

Ship's Log

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of April 27, 2018

tbsms.org

President & Treasurer Steve McMurtry

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Meetings

are 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 current and past, plans, modeling problems or maritime-related items of interest for discussion, or inclusion in the *Ship's Log*.

Next Meeting
Tuesday, May 22, 7:00 p.m.

Skipper/Treasurer, Steve McMurtry, called the regular meeting to order. Old business was brief: there has been some discussion of a steering committee and it has been decided that the current bylaws allow the elected officers to create such a crew at their discretion. Any member interested in such position may volunteer. The skipper mentioned that he might be passing out a questionnaire, soliciting goals for the Society.

Membership is ambling at about 30-33 depending on promise keeping.

With a bit more chatter, we moved into Show&Tell.

Kim Friedman reported on his 57" fast cruiser railings and engines: "The railing was made with 12-gauge aluminum wire which I bought at MICHAEL'S. Getting it to flatten out was done by laying it out on my marble windowsill and using a 1x4 to roll over it until flat. After that I glued in the stanchions, then glued on the rail on top of them with super glue. The engines will be mounted separately but attached to each other by a steering rod and will also have all power cables attached."



Kim's model is essentially complete with only the twin power plants remaining for him to finesse.



Show & Tell

Howard Howe: "Nantucket model has been officially decommissioned and installed as part of a diorama scene that is mounted on our wall opposite the lighthouses. The running lights or the beacon light can be selected and are on a timer for night usage. Now when I walk down the hallway at night the beacon guides me to turn before I walk into the wall.

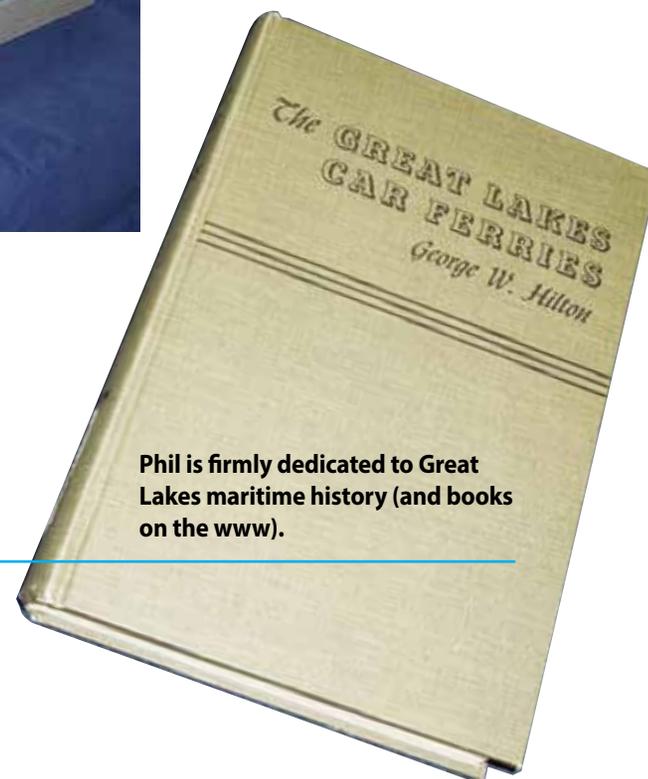
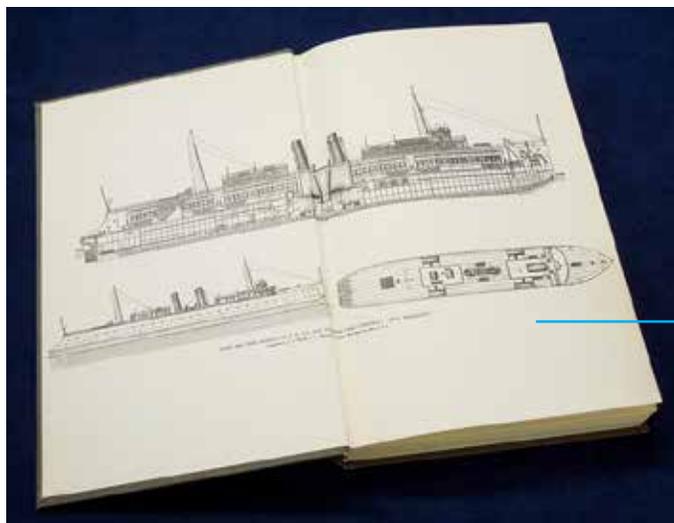
The purchased 1 1/2" thick shelf is mounted on the wall using a hidden metal bracket. I grooved the top of the shelf to accept the clear acrylic sections. My stepdaughter, Jerri, painted the inside of the acrylic sections using a translucent acrylic artist color for the front and sides to give the appearance of looking through the water. I assembled the 4 acrylic sections and bonded them to the shelf. Using Elmer's Glue-All, I created the sea floor of the shoal area using some flat rock that I stole from my wife's collection and added bird grit.

