

Ship's Log



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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, Aug. 23, 7:00 p.m.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of July 26, 2016

tbsms.org

Skipper Ed Brut called the regular meeting to order, and recognized three visitors: **Katie O'Brien, Brant Peterson** and **Curtis Miller**.

Responding to a question from the floor, the Skipper spoke on the upcoming, IPMS Modelpalooza; September 16>18, (www.ipmsorlando.com/modelpalooza.html) at the Wyndham in Orlando, 8001 International Dr., Orlando, FL 32819 (407) 351-2420.

Regarding old business, the subject of meeting time, day and venue was reopened with **I, Sec/Ed**, contributing the concept of three divisions to the club; Pinellas County (St. Petersburg +), Manatee County /Sarasota County, and Hillsborough County (Tampa+). The intent would be to shorten driving times and allow those who have difficulty driving at night, to perhaps attend a meeting. Note: Bay area members, apart from distant outliers, span over 86 miles, from Sarasota to Zephyrhills.

These divisions may require only a group leader/ scribe, and being smaller, might meet at a modest local venue or home (as suggested by **Phil Stager**). If photos and commentary were to be submitted, a single newsletter would suffice, and a single President and Treasurer. The divisions would be free to determine their own day, time, location and style of meeting, and members (I propose) would be free to attend any or all division meetings. Last, it was generally recognized that the divisions, would/should have one or more annual joint meetings, perhaps with a model show.

No further discussion or motions were made on the proposal, apart from a suggestion that a survey be made to determine interest among members. Sec/ Ed (being the surveyor) would expand that to include former members and other known modelers in the Tampa Bay area.



Katie O'Brien and her gentleman friend, Brant Peterson, get the club skinny from Tim Roberts.



Keith Van Husen's in-process scratch model of Plant's liner, SS Mascotte. See page 2 for more.



Show & Tell

Next, Katie O'Brien and Brant Peterson, along with member **Keith VanHusen**, who built the model, spoke on Henry Plant's *SS Mascotte*. Ms. O'Brien initiated the search, as a thoughtful, secret birthday gift for her significant other, Mr. Peterson. She contacted Sec/Ed to find a model, but none was found for sale, although another was later identified, in the Tampa Mayor's offices. And so, we three embarked on a hunt to find information to build from.

Briefly, *Mascotte* was built by CRAMP SHIPYARD in Philadelphia in 1885, and steamed off and on in the Northeast, but principally ran between Tampa, Key West and Havana, with Miami and Nassau added on occasion. She carried passengers, tobacco and other goods on a twice per week schedule, and wounded soldiers when called upon. Initially under the flag of the Plant Line, after his death, she was a stalwart of the PENINSULAR AND OCCIDENTAL S.S. Co. along with several sister ships. Henry B. Plant (1819–1899) is mainly known for his railroad lines, but his ships were also instrumental in trade, contributing to the growth of Tampa. *SS Mascotte* is inaccurately portrayed on the city seals of both Tampa and Mascotte, FL. Much is known on her history and while there are photographic images, so far, no documentation has been found on her superstructure.

There is another bit of mystery, in that Independence Seaport Museum is credited with being the venue for Cramp materials, and is where Katie bought a hull plan print, while the Steamship Historical Society of America, in RI, speaks of holding the vellum. It is possible that there is more than one.

At any rate, the research continues, to assemble all we can on the subject of *Mascotte*, and file the collection in one or all of the several Tampa Bay venues that now have scraps of the story: the *Henry B. Plant Museum* at UT, *Tampa Bay History Center*, *USF Special Collections Library*, *Tampa Historical Society*, the *Maritime Reading Room at the Port Tampa Branch* and/or the *Hillsborough County Library system*, plus a number of out-of-state maritime venues.



Keith VanHusen described his tasks, trials, tribulations, and techniques in building the 1/148, *SS Mascotte* for Katie and Brant... with problems "from the beginning cutting sections and a wood keel, to end of moving the wheel house fore and aft, also fore mast and mizzen mast fore and aft. It was a very difficult build, for the photo's I used for reference were on an angle, not giving enough info, for location. He used bulkheads of rigidized poster board. The lower hull is coated with an automotive product. Keith explains that in the late '90's his job involved 1:1 auto modeling in paper board. The chemical used to harden it was a GM product with the trade name UC-30, similar to cyanoacrylate ester or super-glue. The bottom of the hull, which is wood, is covered with an automotive jelly glass resin, for strength."

