



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, Mar. 28, 7:00 p.m.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of Feb. 28, 2017

tbsms.org

Skipper Ed Brut called the regular meeting to order and greeted the happy faces of a minimal crew. Let's show up, fellas! We were reminded that the RC group was having a regatta at the Break Room Bar & Grill with static model display on Sunday, 3/04. Subsequently, it turned out to be a bit windy but the proprietor invited the crew back and this pond and venue may become the regular meeting site. Stand by for a report at our next meeting.

There will be an **Annual Model Contest by IPMS Wings, Wheels & Keels on 3/25/17** at Sarasota County's Woodmere Park & Rec Center off Jacaranda Blvd., 3951 Woodmere Park Blvd, Venice, FL 34293 (Exit 193 off I-75). Contact John at 941-807-0003 or boston-4550jpcwwk@yahoo.com.

There was a brief discussion on downloading of apps to phone and computer, of programs to produce files for 3D printing. MICROMARK seems to be investing in this technology. Also the concept of self-kitting, wherein scratch builders create files to 3D print, laser-cut, etc., and how this will affect judging of models. To a degree, this has been done for years, with photo-etched brass, aftermarket parts, both stock and custom.

Perhaps one of our members or a guest with such experience, can report on this subject with more specificity.

Treasurer, Steve McMurtry reported on the current roster as counting 28 members paid. We expect perhaps 3-4 more to catch up to meet our historic average of 30-32 members.



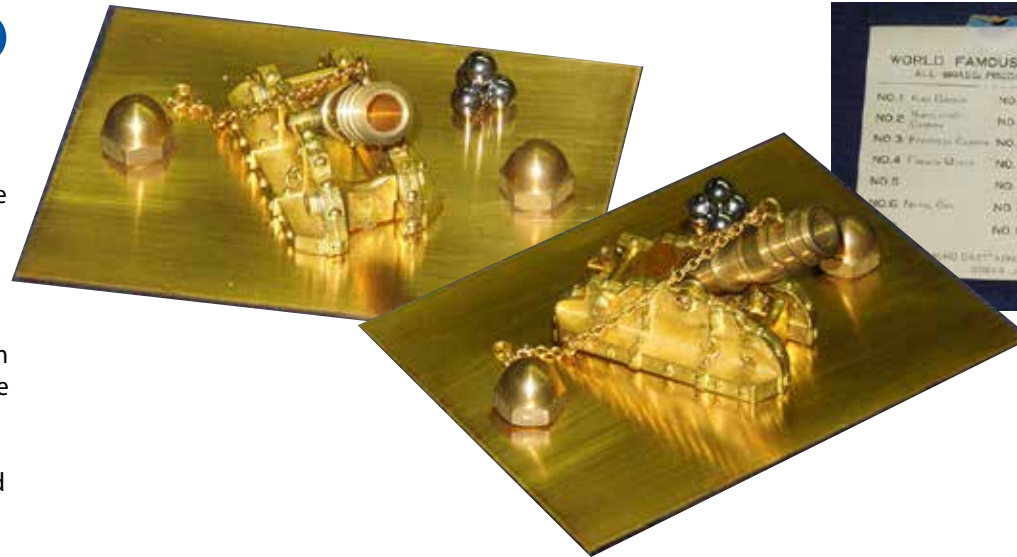
Arthur Ortner continues to finish his Continental Frigate, the Hancock. She was built here and took her share of glory before sailing under British colors and then, French. More on page 6.

Photos by George Fehér



Show & Tell

Ed Brut: "For my tiny French Mortar 1700's French Shore Bombardment Mortar by Micro Cast KONISHI SEISAKUSHO Osaka Japan The miniature is an investment cast brass scale model of French shore bombardment mortar. The kits were made about 1970 by a renowned maker of brass HO locomotives in Japan. Only a few sets of these cannons were made (as a marketing test) before the program was canceled. It is all cast brass with a machine lathe turned barrel. Construction is bolted together with about 20 parts to assemble. Information is from an auction house that sold 6 of the set."



