

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. 27, 7:00 p.m.



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

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of Jan. 23, 2018 tbsms.org

The first regular meeting of 2018 was called to order by new **President, Keith Van Husen**; commission ship modeler, biker – both pedal and motorcycle, past martial artist, restaurateur & barman, and professional industrial-automotive sculptor.

Keith, despite conducting this meeting has, unfortunately been ordered back to his home port of Detroit, with all possible haste, full steam ahead. It is unclear if he will be attending the February meeting.

Bon Voyage, Mate.

About 19 were present, including perhaps our longest timer, **Steve Sobieralski**, who due to being employed (eccccch!) has not been around often. He plans to shuck his bonds this summer and reorganize his priorities.

Treasurer Steve McMurtry gave a report of about \$2,200 and as dues were collected this evening, will tighten the figure up soon.

The club welcomed **Roger Deschenes** and **Randy Baker** of Apollo Beach. Randy and Roger are close neighbors and are working on the same models, the **Armed Virginia Sloop(s) of 1768**. It is the first ship model for both fellows. They hope to get guidance from the TBSMS crew, but have done quite well on their own so far, judging from smart phone photos.



Very long-time member Steve Sobieralski took the crew to school on the first shot fired in WW II (U.S. vs. Japan)... by USS Ward on a Japanese mini sub. See page 8.



Show & Tell

Paul Anderson: "Irwin, Your recent newsletter mentioned GOLDEN® Fluid Acrylics. I have been using acrylic ink for lettering. It is essentially extremely finely ground acrylic paint, much finer than the fluid acrylics. You can use it like model scale paint with the advantage of being able to apply very thin lines with a nib pen, using the nib size to determine the width of the stroke with a uniformity impossible with a brush. Photo shows three brands with the Speedball being my least favorite. The other two seem about equal quality. I buy stuff from DICK BLICK but I believe MICHAEL'S offers a limited selection. Once dry on wood or paper it is waterproof."

[Sec/Ed] DALER ROWNEY (Great Britain) is a brand I am not familiar with.

"FW Artists' Acrylic Ink: The major development of inks in recent years has been the increasing use of pigments and acrylic resins. The difference between the dye-based inks and the pigmented inks are a slight reduction in colour intensity, but much improved resistance to fading."

FW Artists' Ink is an acrylic-based, pigmented, water-resistant ink (on most surfaces) in a range of 38 colours, all of which have either a 3 or 4 star rating for permanence. Such a high degree of light-fastness over such a range of fully intermixable colours makes them ideal for use by artists in the production of pictures for permanent display.

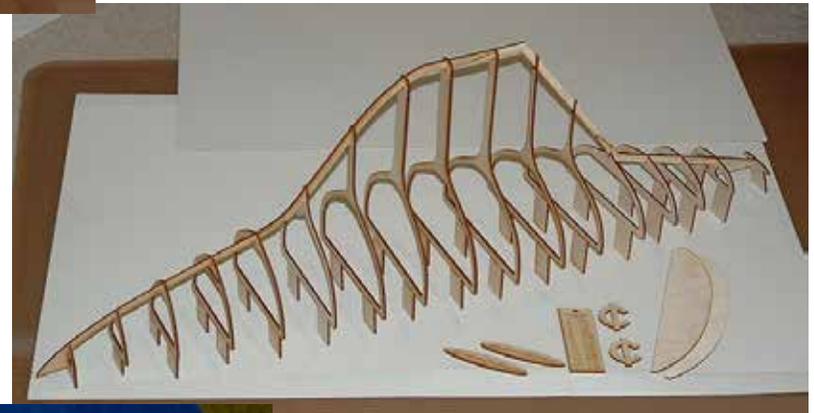
Equally, however, colours can be substantially diluted to achieve the most subtle of tones, very similar in character to watercolour. Such washes will dry to a water-resistant film on virtually all surfaces and successive layers of colour can be laid over. FW Artists' Inks work well through airbrushes and technical pens."

Kim Friedman presented a manufactured Scale JOHNSON Outboard he was gifted and a couple of partly carved twins he is making for his fast, 57' OB Cruiser. The wood stock chosen is prime HD2X4. The 1:1 power he proposes is a pair of 350hp YAMAHAS.



