

Ship's Log

\$12. DUES ARE LATE! TampaBayShipModelSociety

Meeting of February 27, 2024

TampaBayShipModelSociety.org

President 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, Mar. 26, 10:30 a.m.

This regular meeting was called to order by President and Treasurer, **Steve Sobieralski**, who reported the contents of our treasury.

To rehash, during the discussion of the election or retention of officers in January, **George Hecht** offered to take on the role of club Treasurer from **Steve Sobieralski**, who currently fills the offices of President and Treasurer. This offer was happily accepted by Steve, and George was duly elected as new club Treasurer. It is Steve's intent to turn over the office officially to George at the March meeting, when, hopefully, all the dues checks made out to Steve, will be in. Membership stands at 32.

Guest, **Jack Conant**, introduced himself and signed on. Welcome aboard, to Jack. See details somewhere below.

George Hecht advised on the Pelikan Club Swap Meet taking place on Saturday, 3/23/24, 9: to 2: in Clearwater.

Doug Hamilton reported on JaxCon 2/16 & 17, 2024; 129 modelers and around 600 models displayed.

Ed Brut reported on the IPMS Figure Show 3/16/24; AtlantaCon 24, Region 3 Regional Model Show & Contest.

Continental Navy Frigate USS *Confederacy* of 1779, a scratch effort by Charles Gravalesse, nearing completion.



SHOW & TELL



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Howard Howe: "Model Cases; Model boats on the hard need protection from dust and damage! So, I decided after building my first model of our Albin boat that I would fabricate an acrylic case that would be secure and easily accessible. Because of the 0.08" thickness and flexibility of the acrylic, I used 3/4" oak trim quarter-round for the edge joints that I cut 1/4" deep slots in, using my table saw.

With careful alignment and sequence of assembly, I bonded the acrylic in the oak trim using clear J-B weld with a 5-minute set time! The bottom 1/4" of the acrylic on the sides, front, & back of the case is exposed to fit into a wood base. I have been able to get the acrylic cut to my plan size at Lowe's.

After selecting the wood for the base, I cut matching slots in it for the acrylic to sit in. I drilled and attached lifting handles to the case sides using the oak trim, and on some cases I added a latch to the base in case a cat wanted to lie on top of the case! (See Photo 1a & 1b)



Photos from Howard





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As my fleet of RC boats grew, I started stacking my boat models like the *Coast Guard* on a shelf with a removable case and the *Buttercup* tow boat accessible underneath on a shelf that the acrylic sheet on the front slides out for access.

These also have back-ground scenes that my wife painted. (See Photo 2) The Army Tug boats and the Shrimp boat are on shelves in a cabinet I built. These have only a front sheet of acrylic that flexes enough to seat in top and bottom cut slots on a board that is attached to the adjustable shelf edges. (See Photo 3)

The *Springer* Tug boat and the Lobster boat both have cases that require their removal for access to the models. The Lobster boat has its trap deployed in the case, but so far, no lobsters! (See Photo 4)

Recently I made a 3-sided case for the Grand Banks model and set it up on the top shelf of the book case under my wife's picture board. I cut slots in the shelf board for the case to seat in place. Her daughter has promised to do a nautical background painting for me. (See Photo 5)

Photos from Howard





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Charlie Gravalesse: "So, coming down the home stretch on my *Confederacy* of 1779. Over the past few months, I have been working on the forecastle and quarterdeck. Items completed include installation of decking, cap rails, pin rails, hatch coamings, gangways, ladders and all support columns.

I'm currently finishing up work on the 8 - 6 pounder cannon to be installed on the quarterdeck and forecastle. The carriages are constructed of Applewood and the cannon barrels are turned from European Boxwood.

These and gun ports are the only painted parts on the entire model. The next area of work is completion of the head details beginning with final carving and installing the figurehead. Once that is done, I can then finish the remaining details of the bow area, railings, bowsprit installation and rigging details."



Photo from Charlie





Ed Brut: "Report on the Atlanta Military Figure Show of Feb 9th thru 11th, 2024. It is no secret I like scale models, models of any type, ships, planes, autos, spaceships, sci-fi or figures. I appreciate the artwork. I have attended the Atlanta show off and on since 1983, where I won a gold medal for beginners for a 75mm figure of King Arthur.

This set the hook and I have found much enjoyment in attending this show of miniatures. This year's show was no exception with displays of about 150 figures from all types. The best of show went to a flat of Mary Tudor. A flat is a figure in two dimensions like painting a portrait but with some dimensional relief in the third dimension. Shadows and highlights are painted to give the figure depth.