Skipper Ed reported of having a blast assembling this all-brass French Mortar. The kit is rare and out of production.

Howard Howe on Delimmah: "About 10 years ago I ordered a MIDWEST Lobster Boat kit No. 964 in order to use it as guidance and parts for building a model of our 28' ALBIN boat, *Sea Story*, which is based on the lobster boat hull design. Then about 3 years ago after taking a vacation trip to Bar Harbor Maine and being impressed with a lobster boat named *Delim-mah*. I decided to resurrect the kit and build the lobster boat from the kit plans.

Recently realizing that this was the only boat in my fleet of 8 models that was not operational as an RC Model, I cut through the deck for access, did some additional sealing, ballast added, and set her up for radio control. First sea trial was successful until a gust of stern wind over came my securing magnet and blew the top off of the helm area. All parts were successfully rescued and the crew is safe."

Cliff Stanis sent this super resource on Herreshoff boats: <http://herreshoff.info/>



Howard has converted an early static model to RC to complete his fleet; an R-mada,



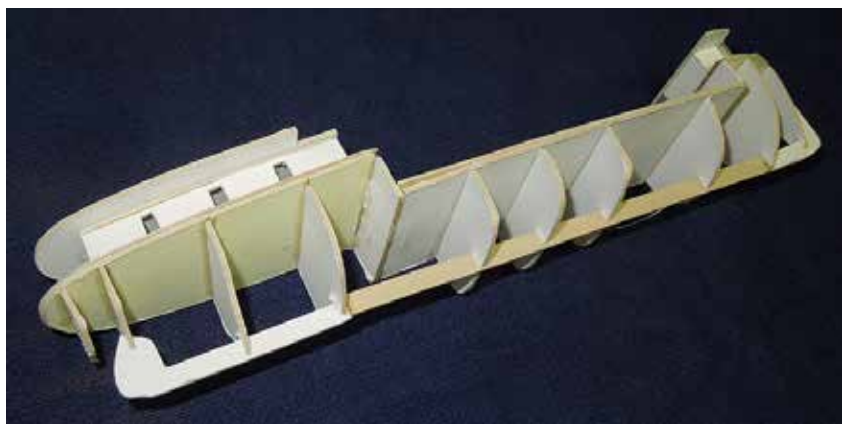


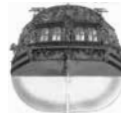
Keith VanHusen: "This model is a half scale of AJ FISHER's *Huron Brave*; a 1/96 model made from poster-board, wood and Bondo. It is an 1890 era Great Lakes Lumber Hooker, designed to carry her own deck load and (tow) one or two barges." Keith went on to explain a comment on barges, saying: "Barges, that is, the barges were large old schooners stripped of their masts and running gear to carry large cargoes of lumber."

[Sec/Ed] *Huron Brave* does not appear to have been a real ship, but a mythical subject of the type. My prime Great Lakes research expert, **Phil Stager**, can find no record of the ship and the www agrees. Apparently FISHER staff designed a composite figment of the type to iconify such transporters. I have put my shipkit specialist on finding the proper descriptor or trade term for such kits.



Keith uses an unorthodox hull-building technique of paper (illustration or mat board bulkheads) planked with paper hardened with polymer coating.





I Sec/Ed, presented an old scratch effort I call **Moby Lobster**. It portrays two Yankee pot-pullers aghast at seeing a giant white crustacean sounding near their dwarfed vessel. I told of starting the boat itself in Massachusetts with the plan to crush it in a lobster claw. After returning to our Bay Area, getting settled and finishing the hull, I chickened out of crunching it and revised the scenario.

The boat is basswood, the figures of SCULPY and the DANFORTH anchor of paper. The sea swell and surface was made by a plaster-of-Paris sculpted form, which was next overlaid with crinkled aluminum foil bonded with spray-adhesive. The actual surface is BOND0 (showing up a lot lately in this publication), painted with acrylics and sprinkled with glitter for sparkle. The glitter is just loose, not bonded. Anybody who has come in contact with this stuff knows it clings tenaciously without assistance. I probably used something like spray PAM or Canola oil as a parting agent.