Paul, who lives too far away to attend, approaches art with a grounding in engineering.

A set of IOD frames in the original matrix, created perhaps 10 years back for past/passed member Milton Thrasher, were donated and taken by Chuck LaFave.



Kim is duplicating OBs for his personally designed Fast Cruiser model.



Byron Rosenbaum: "My broken hipbone is healing. After a bout with Bronchitis, then breaking a hip bone I'll get back to finishing what I started last in October, sometime in the Spring. Only 6-8 weeks with one leg maneuvering to normal walking again.

This picture is Johnson's Barkentine "*Yankee*" framed half model formed (at present) from available photographs. Paper sails are layered to show square sail's and fore sails depth from the wind position. Many sail lines with many deck details and accessory equipment needed to complete this model." Photos by Byron.



Byron has had this *Yankee* model on deck for years and took the "opportunity" of recuperation, to act.

Phil Stager: "Whaleback Great Lakes Steamer *John Ericsson*, Built in 1896 by AMERICAN STEEL BARGE CO., of Superior, WI:

LOA – 390 ft., Beam – 48 ft., Depth 27 ft., 3200 GT; 2378 Net Tons, Steel Construction, 11 owners before scrapping in 1967-68.

"*Ericsson* was used to haul a variety of bulk cargoes (grain, coal, iron ore, limestone) on the Great Lakes. The whaleback design was supposed to minimize rolling, i.e., waves would wash right over the deck which made for a wet ride. Several saw service in salt water during WWI due to shipping shortages. *Ericsson* was the last and largest whaleback built.

Photo shows the *Ericsson* under the Brown electric unloaders in Conneaut, OH, circa 1915, from real photo (continuous tone) picture post card.

General arrangement and body plans from Dave's Drydock in Largo, FL and builders general arrangement from Jerome Library, Bowling Green State University, Ohio. I intend to construct hull and deckhouses from HDU. The model will be in diorama with HULETT ore unloaders."

[Ed] Notice the men in the photo giving scale to the ship.... 11-12' freeboard! Phil says: "Yes, low freeboard with lots of camber in the deck. With all this water flowing over the deck, the deckhouses forward were 'turrets'. Must have been fun getting from fw'd crew quarters to galley aft in heavy wx (weather)."



Phil has found this wonderful photo of Whaleback Steamer *John Ericsson*, located and acquired plans, and plans to build.



Roger Kibart told of his very limited shop space in light of which his scratch-built superstructure of **Lackawanna** is even more impressive.

"The **Lackawanna** model was built from scratch using only DUMAS plans and instruction book. The hull was given to me by a fellow member of the Suncoast Scale Model Boat Club. The model is 1/48 scale.

The **Lackawanna** was built in 1901 by J.H. DIALOGUE AND SONS of Camden, New Jersey. She was 137 feet long with a beam of 25 feet and was powered by a 950-horsepower engine fed by two coal-fired boilers. She was owned by the DELAWARE, LACKAWANNA AND WESTERN RAILROAD, makers of anthracite coal (hard coal). This coal burns cleaner and lasted longer than bituminous coal (soft coal)

The **Lackawanna** was painted white by her owners to show off how clean their coal product was. It was true that anthracite was* cleaner, but it still ruined the white paint and the crew was continuously maintaining the paint job to preserve the image of the company.

During a snowstorm on August 15, 1915, the **Lackawanna**, while towing three barges, collided with the barge **Nanticoke** being towed by the tug **Triton** in Nantucket Sound. She went aground north of the Pollock Rip Light Vessel and was a total loss. In 1916, the wreck was surveyed, and it was determined that it could not be salvaged. The hull was cleared by dynamite since the U.S. Government abandoned it. Today, she is an attractive dive site for amateur and professional divers."

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD was a coal/bridge line, originally conceived to haul coal out of Pennsylvania's Lackawanna River Valley to its eastern terminus, Hoboken, New Jersey. It eventually to extended to Buffalo, NY and served as land-bridge line between the Great Lakes (Buffalo) area and the Atlantic Ocean (Hoboken).

