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, Aug. 26, 10:30 a.m.

TampaBayShipModelSociety

Meeting of July 22nd, 2025

TampaBayShipModelSociety.org

Ed Brut, former club president, managed the front table in the absence of **Skipper Sobieralski**, off cruising. We welcomed two visitors, **Paul Cohen** of whom I have no data, and **Frank Wolf**, of New Port Richey, both of whom have built a few ship models. More on Frank further along.

George Fehér asked, once again, if the member who borrowed his book, "***Chamber Divers***" would please return it.

Editorial Comment: I had occasion to review my January, 1999 issue of the USS Constitution Model Shipwright Guild ***"Broadside!."*** Yes, I did this job there, then. It notes that a TBSMS newsletter showed 17 of 19 attendees, gave S&T presentations! Recent *Broadside!s* have shown nearly none, and TBSMS is likewise in decline. ***Bring your stuff!***

After a bit of chatter (we run a loose ship), and there being no significant Society business, we moved to project presentations, AKA "Show & Tell." >>>>

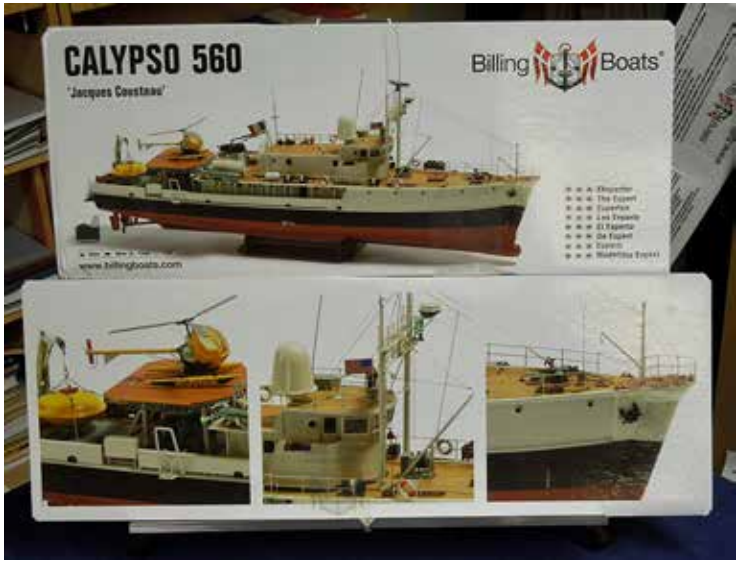
Brian Zinsmeister's DUMAS, 1930, 24'
(1/24) ChrisCraft

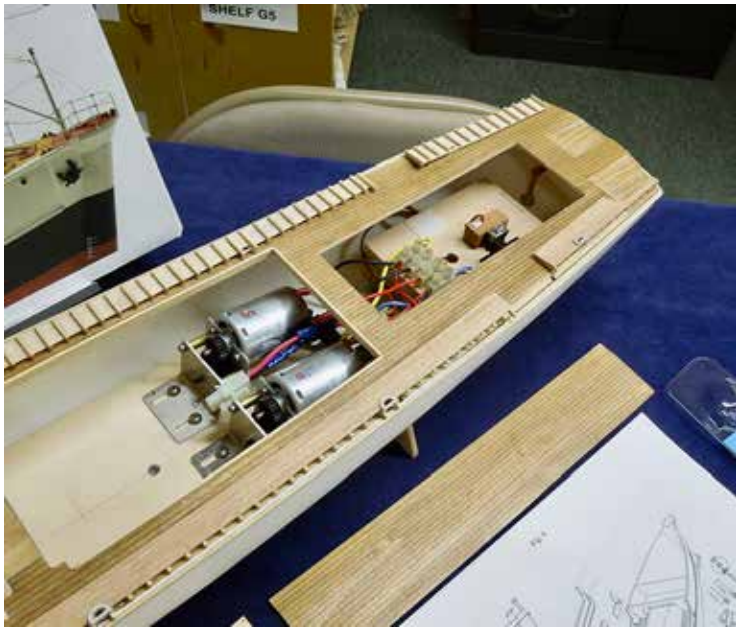
Howard Howe: "After completing the *Barbara-Lee* model, I decided my next model would be the BILLING, Jacques Cousteau *Calypso*. During my early years, I had followed his oceanographic research and development of the aqualung which led to my personal diving adventures!

The 1980's kit is still available through BILLING but is pricey, so I found one on eBay a little cheaper that was complete including the *Calypso* red stocking cap! I also got his history book from the library and read for more detail information.

The kit instructions provide detail drawings that list part numbers and metric sizes. There are 8 different languages that describe items on the parts list but there is no sequence of assembly other than the drawings. Talking to other builders of the model and reading the posting on the RC Group

Portrait above by **Roger Kibart.**





Parts in the kit are both wood and plastic along with a plastic hull casting that is thin and prone to cracking.

Where cutting on the hull is required, I drilled a small hole at each end of the straight line cut to avoid cracking of the plastic. I also added extra cross beams under the deck to strengthen the plastic hull.

Since my plan was to make it an RC model, I purchased the same geared motors and running hardware that I used on my *Grand Banks* model. Then fitting the RC components in the hull and still have access to them through the narrow deck area became the challenge!

The real boat was a wooden hull minesweeper built in 1942, so my plan was to make the model appear to have the wooden planking. I purchased sheets of the decking (4" x 24") to cover the 3 decks. Then I used the individual deck strips in the kit on the upper part of the plastic hull to give the appearance of a wooden structure!

My next step is to remove the RC components, mask and paint the hull 3 colors. Then reinstall the running gear, seal lower port holes and bathtub water test her before continuing with the deck installation and structure assembly."

This image from Howard

Guy Hancock: "I showed a few pictures on my computer of a historic ferry in CT. It has been continuously operated since 1655. The river is about 150' wide and 15' deep at this point. The ferry today is a barge moved by a tug-boat and the trip takes just a few minutes. I happened to get there just as the ferry was departing.

5 of 6 images from Guy

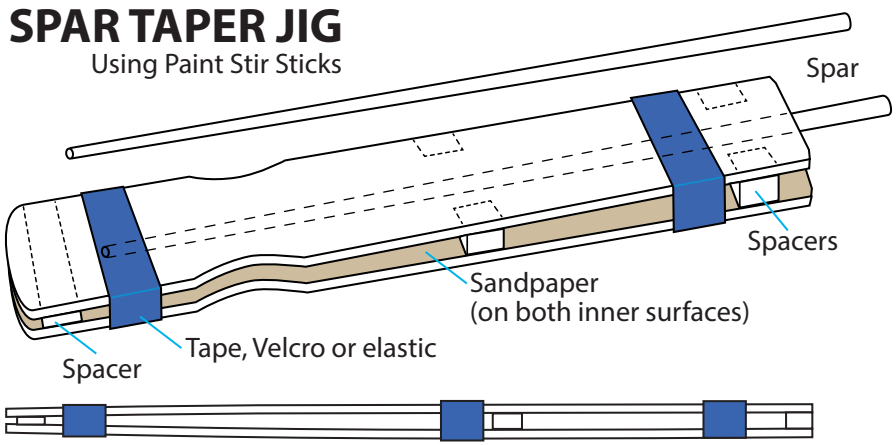
On the *Sultana* I am working on the masts. The kit comes with dowels but the practicum I am using suggests starting with square stock. There are two lower and two top masts and 4 yards to make.

