/16 and mine was Kit No. 964 1/93 scale 1/12.

In 2007, I decided to make a model of our 1993 28' Albin named *Sea Story*. The Albin is built in New England and the hull is based on the lobster boat hull design. So, I ordered the MIDWEST Boothbay Lobster boat kit. By taking measurements of our boat that was sitting on our lift and scaling to 1/12, I was able to complete my first semi scratch-built model.

After taking a trip to Bar Harbor Maine in 2012 and seeing a lobster boat named *Delimmah* (miss spelled), I got inspired to complete the kit which I did with the appropriate paint color and name!

In 2013, I attended my first TB-SMS meeting and brought my Albin model in for display. At the meetings I met **Paul Anderson** (still a member, but lives in Lake Mary), who introduced me to RC boating.

This inspired me to convert my models for RC use and join the Suncoast Model Boat Club for bi-monthly model boat operations at Seminole Park. So, my fleet continues to expand!"





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Howard adds: "Army Tugboat ST479 *Tiger* has been recently moved from the entrance to Lake Beresford back into the St. Johns River while the search for her permanent home continues. Lake Beresford where she was born in 1944 now has EPA concerns due to the potential for damage to foliage/river bottom! Other sites being considered are on the St Johns River and Lake Monroe Park. It's a challenge, but Dan Friend and crew are determined to complete the mission!"

Photo sent by Howard





Brad Murray: "The whimsical whirli-whale, a.k.a. the anachronistic anemometer, functions to give wind speed and direction, only not in a digital or analogue format. You need to look out the window.

Before the teeth could be set the inner surfaces of the mouth needed to be painted and the teeth, being raw fiberglass, clear coated. Three coats of oil-based sanding sealer not only seals the fiberglass but simulates the look of ivory. With these steps done the lower jaw can be glued back on and the shaping and finish sanding tended to.

At the tail end refining the flukes meant removing wood until they balanced as any propeller should, then sanded smooth. The flukes spin on an 1/8" bronze rod with a greased brass tube bushing between rod and wood."



All images from Brad



All images from Brad



Guy Hancock: "I showed a mostly complete Capt. John Smith's shallop on the mounting board. I did not like the harsh contrast between the bright white sails and my black stitching, and finally got up the nerve to try airbrushing them with a light yellow/tan color. I think it makes them look more realistic. I used acrylic paints, diluted with Flow (improves flow, delays drying rate).

The remaining task is to coil the halyards and sheets, which is more difficult with the synthetic line. I'll wet them, coil and clamp, then paint with white glue.

I intended to spray adhesive on the base and stick the maps, but I worried I would be unable to position them exactly. I thought of taping one edge, but the tape pulled the paper on a test strip so I just used brass pins to nail them down. The other wood parts for the case need to be painted.

I am attempting to make a scale figure of Capt. Smith to put on the base for scale. Using Sculpy (Polymer) clay over a paper clip wire form, is slow going so far. Depending on how it turns out I might look for a figure I can purchase."





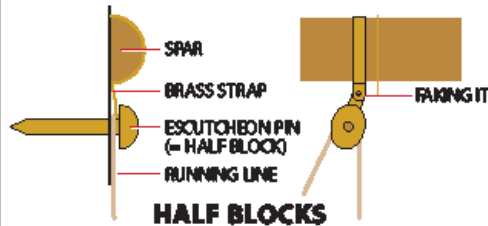
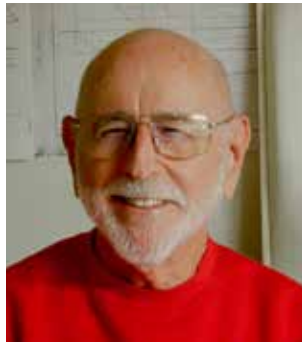
Irwin Schuster (Sec/Ed):

The Annie of Cedar Key progresses toward mounting of the half-spars, the fittings and her sparse rigging. At this meeting, the hull was attached to the stepped field, and the shadow box case shown, glazed. Aside, in a tray, were the anchor, pelican, tiller and post, winch, water barrel, oars, helmsman and running light.

The cabin and hatch, with piled net are already mounted to the deck. I plan to use brass escutcheon pins for **half-blocks**. I will ovalize them and paint brown. The pin shaft itself, will be the mount into the field panel, and that shaft will serve as the hidden sheave, as well.