The DLW Railroad was founded in the early 1850's in order to promote the economy in Scranton, PA. Its heyday was in the 1930's then went into a steady decline as America shifted away from coal as a primary fuel and eventually merged with the Erie Railroad in 1960, forming the ERIE LACKAWANNA RAILROAD. As their primary livelihood dried up in the following years, the ERIE LACKAWANNA was one of six bankrupt railroads that formed CONRAIL 1976." – **Roger Kibart**



Roger builds in cramped quarters!

**This spacing is somehow programmed into Roger's file and your Ed. cannot shake it!*





Ed Brut: Slide show program was of the SUNCOAST CENTER FOR FINE SCALE MODELING. 2645 Success Dr. Odessa, FL 33556 (upper Pinellas County). <https://www.finescale-modeling.org/>

"Over the past 5 years I have seen this center grow 3-fold over it's opening. What was once a huge train diorama exhibit has transformed into a show of all forms of modeling.

The 100 plus pictures showed not only the finely detailed train layout but also historical figures in 1/6th scale, along with numerous shipyard dioramas and military models of many scales. Most items are scratch built with emphasis on extreme detail. A completely detailed machine shop shows rags on the floor to hand tools hanging on the benches, a full Korean war M.A.S.H. tent, all highly detailed down to the plasma bags and syringes, trees, buildings and much more. Some figure models and scenes are reconstructions of period photos displayed with the models.

Well worth a day trip or two as I have spotted new things every time I go."

Keith Van Husen showed a couple of small solid hulls of Gloucester Fisherman *Elsie*, and a similar size clipper under construction. Keith has built several *Elsie* models. *Elsie* is a featured subject of the Cape Ann Museum (MA) where fabled modeler Erik A. R. Ronnberg Jr. manages the maritime end of things as Adjunct Maritime Curator. <https://www.youtube.com/watch?v=586d-s8HC3M&feature=youtu.be>

The Baltimore Clipper nameplate says, "The Baltimore Clipper, and one of the last of the type in commercial service, was the schooner *Vigilant* that traded around the Danish Caribbean Islands for over a century before sinking in a hurricane on September 12 1928. She was believed to have been built in the 1790s."

Keith also brought an instruction sheet for a model car company started by his family after the War. His Father and Grandfather partnered up to open VANCRAFT. Studying the text, you can see that these fellows were Detroit car-men through and through.

This gorgeous painting of the Schooner *Elsie* of Gloucester is by Thomas M. Hoyne (1924-1989) Keith is building *Elsie* for the unknown time.



At right, Keith's Dad and Granddad grounded him in modeling skills.





Irwin Schuster: I brought a few items starting with an old diorama belonging to my High School classmate, Elenora Rose Sabin. Elenora is a published author principally of young people's science fiction novels, and the diorama belonged to her grandfather. The subject is a clipper apparently being attended by a pilot schooner, offshore from a lighthouse painted on the backboard. It was given to him in Pennsylvania, and its provenance is cloudy, but likely to be at least 100-125 years old. In any case, and in this case, the glazing of its case was broken allowing a bit of schmooz to accumulate. Further, the rigging went brittle and in places was glued to the backboard and sails with a varnish of some kind which resisted dissolving.

I cleaned the surfaces as best I could, re-touched chipped paint, replaced a broken ensign, removed and replaced shattered rigging, remounted the schooner's sails which had come adrift, and cleaned, waxed and re-glazed the frame. The ensign was recreated on the computer in a variety of subtle colors and the one that most closely matched was used.

Next, I showed progress on a **Gerda III** half-model carved in High Density Polyurethane Foam with wood timberheads in place. I drafted the "spine;" stems, keel and rudder, as well as the pilothouse sides and a few other details and had them laser cut locally by GLG Art in Tampa.

Gerda, as I have described in several past meetings is a 39'-9" Danish motor-lighthouse and buoy tender skippered by a 19-year-old girl/woman commanding four men. The team transported some 300 Jews to Sweden, under the eyes of the German occupying forces. **Gerda** currently lies at Mystic, on loan for renovation and display.