BONDO markets a 2-part product that sounds like much the same thing; "BONDO 431 Fiberglass Resin Jelly Kit."

Keith's commission on SS Mascotte, built for Katie O'Brien and ultimately, Brant Peterson.

Your Sec/Ed is researching the iconic vessel with resources local, far and wide.



Guest-visitor **Curtis Miller** learned of our club at the Golden Triangle RC sailing group which meets at Freedom Lake, St. Pete – <http://www.proboat.com/2011/12/1969-donzi-ski-sporter-112-scale-replica/> This article is on one of Curtis' models, a 1969 Donzi Ski Sporter:

"Curtis Miller of St. Petersburg, Florida, made the model employing many of the same techniques found in full-size, real-world fiberglass boatbuilding. Miller knows those techniques well, having worked for many southwest Florida builders, including *Morgan Yachts*, *Windship Trident*, *Wellcraft*, and *DONZI*, serving as loftsmen at the latter. Here is Miller's description of the project.

Construction of the scale replica DONZI 16 began in the summer of 2000. I had access to boats of that model and year, from which I took offsets. Having been employed by, DONZI MARINE, I was also able to take measurements from current versions of the Ski Sporter and their molds. Once I'd compiled the dimensions, I drew a set of lines in 1" = 1'0" scale." Etc.

Chuck LaFave brought a curiosity, an electric hydroplane gussied up to look like a shark. While the boat planes, she is somewhat underpowered, and Chuck plans to add a second battery in series.

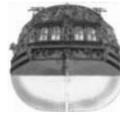
"The Shark is 38 inches long and 15 inches wide. It is an old DUMAS Atlas Van Line type wood hydroplane kit built by Tom from the Freedom Park Sailing Club, which meets Wednesday and Saturday from 8 to 11 am. Tom passed away last month and his family gave away this boat. The motor is a GRAUPNER 700 bb, 9.6 to 12 volt. The speed control is a TEKIN TSC 433 Marine, running 8 to 10 cells. Both the motor and the speed controller are water-cooled. Almost everything on this boat is no longer made. I use the boat for fun and at the lake to remove hung up sailboat on the marks." "Shark Rescue!"



Curtis is a highly skilled model maker, as evidenced by this beautiful and quite exact replica of a Donzi Ski Sporter at 1/12.



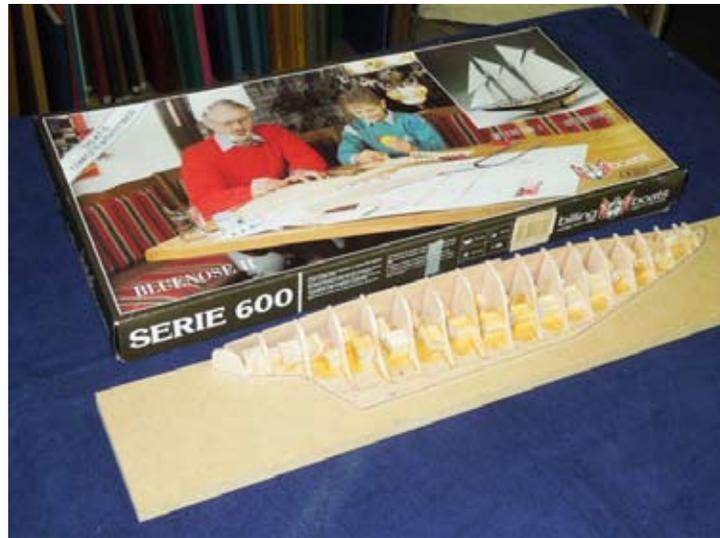
Photos by Chuck LaFave, of a rather unusual RC caricature.



