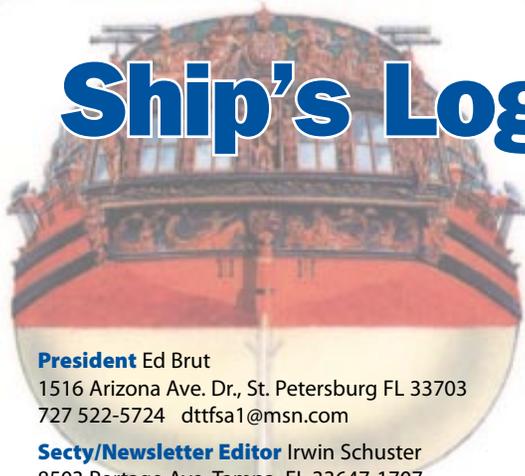


# Ship's Log Tampa Bay Ship Model Society

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of Sept 27, 2016

tbsms.org



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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, Oct. 25, 7:00 p.m.**

This regular meeting was called to order by **Skipper Brut**, with 17 members in attendance. Snowbirds are drifting back. Skipper Brut gave a report on the IPMS Modelpalooza. Photos should be posted on the local IPMS Pelikan site as you read this.

**Steve McMurtry**, Treasurer, reported that the old chest contains \$2,258.87 and we have 32 paid members.

It was reported that the purchase of up to 45 videos from the Chicago Tri-Club producers will be made, as they become available after review. They will be shipped in batches.

A Saturday afternoon meeting will be scheduled, tentatively set for December 17, at 1:00, to run about two hours. The presentation will be on planking and given by **Art Ortner**.

**YOUR** photos are being solicited to update our tbsms.org website, and will be posted, as the builders of many to most of the fine models shown have departed for calmer waters.

Another gentleman in Sarasota is looking for repair of a fairly simple model of Yorkshire of 1845 which had her three masts crushed in shipment from the Philippines. She was well anchored, but in a corrugated carton which was top-loaded. **Art Ortner** visited and assessed the damage, and

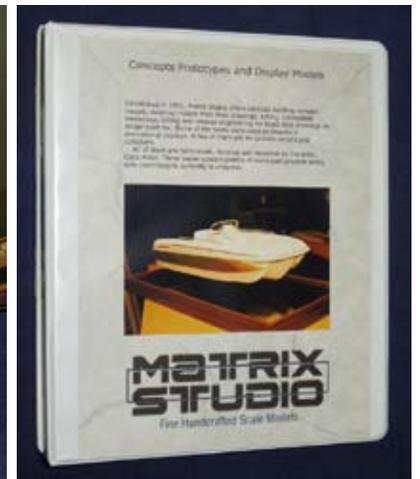
I sent photos to a few restoration specialists.

**Next, Sec/Ed** revealed that the **2017 Nautical Research Guild annual conference will be held in St. Pete**, on the waterfront, on OCTOBER 26>>>28! Save those dates. Non-members may attend, but prices and program are not set as yet. Venue is believed to be the Hilton. Water view, walking distances and trolley to attractions, excellent airport and the prospect of early arrivals and extended stays make St. Pete an ideal location, but I don't have to convince you. You have already made the choice to be here. Clearwater, Pass-a-Grille, and Tampa were considered as well, but Attorney **Phil Roach** of Ft. Myers-Bonita-Springs-Naples, NRG Board Member, who proposed a Florida site, has chosen well, for a family-centered trip. Plenty for the distaff side to enjoy, too.

**Finally**, please bring along a couple of those **acetate name-card holders** that you store in your top dresser drawer. TBSMS is going to institute name tags because some of us are faced with declining memory. Sec/Ed is being asked more and more often, "who was that guy who..." and it is taxing. I will provide the name cards for insertion. We'll put a box near the exit (if "we" remember) to collect them, as you leave.



New member Curtis Miller showed a FG Donzi half he created, which became a sales award.





## Show & Tell

**Curtis Miller** displayed a gorgeous FG DONZI half mounted on a stainless steel "mirror." He built a few as sales awards for his employer at the time. Graphics were airbrushed. Then to prove he is not all plasticman, he showed a half hull of a 32-footer, at  $\frac{3}{4}'' = 1'$ , made of mahogany with a popular waterline/boot-stripe. It was finished with a 2-part catalyzed urethane.

