

Ship's Log

\$12. DUES ARE LATE! TampaBayShipModelSociety

Meeting of March 26, 2024

TampaBayShipModelSociety.org

This regular meeting was called to order by President **Steve Sobieralski**, who reported the contents of our treasury and turned the books over to **George Hecht** who will serve as Treasurer, going forward.

George then described the Pelikan Club Swap Meet that took place on Saturday, 3/23/24, in Clearwater.

Earlier in this day, the Francis Scott Key Bridge in Baltimore had sustained an allision with the 984 ft. container ship Maersk / Synergy Marine / Dali, and the crew discussed that for a time. The ship was on the Patapsco River, leaving for Sri Lanka about 1:30 am, with pilots aboard. It appears that there was mechanical failure. Data recorders should flesh out the tragic story.

Yes, lads, an allision. It is an arcane term going back to when words meant things; when something moving bumps into something stationary. It is specifically a nautical term, is why we don't see or hear it much. And, it's also why your Sec/Ed feels justified in making the pedantic point in this here digital fish-wrapper.

Charlie Gravalesse rose to speak on an earlier suggestion by **Brad Murray**, that we change our lunch spot to the nearby *Museum of the American Arts and Crafts Movement*. A vote was taken, and the crew decided to give it a try. We lunched. It was satisfactory, and we shall see what the future holds.

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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, April 23, 10:30 a.m.



Skipper **Steve Sobieralski's** PBJ-1H in 1/32 scale, built from a kit by HONG KONG MODELS and modified with a PBJ-1H conversion kit which provided the wing-tip radar pod and other details.

SHOW & TELL



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Captain Howard Howe:

Barbara-Lee Paddle Boat. "The St Johns Rivership Company located in Sanford, FL on Lake Monroe owns a Paddle Boat name *Barbara-Lee*. They offer lunch and dinner cruises on the St. Johns River. The cruise starts from the marina on Lake Monroe and goes up into the St. Johns River for about a 3 hour round trip cruise.

The *Barbara-Lee* is an old remodeled steam-powered stern-wheeler from the gulf coast that was built in 1986 and refurbished to a dining cruise ship in 2012. It can accommodate up to 194 guests. It is now diesel powered and the 2 paddle wheels operate independently which makes steering easier. She is 105' long with a 30' beam. The Wyatt family recently became the third owner of the business. To make a model of *Barbara-Lee*, I recently purchased the MODEL SHIPWAYS MS2190



Live photos from Howard





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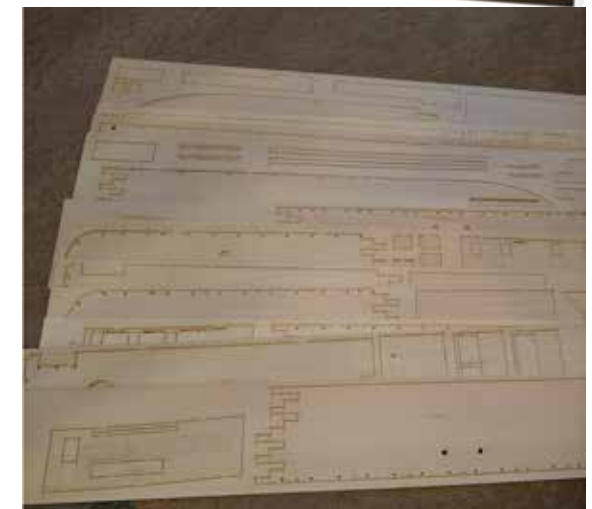
Chaperon kit 1/48 scale wooden model to use for the hull, paddle wheels and other parts. The *Chaperon* model is 34.5" x 7.5". *Barbara-Lee* model with a shorter length but same beam and will be 26.25" x 7.5". I can shorten the keel on the model and keep the same beam! The upper structure is totally different and will be my scratch build challenge. Not sure if I will make her RC capability yet due to the low free board challenge!

My crew and I (four of us), are planning a luncheon cruise in April, so I can gather more details about their boat that will assist me in making a model of *Barbara-Lee*. The last time I was in Sanford, I was 4 or 5 years old. My parents took me to the zoo and I got my finger bitten trying to feed a monkey through the cage opening! Ouch!

