

Ship's Log



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Webmaster Phillip Schuster. Contact Sec/Ed

Meetings

are typically held at 7:00 p.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 are \$12. payable in **January**.

Presentations

Members and guests are encouraged to bring in projects past and current, plans, modeling problems or maritime-related items of interest for discussion, or inclusion in the Ship's Log.

Next Meeting
Tuesday, Apr. 26, 7:00 p.m.

Tampa Bay Ship Model Society

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of March 22, 2016

tbsms.org

(Still) **Skipper Brut** called the regular meeting to order and asked for "Business" old and/or new. **Treasurer McMurtry** reported on a stable coffer content and that 23 were paid, to date. Several more have expressed their intention to come around to the meeting, but did not show on this particular night. Skipper opened a discussion on the **Sou'west Florida Model Ship Show and Conference** in Venice at the end of last month, and displayed his photos of the models and speakers, on his laptop.

The conference was held with general approval, and the question was asked, if it were to be repeated, would it be preferred to be annual or every two years or even a longer period? **Phil Stager** proffered the idea of a longer period but if so, a two-day affair, to allow a more leisurely schedule of presentations and model reviewing. More models and vendors would also enhance the experience, some thought.

The next subject was the partnership with the **Florida Maritime Museum** in Cortez. The question being, might we have a more productive relationship with an historical organization closer to our meeting site? This was essentially tabled for further consideration and perhaps exploration. A permanent display, for instance, might generate more publicity and membership.

Last, the **IPMS Wings, Wheels & Keels** event on April 2nd, in Venice, is desirous of more ship models in any material. Of course, this event will be past as you read this, but please consider it next year.

Phil Stager reminds us of progress by the **SS United States Conservancy**.

Visit: <ssusc.org> or contact:
<ssusconservancy@gmail.com>

Dues checks MUST be made out to Steve McMurtry and NOTED as "2016 TBSMS Dues" or they will be returned. Steve's address: 4830 15th Ave N. St. Petersburg, FL 33713



Milton Thrasher, with Charlie Morgan, around 2007

It is reported that Milton Thrasher, TBSMS Member since 2007, has passed, in Sarasota, in early April. Milton was intensely entrepreneurial with a website that shared plans, building logs and the opportunity to buy laser-cut frames for a wide variety of popular vessels. Milton was an avid sailor, previous owner of an early International One-Design, and later, in Florida, owner and racer of the sloop, "Classy Lady."

Chuck LaFave has built a Marblehead class RC of cedar strips from Home Depot stock, about 65% of the weight of one made of pine.





Show & Tell

George Fehér kicked off by returning a little whale-boat in need of cleaning and repair, that had been donated by friend of the club, **Harry Woodend**. The plan set and instructions were also returned, for storage with the mother lode when it is eventually stored in our meeting room. **Glenn Smith** won the toss and took the model for restoration. **Guy Hancock** ventured that he believed he had taken a case that would fit this model when it is done. Glenn brought a few magazines to recycle.

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**Steve McMurtry** picked up a pair of Whaling Barks donated for restoration or finding appreciative homes. The owner, **Brad Murray** of St. Pete, whose grandfather made the models, would like the opportunity to bid, if the ships are put up for auction or sale, after restoration. These ships would be classified as rustic or folk art, and would not be difficult to bring back to original condition. Not improved, just returned to their as-built state. There is a bag of loose spars accompanying the pair.

Steve also brought a series of strips produced as off-cuts from tongue and groove maple from a cabinet job he is doing. Some was taken and some was not >>>> dumpster.



Above, off-cuts from maple tongue and groove flooring, brought by Steve. In the north, this is kindling, but here in Paradise, not do much.

Folk-art whaling barks looking for a restoration. There is a bag of loose spars also looking for a home on these ships. This is not a challenging job, taken on with the right attitude.



# Ship's Log Tampa Bay Ship Model Society 3

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

**Howard Howe** kept the crew up to date on progress of his Shrimper, *Linda Lou*. He has been in communication with the former owner of the prototype vessel, who reported that she went to salvage about six years ago. His model has had early sea trials, and he explained the use of the "Swamp Coolers" atop the deck structures.