Sec/Ed spoofs literature with this lobster boat scenario employing a preserved shell on a Bondo sea modeled by the use of crinkled foil. The oak base is of off-the-shelf Home improvement store sections. The boat is likely from the same plans that Howard Howe's model came with.



Brad Murray on Book of Sea History, refurbished quarterboard and Alberg half hull on a drawer front.

“Hello Irwin, The book *The Sea & Civilization* by Lincoln Paine (2013) – A monumental retelling of world history through the lens of maritime enterprise, ... is an exhaustive and exciting tome for anyone interested in man-made things that float and their effect on the true course of human history.

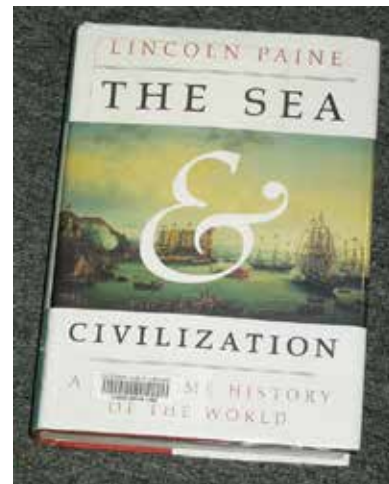
A box of wood was given to me, mostly teak and mahogany, just in time for my next project. Two teak drawer faces will become mounting boards for mahogany half models. The Carl Alberg designed *Sea Sprite 23*, my first ride, is destined for my mentor and oldest friend (he was born the day before I was). I hold him responsible for my life long obsessive preoccupation with boats.

The *FURTHUR* quarter board pays homage to Ken Kesey's bus and lives on the front of a modest RV which takes my wife and me further. It was taken off to be properly gilded. The red under coat will help the gold to pop in the sun.”

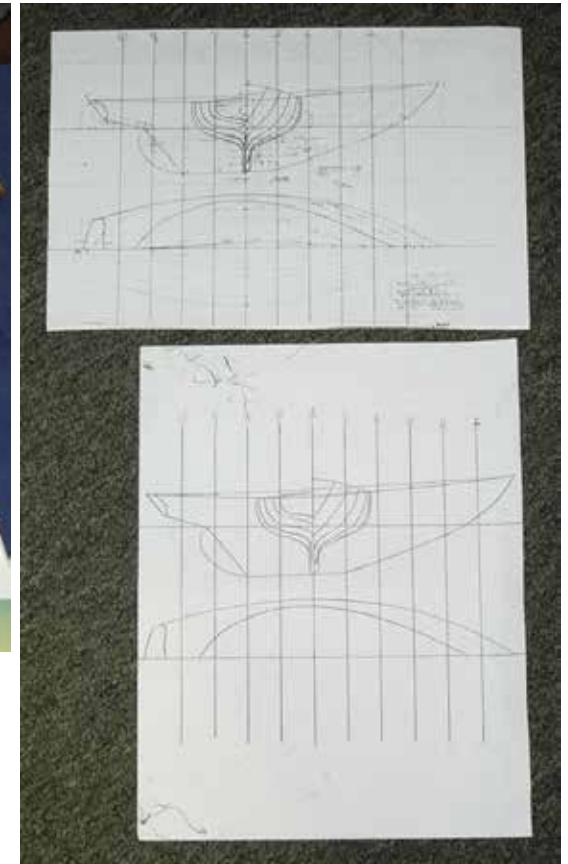
Tim Roberts spoke about the field (about 80, it is reported) of the StPete-Havana Race, and a windless start. The results and groupings are so complex that (your Sec/Ed observes) it may well be one of those events in which everybody who tried would qualify for a trophy. As it turns out, the weather dominated and most racers dropped out or motored in. The local daily newspaper reported the results cursorily about 10 days later and the next day had to print a correction. Visit the SPYC website if you care enough to do so. This race was first sailed in 1929 and last sailed in 1959. It is 326 real miles, not those funny water-miles. Are there metric nautical miles?



