

# Ship's Log



**President & Treasurer** Steve McMurtry  
4830 15th Ave. N. St. Petersburg, FL 33713

**Secty/Newsletter Editor** Irwin Schuster  
8503 Portage Ave. Tampa, FL 33647-1707  
813 866-1442 irwin.schuster@verizon.net

**Webmaster** Phillip Schuster. Contact Sec/Ed

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



**\$12 DUES ARE PAST DUE! Please remit in cash or check.**

# TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ  
Meeting of Feb. 27, 2018 [tbsms.org](http://tbsms.org)

The regular meeting was called to order by past **President, Ed Brut**. Newly elected **President Keith Van Husen** is in the process of moving back to Detroit and was unable to attend. The floor was opened for nominations and closed with the names of **Steve McMurtry, Steve Sobieralski and Ed Brut**. At this time, none feel they are able to commit to the job full time, so by consent, Steve McMurtry will serve when available, spelled by Ed until such time as Steve Sobieralski retires from his architectural practice and accepts the post. Or something like that.

**Business: Howard Howe** reported that **Lew Zerfas** of the Pinellas, historically accurate R/C squadron (Suncoast Scale Model Boat Club) has a project he believes will be of interest to our club. It is a thoroughly researched conversion of three PT boats (PT-59, -60 & -61) into gunboats. Lew has built PT-61 and will be making a presentation about his research of the history and the scratch building of the model. This was published in the SSMA Journal, and **Lew will be giving a Powerpoint projection on the subject at this March meeting.**



**PTGB-61, researched and modeled by Lew Zerfas. One of three conversions from patrol-torpedoe to full gunboats. "Used" 77 foot Elcos were modified on station to be used against shallow-draft smaller craft and barges against which torpedoes and depth charges were innappropriate.**



## Show & Tell

### Ed Brut: On Charlie Chaplin's 1918 Bell & Howell Model 2709 Camera

"My fascination with scale miniatures led me to Charlie Chaplin's 1918 BELL & HOWELL silent movies camera in 1/6th scale. I purchased the completed model and started a "you just can't leave it alone" project. Finding pictures on the Internet of the Model 2709 camera lead me to improve on my little esoteric model. I have added a controlling pan and tilt handle machined from plastic and aluminum, and have started to detail the good "but needs just something more" camera body and tripod. Adding various adjustment knobs, screws, camera stops and slides along with many small detail parts. I have added 95 scratch built parts to this camera and it still will not take pictures. As with most pieces of equipment used for many years Chaplin's camera was not in the best of aesthetic shape.

BELL & HOWELL Standard Cinemachinery Camera. BELL & HOWELL Model 2709 serial number 227 camera was once owned by Charlie Chaplin. A copy of the original sale document

dated 2/23/1918, indicating that the device with full range of supporting equipment was sold to Chaplin for approx. \$2000 just a few months after he founded Chaplin Studios Inc. with his brother Sydney. This camera is special because it was the only camera purchased by Chaplin himself -- one of the few BELL & HOWELL 2709s owned by an individual.

It is very likely that this camera was used to shoot some of his most important work, including *A Dog's Life* (1918), *Shoulder Arms* (1918), *The Kid* (1921) and *The Gold Rush* (1924). Since his studio possessed only one other Model 2709 during this period, it's also likely that the camera remained at Chaplin's side through the 1930's, when he continued to cling to silent film while others made the leap to sound. As a result, it could have played a role in the production of his highly regarded later works including *City Lights* (1931) and *Modern Times* (1936).

The original camera included a selection of lenses, a MITCHELL side-mount viewfinder, wooden legs tripod and a pan-and-tilt head, along with two top-mount "Mickey Mouse Ears" 400 ft. BELL & HOWELL film magazines. The BELL & HOWELL 2709 was a hand-cranked 35mm camera that became the mainstay of Hollywood silent movie production upon its introduction in 1911. In fact, nearly every major Hollywood production of the era was shot on a 2709 (including *Sunrise*, which earned the very first Academy Award for Cinematography) or its competitor, the MITCHELL Standard. This model remained in production into the 1950's primarily for its aptitude in stop-motion animation. This particular camera had a personal relationship with Chaplin and his cinematographer Rollie Totheroh, both of whom hand-cranked many thousands of feet of film through its magazines over the span of decades."





