

# Ship's Log

# TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ  
Meeting of June 27, 2017

[tbsms.org](http://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, July 25, 7:00 p.m.**

**Returning to his elected seat after a brief absence, Skipper Brut** called this regular meeting to order, to a full room. He reaffirmed that the JULY Meeting will see a presentation on air-brushing by **George Fehér** and himself. In addition, in AUGUST, a "Flea Market" swap of kits, tools, stock, books, components and model-related goods will provide the thrill of the find – catch and release. In SEPTEMBER, select DVD's will be projected. All of these in addition to the usual Show & Tell of projects.

Ed showed a few hundred photos of models displayed at Pelicon '17, on his laptop.

The assembled crew welcomed guest **Kim Friedman** of South Tampa. Kim lived on the Chesapeake and has concentrated his modeling on working vessels of that region, interpreted from the boats he observed. He has worked in balsa with hardwood trim. Kim has bought a DUMAS, WW II sub-chaser for his next project. Might dabble in RC on this one.



**Steve McMurtry is making progress on *Charles W. Morgan* working from plans and many photos he took at Mystic at a past NRG Conference.**

**At left and on page 7, are his current photos and explanation.**



## Show & Tell

**Curtis Miller:** "At the June meeting I shared some home-made tools that were used during my career building full sized boats and explained some of the ways the tools could be used for scale models. This is likely going to be a reoccurring theme in my future presentations.

I also shared a scale RC sailboat that I've been hired to paint and explained a fairing technique that was also used on full sized boats to map out waviness and surface imperfections.

One of the tools was an angle gauge made from a 4" x 16" piece of 1/4" birch plywood. It is marked with angled lines from 0 to 45 degrees in 1 degree increments and is used with a bevel square for a quick reference for marking or picking up angles.

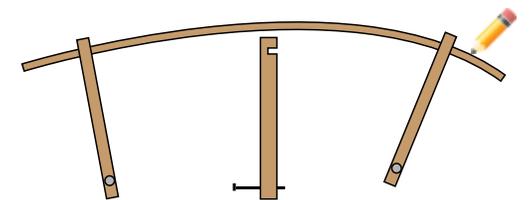
Another tool was a set of radius disks made of 1/8" birch ply that ranged 2" to 6" diameter. They were made by rough cutting on a band saw and finished by turning then on a disk sander with a 16ga nail at the center. The nail is tapped into a board that is clamped to the table of the disk sander and rotated by hand. The board is moved closer to the disk until the desired diameter was reached. The set I made were a shave small to allow for pencil thickness. Once I thought they were sized correctly I checked them by drawing a circle using the disk, marking the center and check that the drawn circle measures correctly. The center holes were enlarged over the original 1/16" in order to accept a pen or pencil so they can be used much like a router collet to lay out or draw parallel lines. They can be rolled along any shaped surface to make a perfectly spaced line and we're used for reducing frames for planking thickness, along with many other uses.

Another tool was what we used to call loft dogs. They are basically a plywood stick with a slot on one end to snugly receive a batten, with a hole for a nail at the other end. They can be made any size to fit whatever needs and many of them are used in concert to hold a batten in place over a loft or drawing. The batten can then be lifted so plywood blanks can be slid under and the line transferred to them. I also showed how the aforementioned disks could be rolled along the batten to reduce the line for planking/skin thickness.

I brought in a disk we used to draw the reduced cut lines



Curtis showed a variety of tools he has used for layout, lofting and dressing 1:1 hulls and suggested that the methods can be scaled for models.



Curtis Miller's "Lofting Dogs"



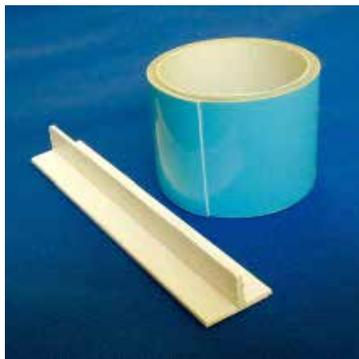
on frames for a 118' fiberglass ketch hull that was built over a male, wooden mold. The disk was 10" in diameter and 1/2" thick and the center was drilled to receive a Bic medium point pen, as they stand up well to dusty environments. The 5" reduction allowed for 3.5" of core and fiberglass laminate, as well as the thickness of the plug's battens and skin.

The RC sailboat is known as an *East Coast 12*, a model taken from the America's Cup 12 meter *Heritage*, designed by **Charlie Morgan**. This scale version was molded from the test tank model of the original race boat and the class has been very popular with *American Model Yacht Association* sailors over the years. The model had been painted and saved down several times and due to the thinness of the hull there are a few distortions in the fairness of the boat.