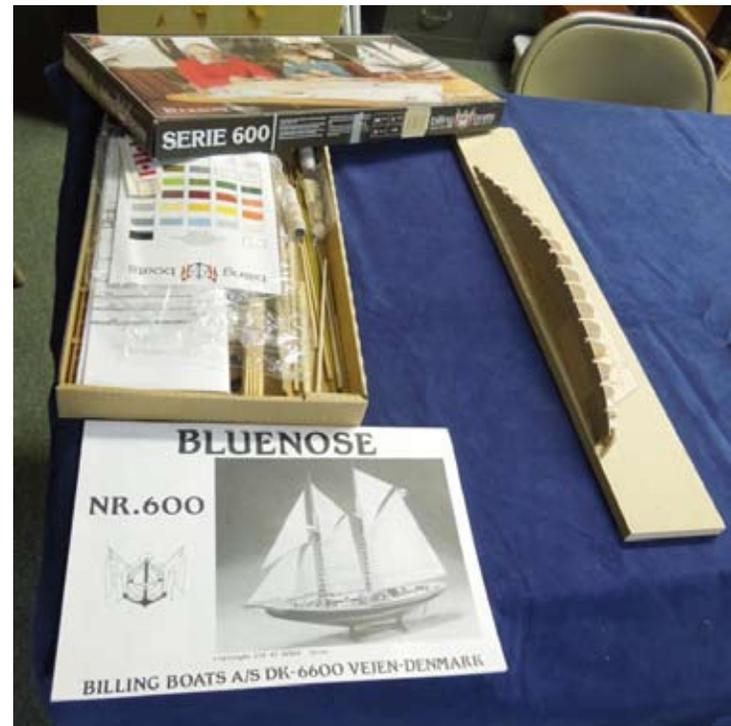
New member **Rich Sparks**, displayed a BILLING BOATS *Bluenose*, which is built in port and starboard halves, later married. Rick bought the old kit for \$10 and is tuning his skills before tackling a full rigged ship. He is looking for answers on how to rabbet for the garboard plank... or not to. He would like to plank cleanly enough to clear-finish the hull, but concedes he might end up painting her. Rich introduces himself, below:

"Hi, my name is Richard Sparks. In high school I put together my first sailing ship model, H.M.S *Beagle*. It was a plastic model by Revell. I modified the plastic sails and stitched them onto the yardarms and also made up my own ratlines from thread. I remember that rigging was the favorite part of building that model. In 1974 I joined the Air Force, went to basic training/tech. school, and when I returned home I discovered that my nephew had visited my parents and my ship was gone. Since then I put together a small battleship, got into model railroading, bluegrass (banjo), and church activities. But, I kept thinking that one day I would build a large wooden *Cutty Sark*. There is just something about that ship that has fascinated me over the years. Recently I did build the plastic REVELL model (16.5" long). I was thinking that that would help prepare me for the 3 ft. wooden model. I began reading about wooden ship models and discovered that I had a lot – a lot – to learn. But, I decided to take the plunge, and ordered the Artesania Latina kit online. The salesman called and asked me how much experience that I had with building wooden ship models. When I told him my background he asked me if I was sure that I wanted to make this my first build.

As it turned out, years ago I had bought a wooden BILLING *Bluenose II* kit at a model railroad show, but had never even opened the box. After visiting with the salesman, and doing more research, I decided that I really should get in some practice before tackling *Cutty Sark*. So, a couple months ago I began the *Bluenose II* build. I was quickly lost as to how to handle the planking. I never considered there were so many ways to "stick" a piece of wood on the side of a ship's hull. I discovered the Tampa Bay Ship Model Society and at my second visit, I brought my sailboat and asked the group for suggestions. Immediately I got help from several of the members. **Steve McMurtry** asked for my email address, and suggested that I might visit with him one on one. Perhaps the biggest help that any of the members gave me was, "Don't give up." I am excited about pursuing this hobby and I think this group can help me do that."



Rich is learning building skills with a very old BILLING *Bluenose II* kit, before starting a *Cutty Sark*. This one is built in halves, strangely.