Irwin sent a very nice diagram of the system I am using to taper the masts. I don't remember where I saw this idea but I've used it on all my models. One caution is to not squeeze the two sticks together as you are sanding. It is flexible and that will make a thin spot in the middle of the mast.

I've used a spacer at each end but you could add one in the middle. They work best when glued in. I don't think this system will work for the spars that need a double taper."

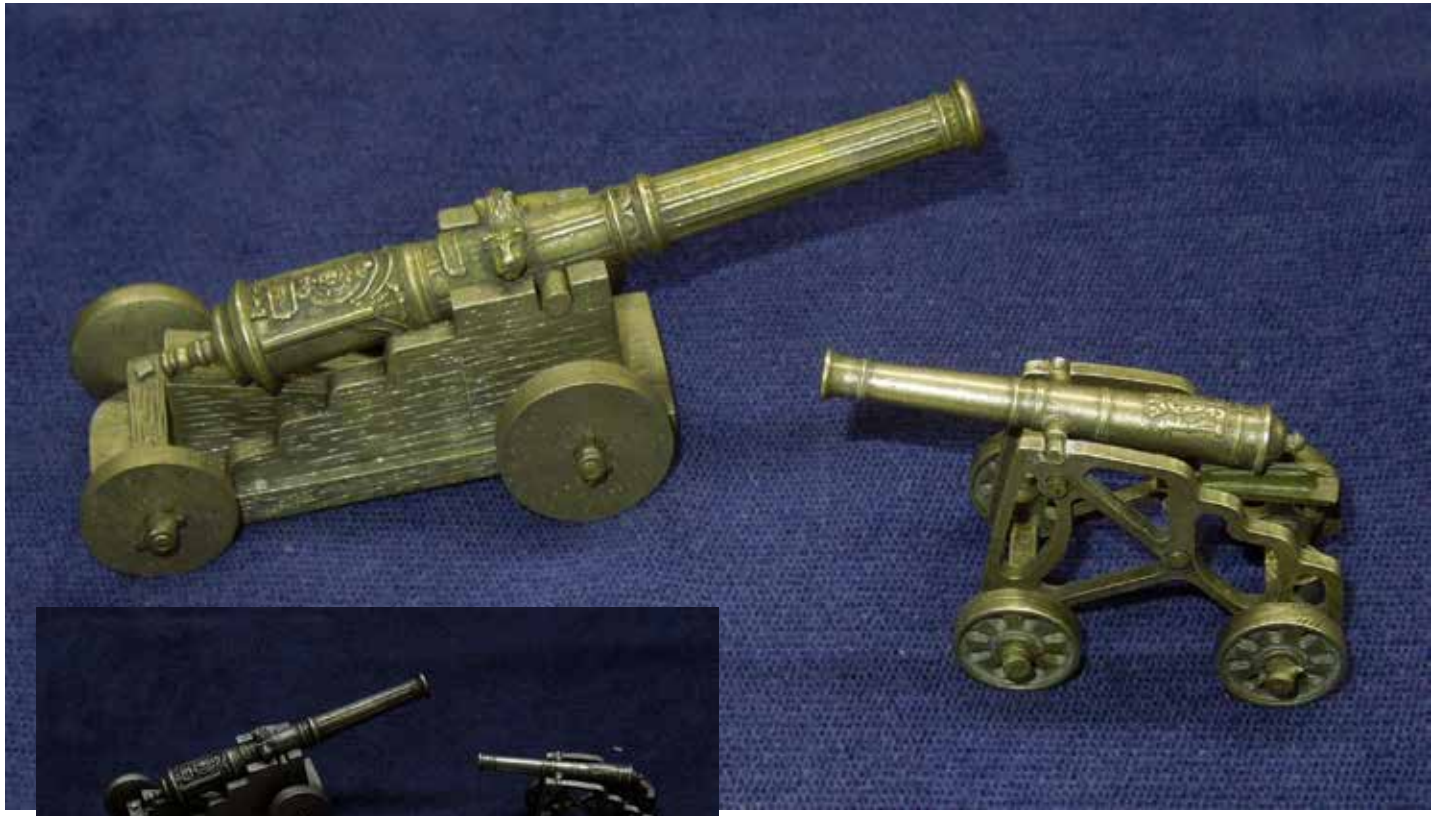
[Sec/Ed] Okay, that's a challenge. How about a smaller version, maybe using emery boards?

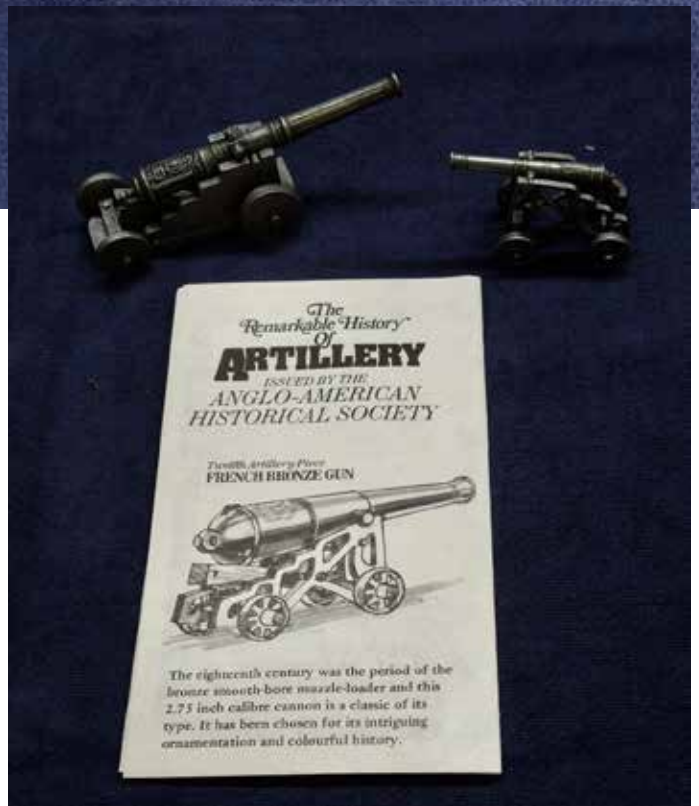
Taper one end and then the other, leaving a plug or butt or a whatchamacallit to chuck up in your pistol drill?