The problem testing my patience now, is half-hoops. They are about 1/4" dia. x 0.02 x 0.04", and I tried every species of wood I have, with no good result. They defy the glued-up shaving technique. I tried shim brass, and it will do for Plan B. So far, Publix clear, clamshell food tray tops is the winning material. I slit 0.04" strips and wrapped them on a dowel. Heat from a hair dryer (as clearly, I have no other use for that implement), gets the plastic to set round. I plan to paint them, clip them into "C" shapes, then add oak graining.

Just kidding!





Research on *SS Mistletoe* and a treatise continues. As told, the only **UN**disputed information is her ownership, her draft and her route.

There are different claims on dates, dimensions, even one telling she was twin-screw. And, THAT was by the broker trying to find a buyer toward the end of her life, in a published ad!

The layout is done. It will be released in the form of a (.pdf) much like this ShLog, about 30 pages long.

As mentioned in the past, her length at various points in her career is claimed as 54' to 100'. Some of that is accounted for by actual restructuring, and some by poor estimates or extravagant exaggeration.

Scaling of the few side images sorts it out to some extent, but official records don't agree. Are we gonna believe the government or our own eyes?

The research has turned up interesting paths. Another day. . .



Source: Cowart History Center

S.S. Mistletoe

This packet, owned by John Savarese, ran from Tampa to Sarasota carrying goods and passengers. She was a significant actor in local development.

The screw steamer *Mistletoe* is masked in a mist of mystery. Partly because there is little documented information on her... But more, that what we have, is so often contradicted by equally credible sources!

An informal treatise by Irwin N. Schuster
Assembled in content collection by R. Fairlie Drinkley



Length/Size of SS Mistletoe:
There is a variety of measurements to describe length of a ship: Overall (LOA - OAL), Length on Deck, Waterline Length and Length of Keel, to name most. Spared Length is another, but is not applicable to most pure steamers. This can account for some of the statement variations.

Along with length, a number of beams (breadths) are told. Of that dimension and its variations, there is no documentation by plans, only recorded statements alongside lengths that are otherwise contradicted.

The single dimension we can be pretty sure of is draft (depth below the waterline). According to historical statements, the waters she plied were about 5 feet at mean low tide, after they were dredged and allowed her scheduled runs. Most official records say 4+ feet. She could not be significantly more or she risked grounding. That likely happened at any rate.

There is no statement found, that tells of her going "outside" the island chain, but it seems likely, in decent conditions, if the tides were against holding to her schedule.

While no construction plans have been located, there are these good (if low resolution), photos of her that show her elevation - side view, which can be scaled to determine her length.

The simple mathematical method I used, was to measure the length on deck and the height from sheer line to the underside of the upper deck. The earliest image, dated 1892 and showing no accommodations structure on the upper deck, works out to 76.6 feet. The second, showing a 5-window upper structure calculates to 73.3 feet, and the image with

what appears to be 7 windows aft, scales to 86 feet.

Finally, the illustration labeled, "Mistletoe 1905" (5-window upper structure), shows 89.9 feet by the same method. Close, but this drawing is not entirely trustworthy, in that it does not agree with photos in the sweep of the sheer forward. Generally, these correlate with descriptions of her lengthening, but not the 100 foot length so often repeated.

Apart from length, notice different stack heights and angles. That is not critical to this tale, but indicates that she experienced several revisions.

I choose to believe that 73 to 76 feet and 86 to 90 feet are within the margin of error, under the circumstances. While this is inexact due to the fuzzy images, the calculations do support statements [except for the 100'].

& FINALLY...



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Believe It Oar Knot!

Common Ship Prefixes

Between military and commercial vessels, prefixes serve the use of indicating the purpose of a ship. While not all countries use the same naming conventions, US and UK ships often use many of these prefixes to determine their origins. Many others have come into naval use. Some ship prefixes you may encounter are:

- Ammunition Ship – AE
- Anchor handling tug – AHT
- United States Navy oiler – AO
- Gasoline tanker – AOG
- Autonomous Spaceport Drone Ship – ASDS
- Car ferry – C/F
- Container ship or Cable ship – CS
- Fishing Vessel – FV
- Gas Turbine Ship – GTS
- Lifeboat – LB
- Motor Tanker – MT
- Motor Vessel/Motor Ship – MV/MS
- Motor Yacht – MY
- Nuclear Ship – NS
- Platform Supply Vessel – PSV
- Research Vessel – RV
- Royal Mail Ship – RMS
- Screw Steamship – SS
- Sailing Vessel – SV
- etc.

.....
There are about 93 prefixes for merchant vessels



A case source: "We specialize in high quality custom products to meet your fabrication needs. We fabricate Bend, Saw, Drill, Route, Join, Vacuum Forming Plastics Sheets, Rod, and Tubing.

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