Naval figures were scarce; a bust of Nelson, a few Vikings, pirates and such. Pictured is the Mary Tudor, an original sculpture of a Pirate and Mermaid, a Blackbeard flat bust and the British Naval admiral Nelson."



Photos from Ed





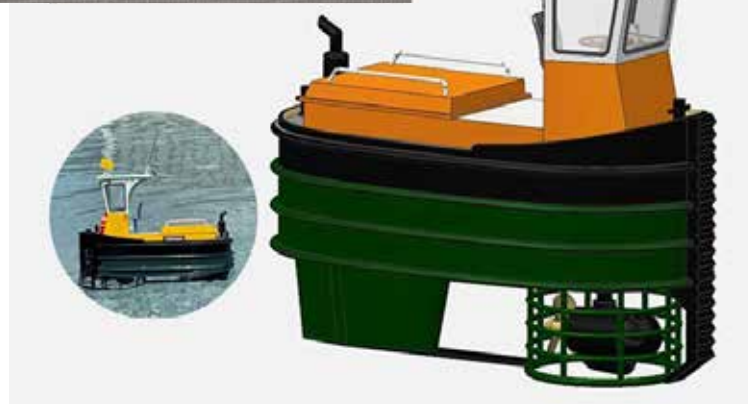
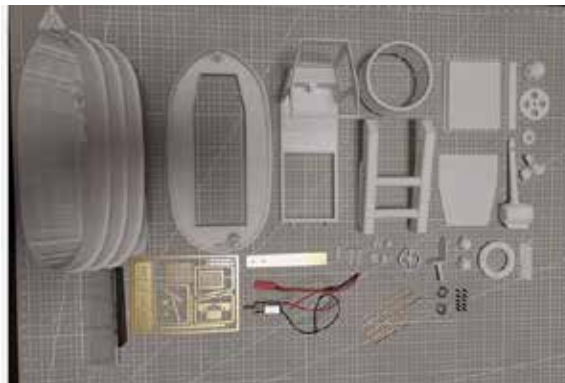
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George Hecht: "I saw an ad for this (190MM - 1/18 M8 R/C Logger) on-line. Had to come from China. I figured OK, Why Not?"

The model is computer printed and it was a damn nice job! Only problem – half the parts were missing! Since all the big bits were there, I thought, Why Not?

The model went together nicely. Only problem was that no glue I could find would hold it together! 5-Minute Epoxy finally worked. The only bit missing that was really needed was the propeller. I figured the Chinese got a good laugh on that one. **Ed Brut** came to the rescue with one that worked. R/C set up comes next. Stay tuned."



Most of these images are from the www, and shown for promotional purposes.





Vic Lehner: "I have finished the *Le Gros Ventre* a French naval Gabare, of 1766-1779. Attached are a few pictures of the end result. The figures on board are 1/4 scale (35mm), made of pewter and painted to colors of the time period that I looked up on the internet.

They were added to show dimensional comparison of various items on the ship as well add some color. The standing rigging line used was some Morope I had left over from other projects and the running rigging came from Syren.

I am now refinishing the base to hold it and a case for it has been ordered and hopefully will be shipped next week.



Le Gros Ventre

Photos from Victor



Le Gros Ventre
(Most excellent) photos from Victor





Victor Lehner: "The attached drawing is the display case I ordered. It is mahogany, 48" L, 20" W, 38" H. The stand is 36" H, the legs are tapered and it has a drawer. The top of the case has a crown molding effect, and all fasteners and instructions were included. It does not include the glazing. It is custom made to your choice of design and the type of wood. The stand is optional (I order mine with the stands so all woods match). I can finish or not (I do my own finishing). This is the 6th case Bill has made for me, and I have had no problems with any of them. I recommend him. Cases are well made with a lot of joinery. But allow plenty of time for him to build it. This one took two months. His business is: Houston Display Furniture/Custom Displays 4215 Lakewood Dr., Missouri, TX 77459, 832-640-0334 williamboyd@comcast.net

I do know if he has a catalog. If I need a case, I call Bill and explain to him exactly what I want. He then draws up the plans and sends me a drawing of my case about a week later, and before he starts making it, I request any changes I might want to make and give final approval. The illustration I sent is the first draft.

After the case is built, he sends another picture of my case finished and assembled in his shop, and shipping information. The case arrives unassembled ready for staining and finishing (he will stain and finish it for you if you request).

I have received the current kits but have not assembled them. I use acrylic for glazing.

