

# Ship's Log

# TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ  
Meeting of May 23, 2017

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, June 27, 7:00 p.m.**

Our **Treasurer Steve McMurtry**, called the regular meeting to order in the absence of **President Brut** who is well, but away.

We had a brief review of IPMS Pelicon '17 from **George Fehér**, who said that there were about 200-250 models displayed. Plenty kit vendors and a few with tools. Recognize that the models favored by IPMS members do not require the woodworking machines and implements most of us at TBSMS rely on. Big show; well organized, promoted and attended. Our team benefited from the awards sponsored by TBSMS. More on that, later.

The subject of meeting themes was raised. The DVDs recently purchased from the Chicago area clubs will be reviewed by volunteers and those of general interest to our club will be projected. The individual disks can be borrowed by members any time.

**Tim Roberts** gave a report, a bit before the meeting officially started, on his trip to Havana as a member of the Clearwater Yacht Club's delegation to an event honoring Ernest Hemingway. Tim is past Skipper and past Commodore of CYC.

Our treasury is solvent with little movement. Paid membership, 32. In answer to a question, we pay \$20/month for our 11 meetings/year.

## Meeting Schedule:

**JULY** – Prepare to learn and enjoy a session on airbrushing by **George Fehér** with **Skipper Brut** contributing, and a Swap-Buy-Sell to boot.

**AUGUST** – Select DVDs on model shipbuilding, as recommended by reviewers.



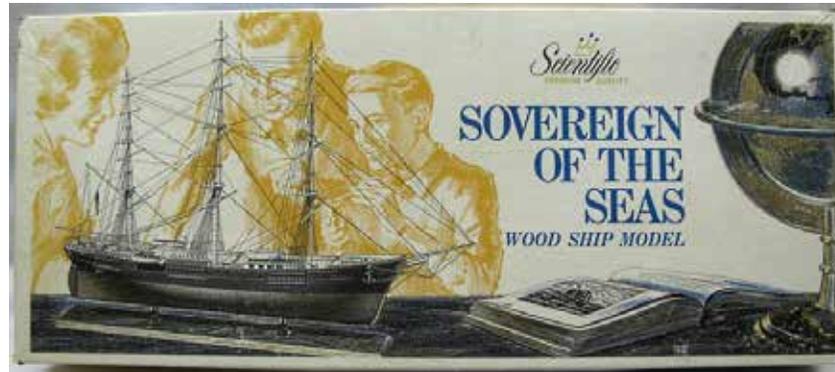
Three of the Pelicon '17 award-winners in ship categories: Geo. Fehér's "Out-bound Raiders" and Sec/Ed's Butt Head Scow Schooner and Egret Sharpie.



# Ship's Log Tampa Bay Ship Model Society 2

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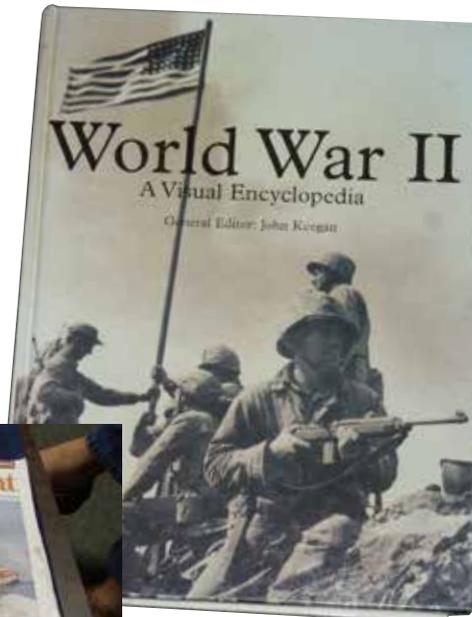
**George Fehér** displayed his WW II diorama titled "*Outbound*" featuring a German U-Boat and Schnellboot leaving port on nefarious duty. All covered in these pages previously except that now they are attended by award plaques. The first is a First for Powered Ships larger than 1:700 and the second, for Best Ship of Pelicon '17!! Mazel Tov!



Visitor **Lynn Hill** very likely has this very kit abuilding.

We had a visitor, Mr. **Lynn Hill** from Orlando, who is on business assignment in the Bay area for a few months. He is working on a SCIENTIFIC kit; McKay Clipper *Sovereign of the Seas* and asked for suggestions on portraying it in state or as a figure in a diorama.