The sea surface was created from a piece of fiberglass panel that has a cutout to match the water line of the Nantucket. Jerri created some waves on the fiberglass and painted it. I set the mushroom anchor and bonded the sea surface to the acrylic sections. Then she created a sunset background, and I installed a strip light behind the scene that is also on the timer. So now my model is safe from the seas and other wayward ships."

Phil Stager: "The Great Lakes Car Ferries by George W. Hilton, Howell-North, Berkeley, California, 1962. An American Book Exchange special for \$3.00. The revised and corrected, 2002 edition sells for \$40. A nice easy read on the railroad and automobile ferries across Lakes Michigan and Erie, the Straits of Mackinac, and the Detroit River."



Howard brought the now static iteration of his lightship, *Nantucket*, on station. Above, his shelf with attendant wiring method to fulfill a promise to his wife that he was really just building a nightlight.



Phil is firmly dedicated to Great Lakes maritime history (and books on the www).



Ed Brut reported on: THE SUNCOAST CENTER FOR FINE SCALE MODELING, 2645 Success DR., Odessa, FL 33556, (813) 230-6620. The center is open on the 3rd Saturday of the month, September through May.

10am - 3pm, ADMISSION Adults \$9.00, Kids under 12 free. CLOSED June, July, and August
WEB SITE <https://www.finescalemodeling.org/>

An enjoyable 2 to 3 hours can be spent wondering a building full of all kinds of fine scale models. There are working train-based dioramas in several scales, with all the extreme detail you would find anywhere. There are many 1/6-scale figures set in historical settings, and an array of military vehicles in many scales. Several dock yard dioramas, showing boat building and repair. Everywhere you look you see something new with "the devil in the details", in every scaled part. As fine a scale modeling as anywhere in the world in our backyard.

On select weekends the artisans of the museum share their secrets to all who come, see their web site for upcoming lectures, and how to seminars."



Lots of impressive photos were displayed on Ed's laptop, taken at the Suncoast Center for Fine Scale Modeling in Odessa.



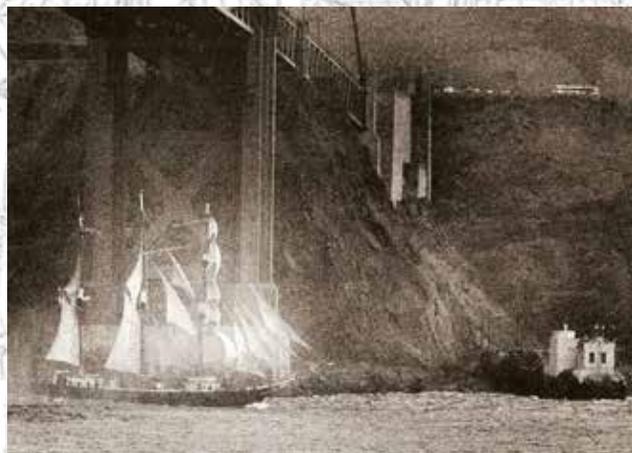
Charlie Gravalesse: Sec/Ed is assisting Charlie with tiny name-boards for his Elsie model. "Here is what I came up with for name plates. Let me know what you think. I also included a picture of the windlass I made from scratch. It's mostly pieces of turned brass with some tiny pieces of boxwood. I plan to be at the next meeting and will bring it with me for show and tell."

