

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

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

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of Jan. 24, 2016

tbsms.org

Skipper Ed Brut called the regular meeting to order with about 20 attending. Bylaws were confirmed by acclamation.

The Nautical Research Conference was discussed briefly. Details have not been posted as yet on the NRG website: <http://www.thenrg.org/the-nrg-conference.php>. However, the site of the October 26-28th conference will be the HILTON BAYFRONT HOTEL on the St. Petersburg waterfront: 333 1st St S, St. Petersburg, FL 33701. OKAY.... Details are being released as of 1/26. Visit the NRG site for the up-to-date scoop. "We have arranged a special room rate of \$145.00 per night. This room rate is extended to two days prior to the Conference and for two days after the close of the Conference. This hotel is across the street from the Salvador Dali Museum and is adjacent to the thriving downtown district. There are plenty of restaurants within just a few blocks of the hotel."

The downtown trolley is a 50¢ ride.

NRG Membership is \$48 for U.S., with quarterly Journal.

Member Gus Agustin visited us from the frozen north.

Guest Bill Bostick of Valrico visited and promised to return.

Howard Howe took the floor to mention your Sec/Ed's lecture on 1/18 at the Florida Maritime Museum. The subject was the panoply of boats types and why they exist. **Phil Stager** reported that my recent NRG article on the history of SS *Mascotte* was available on-line: http://www.thenrg.org/resources/journal/NRJ_61-4_article.pdf. It is easier to Google "TheNRG.org" and click under the cover image. I will also (did) present on *Mascotte* to an underwater archaeology group in Tampa, at the end of January.



Roman Barzana sent a series of "canoe people" that will populate some sort of diorama. He did not tell if they would remain nude. The other soldier figure is being made for a friend. See page 9 for details.

\$12 Dues checks MUST BE
made out to Steve McMurtry and NOTED as
"2016 TBSMS Dues" or they will be returned.
Steve's address: 4830 15th Ave N. St. Petersburg, FL 33713



Show & Tell

Howard Howe Tugs: "The research and model build of the DeLand, Florida Army Tugboats has been completed. The 74' tugboat model, ST-42 was built from a DUMAS Kit with a styrene hull, scale 1/48. The 86' tugboat model, ST-676 was scratch built, plank on frame, from the design plans to the same scale. Both models have passed their sea trial and are ready for service.

I made my model of the ST-676 because she was built in DeLand, and she survived the crossing of the Atlantic Ocean to Europe to fight in the war as depicted in "Ordeal of Convoy N.Y. 119". After the war she traveled 23,000 miles under her own power to Malaysia and finally was scrapped in 2000.

Photo of first sea trial attached if space is available." – Howard

Ed Brut RTV molds in film canisters: "In our continuing discussions of scratch built parts and casting multiplies. RTV silicone rubber, in blue in the pictures is cast around the parts. The part is suspended with a pouring sprue in a container.

The RTV is poured around the part to form a mold. Once set, the RTV can be cut to the part and the scratch built part removed. The RTV is then closed back up securely and Resin is then poured into the mold via the pouring sprue hole. Once the resin is cured, it is removed from the mold by slot or cut made in mold side from which the scratch built part was removed. The large square RTV mold is for a Civil War Howitzer cannon barrel.

The cylinder cast resin shown was the material cast in a film container, the dark green resin has aluminum powder mixed in to give it machinability. It machines like most good plastics without the melting common to acrylics or PVC plastics."



Howard tugs along at breakneck speed, adding to his bollard-be-decked harbor-craft fleet.



Skipper Ed discussed and showed samples of his casting materials and techniques, using metal filled resins and RTV.



I, Irw, the Sec/Ed displayed continuing work on SS *Mascotte*. The many superstructure parts were stacked on the Bondo hull with a few added details. The decks were laser-planked with waterways added. These will eventually be drilled for railings. Those railings were laser-cut and separated from the matrix with little fuss and X-ACTO work. The stack was shown with the residue of the split, with its jig for cutting.

Spars were shown and method of fabrication described as: Overlong, rectangular planks were glued together with Elmer's, then roughly tapered. The crude mast was then chucked up in a pistol drill and spun against a flat sheet of sandpaper with palm pressure. When the mast is sized and round, finer sandpaper is pinched around the spinning stock for finish surface. Next, the masts are soaked apart to give half-masts and spars. The tiny booms and gaffs are rounded similarly, but then halved with a miniature plane and sandpaper.

The 1/32" laser-cut plywood railing section curled surprisingly well around the heated aluminum cylinder-jig. I heated the aluminum with a heat gun before inserting the wet rail section. Jo-Ann's bridal veil fabric was added to the far side with dilute Elmer's glue simulating the chain-link screen. A natural wood cap will be added to the outside of the railings.