Howard writes: "After getting the decks sealed on the shrimp boat model, I taped off the openings and did a pool check for proper ballast and checked for leaks. No leaks found. The hatches were fabricated, and the removable cabin structure frame assembled. Then, it was time for a real sea trial at the pond, and she performed very well.

I continued with assembly of the cabin and detailing. After completing the internal wiring, I planned for access to the switches for the running lights and RC operation by removal of the two swamp coolers. What are swamp coolers and why would you have them on a shrimp boat? Well the boat kit model designer lives in Arizona, he had seen them on a real shrimp boat, and it provided easy access to my push button switches. This also provided some lively discussion among the meeting attendees.

There are still some details to complete, but I am ready to start on the scaffolding. The kit supplies 1/4" wood dowels to fabricate the scaffolding with, but I am considering using 1/4" thin wall brass tubing for strength.

Last month, I said that I was planning to contact the Linda Lou Corp. in Brownsville, TX to see if I could get some history on the shrimp boat named *Linder Lou*. Well I did and I got a reply back from Captain John who had owned the 68-footer for 30 years. He said she went to shrimp boat heaven about 6 years ago, and he now owns a 96 footer steel hull boat named Seahunters Pride. He also said he would try to send me some pictures of *Linder Lou*."



**Howard Howe** plots carefully to achieve a functional RC workboat. This one might catch some shrimp, when complete.



**Harry Woodend** sent this visual comparison of the SS *Titanic* with the *Queen Mary 2*. The beam widths of the ships are actually 93.5' vs. 135'.



**Byron Rosenbaum** has contributed this image of a production decor item sent to him. It is an appealing technique. I, your Sec/Ed would use a photo, illustration or plan as the field. What would you use?



**I, Irwin Schuster**, brought a current revision of an educational project created a few years back. I reported that I had sold, at cost, 4,650 units of the paper dory across the U.S. to schools, museums, and kids programs. The new iteration will be easier to cut by hand and assemble, but the goal is to have it die-cut for younger kids. One program using these in California, sadly reported that they started engaging kids in anti-drug programs at age fourteen, but have had to reduce the age to NINE, to increase effectiveness. The improvements in this model, has taken ten iterations, so far. The previous design was press-printed on 100# cover gloss and will be, again, if/when the project can be concluded.

I also brought and briefly explained my philosophy and methodology of construction of a Gulf Coast Scow Schooner shown in my article in the latest issue of the *Nautical Research Journal*. The NRG is the quarterly of the *Nautical Research Guild*.