SCIENTIFIC *Sovereign of the Seas* "Wood and Metal Model Kit #165, measures 23.75 inches long when assembled. Includes pre-carved hardwood hull, extensive hardwood and balsa printed part sheets, wooden stock and masts, tapered wooden yards, standing and running rigging material, hardwood base and pedestals, colorful decoration sheet, name plate, extensive metal detail castings (lifeboats, ladders, anchors, skylight, capstan, pump wheels, pump, wheel, bits, windlass, etc.), cloth sails, full sized plans, assembly.



**Glenn Smith** brought pertinent magazines for loan and returned a WW II Encyclopedia to our library.



**George Fehér** had a running presentation of the IPMS Pelicon '17 entries, here showing Sec/Ed's E-Class Iceboat, racing skiff *Britannia* (flat), scow schooner, *Egret* and *Cricket*-type day sailer.





## Show & Tell

**Howard Howe:** "Progress continues on the (1:96) *Nantucket* plastic model assembly and modification for RC adaptation. After washing parts in soapy water to remove mold release and lightly sanding, the two plastic half hulls were bonded with WELDBOND and a fillet applied along the interior seam. The running gear and rudder (purchased separately) were installed and a skeg fabricated to reduce weed entanglement. Then the RC components were installed with location to facilitate battery charging and removal of components if required.

The major build obstacle with this particular model is providing access to the RC components after the deck is installed because there is no one large opening in a small model that is only 17 inches long. Therefore the individual cabins will be made removable and a water barrier installed around the interior openings. In addition, the deck has been cut in half and each section will be installed and sealed with a caulk that can be removed for emergency access. Thanks to Bill Michaels with "The Foghorn" for his suggestions.

The next steps include planning, ordering, and testing LED's and circuitry to make her an operating lightship. Then there is water testing for ballast determination to establish proper waterline and a preliminary sea trial. Afterward the internal components will be removed and the hull painted in accordance with pictures of the real *Nantucket*."

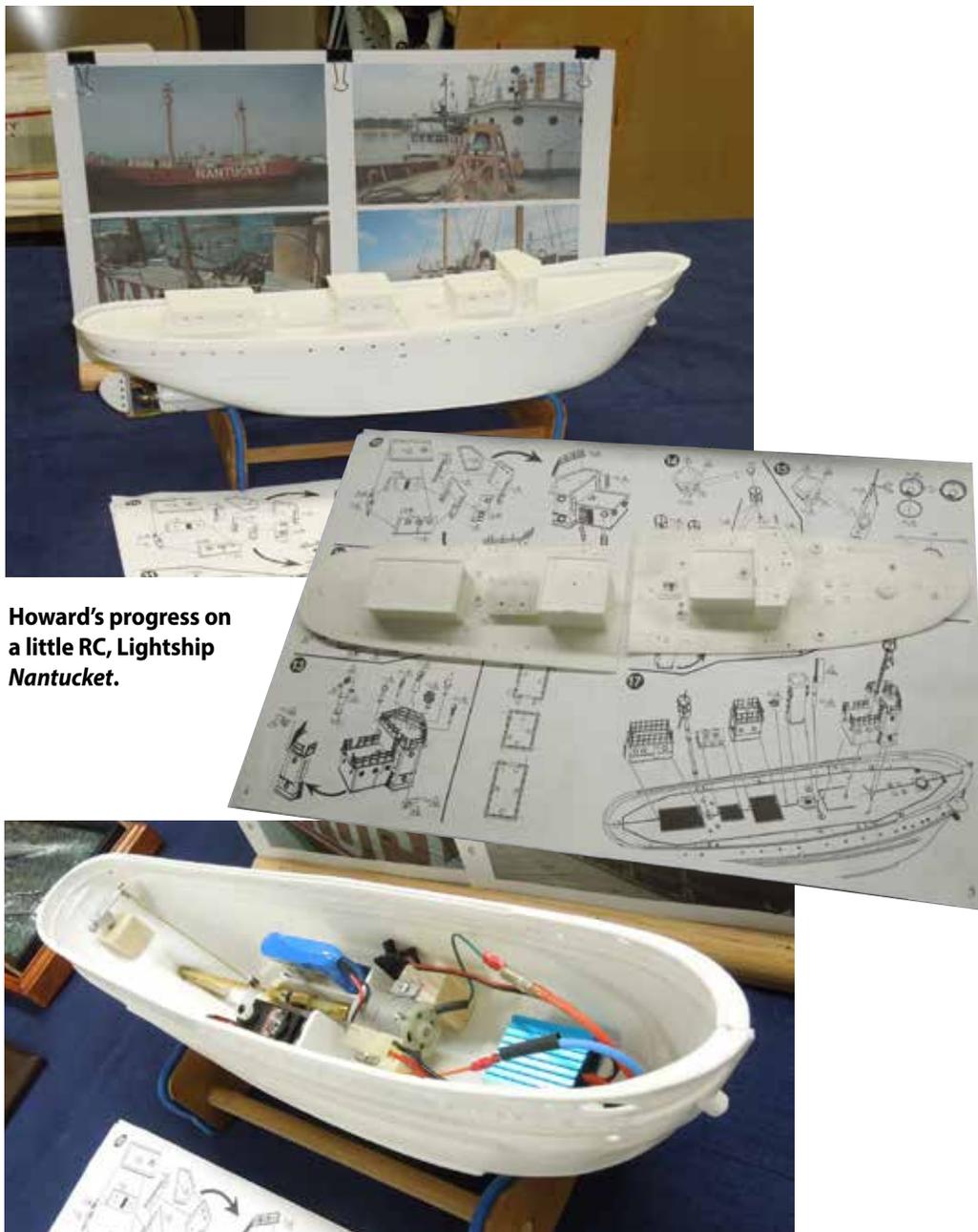
Howard told of blocking the portholes with clear plastic, that the instructions with the kit were all pictorial, and that the electrical system will be 4.8V. And you guys thought I had stopped listening!