The photo is a case Mr. Boyd built for me. It is also the largest one I have of his; 81" H x 58" L x 27" W. and with acrylic weighs over well over 100lbs. The back has a removable panel. It is Mahogany, with a neutral stain and varnish."



Images from Victor





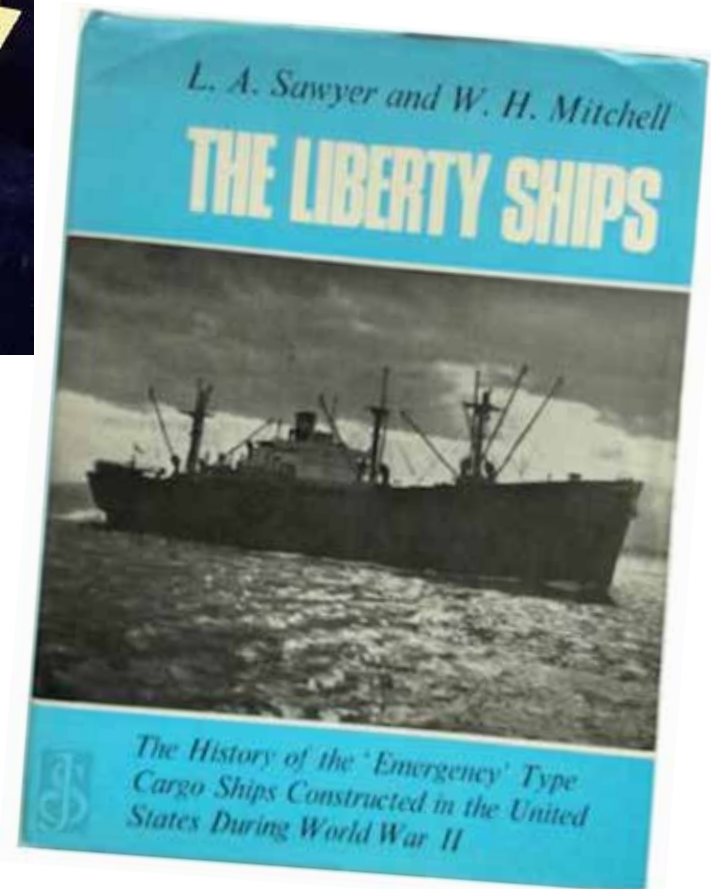
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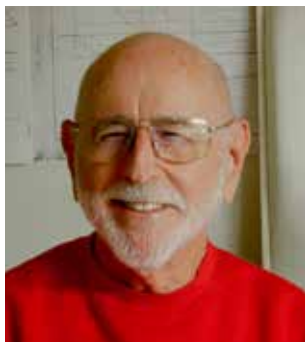
Guy Hancock: "I visited Book Rescuer's store (10410 - 66th St. #6 Pinellas Park), and got a book on WWII Liberty ships (The Liberty Ships, The History of the Emergency Type Cargo Ships Constructed in the United States During the Second World War, By Leonard Arthur Sawyer & William Harry Mitchell; 1985)

The book has some interesting history about the state of US shipping and how a commission was formed to help stimulate shipbuilding, long before the war. The pace of building ramped up further after the US entered the war. The first ship took 253 days to build but that pace rapidly increased, and one ship went from keel to completed in 10 days. It is only about 30 pages of history and the rest of the book is lists of Liberty Ships, where they were built, and their fate, if known.

My dad came home from Europe on a Liberty Ship but I do not know which one. The book was added to the club library.

I showed the 1/64 Model Shipways *Sultana's* solid hull which is mostly pared down so that the topsides can be planked, following the directions in Chuck Passaro's practicum. I used gesso for filler but it is hard stuff to sand, so spackling will be used for the next steps. I also showed a ship's boat that was included in the *Sultana* kit. I built one some years ago, a kit by itself, and I am trying to do a better job this time. I used file folder cardboard to make the ribs, and I don't remember how I made the grating. I have better tools and better wood for this next attempt."





Irwin Schuster (Sec/Ed): The Florida Maritime Museum in Cortez acquired an eroded dugout which was scanned and documented.

Wednesday, after the meeting I learned something big, as follows; *"Governor's House Library (U of F) October 9, 2023. Back in 2022, we de-accessioned and transferred a Seminole dugout canoe to the Florida Maritime Museum in Cortez, Florida. The dugout was made on the Big Cypress Swamp Reservation in 1968 for the Historic St. Augustine Preservation Board, who used it for demonstration purposes in their living history museum. Today, the canoe continues its educational role as a museum display."* Wow. **1968.**

I have kids older than that! That was news, and downgrades my priority.