Visit [proboat.com](http://proboat.com) and search for Curtis' 1/12, 1969 DONZI ski sport model. Curtis says:

"The models I brought to the September meeting were a 1/2 model of a DONZI 33 Zx, which was produced through the mid '90's and early 2000's. The model is in  $1'' = 1'0''$  (1/12th scale) and is one of 11 fiberglass boats cast in the same mold during that era.

With the exception of the model I brought to the meeting and one other boat, the remaining 9 were purchased by Donzi MARINE CORPORATION and awarded to various dealers as top prizes for selling the most inventory during the previous model year. Each one had the custom paint scheme that was offered on the upcoming year's Zx product line.

I built all the plugs and molds for that and other trophy models fabricated around that time. The plugs were generally carved from high density foam, hardcoated with polyester resin followed by DURATEC primers. These foam plugs were rough cut by bandsaw according to section views of the blueprints, stack glued and shaped by hand tools. All the tooling was hand sanded with no assistance from CNC machines or other power tools.

The second model was a 1/2 model of a 32' ketch in  $\frac{3}{4}''$  scale, designed by John G Alden. The lines were copied and enlarged from the book *Good Boats* by Roger C Taylor. It was constructed from solid Honduras mahogany using the stacked waterline building method. Like all my tooling work, this example was all shaped with hand tools; spoke shaves, rasps and sanding blocks. The bootstripe was made of white poplar and the model was finished in a two part, high solids polyurethane, which was tooled to 1200 grit and buffed out with a 3" rotary air tool. I built the Alden Ketch in 1998.

I appreciate the opportunity to dust off and share some of my earlier works and I look forward to bringing other examples to share at future meetings. It's also great seeing what others in the TBSMS are up to from month to month. It's a good group of talented modelers and it's a thrill to learn their approaches to construction and various building techniques."



Another view of the Donzi half on SST "mirror."



And, a John Alden ketch at  $\frac{3}{4}'' = 1'$



**Howard Howe:** The DUMAS model kit for the Army 74' ST Tug (Design 257) is completed and she survived her first sea trial. The "ST 42" was the third in the series of eleven 74' all steel tugs built in DeLand Florida. The kit is a good representation of the actual tug as seen in the earlier photos.

At a 1/48" scale, she is small but a pond worthy model. The day of the sea trial at Lake Seminole the pond was flat calm. She was sitting out in the pond like a ghost with her gray paint when a fellow boater with a larger fast boat just missed her and almost swamped her.

She recovered from the high seas and after returning to dock, while water was over the cabin, the interior was dry! I was not able to get a picture of the incident, but it looked like the picture on the cover of the book "Ordeal of Convoy N.Y. 119".

I am making progress on scratch building the Army 86' ST Tug (Design 327). I plan to have at least the plank on frame fiberglass hull for next meeting.



**Howard has completed yet another tug for his fleet, a DUMAS #257, 74-footer.**



**Charlie Gravallese**, at work on the *Confederacy* has made great, but slow, progress. He has completed installing the foundation strakes of the main wales, cut in and framed all the gun ports and sweep ports, and is now at work on completing the stern framing. Needless to say, the stern is proving to be the most challenging part of the project so far.

“Charlie demonstrated his technique of locating gun port positions, dimensions, and angles using dividers, adjustable square, and machinist height gauge. This approach is different and more time consuming than the steps specified in the practicum however the end result is more accurately positioned ports.

Starting with drafting dividers, he first located the fore and aft corners of each port from Harold Hahn’s plans. Then, using an adjustable square and height gauge, he transferred these points directly onto the sides of the hull. Harold Hahn’s method of building the hull upside down on a master framing jig made this a fairly straightforward task as the framing jig provided a constant reference plane from which to locate the ports. Then came the hard part. Using an X-Acto key hole saw, needle files, sanding sticks, carving knives, and spacer guides, he cut in and then framed each port. The sill and lintel pieces are all mortised and were glued in place with 2 part epoxy cement. The epoxy is slow drying, gap filling and does not shrink when dry so any small voids in the joiner work are filled in and can be sanded smooth when the sills and lintels are faired to the hull. The entire process of locating, cutting in and framing the ports took about one month of work.

After the stern framing is completed he will move on to first planking the stern and then installing the finished main wale planks using ebony.”



**Charlie showed steady progress on his HHahn technique, scratch *Confederacy*.**





**Art Ortner** brought his *John Hancock*, 3/16" = 1' and that he has been working on her for 22 months. She is a scratch effort, including hardware except for her deadeyes. The deck is holly, frames are cherry and something else is boxwood. She will be only partly planked so the structure can be seen, and same for the decks. Art lays down parquet in the captain's cabin. He will only be rigging the guns, not masts, due to declining vision hampering his depth of field. The stove you see is not installed as yet. Asked about trunnels, he explained that he uses lemonwood starting with 3/64" square stock fed into a rotary, high RPM tool.