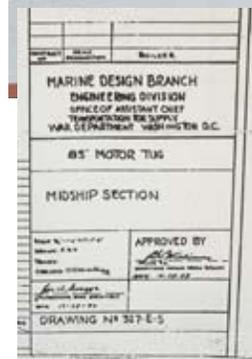




Howard Howe is building a kit of a 76' Florida-built tug and plans to later scratch-build a similar 86 footer. "I am making progress on the DUMAS model kit for the 74' ST Tug (Design 257), and presently in the detailing phase. At a 1/48" scale, it is small (18" long), but I am planning to have it an operational RC model. I plan to name her "ST 42 THORNTON" in honor of one of the first boats built by AMC in DeLand late 1942 where my Father worked as a welder.

As reported last month, I ordered plans for the 86' ST Tug (Design 327). I received the plans, which consist of 13 pages at 1/48" scale. These are copies of the original Marine Design Branch, Transportation for Supply, War Department, Washington D.C., late 1943.

When I finish the kit build, I will tackle the scratch build of the 86' ST Tug using plank on frame technique and fiberglass the hull for RC operation. This will also be one of the DeLand built tugs probably ST 676 that was in the Convoy NY 119." - Howard



Howard is increasing his fleet of RC tugs, in a couple of sizes. This one is a kit, but her sister will be a scratch effort.

Some photos by Howard Howe.



Illustration by P&L, see one of a large group of mid-size tugs on the top, all of which are 60' long or less. (Photo)



Tim Roberts commented that he had been told by the granddaughter of Roue, designer of *Haligonian* and *Bluenose*, that none of the kits or plans of *Bluenose* were accurate, in that she was keeper of the flame of these, Canada's national treasures, and had not released the original configuration.

He went on to show a large balk of crotch mahogany 2 x 5 x 16" that he had squared up with hand tools, shellacked, and polished with Conservator's Wax – (LEE VALLEY) "This product is a highly refined blend of microcrystalline waxes (petrochemical based) used by museums, art galleries and conservators to protect against airborne pollutants and finger marks, as well as provide moisture resistance. It is a clear, light wax that can be used on finished woods, metals, ceramics, marble, leather, gilding, photographs and even paper. It will also gently remove grime and wax build-up. Apply with a soft cloth. When wax is dry, polish to a soft sheen. Only a small amount needs to be applied for effective protection: 125ml (4.4 fl oz) in a metal container. Made in Canada."

Another brand is RENAISSANCE Micro-Crystalline Wax Polish (65 ml) from WOODCRAFT SUPPLY.

Steve McMurtry brought another *Bluenose*, this one complete and aged. It used a pressed paper, solid hull, etc. And, he showed a couple of the fine and small skylights of his *Charles W. Morgan*, scratch-built whaling ship.

See pages 8 & 9 for the full story of this skylight.



Tim introduced a finish new to most of us, conservator's wax demonstrated on a gorgeous block of crotch mahogany.



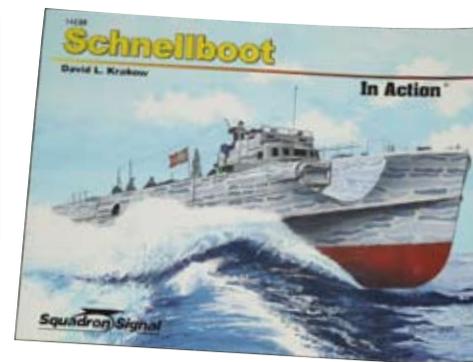
Steve displayed a *Bluenose*, and showed his progress on deck furniture for his *Charles W. Morgan*.



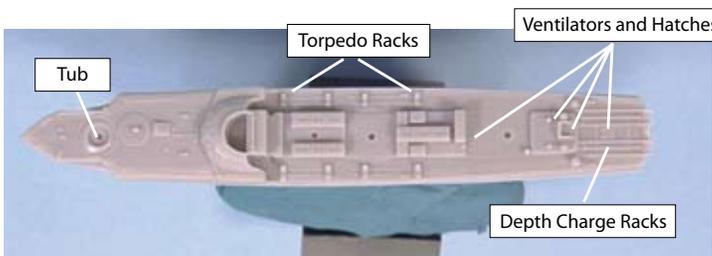


George Fehér showed his progress on a tiny *Schnellboot* and a digital micrometer he bought for around \$20., that is his favorite of the several he owns. He also brought and praised the book, *Six Frigates*, which he says, goes far beyond the US Navy's first serious warships, telling how they were made, and the historical context of why they were needed. See page 10 for these items.