My point in bringing it was to show my technique for grabbing the hull to shape it. I extend the bow and stern and drill those extensions so as to be able to screw them to a baulk for clamping in a vise. I shape the outside, then invert it to scoop out the innards. In this case, I am using a Proxxon vibrating gouge.

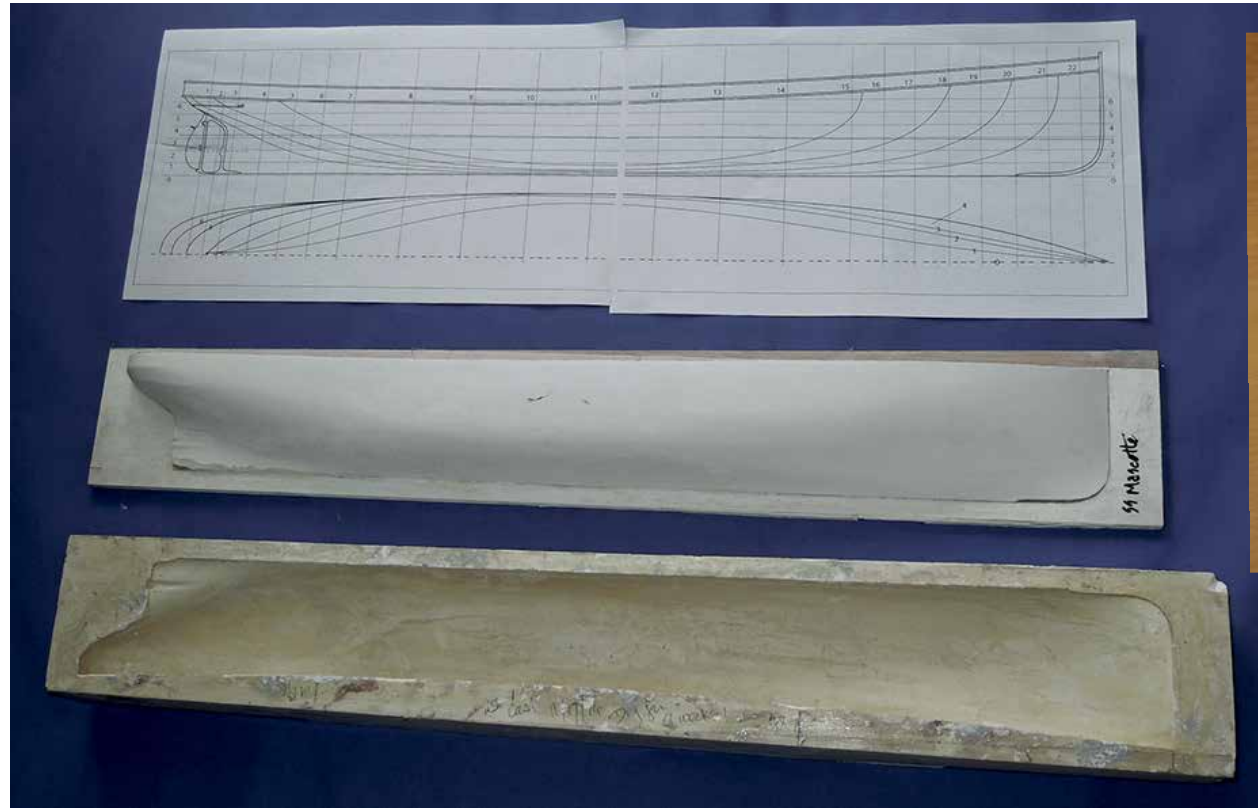




The second part of my pitch was to describe how I hope to fulfill a commission from UTampa – Henry Plant Museum, to duplicate a half-model of SS *Mascotte*, 1886. I had researched and built the first one in 2018. It is on display at the Bellevue Inn in Belleair.

I have a plaster mold in which to cast a new hull, files from which to have laser cut and engraved small parts, latex molds for ventilators and lifeboats, and the remaining half of the funnel I had turned and sawn. That is a bit less than the full half, so I added to the back and refinished it. I am hoping, with those jump-starts, to deliver by the end of May.

Models are 1/96. Ship was 207', hull is about 26.5" I truly dislike doing anything over again, but some things are worth the pain.



Above, my redraw of original shipyard hull plan, the 2017 foam pattern and the Plaster-of-Paris mold. At right, the 2024 Bondo casting, in the rough.