Sec/Ed cannot find this tool available any longer. BYRNES sells a draw plate and articles describe drilling hacksaw blades for the same purpose, for bamboo stock mounted in a rotary tool and pushed through in short sections.

**I, Sec/Ed** got a bad case of computer fever and had to get into the shop! I had considered building a submarine in a bottle a while back, because it seemed suitably round, so easy... but another image crept in. This *Polaris* is about 80% of scale length. Birch dowel with scrap superstructure and tower. A cheap WALMART plug supplied the hooks. I may not put this one in my portfolio. The spinner is not reflective of the real prop because, you know, the blacks suits will disappear you if you show that.



**Arthur is not letting eye problems compromise the quality on his *John Hancock*.**

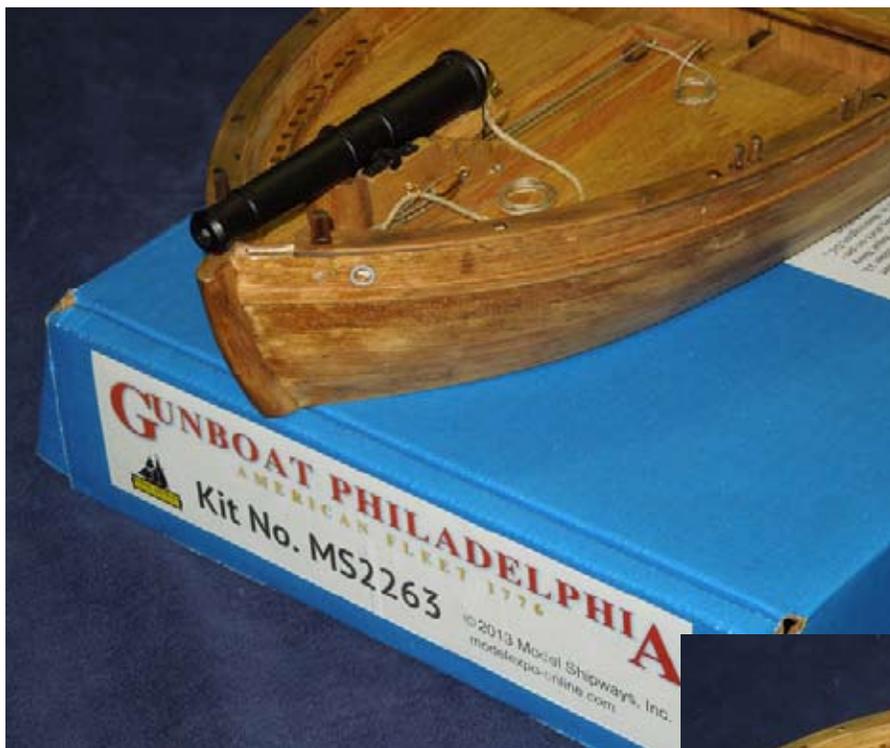
**Sometimes a fellow just has to have a little fun.**





**Jerry Hughes** distributed catalogs from a visit to BLUEJACKET, down Maine, and flyers from LANNAN GALLERY in Boston. He also brought a nice, open gunboat in process. She is the 1776, 1/24 *Philadelphia*, bought from MODEL EXPO. Jerry described how eight of these were built by carpenters on Lake Champlain. She will be masted.

*"Part of the American fleet commanded by General Benedict Arnold, she sank on October 11, 1776 during the Battle of Valcour Island against the Royal Navy on Lake Champlain. She remained sitting upright in the cold waters of the lake until she was raised in 1935. Today, she's on permanent exhibit at the Smithsonian Museum in Washington, D.C., complete with (the) 24-pound ball that sent her to the bottom."*



**Jerry is also showing progress on an historical kit.**





**Byron:** "Hi Irwin,  
Earlier pictures covered the hull construction. It is now finished.

This is a one of a kind 12 ft sloop based on similar craft that were sailed in earlier times in NE waters.

The half model is mounted within a 12" x 16" frame on a black sponge rubber background. The sails are linen embossed thick paper with details drawn in ink.

Standing rigging is 7 ply SS wire with short aluminum tubing sleeves crimped fastened. Running rigging is custom brass blocks with Dacron woven fly fishing lines. Total labor was about 50 hours.