On the deckhouses, a continuous wainscoting board was added, and will be interrupted with the many doors of laser-cut acrylic.



This is a temporary stack-up of SS *Mascotte* parts. The hull is BONDOLITE, cast into a Plaster-of-Paris mold. Anchor below is an assembly of laser-cut, 1/32" acrylic parts.



At left, a section of laser-cut, 1/32" birch ply, curved to conform to the fantail by forming against a heated aluminum plug. Hard to see is a soda can strip "follower". The ply was pre-soaked in water and did not delaminate in the process. Screen in the railing is veil fabric attached with dilute Elmer's.



Left are blanks for turning the masts, held together with School glue stick and split apart to form halves, after being turned in a pistol drill.

At the right is the clamp rig-fixture used to hold the turned stack for halving on the band-saw.





Charlie Blume Cedar RC Schooner: "PLA digi print TinkerCAD: Here's my info; Schooner is 52" long, 12" beam, and 12" draft. Sail area will be approx. 1200 sq. in. Weight approx. 15 lb. Sails will be controlled with 3 servos, one for main sail, one for jib, staysail and foresail and one for rudder control. The design is a stretched version of a schooner I built several years ago. Same station formers spaced further apart with more sail area, weight, and freeboard.

TINKERCAD is free 3D design software. It is cloud based. You combine simple shapes that are size editable to form 3d printable pieces. Your finished designs are then downloaded to your computer to be printed. In Pinellas county many public libraries have 3D printers and will print your designs. There are lots of tutorials on YouTube available about TINKERCAD and 3D printing."



Up top left, Charlie showed a couple of samples of mast fittings he had printed at his library, from files he created in TINKERCAD.

The boat is an extended version of a similar RC schooner he built and sails successfully.



Brad Murray Half hull grabber & Sea Sprite 23

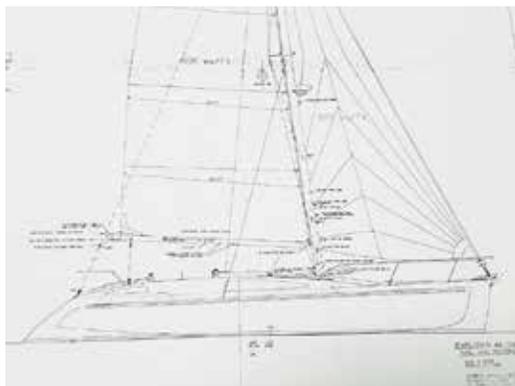
"The theme of my presentation was: so many boats, so little time. Although I appreciate military and commercial craft, my interest lies primarily in pleasure craft; rowing, sailing and eccentric powerboats. In order to maintain my interest I've decided to model only boats which directly influenced or impacted my life. The two drawings represent the bookends of my sailing life to date. In the 1954 Carl Alberg *Sea Sprite 23* I learned to sail and was introduced to the pleasures of coastal cruising. In the 1999 Chris White *Explorer 44* trimaran I concluded 45 years of sailing the best boats (other peoples). Both boats will be rendered as half hulls. The tri will be rigged with carved sails.

The 1-1/2" x 2-1/2" x 4-1/2" oak fixture can be affixed to back of a 1/2 hull blank or the deck of a solid full hull blank and will allow 3 different positions in a bench vise. Very handy for holding oddly shaped pieces and it can be fabricated in any size needed.

The red tool roll contains PERMA-GRIT Tools, which are furnace-brazed tungsten carbide on steel plates. They are EAA recommended and can be used on wood or composites. The MILLER'S FALLS No.106 carving tool set is a recent gift and I can't wait to sharpen them and put them to wood."



Brad's half-hull grabber allows positioning of the baulk, in your vise, in a variety of orientations.



Brad will be building both of these boats as rigged half hulls, using the tools shown at the right. >>>>>>>>





Curtis Miller 1969 Donzi cockpit: My show and tell was the final segment of the 1/12th scale 1969 DONZI Ski Sporter replica build. It consisted of a wooden female cockpit mold, a fiberglass mock-up taken from the mold and masters of the cushions that were formed inside the mock-up. I explained the process of forming the individual ribs for the cushions from BOND-O and applying them to the cushion backs. Once the ribs were attached and details sanded into them, I coated the parts with polyester resin and sprayed them with a light coating of DURATECH polyester primer, leaving the sprayed texture to simulate the look of the vinyl used in the actual boat seats.