"I am working on a *Schnellboot S-100* (BRONCO MODELS 1:350) to accompany my German Type IX sub for a diorama. *Schnellboots* were 35m (115 ft.) long, had a top speed of 42 knots and a crew of 21-30. The model is 10cm (4 in.) long. The model was started by dry-fitting the four parts that make up the boat: the lower hull, the left and right sides of the upper hull, and the topsides. Although the kit and casting is well done, research and references showed that some parts were not as accurate as could be. These included the "tub" for the forward 20mm gun, the tops of the deckhouses, the torpedo racks and the depth charge racks. After all of the scraping-off and sanding was finished, the updates were added. The "tub" was enlarged using a jeweler's drill press and the gun mount ring was added. Hatches were cut from photo paper. 0.18mm Wire replaced the molded bottom rails of the torpedo racks and bollards were replaced using 0.28mm wire snippets. I also remade the forward single 20mm, the mid-ship dual 20mm, and the aft 37mm anti-aircraft guns from after-market photo etched parts. The guns shown are 7-9mm long, mounted on the tips of toothpicks. With these details finished, the next challenges will be to make new depth charges and racks, a pair of targeting binoculars, ventilators, tubes for the torpedoes and other deck fixtures."



Photos by George Fehér



George is creating a diorama featuring two German vessels in a scale beyond the unassisted vision of most of us.



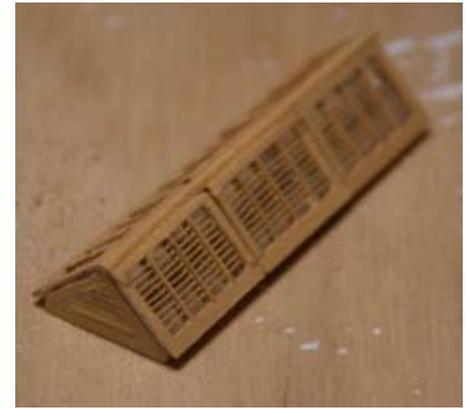
"The Skylight assembly for the CW Morgan is now complete. Here is a summary of the construction and some of the interesting challenges I faced in making the tedious structure.

The main house structure is made from Basswood. I started with a rectangular (base) piece 1/16" thick and built up around it. The hardest part was getting the vertical frames that separate the window panes spaced so that the windows would all be the same size. I came close but no cigar. Each window frame is made up of 7 individual pieces; the frame and the 3 bar supports. It was slow work constructing these as they had to be perfectly square and each one had to be sized and marked to fit the individual openings of the house. On the real ship the brass bars that protect the glass from damage are 1/2" diameter so I had to use 0.008" brass wire to be to scale. In order to keep the rods parallel and straight I made a stack of boards: one the thickness and width of the vertical frame section, three planks (thickness 0.015") of the bar supports and another vertical frame. The boards were long enough to allow me to make all 8 window assemblies.

I then trued and clamped the stackup. Using an x-y table on a miniature drill press I drilled the 5 each 0.010" holes spaced equally at 0.035" for each window. Each stack set had to be kept together as a group after cutting the pieces to length because there was some small amount of drill bit drift. First the outer frames were assembled, then the support bars were added. Finally, I roved the wire through the holes and used some CA to lock them into the end frames. Each window then had to be adjusted to fit snugly in its opening. Painting came next.

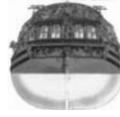
The final step was to cut and attached the glazing. I used 0.006" thick glass cover slips for this. I used a titanium carbide scribe to score the glass before snapping it. I ruined one for every three I made. The glass is attached to the back of each frame using a water clear jewelers adhesive from Michaels.