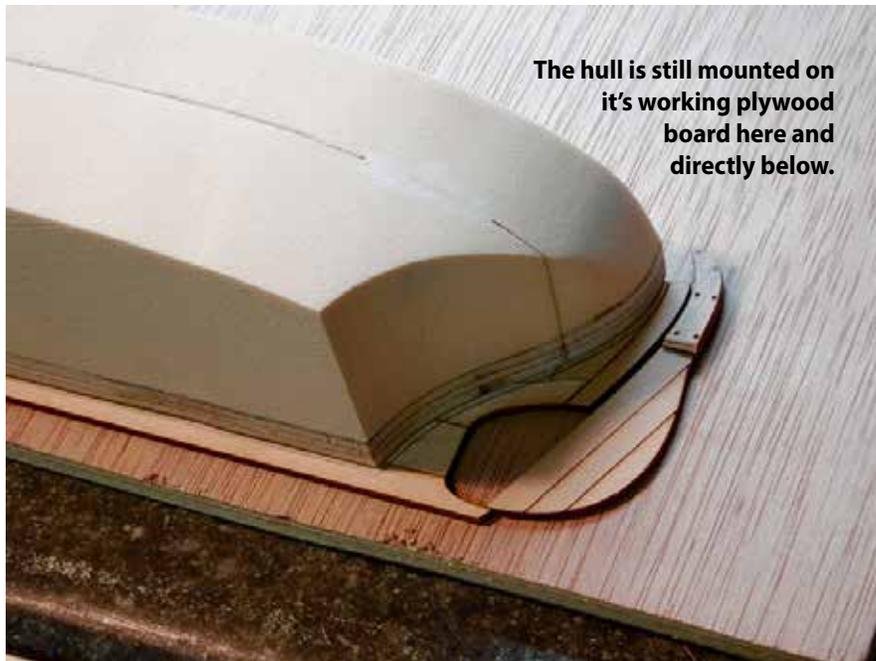
Finally, I had a set of **IOD (International One-design)** laser-cut frames created 8-10 years back for now deceased member **Milton Thrasher**. **Chuck LaFave** took them and I hope will build and plank the hull.



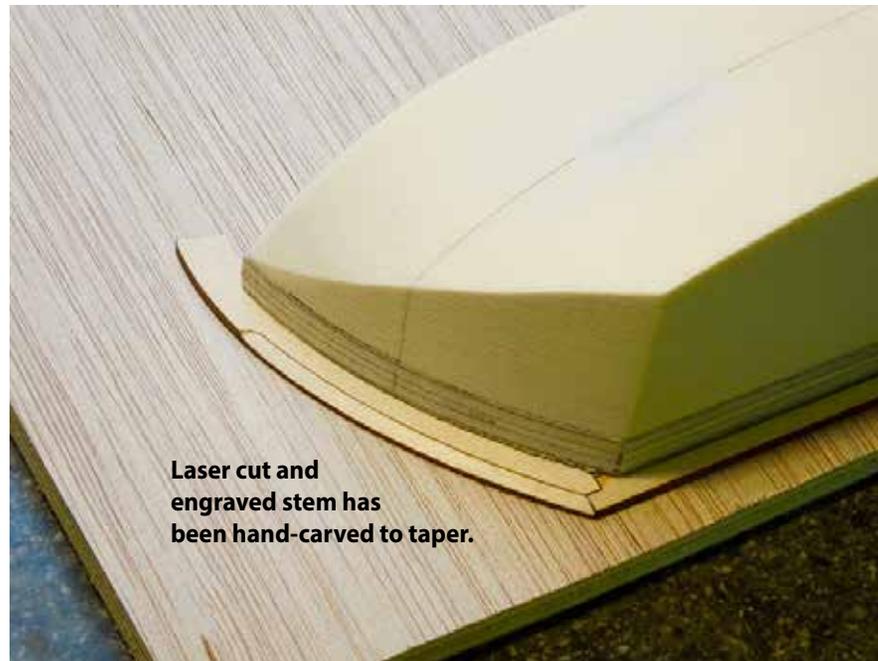
< Before and ^After , plus during (below).



Charming old diorama Sec/Ed restored/repared/cleaned and reglazed for a high school classmate, as homage to its builder, a friend of her grandfather.



The hull is still mounted on its working plywood board here and directly below.



Laser cut and engraved stem has been hand-carved to taper.



Sec/Ed's Gerda III in process. Top two show the HDPU hull roughed out with bandsaw. Bottom two with timberheads in place and some of the laser parts, then with the timberheads filled and hull primed.