# Ship's Log Tampa Bay Ship Model Society 3

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

**Irwin Schuster - Sec/Ed:** *DIXIE II* is a displacement hull racer designed by Clinton Crane specifically to defend the Harmsworth trophy, which the first Dixie had won in 1907. *DIXIE II* was built in 1908 at City Island, NY by the highly regarded B. Frank Wood boatyard. Her engine was designed by Clinton Crane's brother Henry, who was a car manufacturer, and it developed 200 bhp at 900 rpm. During her first trials on July 27, 1908, *DIXIE II* Achieved a speed of 35 mph, and on August 3 easily won the Harmsworth trophy with an average speed of 32 mph. At the end of the same August *DIXIE II* outclassed 6 competitors to win the Gold Cup on the Saint Lawrence River, where her average speed was calculated at 30 Mph over three heats of thirty miles each. *DIXIE II* also won the next 2 Gold cup events in 1909 and 1910. 1909 marks the end of experiments with displacement hulls for racing boat. *DIXIE II* can be considered the most beautiful example of this type of boat design in America.

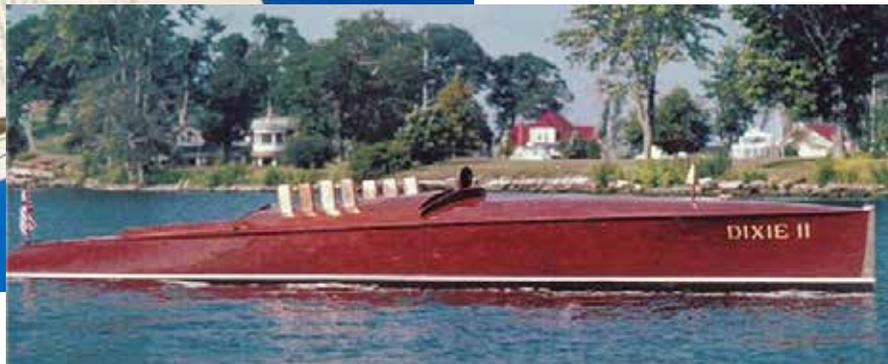
NY Times reported: AUG. 22, 1908 OGDENSBURG, N. Y., Aug. 21. -- Covering the thirty-mile course on Chippewa Bay in the fastest time, 68 minutes, the motorboat racer *DIXIE II*, owned by E. J. Schroeder of New York, and entered in the name of the Thousand Islands Yacht Club, today won the second of the series of races for the Gold Challenge Cup, thus putting two races to her credit and giving her a big advantage over the other entries.

As to the model, I am not at all sure what scale I had in mind 12-13 years back, as she measures 13.56" for a 39'-4" actual length. In any case I used Cherry over Mahogany with

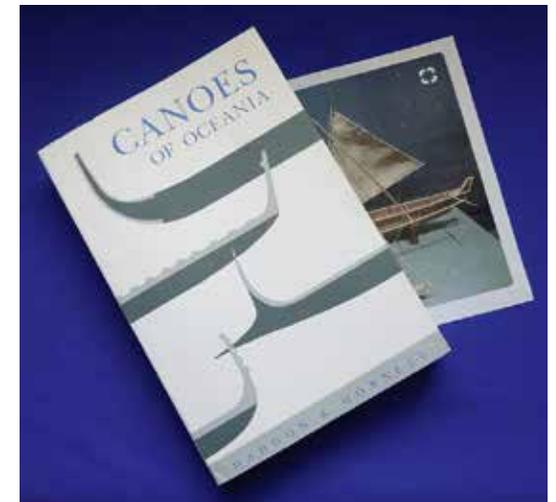
an unknown boot-topping layer. The plan is to custom etch the brass detail that I drew about 20 years ago for a larger, full hull version, set aside when I returned to FL in 2001.

I also displayed a heavy book titled, "Canoes of Oceania" by A.C. Haddon and James Hornell. This book combines three volumes of 453 pages on Polynesia, Fiji and Micronesia; 342 pages on Melanesia, Queensland and New Guinea; and 88 pages of definitions of terms, a general survey and conclusions, all produced 1936 through 1938.