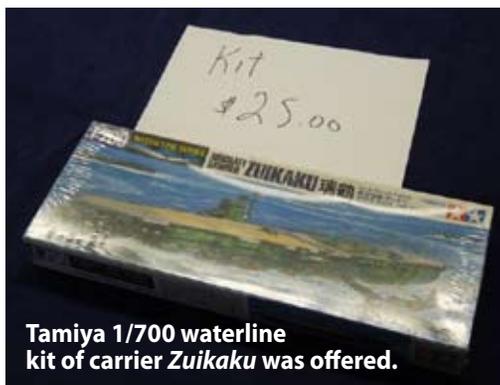
On the right (of middle shot) is before. This is the beginning plug sold as a necklace fitting. AFTER: the wide flat loop metal was cut through at the bottom, then the metal was spread open to lie flat. The other smaller top loop was cut open in the center, spread open, filed to shape to be the U forked oarlock."



This lug-rigged dinghy sloop started out as a full hull, but ended as a half, due to display considerations. His rowlock started life as a jewelry finding. Pix by Byron.



**Barry Reese** showed a \$1 garage sale find; AIRMIX, S-Boat... or a finished S-boat plus a kit for sale. 30-years old. Lots of flash to trim.



Tamiya 1/700 waterline kit of carrier Zuikaku was offered.

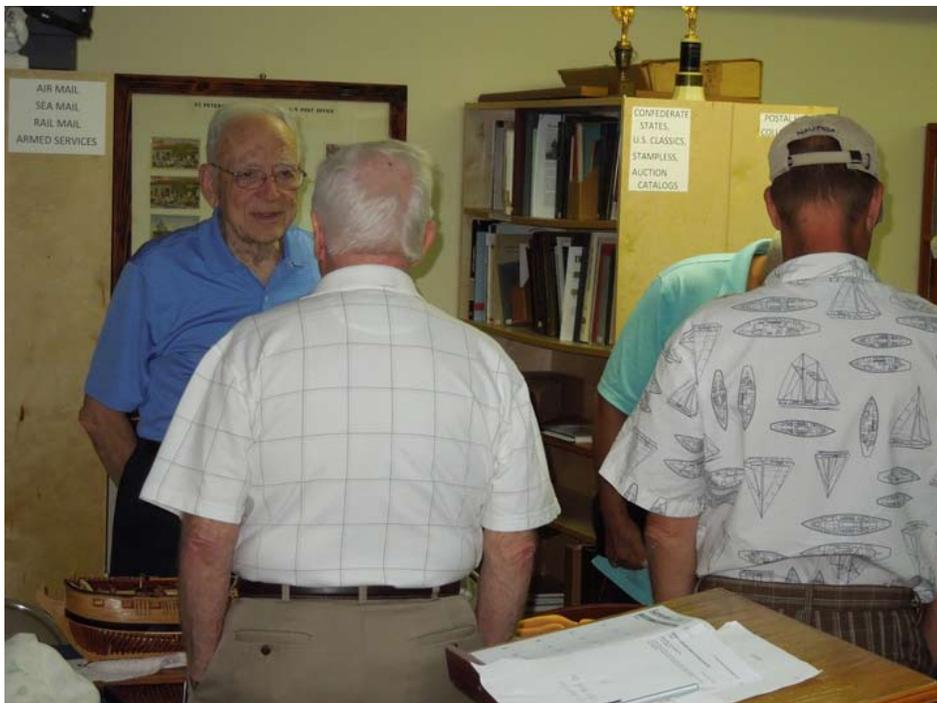


Being brief, Barry built boat.



# Ship's Log Tampa Bay Ship Model Society 8

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Long-time members Norm Jacobs and Art Ortner gam, while the crew discusses, post meeting.



**Counting Guns:** Steven D. Singer, diver, treasure hunter and author of "Shipwrecks of Florida," says this about ship's guns: "...remember that the British Navy rated its swivel gun as half a gun. The HMS **Wolf**, which wrecked off Florida in 1741, is listed as having 14 guns, but she actually had 20. She carried eight guns and 12 swivels, which counted as six guns." I did not know that.

## 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.



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For more information contact us at [www.thenrg.org](http://www.thenrg.org)



SAVE THIS DATE!

**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.

### SHIP MODELS for SALE?

Sec/Ed has been contacted by a fellow in Venice (FL) who is interested in buying 1-2 sailing vessels. He likes the idea of war-ships, but I doubt if that is an absolute. Contact me, as he is not webbed nor smart-phoned, and must be reached by phone.