Byron Rosenbaum: "The *Regina Maris* was built as a schooner in 1903. She was rigged as a Brigantine in the 1930s. This boat sank in the Boston area where my son Bob bought her for \$1.00 underwater, when he decided to restore her after getting her floating again. He arranged to have the boat adopted by the town of Greenport, L.I. NY, and they paid the bills. The boat was towed through the Cape Cod Canal south to the town. After 2 years of restoration work a hurricane named BOB hit the town direct. That was the beginning of the end. She no longer exists. To save the town, Bob scuttled her at the dock. Using the insurance money she was raised and diapered then a change in ownership took place. She stayed diapered until she fell apart.

I have enough material and photographs to build a fairly accurate model. To my knowledge no model has ever been built before. Her lines drawings do not exist but her sail plan does.... here she is returning from a circumnavigation going under the Golden Gate Bridge.

I'm putting the 200 ft. cat model on the back burner to make *Regina Maris* first, as a half model. During her years of active use she was a sail training boat similar to the way Johnson's Yankee was used."

WIKIPEDIA: The sailing ship *Regina Maris* was originally built as the three-masted topsail schooner *Regina* in 1908. She was a 144-foot, wooden, completely fore-and-aft-rigged sailing ship with three masts. She was re-rigged in 1963 as a 148-foot barquentine (sic).



Byron plans to build a half of the ill-fated *Regina Maris*. He supplied these photos and sail plan.



Glenn Smith brought in a magazine (Sea Classics), and a couple of books and for the TBSMS library: Iwo Jima by Lt. John Keith Wells, and US Fast Battleships 1936-47, by Lawrence Burr, former TBSMS member.

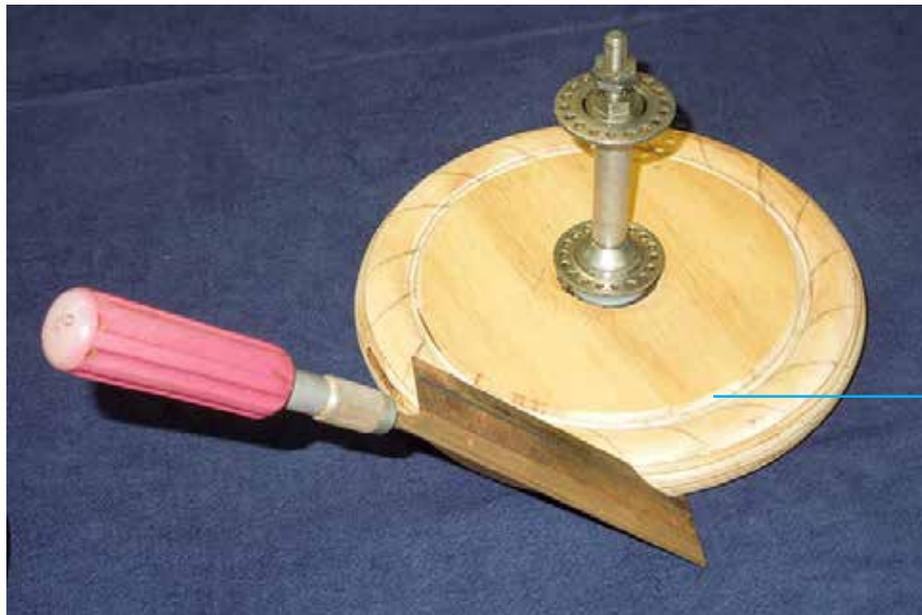
Guy Hancock displayed his *Armed Virginia Sloop* with progress on deck furnishings and anchors.