These guys worked like mad, with copious illustrations, details, maps, photos and diagrams on nearly every page, covering hulls, amas and akas, lashings, paddles, bailers, sails and lists of terms from each island they surveyed. Imagine covering the Pacific Islands and coastal Asia in that pre-war period. After the war, of course, the region was forever changed, so this is the definitive work on Pacific canoes of history. I had seen it in the past for about \$600. when I had borrowed it through the Hillsborough Library System, and a few weeks back jumped for this copy at \$125, although I'm not sure why. I have modeled two Florida dugouts now on display at Lettuce Lake Park in Tampa and the Weedon Island Cultural Center in St. Pete and have none on my to-do list as of the moment. But, it helped in identifying the particular type that my bud, The Jich Estano had, as being from Kapingamarangi, (Kopin-gamma-rang-ee) and so what the distinctive shape of the aft end-piece was that had broken off his model. That stern stem has a half-hoop and angled part that sure looks like a backrest, distinguishing it.



*Dixie II* lives in storage at the Antique Boat Museum in Clayton, NY, on the St. Lawrence. She is rolled out and run for special occasions. ABM in Clayton is a wonderful place to visit.

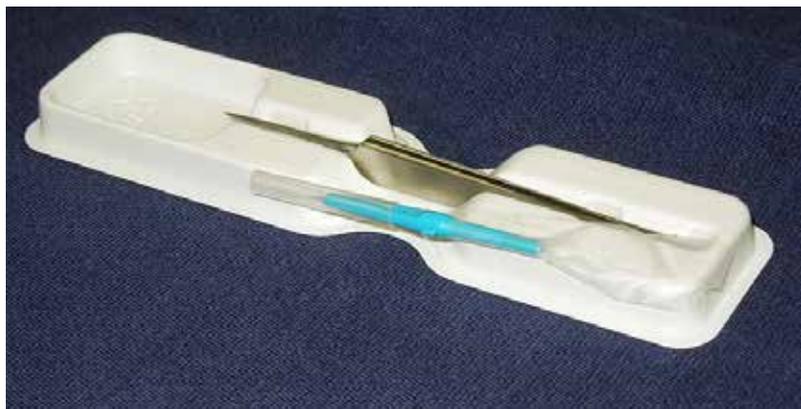


*Canoes of Oceania* is the true heavyweight authority on dugouts and similar craft of the Pacific.



**Phil Stager:** "For delicate and precise cutting, surgical knives are ideal cutting tools. The one in the photo was used to cut the one stitch in my recent cataract operation. For more information, see the manufacturer's web site." [www.beaver-visitec.com]

"A Suite of Trusted Ophthalmic Brands... Welcome to BEAVER-VISITEC INTERNATIONAL, home of the trusted ophthalmic brands, BEAVER® microsurgical blades, Visitec® cannulae, instruments and pupil expansion ring, Merocele® and Weck-Cel® ophthalmic fluid management products, Wet-Field® Eraser® electrosurgery, Endo Optik® microendoscopy and Parasol® products." Another list includes: Odyssey, CustomEyes, OcuSeal, Visc and other nifty monikers. Loads of eye surgery products and about as many registered brand names!" As these are disposables, Phil suggests asking for them if or when you get such work done.



**Guy Hancock** on Virginia Sloop: "I thought I was over the hump when I finished the planking, but then came installing the frame tops and the cap rail. I thought the big problem would be getting them glued strongly enough because the surface was the 2x2 mm end and a short part of the outside surface. In spite of great care cutting them all to the same length, there was a need to sand them to make the tops level. I used white glue, because I was afraid some might need to be removed and repositioned. The cap rail was pre-cut plywood, and a big help was deciding to split the wishbone shaped forward rail on the centerline so each half could be positioned and glued separately. Many frame tops had to be removed and repositioned so the tops fell along the centerline of the cap rail. I am now making some scrolled ends to finish off the place where the higher stern rails step down to the midship rails.

I also bought pinstripe tape at an auto parts store and sliced it with a razor to make the bands on the two barrels carried on deck. The barrels came with turned ridges representing the bands, but they were way out of scale. I sanded them off before placing the tape, and plan to spray them with dull coat so the bands do not look artificially shiny."