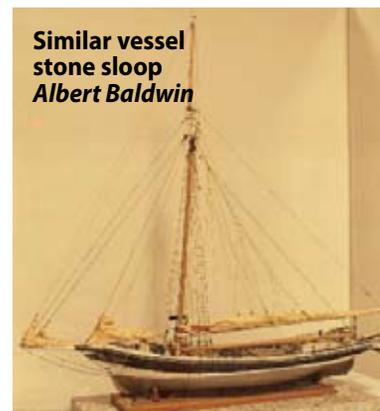
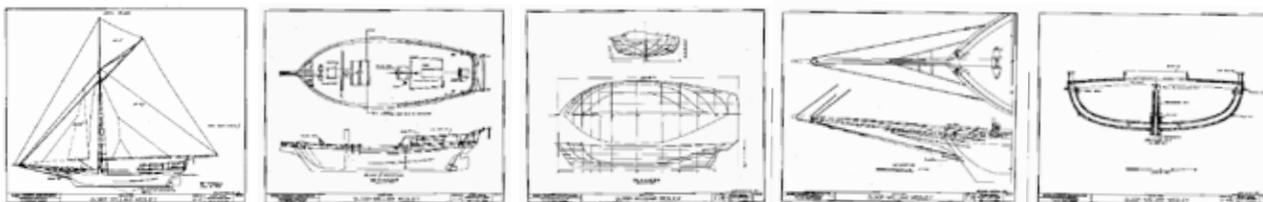
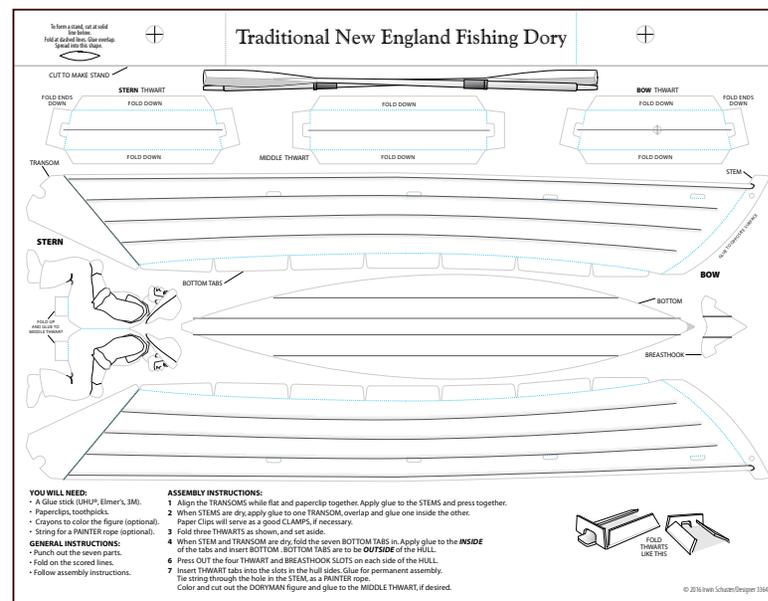
I will make a digital presentation on this build in the future. The model is in Port Aransas, TX where they are building a full size boat.

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Guy Hancock showed plans he bought at the *Venice SWFLSMS&Conference*. They are *HAMMS (Historical American Merchant Marine Survey)* plans available from *Smithsonian*. His are of an 1874 Skipjack, which is on his list-to-build.... from scratch.

"The plans are for the sloop *William Wesley* of 1874, rebuilt in 1906 in Oxford, Md. This sloop is a forerunner of the Chesapeake Bay skipjack. This one is round-bilged, differentiating it from later skipjacks that are hard chined. It was used to drag the bottom for oysters while under sail power. The sloop is 40 ft 10 in length, 14 ft 8 in beam, and draft with centerboard up of 3 ft 8 in. It carried a gaff main, club-footed self-tending jib, and a topsail. The lines were taken off the vessel by the *WPA* and the plans come from the *Smithsonian*. There are 5 sheets of plans including sail plan, profile, and deck plan in the scale of $3/8" = 1 \text{ ft}$. My hope is to scratch build a model some day. – Guy



It took a fleet of about a dozen prototypes to get to a reasonable solution for simplified die-cutting.



**Similar vessel stone sloop
Albert Baldwin**

All five sheets are shown on the www. Otherwise, there is not any obvious record of this vessel in history or in model form, other than this set of drawings.



Chuck LaFave brought a pair of **Marblehead Class** RC sailboats. The hulls are 50.5" OAL, one of pine and the other of cedar from HOME DEPOT. The pine boat with Dragon graphics weighs in at 20 pounds and while stable, is not fast. His scratch cedar hull is coming in about 13 pounds. It has a resin coated, veneered plywood deck.

Charlie Blume comments on **Chuck LaFave's** RC: "Here's the photo of Charlie's boat under sail. He didn't mention, but the sail rigs are from two Chinese ARF (Almost Ready to Fly) model sailboats. They fit well and the boat really sails well. Might want to change the name from the 'Log' though." **Captain Blume** later suggested that "ARS" would be more correct. Chuck's is the only bi-polar **Marblehead** sample I could find, but it does make the rig easier to transport.

Chuck reports: "*The Log* is a **Marblehead** RC sailboat, and was built by "Big Frank." It is 50.5 inches long and weighs 20.3 lb, made from pine strips. This boat was too heavy for him so he stripped the sail and RC gear and gave the boat to Larry, who made the boat a 2-master, with sails he purchased the online at eBay. I bought the boat from him for \$100.00, just what he put into it.