Brad Murray: "Getting the flukes to spin freely required a bit of fussing. A brass tube inside the flukes turns on a bronze rod with custom bronze washers. The 1/8" rod extends 1-3/4" into the body of the whale. It is a press or friction fit allowing the flukes to be removed for painting or repair.

The fussing had to do with getting the tolerances just right; no sloppiness or binding. Trial, error and a measure of luck saw the task accomplished.

Unlike a normal weather-vane the whirly whale will not sit atop a roof or cupola but on a bracket off our condo's porch. Only after the bracket task will I be able to enjoy knowing the direction and speed of the wind from my anachronistic anemometer.

Growing up on Nantucket the iconography of the Sperm whale was ubiquitous. It's the only image on the town seal and the mascot of all the high school teams. Before petroleum and electricity, the oil rendered from the sperm whale was prized for its quality and fueled lamps and lighthouses. The candles made from spermaceti burned brighter and longer, and never smoked. If it weren't for kerosene there might not be any whales left.





Fifty years ago, when I left university to become a carpenter my earliest mentor, a man my age now, mentioned how he was bedeviled with shaping the flukes of his whirly whale to function as a propeller. The realization of that task completes a circle begun long ago.

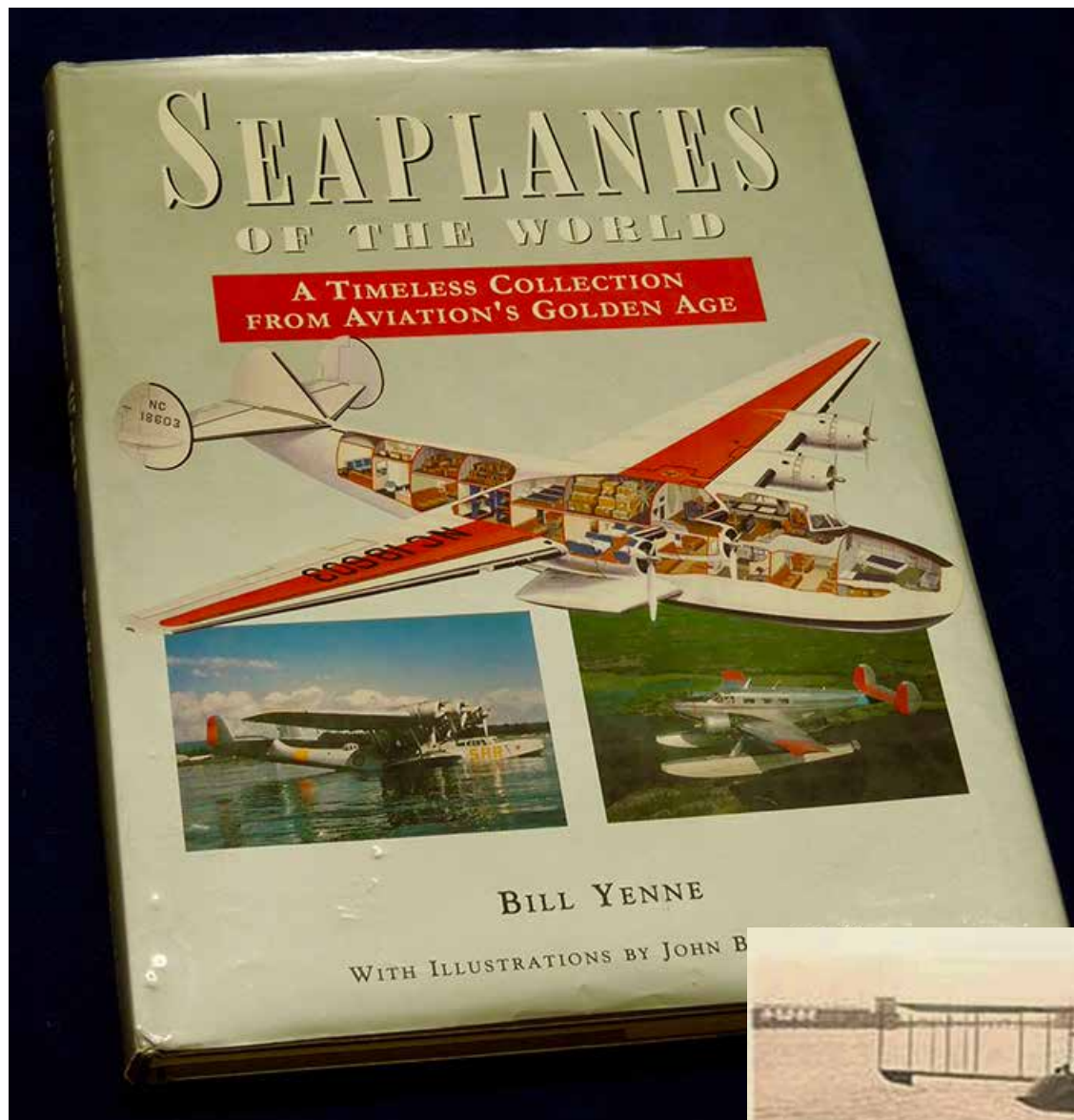
The book 'Seaplanes of the World' gives a nice thumbnail sketch of seaplanes and flying boats from the earliest till the jet age. Commercial, military and private planes are all represented. Each plane gets a page or two, some get three or four but one, the PBY Catalina, commands eight.