P.S. *Restless*, the Grand Bank model, passed her sea trial on the big pond!"



Kit photos from WWW



Action photo from Howard



Charlie Gravalesse:

"DUPLICATING "DO-HICKEY" aka "CLONING MACHINE."

"As discussed at the meeting, this device is available from a company named PSI WOODWORKING in PA. The duplicator is designed to work with small lathes and is available to fit several small lathe manufacturers such as Sherline and others. If one wants to turn their own cannon it is indispensable.

The biggest benefit is that you can quickly turn out accurately scaled model cannon that are all virtually the same. The big drawback is that it does take some time to get the setup right. The challenge here is adjusting for depth of cut. There are many small adjustments that need to be made by trial and error, and the instructions provided for doing so are not the best.

So, there is a learning curve to using it. There is a video for setup and use on You Tube which I found very helpful. The wood I used for my cannon is Boxwood, although many types of "hardwood" will work equally well. Caution, the actual cutting step must be carried out





with a very gentle touch. Do not force the cutter into the stock. The finished turnings are then painted with black enamel and then gently rubbed with fine steel wool to give the cannon an eggshell sheen. The first step is to make a cannon profile template from flat sheet brass.

The template which replicates the outer profile of the cannon is relatively easy to make using rotary cutting disks and various fine needle files.

One important lesson I learned is to turn more cannon than required for the model you are building because once you tear down the lathe setup it will be extremely difficult and time consuming to get the exact same setup established a second time. I needed 28, 12-pounder cannon but ended up making 34. This was due to breakage and loss by attrition later in the process. After the entire cannon building process was completed, I ended up with two, extra. But that's okay. Better to have more than to restart the whole setup procedure. I will be happy to consult with anyone willing to attack it.

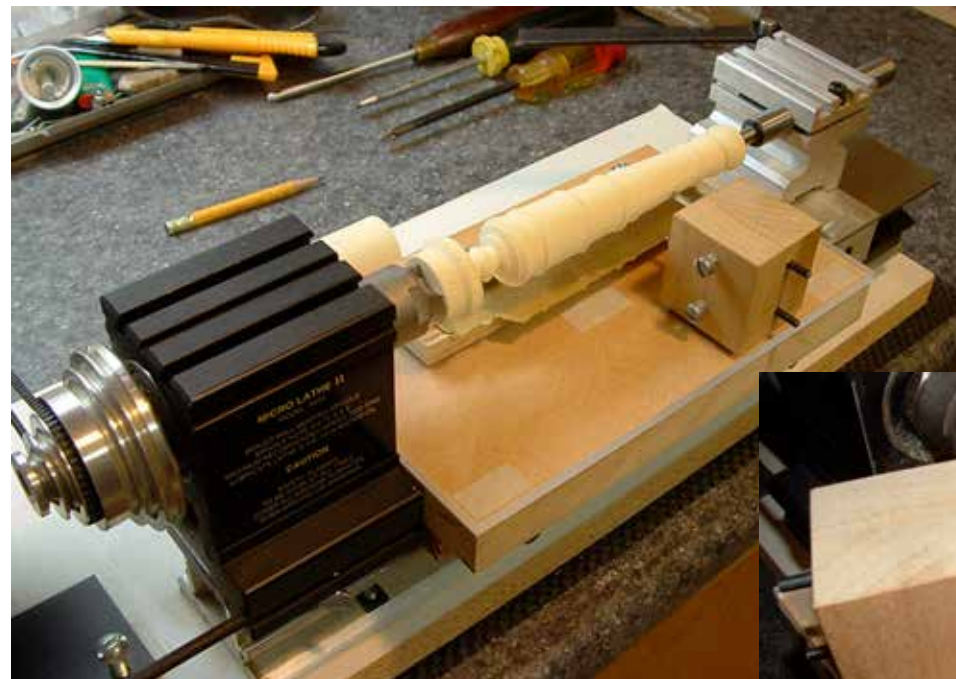
One might ask, why not just buy pre-made cannon barrels? Good question. I just enjoy the challenge."