The second **Marblehead** which is still in the construction stage needs mast and hardware. It is a FUXIA M 5x, also 50.5 inches long, and at this time weighs 13 lb., made of clear cedar strips. The mast will about 80 inches."



This graphic marvel turned out to be a bit heavy for competition, carrying too much in the hull as opposed to down deep where it would work for greater stability. But, it has a low rig and sailed okay, just not fast.



Charlie Blume sent this shot of *The Log* under sail. At the far left lies Chuck's featherweight, built from scratch of strips from Home Depot cedar.



Alex Bellinger: Restoration of an SIB: "Checking my notes, it was 121 hours. The model I repaired is from the plans published by **Edwin Monk** in *Windjammer Modeling*. (Alex found) two examples of similar models for sale on the site Liveauctioneers. One has a pilot schooner in the neck, the other has a tug. Neither of these have royal staysails set. My model does, confirming that though very similar, my model was not one of these two.

Identifying this model was interesting. 4-mast ships are not that common and it was easy to recognize this as one of group of iron ships built by the BARCLAY CURLE & CO. yard for the R. J. CRAIG CO, in Glasgow. They were known as "Craig's Counties" because all were named for counties in Scotland. The features of these ships described by **Harold Underhill** in his *Deepwater Sail* matched the model very well. This did not lead me to which one of the "Counties" she was, but I settled on *County of Caithness* for a couple of reasons. First, the single topsail on the jigger showed this lady was one of the early "Counties" and the "Caithness" was one of the first. Secondly, the model showed a remarkable similarity to a plan for the County of Caithness published in **Edwin Monk's** 1951 *Windjammer Modeling*. (attached) The model and plan are almost exactly the same size. So, figuring I'd never really know, I went ahead and labeled the new bottle with this ship's name.

After finishing it all I typed up the article I mentioned to you, and sent it off to **Rob Napier**, since he appears in the narrative a couple of times. In the article I note the difficulty in finding photos of the ship and Rob sent me a couple of links leading me to pictures I had not found.

He also sent another link, saying, "Um, you might find this of interest" It led me to an auctioneer's site with images of a ship in bottle so remarkably like the one I had just repaired there could be no doubt they were by the same hand (attached). In fact, there were two such ships in bottles. On the underside of each were labels declaring they had been made by **Leon and Pat Labistour** of Robin's Hood Bay, Whitby. I was a little put out my lovingly restored lady was clearly a product of some mass production, but I think I'm over that. I corresponded with Leon when editor of the *Bottle Shipwright*. He was active in promoting European ship in bottle building and, of course, the little cottage industry he had established in Robin's Hood Bay. He died in the late 1980s. He had started a video on ship in bottling but did not live to finish it. His wife Pat did.

The labels also identified the ship – *County of Caithness*. At least that was right."



Rarely done – repair of an SIB.



Remarkable restoration of a folk-art liner by a non-model builder!

Below, deep-throat clothespins, here for a Uke.





I, **Sec/Ed** am the happy recipient of the April 2016 WOODCRAFT® catalog, with 169 pages of the niftiest tools anywhere (except maybe LEE VALLEY), and what with **Playboy's** new policy, a replacement to drool on. STOPLOSS BAGS™ are \$11.99/4-pack. Whazzat? Three-ply of space-age polymer bags to store finishes in, to dis-allow rust to muck up your paints and varnishes. This is a worthy product for our humid region. You are asked to transfer your finishes with a special funnel and special tube (extra). Sadly, the editors of this swell publication do not specify the size of these \$3.00 bags. So I'm not the only one who doesn't read what he wrights.

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On Apr 4, 2016, at 9:28 PM, **john (Howie) Smith** <argonne7@sbcglobal.net> wrote:  
Irwin,

You pose a number of insightful questions. See attached copy of our Article on Spring 2016 Ironclad Project Progress report which I have also forwarded to the NRG Secretary and a few other Ship Modeling Organizations who have expressed an interest in this project. This should answer most of your questions but not all.