Seeing here that Howard used WELDBOND® to bond the hull halves, I scattered to the all-knowing www to check on the waterproof quality. One source claims:

### WELDBOND is:

- Non-flammable, non-toxic & dries clear
- Unmatched as a primer for porous surfaces
- Highly water-resistant & impervious to petroleum, oil, grease, salt, moulds (sic) and fungi, alkali's & weak acids.
- Withstands all climatic conditions after curing
- Non-staining and will not become brittle with age
- Highly concentrated, can be mixed with water and used as a sealer for many surfaces.
- Tested and approved by CMHC for use in National Housing Act Construction
- Used by NASA for Escape Suites on space shuttle flights

We have discussed this stuff before a couple of times. WELDBOND specifications do **NOT** specifically claim that it is waterproof. FRANK T. ROSS & SONS, LTD., of Ontario appears to be the manufacturer, but SPEEDY PRODUCTS is the official distributor for WELDBOND and seems to be the spokescompany.



Howard's progress on a little RC, Lightship *Nantucket*.



I, **Sec/Ed** presented the Popeye extended family and pet, created a number of years back as an exercise in learning my way around a new TAIG wood-metal lathe. The figures are poplar for the most part, painted with acrylics with articulated arms via elastic cord.

Next, First and Second awards won at Pelicon '17 for Sailing vessels in the Sailing Ships All Scales class, for *Egret* and *Gulf Coast Scow Schooner*. Can't recall which was 1st & 2nd and that info has not been published at this writing.

I also showed some tweezers and a pin-vise that clamps quickly by virtue of a sliding restrictor on a fixed collet with great range. A couple of the tweezers have plastic tips that solve the "static cling" problem when handling ferrous parts.

Last, I brought up the subject of the current America's Cup, racing this year in catamarans in Bermuda. The "boats" are 15m, almost square, hydro-foiling creations that do not touch the water once up to speed. They normally fly on one L-shaped foil with both rudders immersed. Hard, articulated wings serve as sails. Very few square feet of wetted area, so little drag.

Our past president, traditionalist sailor, **Tim Roberts** was much annoyed at the course this competition has taken (while later admitting that the races are exciting and the engineering impressive).



Popeye, friends and pet were designed for, and turned on a TAIG lathe, about 20 years ago.



Treasures from the Tweezer Lady at Pelicon '17. The sliding collet nut (for want of a better word), pin vise accommodates a wide range of drill sizes.





**An inquiry about repairing a case** damaged in transit from New England: The backstory is, your long-suffering Sec/Ed fields these kinds of things... a couple of photos sent with plea for a fix. I asked for more info, size of the case, materials, if the gentleman knew who made it originally, for possible info on adhesives, etc. He sent overall shots and subject line: "more pictures appears to be brass flanges muttered (sic.) with the glass glued in place."