**Guy enjoyed making the casks that will be aboard his sloop. A detail he plans to modify is the abrupt railings change of levels.**





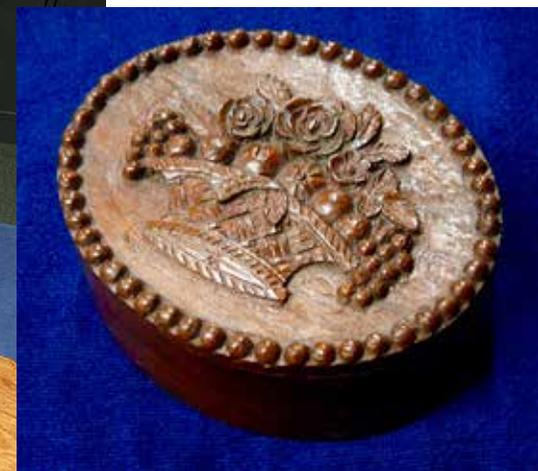
**Tim Roberts** on training shell & boxes and *Chaleur*.

"I brought in a US Navy Mk 6, 3"/50 practice round. The 3 inch oak training rounds were used for practicing loading shells into a "practice loader" during training sessions rather than handling the real shells and loading them into real guns. 3"/50 in naval terminology indicates the gun fired a projectile 3 inches in diameter and the barrel was 50 calibers long (barrel length is  $3 \text{ in} \times 50 = 150 \text{ in}$  or 12.5 ft.). These practice rounds were just like the original ordnance in size and weigh but made of laminated oak with steel base and noseband, weighted with a lead core to obtain the 24-pound total.

I also brought in an assortment of wooden boxes that I made. Long-time TBSMS member, now passed, **Milton Jones** made two of the boxes and showed me how the process worked. Originally wooden boxes of around 12" X 10" X 8" would have been used as "Tea Caddies" to lock valuable and expensive tea in. Starting with 1/2" thick pine I screw and glue the box together, veneer the outside sides and top, cut the lid off and veneer the rest of the box inside and out. There are a total of 23 pieces of veneer used on each box (the bottom usually gets felt) and 12 pieces of edging let into the corners to hide the veneer edges. I use mostly mahogany veneer for the sides with a figured mahogany crotch veneer for the top. The same can be done with teak and walnut veneers."

**Having tripped over a bit of decor, Tim decided to bring it in for display and explanation.**

**Below, a series of boxes made and carved by Tim and former member Milton Jones.**



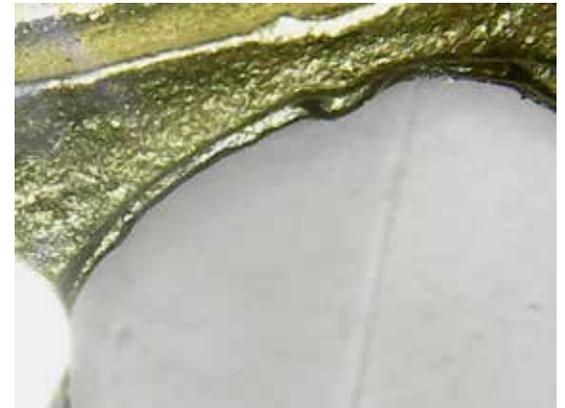
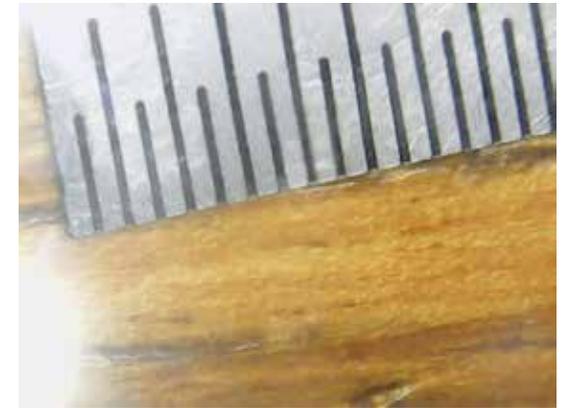


**Chuck LaFave** on microscope: "The device I mentioned is a JIUSION USB DIGITAL MICROSCOPE (40 to 1000x Magnification Endoscope. 2MP 8 LED USB 2.0 Digital Microscope)

"I haven't tried it on a phone, am using my Windows PC at this time. Attached are a few pictures from the camera: a scale in mm, a coin and a piece from a mold that needs to be cleaned. The camera was \$20.00 shipped to the house using Amazon Prime."