(Sec/Ed) Lads, the principle is simple, and you can make your own. See the "Super-Duper."



Above photos from Charlie

At right is the **"Super-Duper,"** in principle, by Ron Ginger of ME. It is shown here, as made for a TAIG lathe, by your Sec/Ed, in 2008. Basically, a fully manual duplicator, with a feeler running against a flat template, and a cutter, on center. The cutter-feeler block is loose. As Charlie says, be gentle and let the tools do their job. The TAIG is a powerful little beast, with accessories for wood and metal, here turning high density polyurethane foam.





Doug Hamilton: "I had three models on display at the 26 March meeting. All three are in 1/600 scale and are from THOROUGHbred MINIATURES. THOROUGHbred has a large line of Civil War era models that are primarily used by gamers, but also modelers.

The kits contain a small number of parts, many are only the upper hull and a funnel. A few also had spar torpedoes, davits, or other small details depending on the vessel. I look at them as exercises in painting and finishing. Assembly for two parts takes only minutes then the rest is paint.

Extra details can be added if desired but the small scale precludes lots of detail and I've found that .05 stainless steel suture wire to be ideal for rigging the funnels. Beyond that not much else is needed for a decent representation.

For presentation I like to mount them on small, shallow wooden bases. I hog out the water area to about 3/8 of the thickness of the base. I leave a small island in the center to support the ship. I found if this isn't done the ship will eventually sink into the water medium.



CSS Chicora

CSS Charleston

CSS Tennessee



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I coat the entire base with sanding sealer to prevent excess moisture to affect the wood. When dry I paint the bottom of the water area with something that suggests depth. I use the product Realistic Water by WOODLAND SCENICS, which is poured into the water cavity. I'll try to do the water pour in two stages. There is some shrinkage with the water, so if a shallow top pour needed to level out the surface with the surface of the wood, I mount the model to the island

The three ships present were the *CSS Tennessee*. This one isn't painted correctly and evidenced by the larger *Tennessee* I recently completed. The casement is painted black, when it should have been in light gray/blue. I didn't have any references when I built it, and must plead ignorance when discussing color!! Oops!!

The second ship is the *CSS Chicora*. *Chicora* was the second ship in the three ironclad fleet built to protect Charleston SC. These three boats were financed by Ladies Auxiliary organizations in and around the Charleston area and were known as "Ladies Gunboats".

I had read someplace that the front and aft of the casement were painted light blue as an identification method. I've never found that information in any other source I've looked at, so I can't confirm *Chicora* had the ends so painted. I think it looks cool, but historically. ...!! The jury is still out. I built a larger scale model of *Chicora* and didn't paint the ends!!

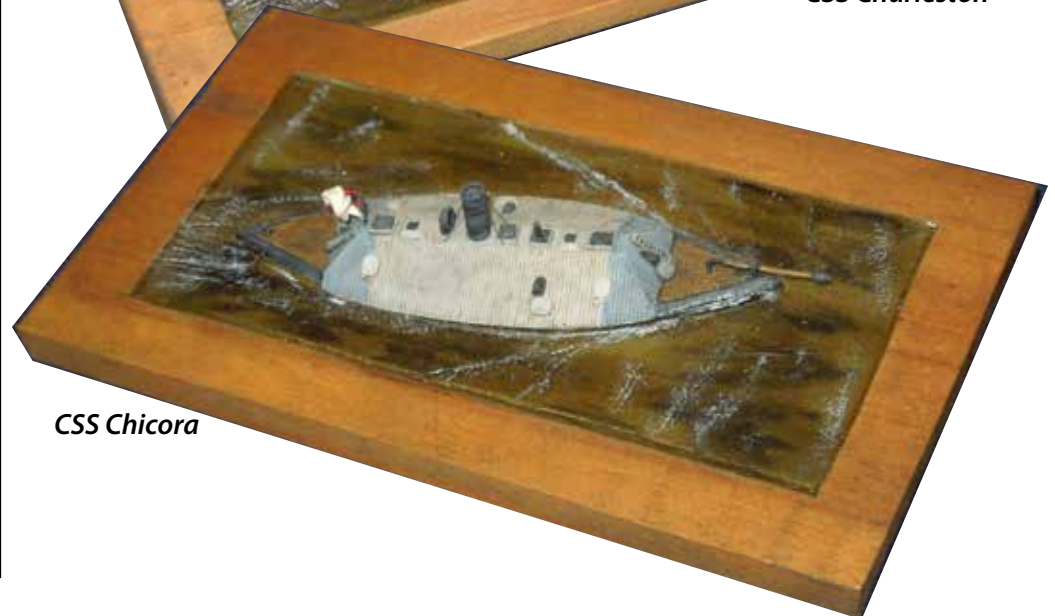
The third model is also part of the Charleston squadron with *Chicora* and the *Palmetto State*. This one is *CSS Charleston* and is painted correctly. This model went to the IPMS Nationals held in Columbia SC a few years ago, and took first in the steam powered class. The next one I build will be the *CSS Palmetto State* to complete the Charleston Squadron.