~~

**Response from Sec/Ed:** *"(name withheld), I don't know anybody who would be better qualified to do this repair than a glazer.*

*It is simply not a model-maker's job. It probably won't be easy finding one, but that is the route I recommend... that is, somebody who handles glass every day, with access to solvents and adhesives, and wholesale glass of every type.*

*What they may not know is the corrosive action of some adhesives due to out-gassing. The case, when finished, should be allowed to air-out. Only the adhesive manufacturer can tell you how long. Finally, it is generally recommended that cases be vented. There is no serious data on that, either. I will pass on a comment heard recently that drilling holes and inserting cigarette filters might let gasses pass and inhibit bugs.*

*Happy to discuss it further, but don't have anything to add, at the moment.*

~~

**Response from communicant:**

*"So all your members do not use enclosures? It is much the norm back east. Thanks"*

~~

*Now, I am no stranger to snark, but I thought I had given reasonable advice.*

~~

**Response from Sec/Ed:**

*They absolutely do, (name withheld). I spent 40 years around Boston, and was secretary and newsletter editor in the USS Constitution Model Shipwright Guild. There, I associated with model-makers of international reputation. I assure you that I know, have made, and advocate cases, but yours is neither classic nor of the more contemporary techniques. I sincerely believe, for the reasons I have already expressed, that a glass company is your best bet.*

*I hope you do let me know the outcome.*

~~

**Response from communicant:**

*"Maybe I will try some craft stores and /or the arts center in St Pete. Mystic is too far away to do me any good. If I have any luck I will let you know. Thanks for responding and trying!"*

**Moral of the story:** *You can lead a horse(s) to the solution, but you can't make him drink it.*



**A case damaged in transit from the northeast.**



**Irwin/Sec/Ed:** Update on *SS Mascotte* – For the benefit of some new faces... 207' *Mascotte* was local magnate Henry Plant's first steamship build ordered to ply the Tampa – Key West – Havana route for passengers and freight. She was state of the art when launched in late 1885 and lasted until 1930 in successively degrading jobs. *Mascotte* had heroic tasks in the Spanish-American War and is poorly-inaccurately pictured on the seal of the City of Tampa as a square-rigger, sometimes as a hybrid steam-sail.

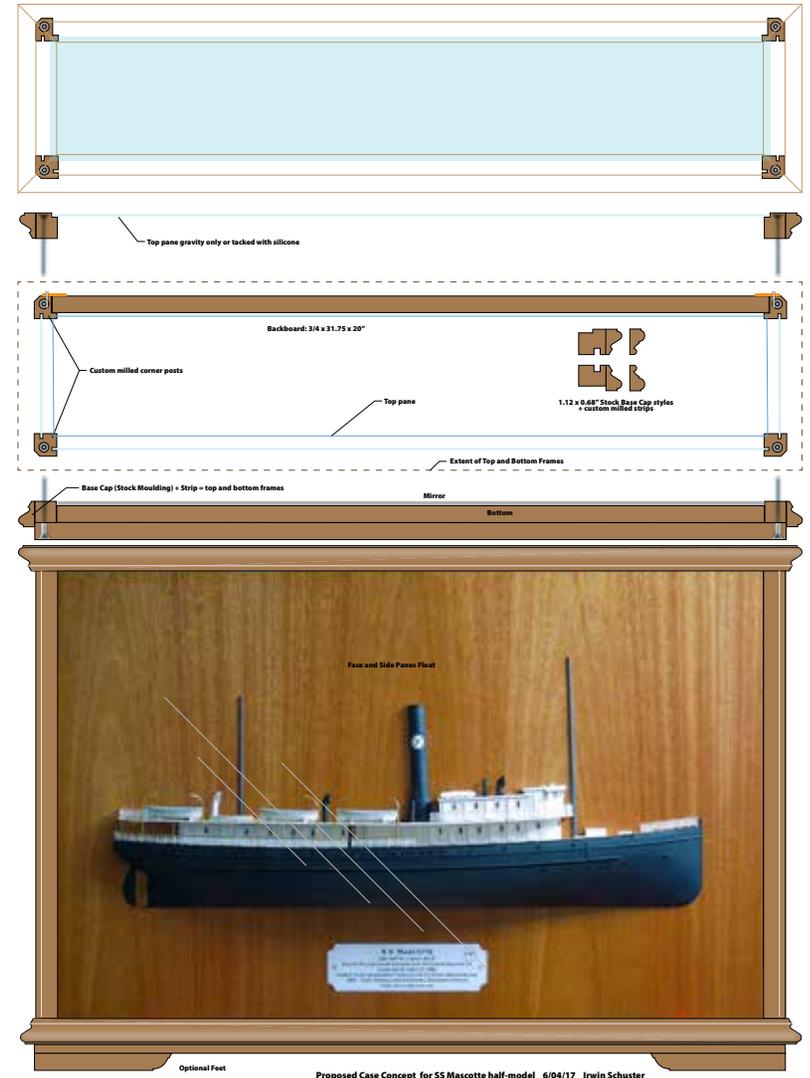
I have been building a 1:96 half model for some time now, and won't be bringing it to meetings until it is finished. The ladders are custom laser-cut and meet my standard of "good enough."