Ship's Log Tampa Bay Ship Model Society 8

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Steve Sobieralski: Presented his Model of USS **Ward**, the ship that fired the first shot of WW II and the Japanese sub she hit!

(This per Wikipedia) USS **Ward** (DD-139) was a 1,267 ton Wickes-class destroyer in the United States Navy during World War I, later APD-16 (see High speed transport) in World War II. She fired the first American shot in World War II, when she engaged a Japanese submarine before the attack on Pearl Harbor, and successfully sank her opponent.

Design and construction: **Ward** was named in honor of Commander James Harmon Ward, USN, (1806–1861), the first U.S. Navy officer to be killed in action during the American Civil War.] **Ward** was built at the Mare Island Navy Yard, California in a record of 17½ days. Under the pressure of urgent World War I needs for destroyers, her construction was pushed rapidly from keel laying on 15 May 1918 to commissioning on 24 July 1918. Service history: **Ward** transferred to the Atlantic late in the year and helped support the trans-Atlantic flight of the NC flying boats in May 1919. She came back to the Pacific a few months later, and remained there until she was decommissioned in July 1921. She had received the hull number DD-139 in July 1920. The outbreak of World War II in Europe brought Ward back into active service. She was re-commissioned in January 1941. Sent to Pearl Harbor shortly thereafter, the destroyer operated on local patrol duties in Hawaiian waters over the next year.

On the morning of 7 December 1941, under the command of LCDR William W.

Outerbridge, **Ward** was conducting a precautionary patrol off the entrance to Pearl Harbor when she was informed at 03:57 by visual signals from the coastal minesweeper **Condor** of a periscope sighting, whereupon Ward began searching for the contact. At about 06:37, she sighted a periscope apparently tailing the cargo ship **Antares** whereupon she attacked the target.[4] The target sunk was a Japanese Ko-hyoteki-class, two-man midget submarine, thus **Ward** fired the first American shots of World War II a few hours before Japanese carrier aircraft formally opened the conflict with their attack on the Pacific Fleet inside the harbor. The submarine was attempting to enter the harbor by following Antares through the antisubmarine nets at the harbor entrance. By entering territorial waters while submerged, the submarine was not entitled to “innocent passage” protections. Ward fired several rounds from its main guns, hitting the conning tower of the submarine, and also dropped several depth charges during the attack.

A minority of academics doubted whether **Ward** had really sunk a Japanese mini-sub until University of Hawaii scientists found the vessel on 28 August 2002. It lies 1,200 ft. (370 m) beneath the sea in American waters about 3–4 miles outside Pearl Harbor. The starboard side of the submarine's conning tower exhibits one shell hole, evidence of damage from Ward's number-three gun. While her depth charges were sufficient to fully lift the 47 ton, 78 ft. sub out of the water, they did no apparent structural damage to the submarine, which sank due to water flooding into the vessel from the two shell holes.