Regarding construction location: This is a large model, over 7-feet long and rests on a removable construction board atop a casted table which allows some degree of mobility but is not a real travelling model. Our meetings normally would rotate between the basement workshops of 3 of our Shipcrafter members (2 of which have roll-out access). For the first year of construction the model and our meetings resided at one member's workshop. Starting this year it resides at the second member workshop. The model, construction board and table can easily be trans-



A cooperative effort by club members by the Gateway Model Shipcrafters in the St. Louis area.

**Ironclad Project:** In addition to providing support of our individual Shipcrafter's personal ship modeling projects we have encouraged all members to participate in larger club managed group projects which may be beyond the capability of any individual modeler. One such example of this is our "Ironclad Project" which will scratch build a plank-on-frame model of the "USS St. Louis" which began in September 2014 and is expected to continue into 2017.

**"USS St. Louis" History:** The "USS St. Louis" was a steam powered, stern wheel casement "City Class" gunboat built by James Eads in Carondelet, Missouri for the Union War Department, launched on 12 October 1861 and subsequently attached to Rear Admiral Foote's squadron of the Western Gunboat Fleet. After several engagements on the Tennessee and Cumberland Rivers she was renamed the "USS Baron DeKalb" and transferred to the Navy Department in October 1862. Over her career she fought in 18 actions in 19 months until sunk by a Confederate mine on the Yazoo River in July 1863.

– Howie Smith, Sec'ty, Gateway Model Shipcrafters.

# & MORE!

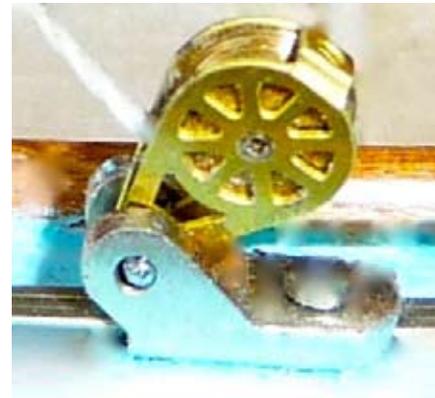


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ported in a small van. The upper Hurricane deck is being assembled on a separate construction board at the 3rd member's workshop and will be moved to the overall build site when ready for installation. This construction table and Hurricane deck are easily transported.

Regarding project leadership: This is our third and most ambitious attempt to perform a Shipcrafters sustaining type scratch-build project with the intent of providing the opportunity for upgrading all of our modeling skills regardless of personal ability. You could say that I am the instigator for these projects but we fortunately are a small group of professional and semi-professionals with multiple talents, other than ship modeling, who willingly contribute their time and knowledge when given the means and opportunity to perform. We also have some exceptional model makers who freely assist others and will serve as their back-up whenever necessary. My main contribution is to develop a sequence of construction, convert the model design data into smaller packages and find volunteers willing and capable of each task in accordance with an overall schedule. This is primarily done thru a series of EXCEL spreadsheets which breakdown tasks such as research, material acquisition, individual modeling responsibility, and general functional responsibilities. These spreadsheets include scheduled need dates and the current status. Being a volunteer project involving very busy individuals, the biggest challenge is predicting and maintaining a reasonable schedule. One of our stated goals is to figure out how to implement these group projects, which are clearly beyond the capability of an individual modeler.



**Byron Rosenbaum – "FOR SALE"** (15) brass block cheeks & parts as shown @ \$3.00 each (to assemble add sheave & screws). The brass sheaves are a standard size product sold by MODEL EXPO The self-starter screws were from my local eyeglass store, SST@ .041" dia. I paid \$5. for each burned sheet... byron555r@yahoo.com

This is a low cost development by friend of the club, George (Jich) Estano. You build a wood or MDF jig and clamp atop your bench sander. Obtain a belt of appropriate grit and proceed. Next, a leather belt. Or pay up to \$600 for a store-bought device.

**It's fast. It works.**

## Jich-o-Matic Sharp as Snake Spit Maker

**CLASSIFIED: Got something you don't need or want? Or, something you need or just want?** Tell me about it and I'll put it here.

### THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, 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 discounts on annual conferences, 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.

**YEARLY MEMBERSHIP**  
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