Birch dowel "bullet" and copper blades.



This prop design is modeled on that of a same era local steamer named *Mistletoe*. The prop is on display outside the Florida Maritime Museum in Cortez.



**Mascotte in various stages of stack-up for fitting and figuring how to solve self-created problems. Directly above is the encasement and nameplate plan.**



## Deck Cabin Construction

### Constructing a deckhouse for the schooner Arrowsic

Tampa Bay Ship Model Society DVD reviewed by: Cliff Stanis - June 18, 2017



### The History

The ARROWSIC was a coastal schooner built in Maine and used in the lumber and quarrying trades during the 1800s. One might be more familiar with her sister ship, the EAGLE, which was a Model Shipways kit at one time. The presenter apparently used this kit as a base with some details added from a model of the ARROWSIC displayed at the Bath Maritime Museum in Maine.

### The Topic

The presenter, "Bob," demonstrates his method of deckhouse assembly with still photographs and running commentary. He begins with the various types of construction and takes you step by step through his building process beginning with the plans. He builds the basic structure out of model aircraft plywood and talks about his challenges along the way.

Bob includes directions on how to construct the windows, the walls and sub-structure, cabin roof, coamings, corner details (including a neat fixture for a Dremel tool), bulkhead planking, fashion piece, planking the roof, building the companionway doors and finishing up with the binnacle box (including the compass).

### The Production

This DVD was filmed at a conference on scale ship building held at the Wisconsin Maritime Museum in Manitowoc, Wisconsin. (Ascertained from the audio track of the DVD.)

The video was made by aiming the camera at a projection screen while the speaker presented a power point program. The video was pretty clear although there is not a lot of detail in the photographs.

The audio is good although you can hear other people's voices in the background and the occasional page over the museum's public address system. There also is a repetitive skip, or hiccup, in both the audio and video. I found this to be annoying but the subject matter is still covered well and you almost get used to it.

Another odd quirk. This program in two files, the first ends abruptly at 31 minutes. The second part picks right up and concludes at 36 minutes with an additional 5-minutes for some questions and additional comments. The total run time is 41-minutes.

### The Summary

Overall a good presentation on a very specific aspect of ship modeling in 1:64(?) scale. That said, the audio/video could definitely be better. Additionally, there are some very nice photographs of a "sister-model" at the following link <https://modelshipworld.com/index.php?/gallery/album/725-maine-topsail-schooner-quot eaglequot-1847/>



### Review of DVD:

"Carving an Ocean" by **Gus Agustin**

There is about 30 seconds of dead time before the presentation starts. Then the video is clear and well planned and about 22 minutes long. The presenter shows a small boat model that is mounted in a block of wood that has been carved and painted to represent the surrounding sea with surge and wake.

A series of 6 small basswood blocks are used to demonstrate the technique. For time saving, each succeeding block is a completion of the previous operation.

**Block #1:** The small boat hull is positioned on wood block to determine layout.

**Block #2:** A pencil outline is made of a replica of the boat and the wake is drawn. The lines are scored. Then with a small drill press and router, start cutting out the recess for the small boat.

**Block #3:** This block contains the cut-out for boat hull. He marks the sides of the block with the swells and start with a round chisel and carves out the swells.

**Block #4:** Steel wool is rubbed over all the cuts to soften edges. Then the block is painted with Artist's Gesso.

**Block #5:** Texture Gel is used to rough up the wake. Then, using color pictures of different sea scenes, he makes up a pallet of acrylic paints and blends colors to achieve desired sea effect. White is used for the tops of wakes or breaking seas.

**Block #6:** Completed block to be installed in a base frame with protective clear cover.

*Review by TBSMS member Howard Howe*

*After the meeting, some of the crew review the (rather sparse) Show & Tell offerings.*



## THE NAUTICAL RESEARCH GUILD

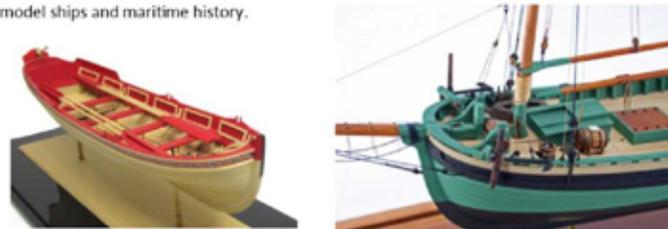
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