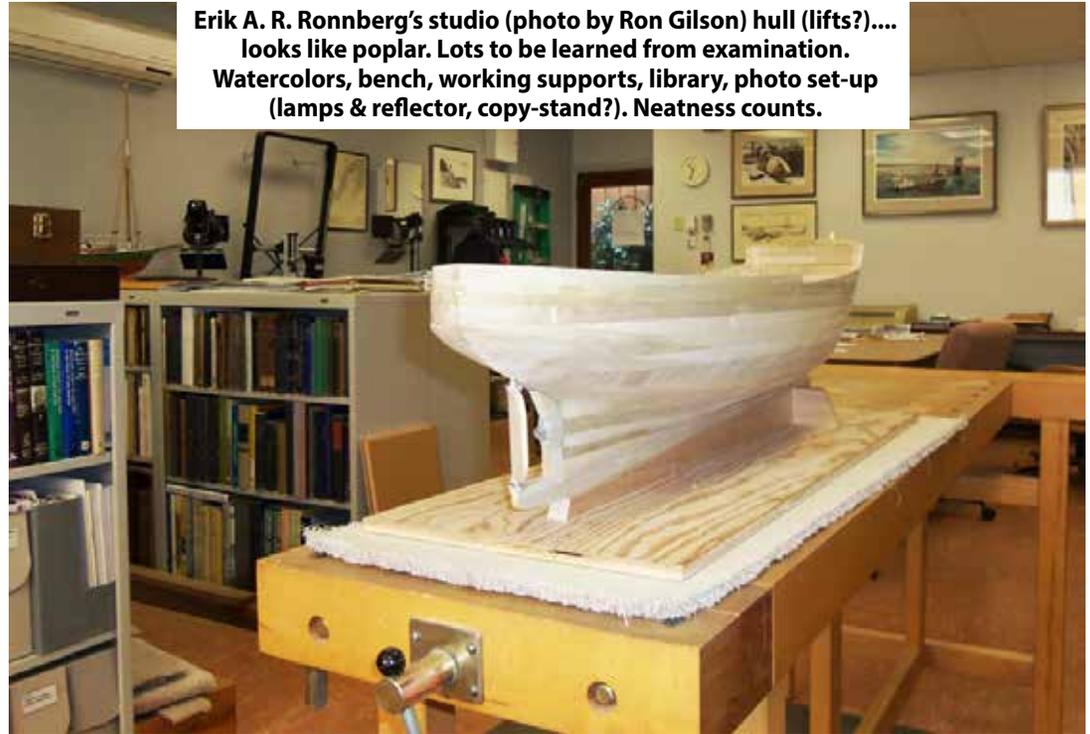


At right, THE Gun that fired THE first shot of WW II, against Japan in the Pacific. On display in Minnesota, it had been displayed by a crew of Minnesota Naval Reservists.

If you would like to receive a copy of Steve's full treatise, just contact Sec/Ed and it shall be done.



Alex Bellinger of Newburyport: The bottle 7-1/2" in diameter and 15-1/2" long. There is also a 3-gallon version of this kind of kerosene bottle, saving trips for refills, which is the same diameter but is 22" long. Attached is a picture from the Guild show, along with a model of the 4-mast bark **Archibald Russell** in a 1-liter bottle.



Erik A. R. Ronnberg's studio (photo by Ron Gilson) hull (lifts?).... looks like poplar. Lots to be learned from examination. Watercolors, bench, working supports, library, photo set-up (lamps & reflector, copy-stand?). Neatness counts.



Photos by Alex.



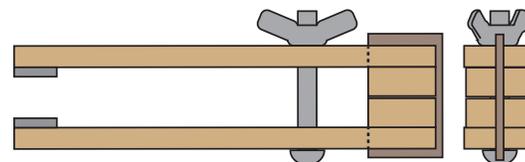
HOME BRASS ETCH

- Laser print reversed copy, flipped. double black or "Transparency" setting
 - Print on glossy photo paper, cheaper-thinner is better
 - Clean brass surface absolutely thoroughly
 - Transfer to brass with heat, with iron at hottest setting
 - If using thin brass stock, support with hard, flat surface
 - Apply pressure – 10-20#
 - Look for copy to bleed through
 - Use packing tape to block all other surface and edges
 - Etch with ferric chloride bath (Micro-Mark ~ \$17/16 oz.)
 - Remove and neutralize with Baking Soda
 - Soak thoroughly... massage gently to rub off paper
 - Sand off laser print resist
 - Paint fill with enamel
 - Squeegee surface while wet
 - Sand/polish surface when dry
 - For nameplates, how about just transferring laser black positive image to brass???
- So, it's not engraved... just classy-brassy, for plates inside of a case

Let us know how it turns out!



- STEAMSHIP HISTORICAL SOCIETY OF AMERICA has scheduled a lecture on Rhode Island's Steamship disasters. The organization, located in RI, claims the state has more Steamship Wrecks Per Square Mile than any other. SWPSM or perhaps SSW/SQM is a metric I had not heard before.
- As your Editor got no response on how to make a south-pointing compass, we'll have to bring that up again with a show of hands.



Here's a good principle for making deep planking clamps. An improvement would be to slot the ends vertically and insert a bit of flat stock to keep the clamp arms aligned.

THIS SPOT for SELLING!

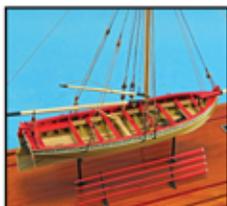
Got something you don't need or want? Or, something you need or want? Tell me about it and I'll put it here.

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