Ed Brut: "Back in January of 2021 I showed some historical pewter cannons in 1/32 (54mm) scale, that I had started to collect over the years. I came across 2 more pieces, of a set of 24, produced by the Anglo-American Historical Society in Britain, an organization similar to The Danbury Mint or Franklin Mint. The set was produced in the late 1980s. W ith the two new additions, my set is up to 19 of the original offering.

Shown is an example of one of the ornate main deck guns, off the *Mary Rose*. The other is a French cannon on an iron carriage."

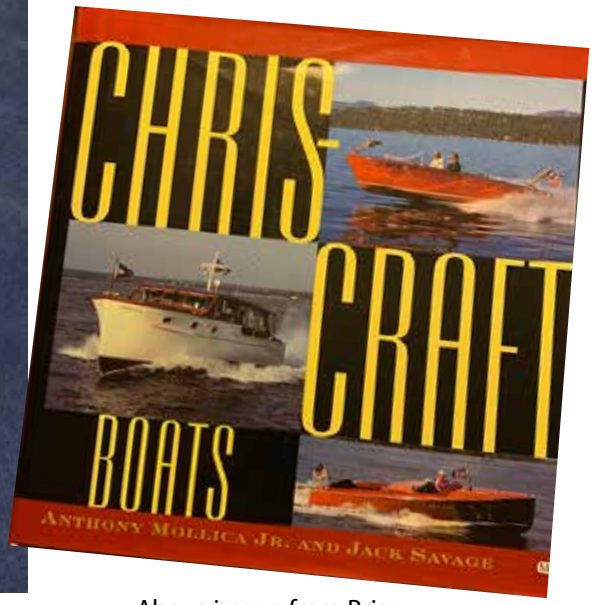




Brian Zinsmeister: "This was the first kit I purchased from BlueJacket, made by Dumas Boats. It is a 1/24 scale static model approximately 12" long and 3-½" beam, built with bulkheads and floors comprising the main structure.

I liked that there were two layers of planking, one balsa and the finished one mahogany (original runabouts were double planked). I've always loved the design of these boats with the slight tumblehome near the stern called barrelback and the natural finish.

The bottom paint is red and the sides and top were stained first before a clear satin finish. The glossy red painted seats imitated the original leather which in later years became Tolex vinyl. It was a fun build and is an attractive model by Dumas with some good details like the flag and decals.



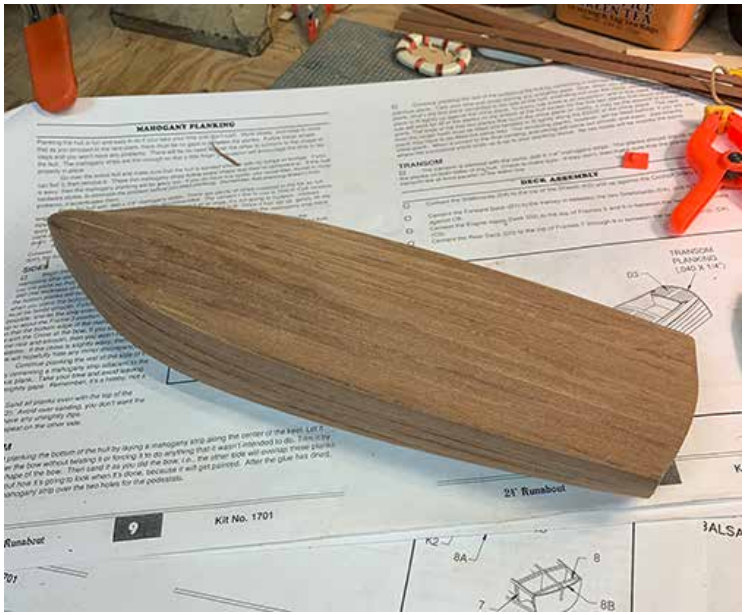
Above image from Brian

The Chris-Craft company has a long and distinguished history starting in the early 1900's with racing boats which begat the runabouts.

The company was formed in 1922 by father Chris and sons, using the production techniques of the automobile industry, and began producing affordable boats for the average consumer.

Surviving the Great Depression, they did some production for the defense industry during the war, and after that dominated the pleasure craft industry for the next 25 years.

For anyone interested, a book by Anthony Mollica and Jack Savage (pictured on previous page) has the history and great pictures of their boats over the decades.



These images from Brian

Apology!

Sec/Ed here publically **apologizes to Brian** for questioning the authenticity of this vessel, on the grounds that it did not appear to me to be an appropriate working platform for net handling.

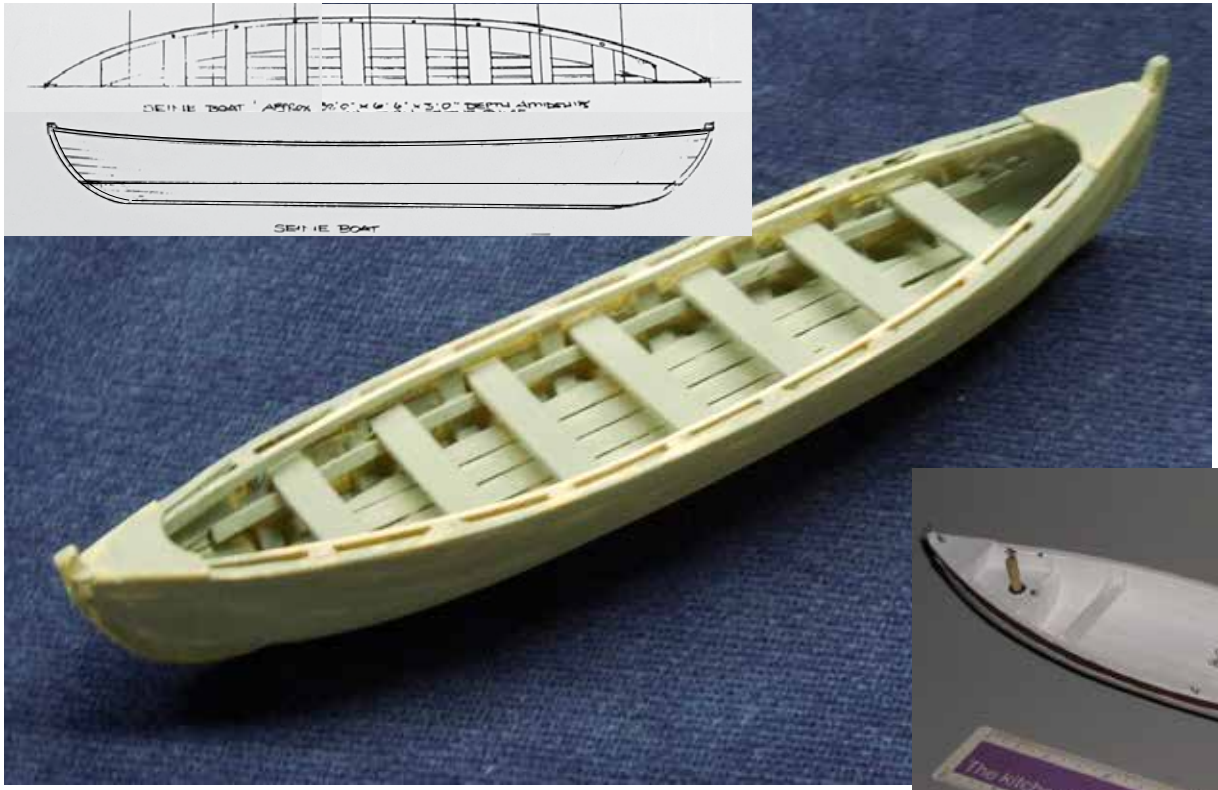
Brian clearly did an excellent job of producing from the plan he had. ***My issue is with that plan.***