Brad Murray on his Nantucket Rainbow Fleet whirly-gig: "After some difficulty getting the bicycle wheel hub to sit square to the 1" plywood base, I commenced to lay out the rope molding around the edge. Line lays with gullies at 45 degrees and are spaced at approximately the diameter of the line. While the edge was still square I stepped these off with dividers and a try square. With my rusty, trusty X-Acto craft saw I kerfed each gully before rounding with a 1/2" radius router bit. A V-bit finished the rope and now the fun begins on the Rainbow Fleet whirly-gig."



Glenn contributed publications to the Society library.

Guy adds deck furnishings to his *Armed Virginia Sloop*.



Brad continues work on a whirly-gig that will feature a number (as yet undetermined) of colorful catboats portraying the Nantucket Rainbow Fleet.



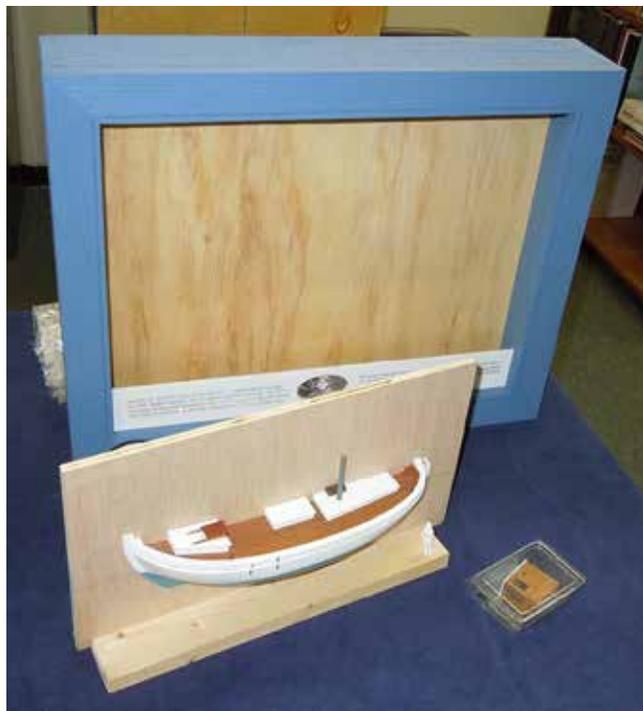
Irwin Schuster (your Sec/Ed), returned *Gerda III* with contoured bulkheads in place, a scale figure of Henny Sinding roughed out and the work-in-progress encasement. Deck structures are done and temporarily fitted in position. Pilothouse and companionway hatch were laser-cut and engraved of 1/32 Cherry veneer.

As there is considerable shape to the molded bulkheads, with both sheer and severe deck plan curves on the double-ended hull, I first shaped a 1/2" x 1/32" thick strake and attached it to the stanchions. I "D"-shaped a 1/32" square strip for the bottom piece and applied it. Next I stacked three 1/32, slightly molded strips; 1/16, 3/32 and 1/16" high, filling the 1/2" strake. This is topped by a 1/16 thick cap-rail of two, 1/32 layers of three sections with staggered scarfs. A thin red trim stripe is red thread stretched into the notch between the two lower molded strakes.

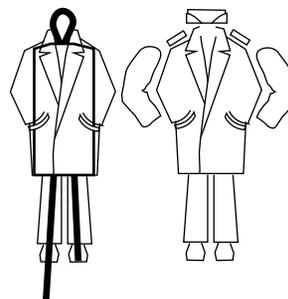
Henny figure was built on a hairpin-shaped armature with veneer sandwich boards front and rear, as she is wearing a trench coat and all-in-all, is pretty square. Her wire legs were wrapped with thread, Arms are wood "L"s applied. Shoes are wood drilled for the wire. She is filled out with Rust-Oleum wood filler and her cap, lapels and collar are paper, applied after sealing with Deft, and before a white primer.