I also showed the process for building forms and pouring rubber molds for each of the cushions. The plugs, molds and seven individual seat cushions took around a month to fabricate. They were the single most labor intensive part of the project.

For those who may have missed the other segments of my presentation, here's an article outlining the processes employed in the project. <http://www.proboat.com/2011/12/1969-donzi-ski-sporter-112-scale-replica/>



Curtis displayed his beautifully crafted patternmaking and casting/molding of the 1/12 Donzi cockpit and drive.



Gus Agustin Miniatures: Flags, ships, figurehead, and transom in true Book Cases.

Part of this page is blatantly pilfered from the Forecastle Report of the Midwest Model Shipwrights, by Editor John Mitchell.

There is no Frigate like a Book

by Emily Dickinson

There is no Frigate like a Book

To take us Lands away

Nor any Coursers like a Page

Of prancing Poetry –

This Traverse may the poorest take

Without oppress of Toll –

How frugal is the Chariot

That bears the Human Soul –

I believe Emily was saying that reading is cheaper than cruise liners. – Sec/Ed



Gus explaining his methods and materials.

Gus Agustin displayed more in his collection of tiny books that hide very beautiful miniature model ships or ship's parts.



Really fascinating, mate. Your bookbinding matches your boat building perfectly. What a library!



Above from the Forecastle Report of the Midwest Model Shipwrights.

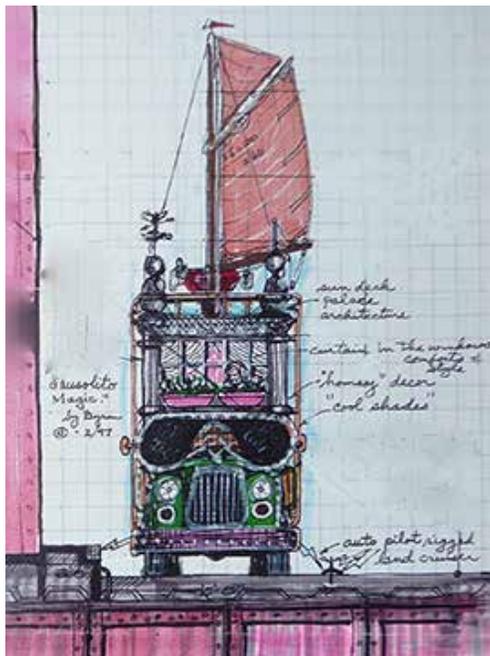


These photos generously, if unknowingly, provided from Gus' site and the www.

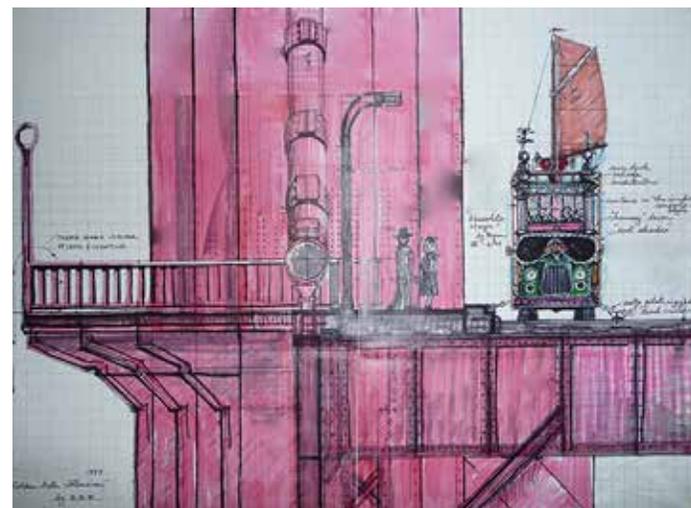
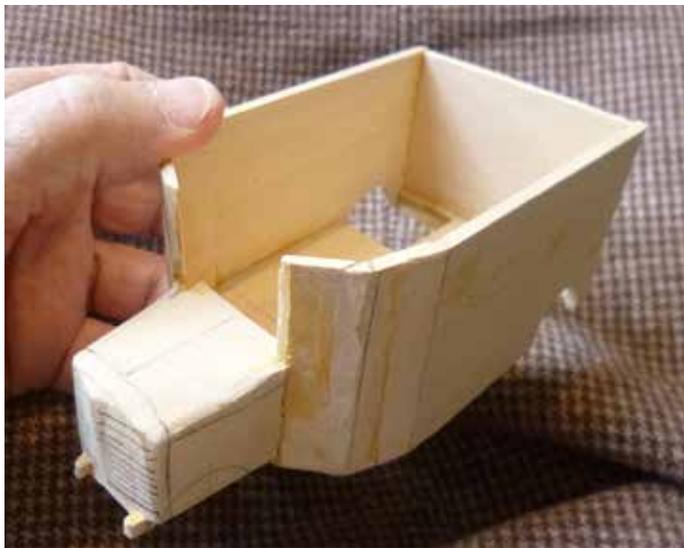


Byron Rosenbaum launches a land cruiser:

In a hippy phase some years back, Byron's son took to the road. Byron commemorated the crossing of some bridge in a sketch and has recently started to model a diorama on the subject. His is a sailing family, hence the auxiliary propulsion, and of course, everyone wore "shades." The vehicle will, as well.