I opine that such a boat would have space for a mountain of net, oars, thole pins and steering gear.

Research shows one model with the aft three thwarts gone, and a net-hauling winch at the fourth thwart. The image with the plastic scale shows hardware for getting the oars out of the way, what appears to be a pump, aft, and a rowlock for a steering oar.

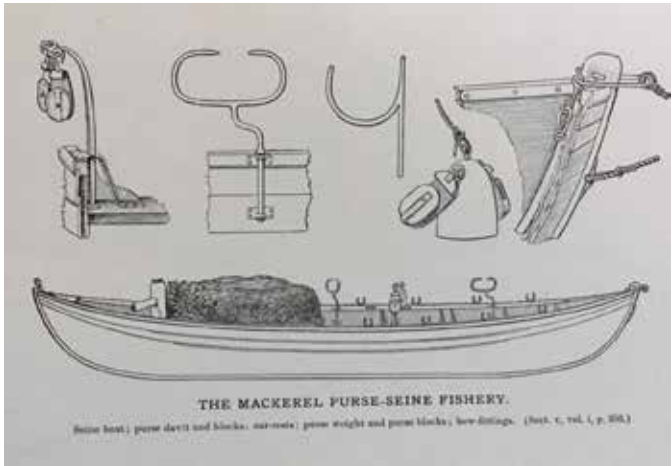
All in all, an interesting subject, similar to a whaleboat.

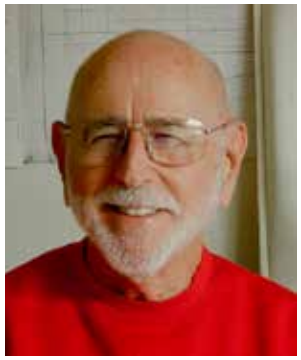
The image below verifies the oars hung outboard. The natural - finish model has a rudder and no tholes aft of the winch.



There are certainly going to be a lot of variations, but shame on the draftsman who ignored the fundamentals ***!*** I had not considered the amount of water that the crew would haul aboard, and so, require a built-in pump.

Lower 4 mages for this abstract provided by the world-wide-web.





Irwin Schuster (Sec/Ed): I am restoring a 130-year-old maritime diorama. **Chuck** wisely passed on this one. The ship and scale are unknown. I have repaired a couple of very similar format dioramas, half-models of rigged ships attended by pilot boats.

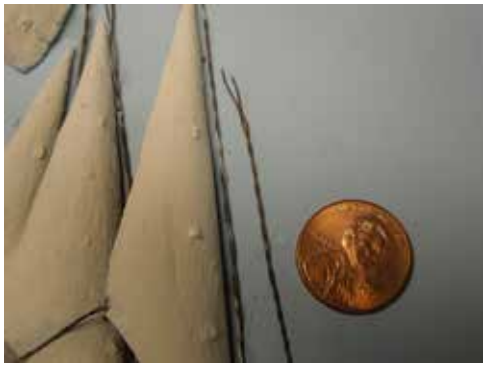
This one is said to have been built in 1894, by the owner's grandfather, age 15, on the voyage from the old country.

The background was repainted with a custom color match, water-based, matte, 8-oz sample from Home Depot for $7, after smoothing somebody's "repairs" to cracks in the back panel, made with Plastic Wood.

The carved wood sails, that incorporate the yards, were attached with some adhesive plus wood splinters; squarish, about 0.04", into round holes. Interesting practice, in that the "square peg" allows corners to jam into the round opening with minimal pressure, and adhesive to flow in the tiny open volumes.

Sails on the mainmast had been removed.
Here, the background has been filled and repainted; coat #1.

Below, with limited access to materials, the builder used twisted pairs to simulate heavier cordage.



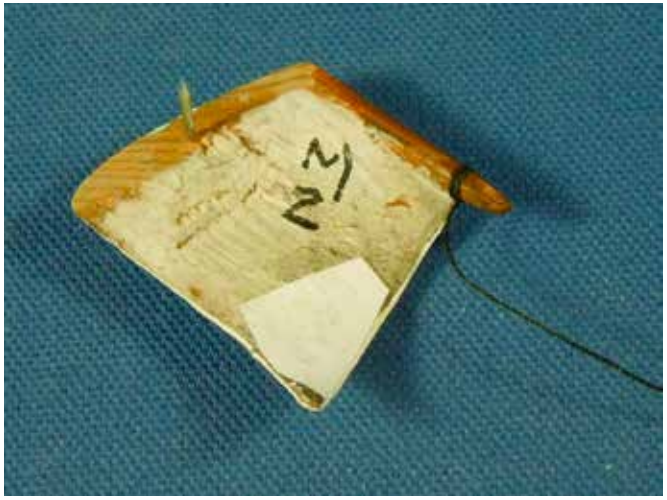
Historical footnote: Price tag on the carpet thread is 15¢ – $2.5 today.

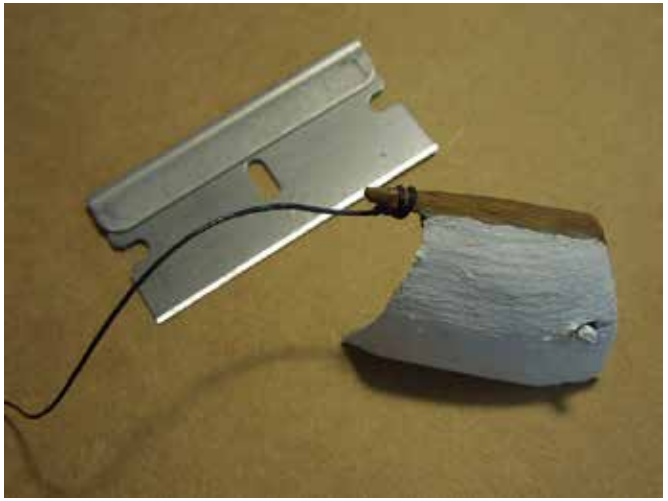
I can easily handle the wood and paint parts but the builder used magic or something like it, to attach the lines, stays and shrouds. Many of these are anchored behind the sails, so are tricky to replace.
I have stiffened the ends of the cordage and insert into drilled holes, using White Glue to retain. (I consulted with **George Fehér** about using CA, but am fearful of its vicious permanence.)