CSS Tennessee



CSS Charleston



CSS Chicora



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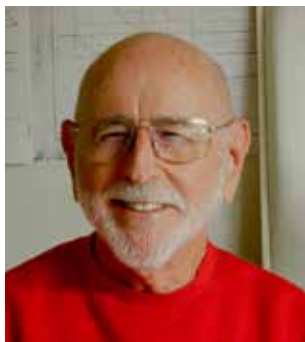


Guy Hancock: "I showed the planking above the wale on the port side of the Colonial Schooner, *Sultana*. I used a square batten to mark the wale, and then discovered the actual planks needed a bend that they didn't want to make. I micro-waved them in wet paper towels or a dish and was able to make the bends.

However, on the other side I'll put the first plank flat to the hull and did not force an additional bend. I'll fill in the gap with a plank cut to fit, and then the planks above the first plank will go on more easily. Above the deck the bulwarks are made by planking the inside of the outside planks. I put the inside planks flat against the decks, so the seams are not parallel to the outside plank seams. The outside will be stained natural wood, and the inside painted.

I enjoyed reading the book on designing the replica of the *Susan Constant* which President Steve loaned to me last month."





Irwin Schuster (Sec/Ed): I reported on my progress on the month-old commission to produce a 1/96 twin of my 2018 half-model of Henry Plant's 1886 Steamer, *Mascotte*. This one will grace the halls of the UTampa/Henry Plant Museum. As told, I had created the first model, now at the Belleview Inn in Belleair, using a number of molded parts, laser cut and engraved items and a hull cast in Bondo, in a Plaster-of-Paris mold. The entire model is a scratch effort, with NO purchased parts aside from the laser-cut, made to my drawings, plus chain and fiber line.

As I NEVER throw anything out, I have a good start, have duplicated the hull casting, have the other halves of the masts, the remaining half of the stack, the silicone molds of the ventilators and lifeboats and the files for laser work. Having published an article in the Nautical Research Journal, I had lots of photos and notes. What I don't have is the eyesight and hand steadiness of 7 years ago.

A couple of tricks mentioned were the forming of brass lifeboat davits, and Fresnel lenses for running lights. For the latter, I paint small sections of bolt threads. To ensure identical davits, I cut equal lengths of brass rod and lay





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them side-by-side with upper tips even. Then, I tape them so they stay unified, and clamp them in a vise, alongside a section of steel conduit.