Case is rough cedar from HD, painted with Laguna Blue latex bought in sample size for \$3.50/7.75 oz. I attempted descriptive text laser printed in reverse and applied with Mod-Podge. It did not survive paper removal intact, so I will (have now), printed the paragraphs on paper and applied with spray adhesive. A photo of Henny is framed in the story panel.

A book has just been published, titled "Henny and Her Boat," reviewed in *WoodenBoat*. Report to follow in June.



Progress on *Gerda III*, which should wrap up quickly. Lots of the small details have been created and set aside.



Henny Sinding roughed out here was made on a wire armature, filled out with wood and putty.



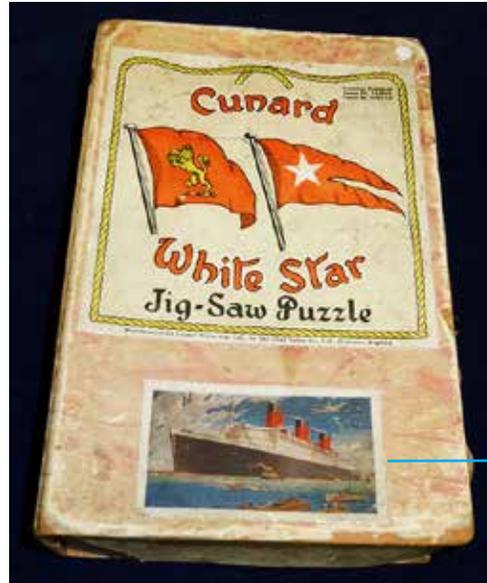
The display case will have a photographic + graphic backdrop.



Tim Roberts: "I brought in scalpel blades of various sizes to share. My dermatologist gave them to me because he is going to the disposable, single-use handle and blade type scalpel that are popular now in the dermatological world.

I also brought in a puzzle my wife purchased from a fellow passenger on a recent Norwegian Cruise Line, Trans-Atlantic crossing. She purchased the 200 piece, 1934, puzzle of the RMS *Queen Mary* and a book about two families impacted by WWI from the author Tom Tyler, an elderly gentleman (aren't we all) she met on the cruise. He had two of the puzzles and offered one to her along with the book for a modest \$20 US."

Byron Rosenbaum: "Years before we met I designed a unique 16 ft. wood sloop and then built a gift model for my wife as a birthday present. I named the boat SWEET 16. That build gave me more pleasure than many other projects. The finished model was given to daughter #2 after Jan died."



Tim showed a wonderful 84-year-old puzzle, a gift from his wife. Scalpels rescued from his Derm when a new type is being used.

Byron's 16-footer clearly floats .





Brian Weikert of AZ says: "You don't know me, but I read your newsletter that gets forwarded to me in Arizona every month. Well done by the way!

Anyway, in your latest edition the pricing of scalpel blades and #11 X-Ac-to blades has pricing that is quite a bit higher than is necessary to pay for your members. #11 blades can be obtained on Amazon for \$0.10 each if purchased in bulk - https://smile.amazon.com/11-Hobby-Blades-Precision-Carbon/dp/B0756PZL6G/ref=sr_1_5?ie=UTF8&qid=1524413804&sr=8-5&keywords=11+xac-to+blades+100+pack

A search on scalpel blades on Amazon shows them for as cheap or even cheaper, running from \$6.96/100, to much higher, but all different numbers and I am not sure what type/number was being used by the author for comparison.

This item is 100, #11 scalpel blades with a free handle for \$6.96 and free shipping - https://smile.amazon.com/100-Scalpel-Blades-Free-Handle/dp/B0079LWFQK/ref=pd_sim_121_5?_encoding=UTF8&pd_rd_i=B0079LWFQK&pd_rd_r=FPNXTPMG9W6XKBPDZCV4&pd_rd_w=CRKkq&pd_rd_wg=GcEtM&psc=1&refRID=FPNXTPMG9W6XKBPDZCV4

Point is - shop around and buy in bulk, as we (should) go through a lot of these blades, as they are meant to be disposable and it is very important in much of our hobby to only use blades when they are sharp, and at the prices they are available for, it should not concern us to toss them out or even consider trying to re-sharpen them.