Brace yourselves. Those holes would accurately be called, "Rigger Mortises," a mortise being defined as: *"a hole or recess cut into a part which is designed to receive a corresponding projection (a tenon) or another part so as to join or lock the parts together."*

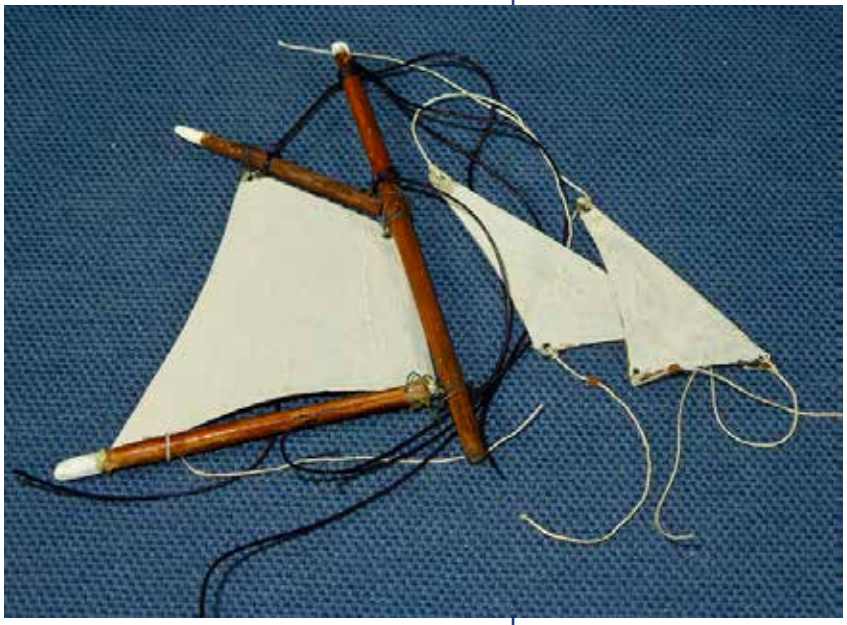
I keep this job because it gives me a chance to work out new material.

The sails of the Pilot Boat are steel and precisely drilled or punched for cordage. Here, restored and awaiting reassembly.





M2 = 2nd from top, mainmast. The paper patch is to strengthen a reattached, broken corner.

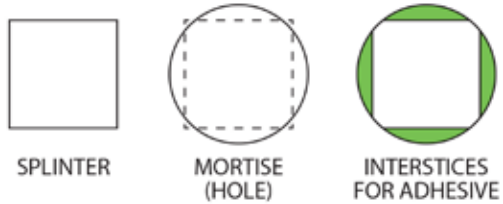


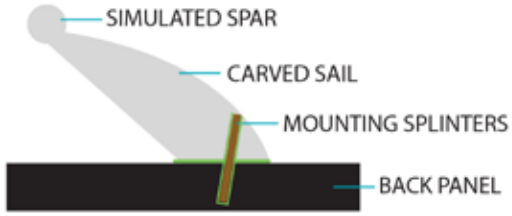
Here, tiny shrouds were anchored through itty-bitty holes in the bulwarks of the 2-1/2 inch hull.

I showed a mini power drill (GENERAL brand), that I cobbled together by adding a small chuck to a cordless screwdriver.

Rotation is slow, but because it is geared down, it is quite powerful and can be leaned on. Both the hull and the backboard are softwoods.

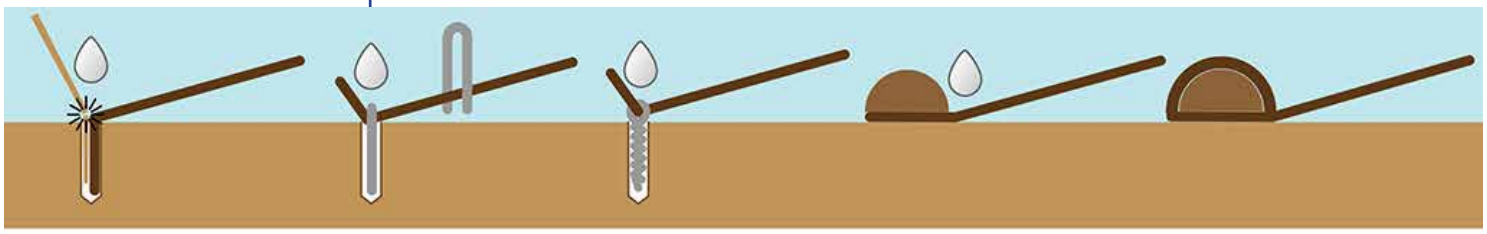
The water surface of the diorama is of unknown putty and large cracks appeared where the hull and water had shrunk away. This were filled with Gesso and retouched.





I have told about my mentors in Boston. One was Erik A. R. Ronnberg, Jr. Nothing to do with this particular effort other than philosophy, but to see what and how the top-most in the craft do it, check out this article: https://palateandpalette.substack.com/p/erik-ronnberg-jr-model-ship-builder

Below, how I plan to use "Rigger Mortises" in this restoration:



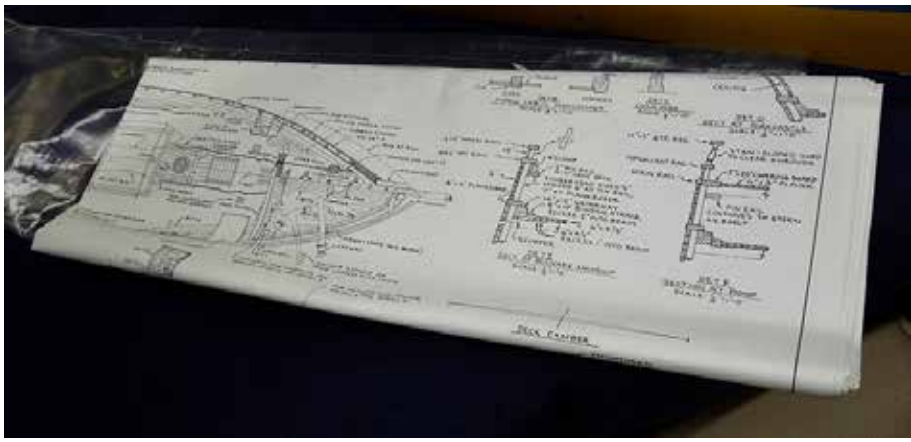
Anchoring lines/cordage; stays, shrouds into the wood field

Charlie Gravalesse: "*FLYING FISH* – As I am now very close to completing my *Confederacy* model, I am allowing myself to begin thinking about a next project and I have several in mind. As always there are pros and cons associated with each but I still have several months to weigh and consider each of these issues.