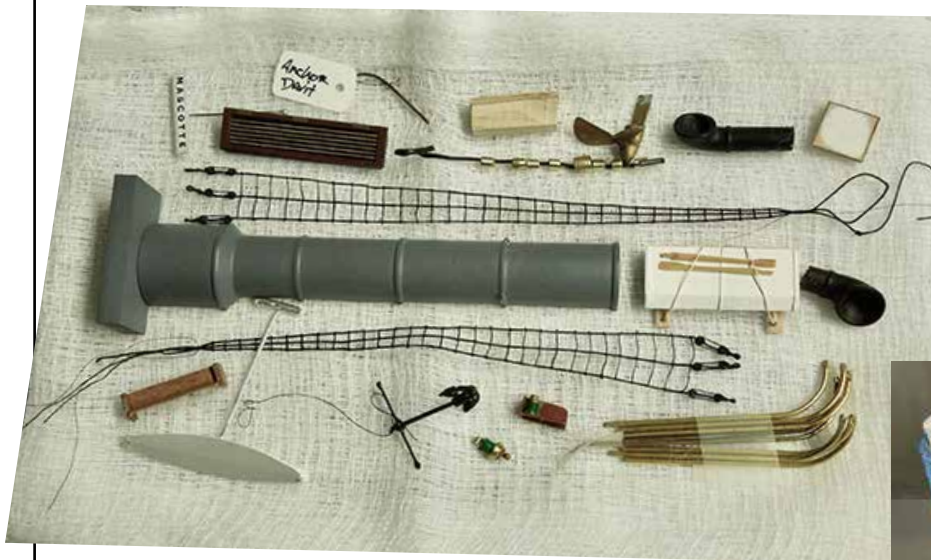
By rolling-pressing them all at one time, using a bit of flat scrap stock, I obtained quite identical parts. I then, individually, flatten the upper tips with a Vise-Grip, and drill. Bloody tiny work, to keep that itty-bitty drill bit from drifting!

So, so far (as of the March meeting), I have:

- Half Hull, primed
- Deck Structures and Pilot House with vertical siding and paper wainscoting, raw
- Steel Life Raft, complete
- Wooden Bench, complete
- Trotman Anchor, complete
- Half-Masts and half-Spars primed
- Running Lights/Lanterns, complete
- Set of Ratlines, maybe complete
- Hatch and Deck Boxes, raw
- Butterfly Skylight, complete
- Gig, complete
- Cowl Ventilators, some
- Half Funnel-stack, primed
- Brass Portholes, some
- Davits; Lifeboat and anchor, working
- Name-board, complete
- Half Prop, complete

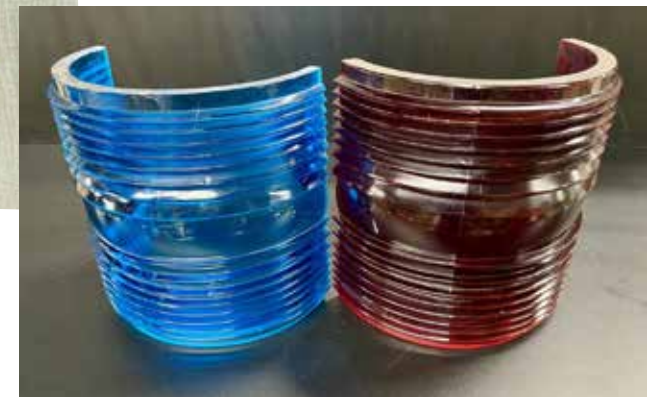
While I have the original silicone molds for Cowls and Lifeboats, I am having problems with the casting epoxy hardening.

The decks, doors, windows and awnings, ladders and rails are next.



I'll take another shot at the starboard light, when I get a chance.

WWW search for lenses turned this image up. Were the color rules changed?