With over three thousand planes built it holds the record in what is a niche branch of aviation. The photographs and artwork; most color, some black and white, along with some history, anecdotes and specs, make for great browsing. At the previous meeting the 'Admirable' Brut presented his collection of planes that float.

By gifting him the book I've freed up space on our saggy shelves for a new acquisition. Win-win."

(Sec/Ed asked if Jannus-Benoist was included) "The Benoist XIV is certainly a local icon. Images and full-scale models pop up all over town. Considering its claim to being the first commercial service it was surprising it was not mentioned in the book.

Glenn Curtiss and his very similar craft made the cut. A little research revealed the reason the venture ended was the govt. subsidy ran out. Govt. subsidies and air travel, apparently go way back."





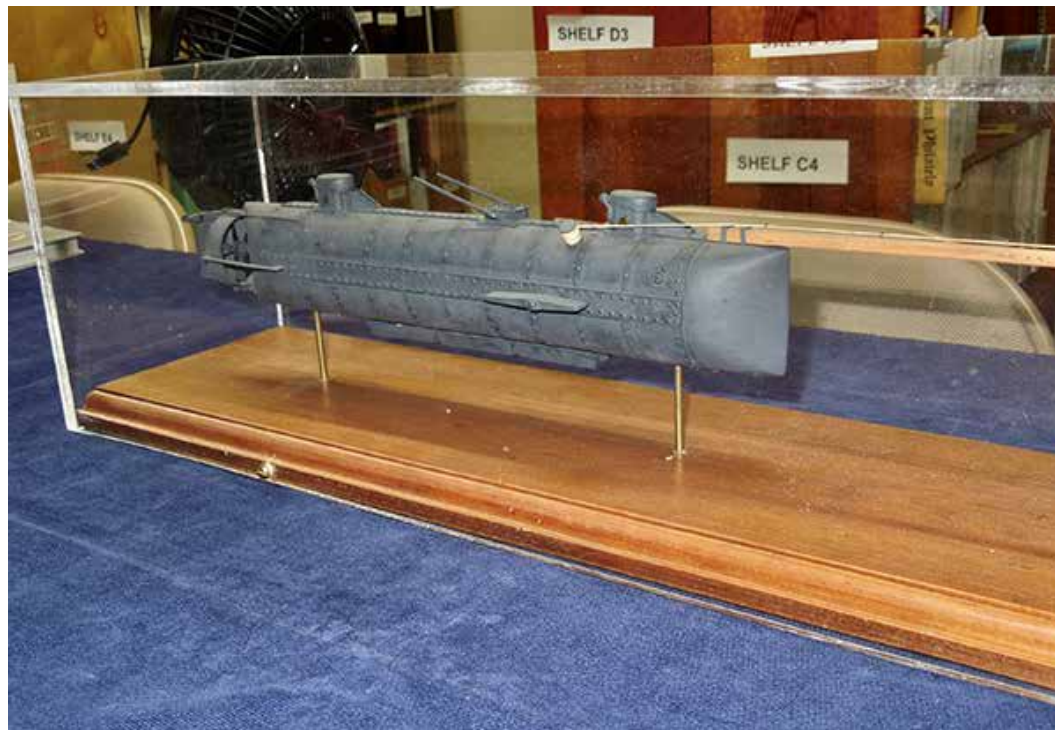
Doug Hamilton: "I brought the CSS *Hunley* to the 2/27 Meeting. This was to talk about cases and the *Hunley*!! I thought Howard's presentation on the case he had made was very interesting. Not only is Howard a great modeler, but his skills extend well into the realm of carpenteristic endeavors!! Bravo Zulu!!