First candidate under consideration is the clipper ship *Flying Fish*. Built at East Boston, (Noddle Island), in 1851, *Flying Fish* represents one of the finest, fastest, and most successful clippers built by Donald McKay.

I would build this model using the solid, machine carved hull produced by the original Model Shipways in New Jersey, circa 1970. All other fittings and wood parts in the kit box would be discarded and replaced with a combination of scratch built and commercial fittings.

Due to the small scale of this model at 1/8" to the foot, or 1/96th, making fittings such as dead eyes, rigging blocks, and belaying pins myself would be extremely time consuming and tedious.

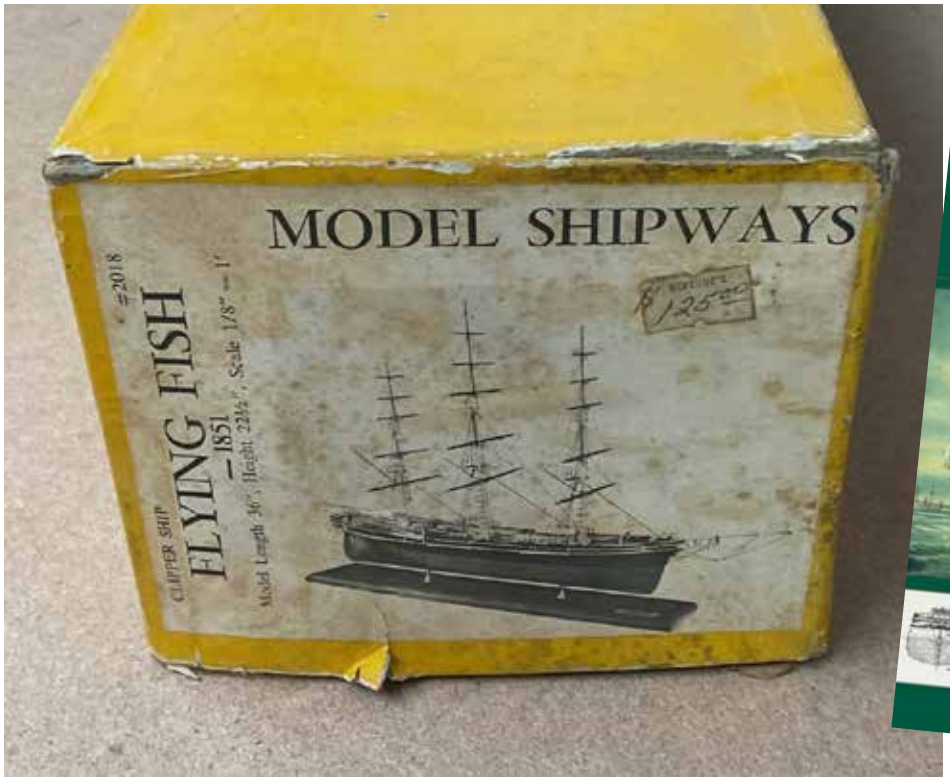


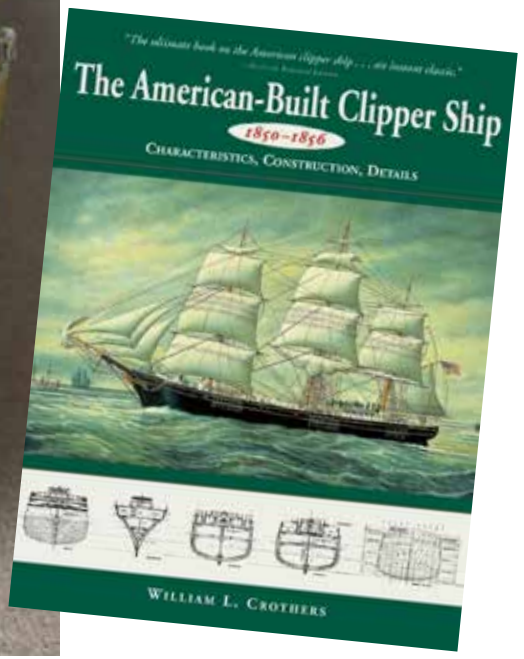
(I've done this once already). Also, high quality versions of these items are commercially available from Syren Ship Models. The hull, as it comes out of the box is accurately machine carved however is intentionally left to oversize dimensions. It is the model builder's job to bring the rough carved hull down to its accurate size and shape.

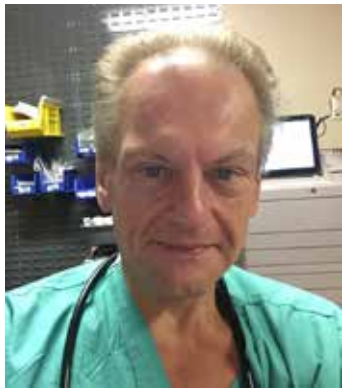
This is accomplished by first fabricating body templates from the model's lines plans and then using the templates as guides to work the hull down to its correct size and shape. Since the model plans were directly based on those drawn by Howard Chapelle, I have a high degree of confidence that the finished model hull will be a very close representation to what the original hull looked like.

Perhaps the most notable element of this Model Shipways kit is the solid pine hull. At the time of its production, Model Shipways was still using Sugar Pine as the raw material for kit hulls. This pine originates from Northern CA and Oregon, and is the tallest growing pine in the lower 48. The lumber from this wood is also called Patternmaker's Pine, is very stable and harder than northeastern White Pine. And, it is a very pleasing wood to work with. Every time the wood surface is cut whether by a knife, saw blade, or file, it emits a most enjoyable pine aroma.

So what are the cons? The scale. Needless to say, a 1/96th scale model for a sailing ship of this size presents its own set of challenges. Making such tiny fittings becomes very difficult if not impossible. Many of the fine details I would like to portray realistically by scratch building, just can't be done. Not by me anyway."