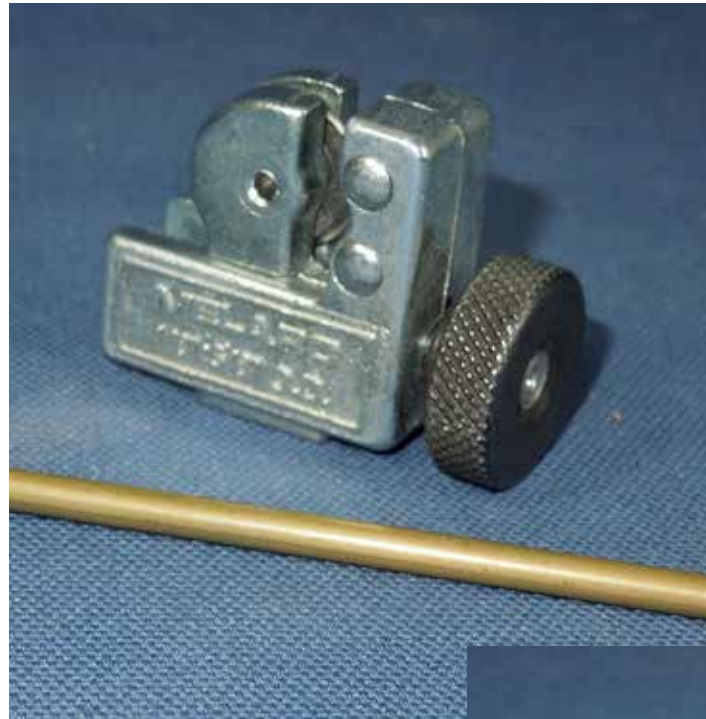
Brad Murray: "Some time before the March meeting the electronic Bat Signal went out. Our intrepid editor was facing a task of PORT-entous tedium (which is how most outsiders would characterize our hobby). He needed to cut 40+ portholes from 1/8" brass tubing. Accurate repeatability being the goal it was initially thought a small chop saw would serve but a pipe cutter (tiny tube cutter) proved to be the business. I've had a fresh new cutter just waiting for a procrastinated project. Irwin took the virgin tool home and a couple of days later informed me that the deed was done.

[Sec/Ed here corrects my friend and esteemed colleague from Nantucket. As the ports will be pressed into holes drilled into the SS Mascotte's Bondo hull, LENGTH repeatability was not the issue. Square, polished faces were the feature needed. I hold the small brass tubing in a vise, which allows working the open face of the tube and cleaning the "bore" with a small round file, then spinning the mini pipe cutter.

The cut ends are automatically coned by the cutting wheel, so are shaped to feed into the drilled hull-holes.

Ultimately, the Thingamabob that did the job, was not Bibbidi-Bobbidi-Boo, but Brad's mimi tubing cutter!

I thank both Brad and CharlieG for bringing chops saws, and George Fehér for offering his (Art Ortner's), as well.]



Brad's Tubing cutter.



Sec/Ed's Tubing cutter. Would not work for very short lengths, due to the configuration of the rollers opposing the cutting wheel.



Irwin Schuster: In response to my request to borrow a Cut-Off saw, Charlie brought in his rig, on baseboard, with abrasive blades / discs.

The basic Drill Master, 2" device runs about \$35 at Harbor Freight.

Ultimately, as you can read elsewhere, I used a tubing cutter for the job.





Ed Brut: "One definition of insanity; doing the same thing over and over again and expecting different results

–Albert Einstein

I wonder what the definition of a "Collector" is.

Today, I received another artillery piece for my "collection" insanity, a pewter naval broadside cannon on a wheeled carriage representing a gun of 1600s to 1700s time period. As the club members know, I have always been enamored with the King of the Battlefields, their history, design and use in making war on land and sea from all eras.

I have decided to make a count of just how many insanities, artillery pieces I have.

Built kits and collected miniatures:	83
Unbuilt kits:	37
Unmounted cannon barrels:	33
Total:	153



Photos from Ed





Skipper Steve Sobieralski:

"PBJ was the US Navy's designation for the B-25 bombers that it procured and operated during WW2 and after. "PB" stood for Patrol Bomber, "J" was the navy's designation for the plane's manufacturer, North American Aircraft.

The North American PBJ-1H was the navy's version of the B-25H, which carried a heavy gun armament and was developed by the air force in the Southwest Pacific Theater for ground attack and anti-shipping missions. As equipped from the factory, the PBJ-1H mounted 14 50 cal. machine guns: four in the nose, four in external package mounts on either side of the cockpit, two in the top turret immediately behind the cockpit, two in waist mounts on either side of the aircraft and two in a tail turret. In addition, it also carried a hand-loaded 75 mm cannon firing through the nose and could carry a 4,000 lb. bomb load in the bomb bay.