The case that covers the *Hunley* is a simply five pieces of Plexiglas. To cut the pieces to size, I used a tile saw that utilizes water sprayed onto the blade. This gives a fairly clean cut. My thanks to everyone that offered suggestions into a hollow ground blade. I intend try one!! After I cut the pieces, I polished the edges using the Novus Polish System. Then, I used Tenex plastic adhesive assemble it.

I built the cover around the existing base to ensure a good fit. Small brass screws secure the cover. Drilling into the Plexi, I stepped the bit speed way down to eliminate melting and cracking.

The *Hunley* model is 1/32 scale or 54 MM and is produced by Cottage Industries. It was produced before the submarine was discovered and raised. Noted author Clive Cussler was instrumental in locating and recovering the craft. It's now at the Warren Latsch Conservation Center in the old Charleston Navy Yard undergoing restoration and conservation.

The *Hunley* is the first successful combat submarine, having sunk the USS *Housatonic* in the waters off Sullivans Island. After sinking the *Housatonic*, the *Hunley* vanished and was not found until 1995 less that 100 yards from the final resting place of the *Housatonic*. It also holds the distinction of killing every crew (3) that took her to sea, including its namesake Horace *Hunley* himself. It's an interesting story, one that I've spent many hours researching to understand how it operated. The model is based on the Conrad Wise Chapman painting that was produced from memory over 20 years after he saw the *Hunley*.





This led to errors on some of the features found on the model.

We now know the spar torpedo wasn't mounted to the top of the hull, as depicted on the model. The torpedo was attached to a system that was mounted under the hull and had an upper control arm that was used to affect the depth of the torpedo. The torpedo was also a field expedient modification, as the original plan called for the torpedo to be towed behind the *Hunley*. The *ship* was to submerge under the keel of the vessel being attacked. Once clear it was to surface and tow the torpedo into the far side of the vessel, detonating on the opposite side from where the sub now moved away from the vessel. Due to water depth in and around the area of operation, the spar concept was developed, and proved to be the undoing of the valiant crew. The kit has since been re-released with updated and modified form, to reflect the finds made during conservation.

I built the model almost 25 years ago. It's cast in resin and the kit contains about 25-30 parts. The castings are nicely done, and assembly was fairly easy. Epoxy and superglue were used to assemble the kit and epoxy was used to simulate the period glass found in the two conning towers.

I painted the model with Floquil Weathered Black, then used black artist oils for shadow detail. Highlights were added using oils in a lighter gray range. Further paint details were added with Testors Jet Exhaust to give a metallic appearance to the various parts. The model was attached to a simple Pine base with two brass rods to keep the keel from contacting the wood. I made the cover shortly after the model was completed.





Larry Amato: Larry displayed a very complete instruction booklet for a Heller HMS *Victory* kit.



New Member Jack Conant: "Thank you and all the members for the warm welcome I received at yesterday's meeting. It is always a pleasure to meet people of similar interests and I am especially grateful to Charlie (Gravalesse) for bringing me along. I have paid the modest fee to join and expect to attend more meetings in the future.

I explained that I really have two hobbies. I have, and continue to work on each winter, an HO scale model railroad in my garage here in Venice. It is the fictitious town of Chesterville, Vermont, set in the 50's and 60's. However, we go up to our home in Connecticut for the summer and that is where I build my plastic boat models. I try and build one each summer to bring back to Florida, so the plastic kits suit my desire to complete one each summer.

I brought along the model of the NYC fireboat / tug named the *Joseph E. Petit*. One of the things that struck me about others who presented was that they knew a lot about both the model and the history of the boat they modeled. I realized that I was woefully unprepared for an in-depth presentation and, in fact didn't even know the scale. Shame on me!

So here goes. It is a Lindberg model in 1:72 scale. I went to both Google and Wikipedia and could find no information on the actual boat other than the fact that similar fire-boats had 4 high-pressure water cannons. Not sure if *Petit* is just a made-up name or not. Maybe someone else could shed some light on it.

I did talk a bit about the painting. Because my eyesight and hand-eye coordination have deteriorated over the years, I find hand-painting straight lines impossible. As a result, other than small detail parts, I mostly spray paint. I do have an airbrush but the small cans of Testors paint work great. This requires many steps of masking but I find the results quite satisfying. I begin with the Tamiya masking tape of various widths for the fine edges and then cover the rest with regular blue painter's tape. Minimal touch up is required if I take time with the masking.

So that's it. I look forward to next month's meeting."