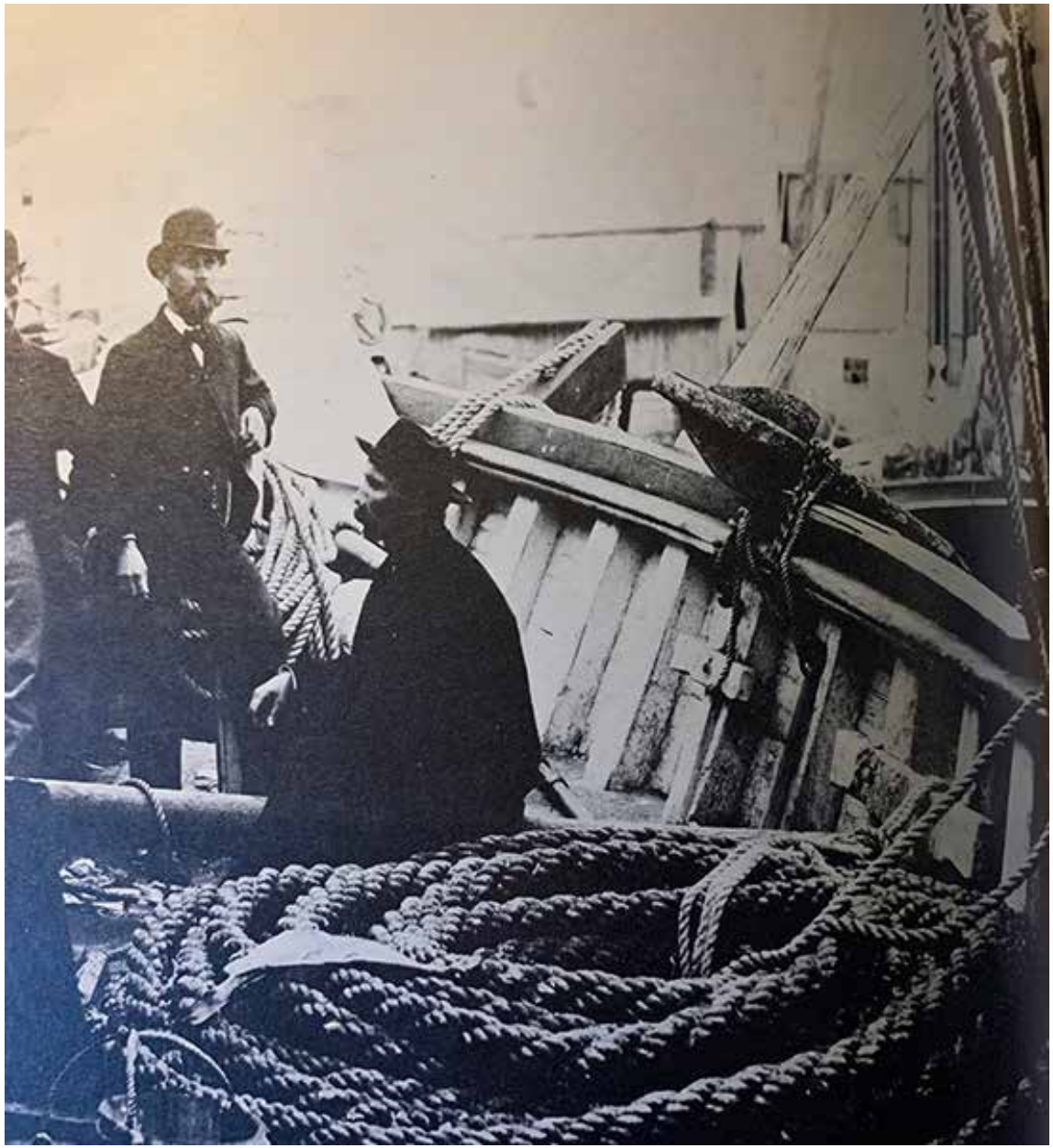




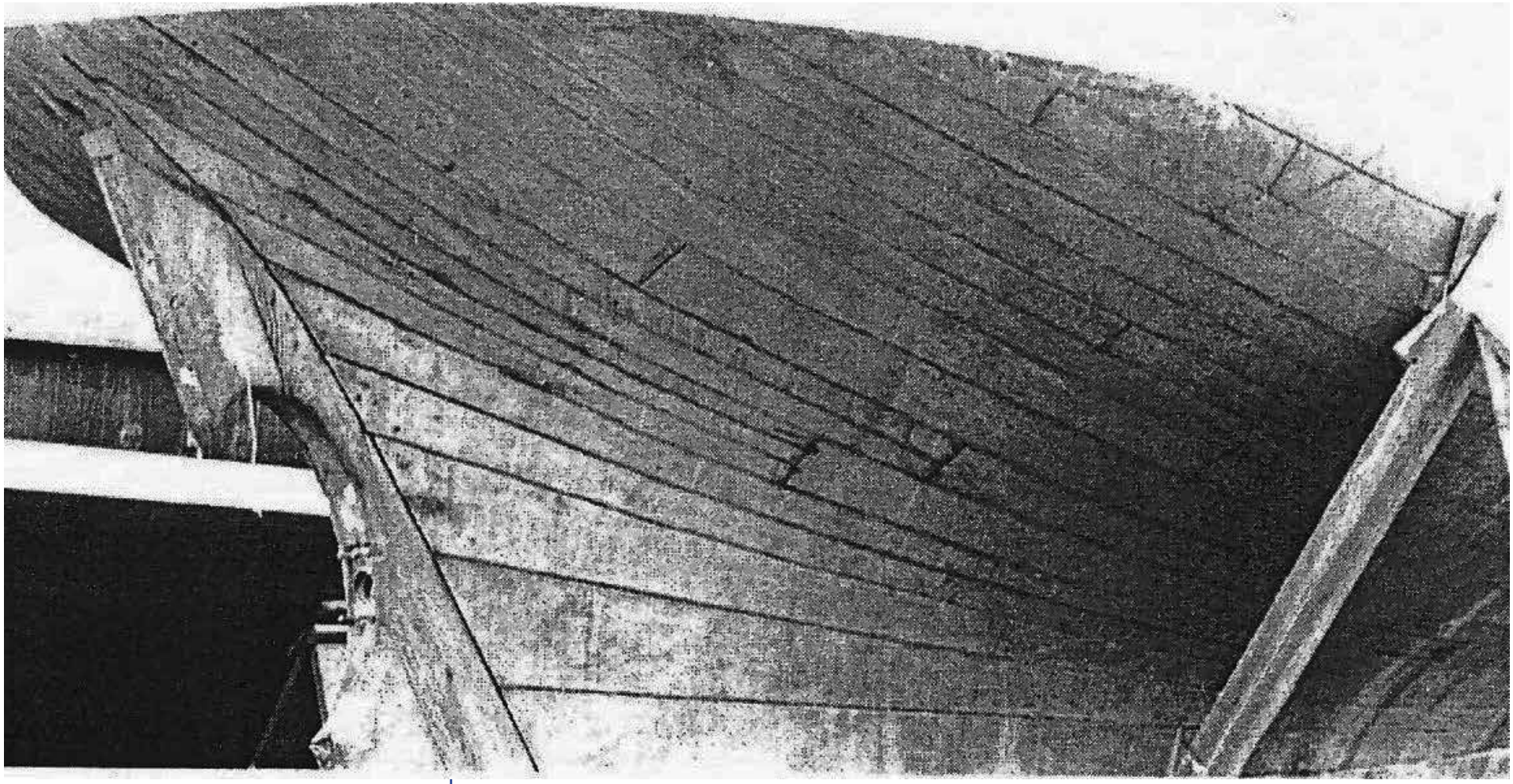
Frank Wolf introduced himself:

"- I was born in Brooklyn, NY in 1954.
- I attended HS and college in NYC and graduated from the Long Island University Physician Associate Program in 1976 and practiced medicine as a Physician Associate for 40 years and retired in 2016.
- I moved to Hudson, Fl in 2014 and currently live in New Port Richey.
- I became interested in model shipbuilding about two years ago and have enjoyed it tremendously.