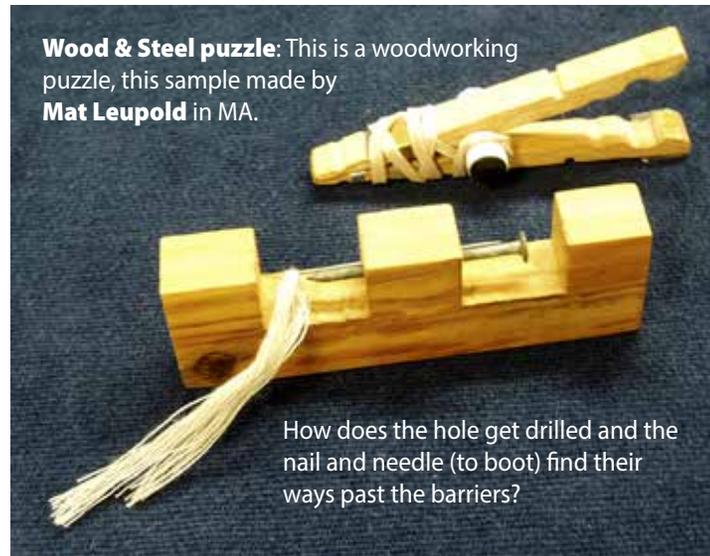
Have a great day, Brian"

Who was described as,

"Three pounds of uniform and seventy pounds of fight"?

"David (born James) Farragut (1801-70) was an accomplished U.S. naval officer, who received great acclaim for his service to the Union during the American Civil War, Farragut commanded the Union blockade of Southern ports, helped capture the Confederate city of New Orleans and provided support for General Ulysses S. Grant's siege of Vicksburg. Farragut is best known for his victory at the Battle of Mobile Bay in August 1864, during which he commanded his fleet to ignore Confederate defenses in the harbor, famously proclaiming, "Damn the torpedoes, full speed ahead!" [At age 10, Farragut was the youngest officer ever to serve on active duty in the U.S. Navy.]

Farragut was befriended as a youth (around age 9) in New Orleans by Captain (later Commodore) David Porter (of the U.S. Navy), who adopted him. Farragut served under Porter aboard the frigate Essex in the War of 1812; this vessel captured so many British whaling vessels that Farragut, then age 12, was put in charge of one of the prize ships. By the age of 20 he was already an accomplished ship's officer. In 1823 he served under Porter in a squadron that suppressed pirates in the Caribbean. He was given his first independent command in 1824."



Wood & Steel puzzle: This is a woodworking puzzle, this sample made by **Mat Leupold** in MA.

How does the hole get drilled and the nail and needle (to boot) find their ways past the barriers?

Answer: (Some) wood fibers can be soaked, crushed and will respond, returning to their original shape when soaked again. Clothespin clamp: Clothespins work as is, and for some circumstances can be re-configured by reversing the spring. This option scraps the spring, substituting a dowel or section of pen barrel, and using an elastic band for pressure. The advantage is that the pressure can be easily tuned.



The smallest details have attention paid, even below decks, on USS St. Louis at 1/24, being built for the Missouri Civil War Museum by the Gateway Model Shipcrafters.



Art Doucot sent this photo of one of his past auto projects and the hull he is working on now. He has flown back to Minnesota for the season.



These items were generously donated by David Scott of Englewood and were auctioned for the Society treasury. Our thanks to David!



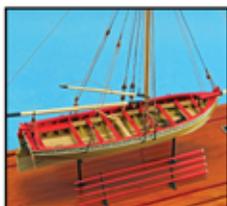
Man, oh mayonnaise and ketchup folks figured this out, so how come it took me so long? Store your glue upside down and you won't have to shake it into the tip. Send me \$1 when you make one and 5¢ every time you use it! (9/16" bit)

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Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship modeling, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

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