Building the frame of the roof structure was a little tricky because of the angles and that it was really flimsy and unstable until it was completely together. Each triangular end is 3 separate pieces. One end on the real ship is a triangular window for viewing the ships compass. The other end is louvered. I used .015" thick slat glued by half width to make the louvers and they cut the stack to fit the triangular opening.



Photos by Steve McMurtry





The ridge piece is a complex shape, flat on the bottom, angles on each side to match the end frames and the top is angled and rounded at the very peak.

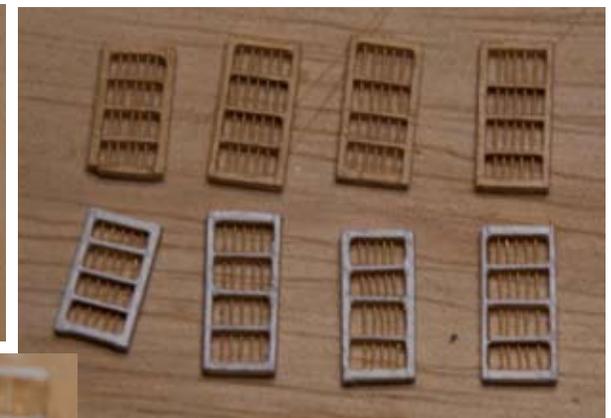
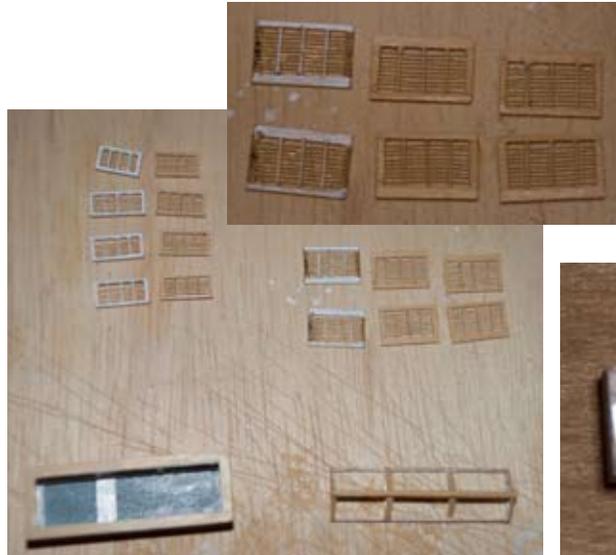
Once the frame was done I painted it. The windows for the roof were built essentially the same as the ones for the house. These were more difficult because they were made from 1/64" flat stock edge glued. It was impossible for me to use the same drilling technique as the lower windows. I could not edge drill the 1/64 frames. I used the same stack technique to drill the bar supports. I ended up drilling the holes such that the wires would feed flat against the inside of the frames when the outer surface of each support was flush with the outer surface of the frame.

After fitting and gluing the bar supports I fished the wires into place leaving them a bit long on each end. I used Wood glue to putty them in place, then trimmed them to length. In the end, in order to get the windows to lay flat against the roof frame, I had to use a Dremel with a sanding drum to grind the bonded wire ends almost down to the frame. The frames were then painted. Glazing was the same as the lower windows. The upper windows are hinged on the real skylight. After installing them in the frame I used 0.008 wire painted black to simulate the hinge spines.

The assembly is painted a light yellow ochre on the outside and white on the inside. The bottom floor is a dark gray to simulate the opening below decks and there is a white cross member to represent the deck frame on the real ship.

The final component was installing the compass. The gimbal frame is made with 0.008" and 0.015" brass wire soldered to shape then painted black. Irwin took a photo of a real compass rose and reduced and printed it to the required size. This paper rose was cut out and glued onto the gimbal. I drilled a hole in the frame and mounted the compass inside the lower housing. Hallelujah!! It's done!