Quite a device for \$20, this camera links to a smart phone or computer.





# Ship's Log Tampa Bay Ship Model Society 7

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

**Lynn Hill** spoke on the self-restoration of a model of *Sovereign-of-the-Seas* that he built many years back. He pointed out a simple card package he made for restraining copper tape he will use for plating the hull.

**Steve Sobieralski** on Battleship USS *California* (BB-44) by IRON SHIPWRIGHTS.

Length: 624'

Honors and awards: 7 × battle stars

Commissioned: 10 August 1921

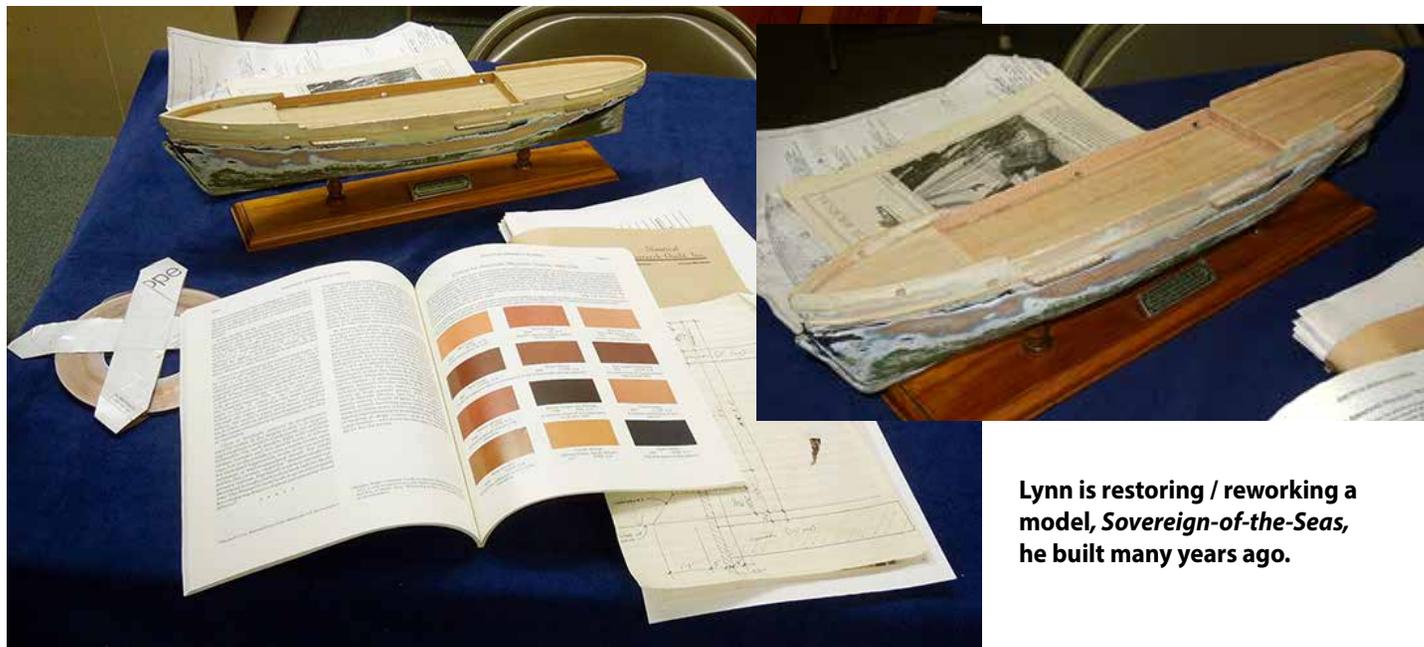
Aircraft carried: after refit: 3 × float planes

Decommissioned: 14 February 1947

Struck: 1 March 1959

USS *California* was one of two Tennessee-class battleships completed shortly after World War I, was the fifth ship of the United States Navy named in honor of the 31st state. She was the last American battleship built on the West Coast, and the only one of the dreadnought type.

She served in the Pacific her entire career, and for twenty years was the flagship of the Pacific Fleet. She was sunk in the attack on Pearl Harbor at her moorings in Battleship Row, but was salvaged and reconstructed. She served again for the remainder of World War II before being decommissioned in 1947 and scrapped in July 1959.



Lynn is restoring / reworking a model, *Sovereign-of-the-Seas*, he built many years ago.