Photo at left, from Jack

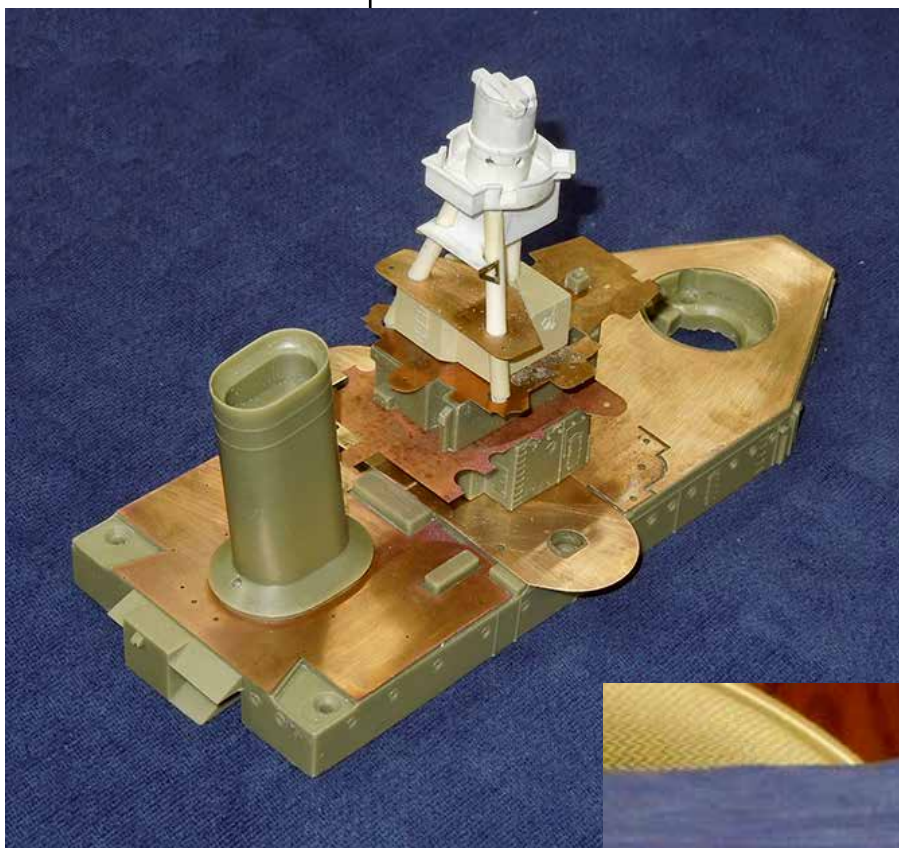


Skipper Steve Sobieralski:

"USS *Indianapolis*; I brought in some work in progress, the forward superstructure of the WWII era cruiser USS *Indianapolis*. The model is being constructed from a kit by Tehnoart, a now defunct Latvian company responsible for most of the ship models once offered by Fineart Models (<https://fineartmodels.com>).

For a short period of time Tehnoart offered kit versions of several of the ships in Fineart's catalog.

The kit of the *Indianapolis* is in 1/192 scale and is a multi-media offering with the major components being cast resin and fittings provided in resin, cast brass, turned brass, and photo etched brass. The kit is very well detailed, but as with many limited run kits (only 14 of these were supposedly produced) assembly can be problematic with much trimming and fitting required.



As built from the kit, the model would represent the ship as she appeared from December 1944 to July 1945. For several reasons, mostly because the paint scheme she wore was more interesting, I want to show her as she appeared from May to December 1944. This will require some modifications as shown by the scratch built forward fire control structure above the bridge.



Stuff



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TBSMS was contacted by a gent named Gerard Gendron, with an unusual artifact; imposing, but not complete.

I gave this one no chance, but immediately, **Larry Sperling** of Naples spoke up for it, saying he had worked on several similar!



Photos from Mr. Gendron



Name

GERARD GENDRON

Email

[REDACTED]

Comment or Message

I'm in possession of an lowa class scale model battleship hand made out of brass for which in trying to find a home. My father in law made it and we simply don't have any room for it. It needs some finishing work. I can send pictures and Moorer specifications. Would any of your members be interested?

& FINALLY...



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Believe It Oar Knot!



Working on itty-bitty parts, I fail to realize the life-size scale of the REAL THING. Look at the size of that boom! Consider for a moment, how it got made and muscled around the yard, then brought aboard, positioned and mounted. That was work. Think about stepping the masts!



If you are seeking a subject to model that has not been done before, these seem likely bets.

THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, the Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include Virtual Workshops, ship modeling seminars, NRG products and juried model competitions, which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.

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