In 2D or 3D, Byron persists in whimsical studies of arcane subjects.





Glenn Smith magazines. Glenn generously proffered a panoply of pertinent periodical publications in piles, for perusal, picking, packing and partaking of.

"I brought in a small stack of magazines that included several copies of "Warship" including the latest (March 2017). **President Ed** brought in a box of *Ships in Scale* given to the club by former member **George Hecht**. Please take these home and read them but remember to bring them back for use by other club members."

Model Boat Assembly: On Sunday, March 5 (rain date 3/19), we will be holding a special meet at Icot Center, a business park located off Ulmerton Road (north side) midway between US-19 and 49th Street. The sponsor is the Backroom Bar & Grill. They are located at 13575 58th St N, Clearwater, FL, 33760. It is only a few traffic lights away from I-275. We will have boats on display as well as in the water. Arrive early enough to be set up by noon. Plans are to run 3-4 hours.

You can set up whatever you want. This will be outdoors on the grass in a mostly shaded area. All the details are on our web site: <http://ssmbc-fl.org/Backroom-Rally-2017.htm>. Please let me know if you are interested. I have been looking for a long time an event where all of us boat & ship modelers could get together. – Lew Zerfas SSMBC-FL.org

42nd Annual Miniature Art Show 1/15-2/0

Miniatures at Leepa-Rattner Museum of Art in Tarpon Springs.

On Building Model Watercraft

We have all heard the same thing... "Wow, that takes a lot of patience," or words to that effect. I have decided it is not patience at all, but dogged persistence, amazing egos, over-confidence and faith in oneself, unflagging belief and conviction to continue on despite the histories of an astonishing number of poor decisions and flawed logic in planning.

Any rational person would abandon the craft, as many, maybe most, do. Have you wondered about the numbers of kits and plans sold vs. models finished?



Lots of magazines for the taking, provided by Glenn Smith, and George Hecht, via Capt. Eddie.

Roman Barzana uses this, for his figures: "MAGIC-SCULPT is an epoxy clay that consists of an A component and a B component and when the two of them are kneaded together, the resulting mix becomes a soft, pliable modeling compound that self hardens. Working time will vary somewhat depending on the ambient temperature, but generally is two to three hours. When this stuff hardens, it is like bone, and the nice part about using it is that it can be smoothed with water like a water-based clay, that is until it sets. May be added to in the cured state and when hardened may be sanded, cut, drilled or filed. When you want to make a permanent model out of a clay-like material but don't want to fire it or cast it, this is the material to use.

May be finished with any kind of paint. Because it is an epoxy, we recommend that you wear latex gloves when you use it to avoid sensitization of your skin."

Roman adds: "The gray clay is MAGIC-SCULPT and the green you see in the army guy is referred to as "green stuff" and it is flexible and gummy."



& MORE!



Ship's Log Tampa Bay Ship Model Society 10

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Byron Rosenbaum suggests that while she may not be suited for offshore use, this 'Redneck Racer' offers all the comforts of home save the TV. Wonderful subject for a future diorama.

Prop vs. Paddle Wheel: In 1845, in an example of Royal Navy innovation, HMS Alecto, using a form of steam paddle propulsion, was harnessed to HMS Rattler fitted with a screw propulsion system. They had the same Hp rating; Rattler was able to pull Alecto backwards. The test proved decisive and kept the Royal Navy in power over the seas until the U.S. reigned.

The reason why paddle wheelers were popular had more to do with shallow draft, ease of repair and ability to turn in close quarters. On the negative side, for warships, the propulsion was vulnerable to firepower, and propellers allowed space for more guns.

Centering the paddle wheel may have done the same, but I wasn't there to suggest it.

Early in the 2000s, paddle wheels were again tested in small craft, and able to attain 38 mph. The folks who tried, decided that there was more work to do to refine the paddles, if greater speed were to be attained.



H.M. STEAM SLOOP'S 'RATTLE' AND 'ALECTO' TOWING STEER TO STEER.

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.



YEARLY
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CONFERENCE
OCTOBER
26-28TH
2017

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