I also completed the construction of the 3 chain bits used to hold the whale against the ship during the cutting process. There is a head chain, belly chain and fluke chain. Each bit has a copper sheath on the cap and an iron bar through the middle. I've included pics of the skylight and bits on the real ship. I have to build a few more through-deck pieces and then deck planking can begin." – **Steve McMurtry**



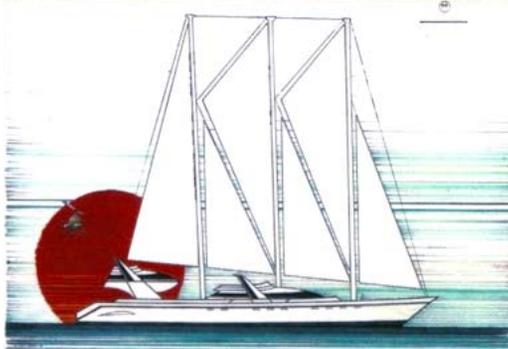
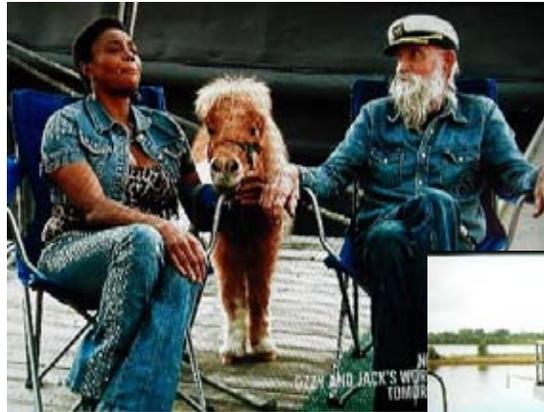
Photos by Steve McMurtry



Howard Howe reported on finding, in his tugboat research, a notable oddity, a tug now becoming a Museum in Florida.

The 100' Navy Tug was built in Jacksonville in 1945. It served in Puerto Rico and Cuba. It was sold for scrap in 1986 then resold to Gordon McCarthy (Capt. "Quirk") in 1998. He made a few trips with it and then it became their live-aboard.

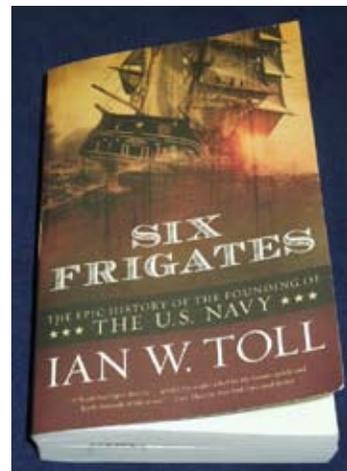
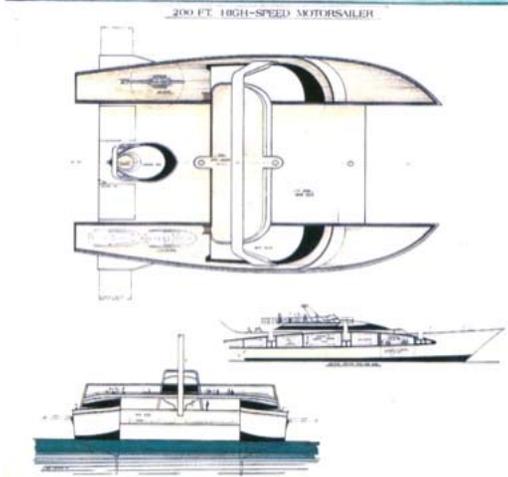
After the *American Picker* TV show was made, Capt. "Quirk" died and the boat was sold in late 2015. Final disposition is intended as a floating museum at Green Cove Springs, FL. CAPTION: Capt. "Quirk", Girlfriend Dee, and Pony Alfie.



PAINT TIP

Byron Rosenbaum sent 3-mast 200' yacht he plans to build, but has set aside in order to make a requested duplicate of the 55-foot ketch recently shown (but better).

Black vinyl electrical tape stretches to the contour of a rounded hull shape and creates a sharp clean paint line that is easily removed without damaging the existing finish above and below the new waterline. I usually slit the 3/4" wide tape into two, 3/8" wide strips that take a curve better than the full 3/4" width and use the machined edge to form the sharp line edges. – **Byron Rosenbaum**



George Fehér displayed a book on the country's first serious navy, and his favorite digital caliper.

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.