Brad has refurbished the Nameboard on his RV and is starting a mahogany half-model that will be mounted on a discarded teak drawer front.

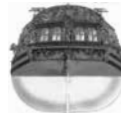


Brad also spoke highly of this book, which reviews the part water-oceans played in the history of the world.



How workboats really looked: must have made the builders cry when, launched with the fragrance of wood shavings and pine tar, they returned to port stinking of fish.





George Fehér visited **Art Ortner** in Sarasota and took photos of Art's **Hancock, American Continental Frigate of 1776**.

Wikipedia: **Hancock** was built at Newburyport, Massachusetts, and placed under command of Captain John Manley 17 April 1776. After a long delay in fitting out and manning, she departed Boston, Massachusetts in company with Continental frigate **Boston**, 21 May 1777. On 29 May they captured a small brig loaded with cordage and duck. The next day they encountered a convoy of transports escorted by British 64-gun ship **Somerset** which set sail to close **Hancock**. Manley was saved by clever and well-timed action of **Boston**, which forced **Somerset** to give up the chase by taking on the transports.

After escaping from **Somerset**, the two frigates sailed to the northeast until 7 June when they engaged the Royal Navy's 28-gun frigate **Fox**, which tried to out-sail her American enemies. **Hancock** gave chase and soon overhauled **Fox**, which lost her mainmast and suffered other severe damage in the ensuing duel. About an hour later, **Boston** joined the battle and compelled **Fox** to strike her colors.[1]

Hancock spent the next few days repairing the prize and then resumed cruising along the coast of New England. East of Cape Sable she took a British coal sloop which she towed until the next morning when the approach of a British squadron prompted Manley to set the coal sloop ablaze and leave her adrift. The British frigate HMS **Flora** recaptured **Fox** after a hot action.

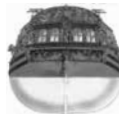
Boston became separated from **Hancock**, which tried to out-sail her pursuers. Early in the morning 8 July 1777 the British were within striking distance. **Rainbow** began to score with her bowchasers and followed with a series of broadsides. **Hancock** was thus finally forced to strike her colors after a chase of some 39 hours. She had 239 men of her crew aboard, 50 some being on **Fox**. She also had Captain Fotheringham of **Fox** and 40 of his people on board. The rest were on **Boston** and a couple of fishing vessels."

Under Brit Flag, The ship served as HMS **Iris** and later changing hands once more, as the Royal French **Iris**. Each country touted her as fast and able.



Arthur has done a whole lot of detailing on this large model of Hancock.

Sec/Ed has heard from former member **Dennis Mobbs** of Canada who has a problem with rigging his ship model. I suggested he contact **Art Ortner**. Dennis plans to rejoin.



Bill Bostick wrote to introduce himself: "I was born and reared in New Orleans, Louisiana on the banks of the mighty Mississippi. I watched many ships pass in front of our home, somewhere memorable. My favorite was watching the Natchez and Delta Queen in a race billed as the race of the two slowest boats on the Mississippi! Surrounded by water I watched shrimp boats being built from the keel up. Not to mention oyster luggers and Lafitte skiffs. I helped my dad build my first boat, a wooden (marine plywood) bateau. It was lots of glue and brass screws but it was a genuine French boat. I conjure up images of the hull being that of Le Bateau by Monet. My second boat to build was a pirogue; I know it seems out of order but that simpler boat was the prettiest.

Before and during college I worked in a shipyard where I eventually became an outfitter then shipfitter where I worked on a coast guard cutter, then navy destroyers, and cargo ships. I was fortunate to lay a keel with a crew of six to give birth and name to a destroyer escort--name I have since forgotten. But, the swing of steel being butted and welled still is vivid in my memory.