Some planes were also equipped with under-wing racks for bombs and rockets. PBJs also carried some equipment not installed on air force B-25s, most noticeably a search radar in a pod on the right wingtip and a small gunnery radar transceiver in front of the cockpit.

All of the PBJ-1Hs acquired by the navy were assigned to the US Marine Corps. This particular aircraft belonged VMB-613, a marine bombing squadron activated in late 1943. VMB-613 spent most of 1944 training in North Carolina and Florida before being shipped out to Kwajalein for combat in late 1944. On arrival in theater the unit began





stripping equipment off the airplanes including the top turrets, waist guns and package guns. This was done to reduce weight and drag and thereby increase speed and range, and as there was little to no Japanese fighter opposition in the area, the turret and waist guns were seen as unnecessary.

The model is in 1/32 scale and is built from a kit by HONG KONG MODELS. I also used a PBJ-1H conversion kit which provided the wing tip radar pod as well as other details. The model is shown as the plane would have appeared at the end of VMB-613's training period prior to shipping out to the Pacific, and therefore retains all of the guns and top turret.

Because of the long duration of missions flown in the Pacific each plane was typically shared by two crews who would fly alternate missions. This plane was shared by crews whose pilots were brothers, William and Robert Love, and the plane was nicknamed "Love Bug".

Unfortunately, the plane was shot down while conducting a raid on Japanese-held Ponape Island (now known as Pohnpei) and William Love was killed along with his entire crew. This was the only aircraft loss suffered by the squadron during its combat deployment. At the end of the war, to avoid the time and cost of returning obsolete aircraft back to the US, many of VMB-613's aircraft were loaded onto barges and dumped into Kwajalein's lagoon where they can still be seen today and are accessible to divers.





TBSMS was contacted as happens quite often, to spruce up a ship model. The owner was leaving the country in short order, so fast action was required. **Bob Johnson** was our closest member to the owner and cordially agreed to be the runner. Mission accomplished and a hand-off of the model to our ever-reliable fixer, **Chuck LaFave**, was accomplished.

The ship is 1847 *Harvey*, an early clipper built by Wm. H. Webb. Webb inherited his father's shipyard, Webb & Allen*, in 1840, renamed it William H. Webb, and turned it into America's most prolific shipyard, building 133 vessels between 1840 and 1865.

Webb designed some of the fastest and most successful sailing packets and clipper ships ever built, and he also built some of the largest and most celebrated steamboats and steamships of his era, including the giant ironclad, USS *Dunderberg* in its day, the world's longest wood-hulled ship.

*The original Isaac Webb & Co., near Corlears Hook (lower East Side, NY) in about 1818, was later relocated to Stanton Street. Isaac eventually took on a partner and the firm was renamed Webb & Allen. (This history from Wikipedia.)



A distinctive feature of *Harvey* is the twin water-closets in the bows. It has been said that that indicated there were ladies aboard.



the Harvey

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Harvey

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DIMENSIONS & PRICING				
Scale	Length Overall	Height Overall	Price in US\$	Delivery and Insurance
1:50	920mm (37")	870mm (37")	Register/Login to View Pricing	

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SHIP DESCRIPTION

Harvey Model Ship

The Harvey was a Baltimore Clipper

About the Harvey wooden scale Model Ship

This model ship of the Harvey was custom built from the following information:

- The original construction drawings.

& FINALLY...