Steve described the history of this ship, USS *California*.





**Sec/Ed Re: Painting of Gerda** I am Master of the Rattle Can. Compared to the finishing done by **Steve Sobieralski** or **George Fehér**, for instance, my skill is like a savage spitting berry juice around his fingers, onto a cave wall.

Anyway, I have to report that KRYLON® ColorMaster® Paint+Primer Matte, "With Durable CoverMAX® Technology" Indoor-Outdoor, No Runs-No Drips, Dries in 10 Minutes, with EZ Touch® Tip... (phew) works as advertised. Your favorite Sec/Ed has been using KRYLON since shortly after it was introduced in 1947. Formulations have varied over the years (and have probably been responsible for my memory condition) but this current one is BEST. Excellent coverage, fast drying, even hue-true to the cap color. MICHAEL'S. Go on-line for coupons. "Surf" (aqua) is a very reasonable match for Gerda's bottom, as recorded in photos. If it has a fault, I found it is not **hard**.

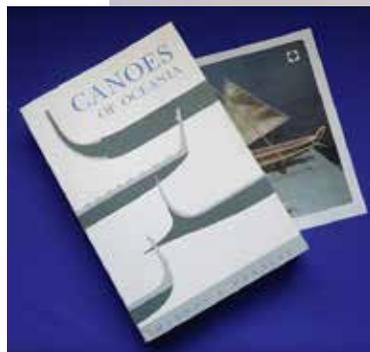
Sec/Ed's bud, The **Jich Estano** of MA, ship model and furniture restorer extraordinaire suggests DURHAM's wood filler can be strengthened. Substitute Carpenter's Wood Glue for water. Super-strong and working time is greatly extended, sez he. Sez I, it is multi-purpose. As a dry powder it is long lived: with water, brittle and sandable, with glue, structural and tough.

At right, this particular model, probably post war, has been identified as a type particular to Kapingamarangi\* atoll. How? Why with the staggering info and illustrations found in "Canoes of Oceania."

\*A municipality in the state of Pohnpei of the Federated States of Micronesia. It is by far the most southerly atoll or island of the country and of the Caroline Islands, 190 miles south of the next southerly atoll, Nukuoro, and 460 miles southwest of the main island of Pohnpei state, in Polynesia.



These devices are originally made for draining and irrigating animal wounds. Owned for 4-5 years, I have seldom used them, but decided to modify the tips and add a hole and plug to allow better cleaning.





## 1/350 U-Boat VII/C diorama, "The beginning of the end"

"Hobby Boss Diorama: Won-hui Lee" is noted as creator. This makes Sec/Ed's notion of a challenge of depicting a moving torpedo kind of pathetic.

Am I gullible to believe this is an actual model? I found it on the www, so it has to be real, right?



Believe it or not....  
I cannot decide.



# & MORE!



# Ship's Log Tampa Bay Ship Model Society 10

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Visit Tampa Bay History Center to view a new, permanent exhibit on local piracy and the people and equipment involved... ships, tools, booty and wenches! Wenches were used to draw up anchor chains and like that, you know. The docent promised to correct that one. Nevertheless, an impressive presentation, if not without errors. [www.tampabayhistorycenter.org](http://www.tampabayhistorycenter.org)

And more interesting representations of fast missiles, under water and above. Wan-hui Lee tells how this Schnellboot was accomplished. (sic) *"I made torpodo and its track using the plastic rod the cotton. And I filled the frame with epoxy resin that was made for coating the bottom."* Now you know.

## Special Presentation by Lew Zervas:

Photos and information on the PT-61:

<http://lewsmodelboats.org/PT-Index.htm>

At the March TBSMS meeting Lew will be giving a Powerpoint presentation on the 1/20 scale model of the PT-61 gunboat (October 1943) that he built. This is an historically accurate RC setup, and will focus on research on the relatively unknown gunboats PT-59, -60 and -61, putting the information together, making the parts and finishing. He will start with a short history of PT boats, then focus on the three PT's as they evolved into gunboats (PTGBs, sans torpedoes, in the Solomon Islands).

## THIS SPOT for SELLING!

Got something you don't need or want? Or, something you need or want?

Tell me about it and I'll put it here.

## THE NAUTICAL RESEARCH GUILD

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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.

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