I have built two model ships and a doctor's buggy and horse with harnesses. I am currently building a model of the *Bluenose*, the famous fishing and racing schooner."



Above: 1890s Fishing Schooner Photo is from the National Watercraft collection by Howard I. Chapelle, Sent by Brian Zinsmeister. At left, *Bluenose* or *Bluenose* II, courtesy of the www.,



[Sec/Ed] I believe I took this image in Port Townsend, WA, sometime prior to 1998. I recaptured it from a B/W issue of a USSCMSG Broadside, where my intention was to illustrate that models are made more carefully than their prototypes, thus, excusing my personal planking skills or lack thereof.

Sec/Ed, again. I told of ordering a modeler's sanding tool from China that arrived in 2 weeks instead of the promised 4, but when batteries were installed, did not "run." As well, the promised die-cut sanding elements were not included. The 8 terminal tool-bits were 3D-printed and arrived in two "plaques" to be separated and trimmed.

Literally pointless, with no sandy things and an inert tool.

SO, strongly considering buying this and making my own! Look at those specs! Rechargeable - 5 Modes - 8 Replacement Heads - 40,000 VPM!

All presuming, of course, that it runs.

Or, MAYBE NOT. I'm advised there may be a question of the efficacy of micro-vibes.

Rechargeable Ultrasonic Electric Toothbrush

★★★★★ Rated 4.83 by 40 Customers

$19.97 ~~$33.97~~ SAVE $14.00 (41% OFF)

- 30-day **returns**
- **In stock** & ready to ship
- **Fast** phone & email support
- **Free** shipping

Wait, there's more! It lasts up to 120 days on a single charge, charges fast with USB-C, and is waterproof. The travel case, 8 brush heads, and quadpacer make it easy to keep your dental routine effective for years.

- **HIGH VIBRATION CLEANING:** With up to 40,000 VPM, it removes 99.99% of plaque and stains for a thorough clean.
- **FIVE BRUSHING MODES:** Offers five modes, including Clean, Sensitive, Whitening, Polishing, and Massage, to suit different oral care needs.
- **120-DAY BATTERY LIFE:** A 2.5-hour charge provides up to 120 days of use, with USB-C charging for convenience.
- **SMART TIMER & QUADPACER:** Built-in two-minute timer with 30-second reminders ensures optimal brushing time for each mouth quadrant.
- **IPX7 WATERPROOF:** Safely use the toothbrush in the shower or bath, with durable waterproof construction for added convenience.
- **EIGHT REPLACEMENT BRUSH HEADS:** Comes with 8 heads (2 sensitive, 6 cleaning) to last up to 2 years, fitting various gum types.

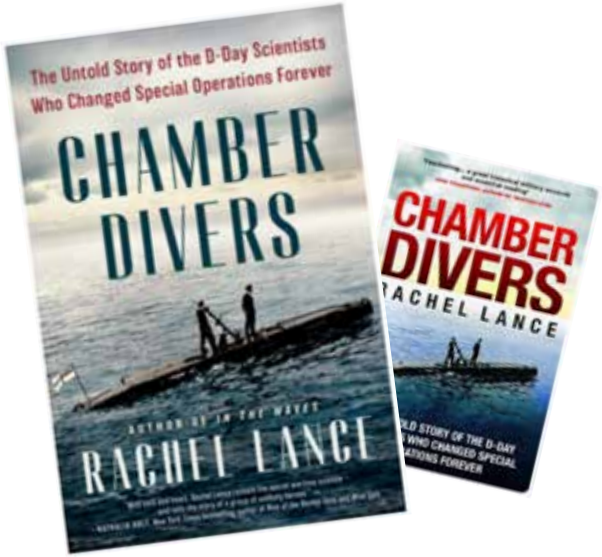
Believe It or Oar Knot!

The Educational Part:
"Ship" in words like "Relationship." This ship has nothing to do with maritime vessels. The two are unrelated. Old English ***scip*** and Germanic ***schiff***, for the boat, vs. the Old English suffix -***sciepe*** or -***scipe***. The suffix -ship is related to an older Germanic word meaning "to create" (cf. German ***schaffen*** "to make"). Now, a state, condition or quality.

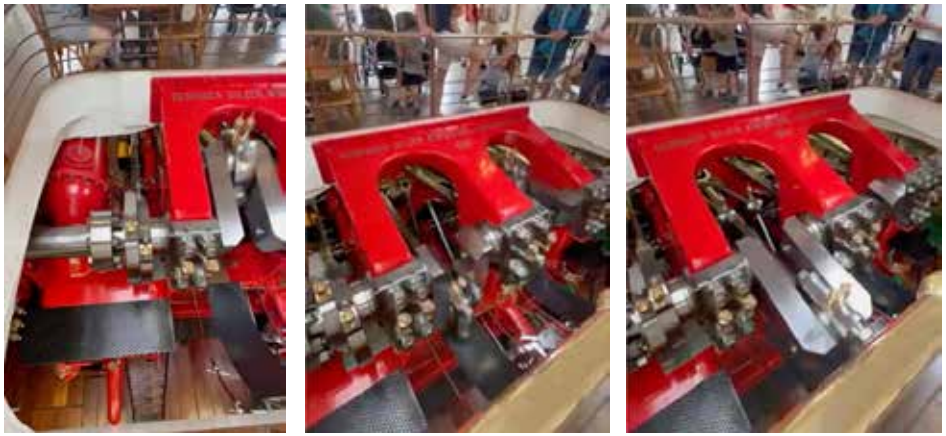
Above in general from Dr. Wiki. Be honest. Who knew that?

Hunky Dory: One of your Sec/Ed's consultants, **Jich Estano** of MA, contributes this:
Honki Dori [Hone key dough rhi] is the name of a waterfront street in Yokohama. It is a locale catering to the tastes of sailors. The Jich has been there many times, and indeed, when one is there, everything is hunky dory!

Below, **George Fehér's** missing book looks like this, but the other would suffice.:



These images show the drive of a ferryboat in Switzerland. Captured from a video by our webmaster, running like the proverbial Swiss watch!



From video by Phillip Schuster