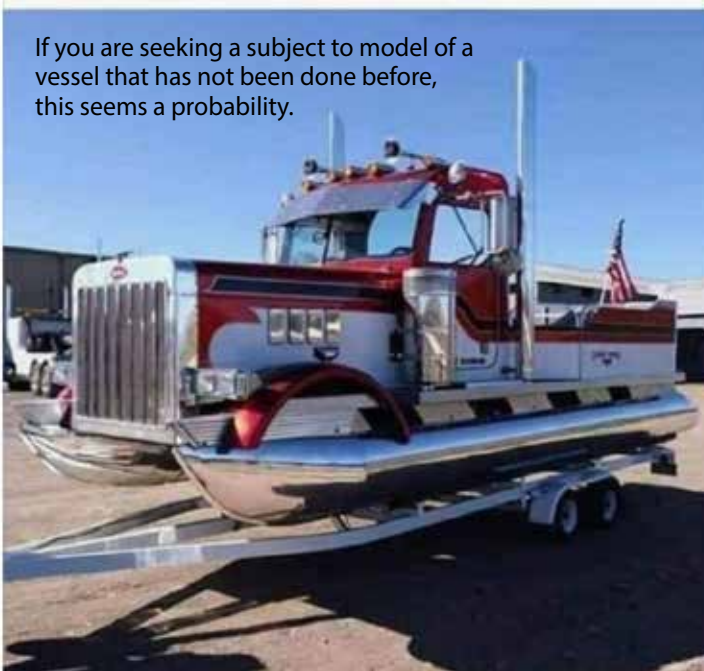


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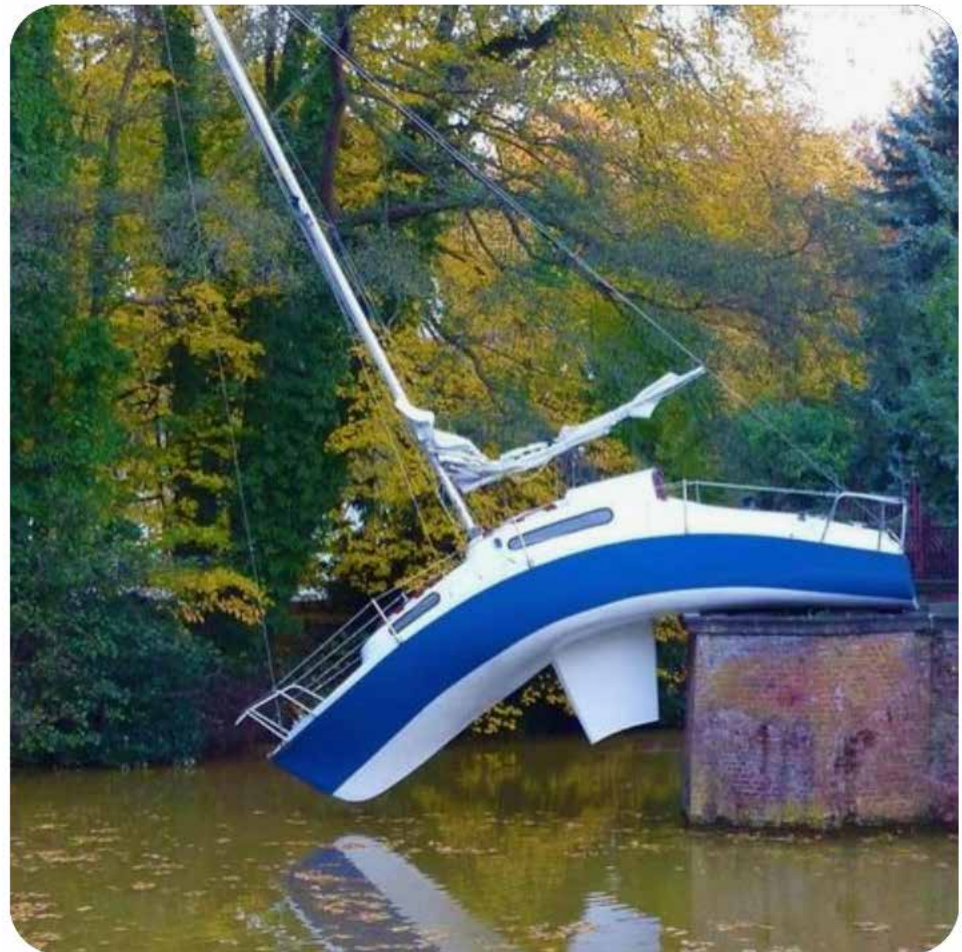


Believe It Oar Knot!

If you are seeking a subject to model of a vessel that has not been done before, this seems a probability.



Alex Bellinger, a friend of our club, and SIB modeler par excellence, would like to find **SEAGULL** plans for *Young America*, extreme clipper of 1853. Anybody? Contact Sec/Ed.



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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.

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