I have enjoyed many aspects of boats and water as they relate to fishing, crabbing, shrimping and just fun such as sailing. In addition I have done related activities to boating such as repairing fishing nets, making nets, and marline-spike seamanship.

I have had an interest in ship models for sometime. I knew one day I would attempt building one. Then, I was given a kit for Christmas so I am now learning to build a model. It is a riverboat, which suits me well. I remember the President, which is now in disrepair and rotting away, and standing in awe as its enormous amidships wheels would engage and witness its power against the strong river current. My model is a sternwheeler, but to watch the Natchez and its incredible wooden rams thrust the stern wheel into motion as it disembarks is no less a sight of raw power.

Currently, I am a chemistry teacher in Hillsborough County with a year or two before retiring. I plan on using some of the free time doing leisurely things like modeling and water related activities. I also plan to get more involved with orchid growing.

Comments on HMS *Alecto* vs *Rattler* (Paddle wheels against Props)

John Beale: "If interested read up on the *Alecto* paddle v prop. It was bordering on a scam from what I've read. Including the prop job getting to switch props between the distance race and the tug of war. A marked difference in age and repair of the ships and while they were rated the same Hp when new the paddle-wheeler was far from new and more than a few sources think they sandbagged the Hp rating on the prop job."

John Beale, Maritime Historian, formerly of FMM

[Sec/Ed] So, the fix was in by Big Propeller. I didn't know anybody gave a darn about the prop vs. paddle history. What about Hobie flippers, airdives, HydroJets? It's pretty clear that props offer advantages on all but shallowest of waters. Uh, airboats on wet grass?

Phil Stager alerts us to an LA Times story: "The *Queen Mary* tourist attraction, moored in Long Beach's harbor, is in such bad shape that its hull could collapse and flood if repairs costing as much as \$289 million are not completed in the next few years.

That is one of the conclusions of a marine survey, conducted by naval architects and vessel experts at the request of Long Beach city officials, to assess the structural condition of the ship.

The very severe structural steel corrosion has resulted in 1½ inch thin tank top being rusted away to nothing in some places," the report said. "We predict at this rate of corrosion some internal collapse of the *Queen Mary's* structure will occur within ten years unless major action is taken soon."



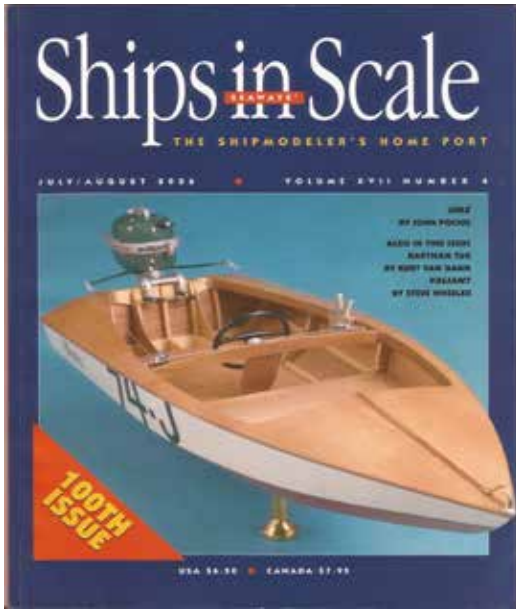
Byron Rosenbaum is pretty complete on this element of a Golden Gate section diorama.

& MORE!



Ship's Log Tampa Bay Ship Model Society 8

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ



Found in the stash of recent magazines for trade, was this issue of SIS featuring a perfect scratch model by Sec/Ed's pen pal, John Pocius, now of Washington state.



SAVE the DATE

Pelican MODEL CLUB
Pelican 17
Regional Scale Model Convention and Contest
www.pelicanclub.org/

Sat. May 20 - Sun. May 21, 2017
in our new venue -
The Minnreg Center in Largo, Florida.

With over 8,000 square feet of floor space - more than double the floor space of our last venue for Pelicon 2015.

Additional details to follow via e-mail and Facebook R-11 pages.

Contact Bart Cusumano for questions: bcusuman@tampabay.rr.com

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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