I showed a method that has been time tested on large yachts and I've had good success with on scale models in the past. After the surface has been sanded and cleaned, a v-groove trowel is used to drag fairing putty over the whole area. Once cured the surface is sanded with a long, flexible sanding block in a double diagonal fashion. This reduces the surface to be sanded fair by at least half as you're only sanding the tips of the ridges.

Once cured, the surface is then sanded with a long, flexible sanding block in a double diagonal fashion. The sanding board will skim the ridges in low areas and sand them completely off from bumps or high spots. This allows you to map out any problem areas quickly. Once all the ridges have been touched by the sandpaper the hull can be cleaned and dragged tightly with putty on a thin blade to fill any remaining groves made by the trowel. The sanding process is repeated through decreasing grits until the surface is ready to receive primer. We all know what happens next. More sanding!

Speaking of which, I shared a technique where wood sanding blocks receive a layer or two of padded 2-sided tape before applying self-stick sandpaper. This allows the sanding block to conform better to curved surfaces and the paper to last longer. I brought in samples of the type I used and offered them up for anyone who'd like to test it out. Incidentally, there are a few tape samples and a few plastic sanding boards at the meeting hall for anyone who missed the meeting."



An East Coast 12 based on *Heritage*, that Curtis has been commissioned to refinish. He generously furnished to all members present, samples of foam tape and a T-sander for miniature long-boarding.





**Visitor Lynn Hill:** "I brought out my SCIENTIFIC AMERICAN *Sovereign Of The Seas* wooden kit model - a model that has been in dry-dock for over 20 years. It was finished in 1991 and dismantled in 1995. Now it is time for the re-build. Many of the kit pieces will not be re-used but will be made from scratch this time around as I want to improve on the basic model kit. The discussion centered on finishing the hull. To plate, or not to plate? To paint or not to paint? Those are the questions. At such a small scale, determining the level of details will be a constant focus. After much discussion it was determined that I would provide mock-ups of the different hull finishes at next meeting to gather a consensus from the members of what looks best while not being overly complex. Sounds like the *Sovereign Of The Seas Part Deux* will have a lot of input from the membership as the build goes forward."



Lynn is resurrecting and re-starting and refinishing an old *Sovereign*.

**Guy Hancock:** "The *Virginia 1819* ARTESANIA LATINA kit hull is now planked. I sanded it with some home-made scale long boards to try to get it faired. The sanding dust filled many of the plank gaps very nicely and is sealed in with DEFT. More sanding is needed to fix plank edges sprung up, depressions, and areas that did not glue down tightly. The bulwarks will be planked on both sides with light colored Ramin 0.6 mm, and the seam where it meets the mahogany hull planking will be covered by a rubbing strake. My plan is to finish the hull natural and paint the bulwarks.

The deck-house which is made of ply with planking on the hatch and top. It is painted to hide the ply edges. The directions show the hatch closed, but I thought having it partly open would add interest. I waited to plank the deckhouse to be sure not to run out of planks for the hull."

**Guy continues to refine the hull planking and to build deck structures for his 1819 *Virginia*.**

**Virginia 1819 Model Ship**  
Scale: 1/41  
Length: 540mm (21-1/4")  
Height: 500mm (19-11/16")  
Beam: 120mm (4 -3/4")





**Visitor Kim Friedman:** "My first model 29' crab scrape came from the book *Work Boats of Smith Island*." The other 3 boats came from my own drawing board and are all done on the 3/4"=1' or 1/16th scale. All measurements are taken from these drawings and all frames and planking are made from them. All these boats are flotation models and can be built full-size which is an amazing thing to do if you have the room and the time. SOMETHING TO PONDER!"

**Tim Roberts** spoke to praise the BYRNES Thickness Sander he ordered at a past NRG Conference in Annapolis. He uses it to refine planking and deck planking. And similarly commended a Dial Micrometer, saying he can set it more accurately than other types, and use it as a feeler gauge. The BYRNES machine, out of Orlando, is quiet and clean, with a vacuum port.

*Byrnes says: "The Byrnes Thickness Sander is designed to allow hobbyists to make their own lumber simply, quickly and accurately – this precision-engineered machine provides an accuracy measured in thousandths of an inch.*

*The Sander comes with both 180 grit and 80 grit abrasive sheets installed on the quick-change drum. The feed table is infinitely adjustable – each mark on the control wheel is approximately two thousandths of an inch adjustment in final thickness.*

*As with the 4" Table Saw, the Thickness Sander has a 1.5" ID hose connection – it's ready to connect to your shop vac or other dust collection system. Additional abrasive sheets are available." (for \$1-2 ea.)"*



**Tim's Dial Micrometer and Byrnes Thickness Sander.**

**A series of scratch, Chesapeake workboats by Kim Friedman.**



# Ship's Log Tampa Bay Ship Model Society 6

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**I., Sec/Ed:** *Baby Bootlegger* is a simple, solid, scratch 1/32 model/diorama built in 2003, of a flapper-era gentleman's racer.

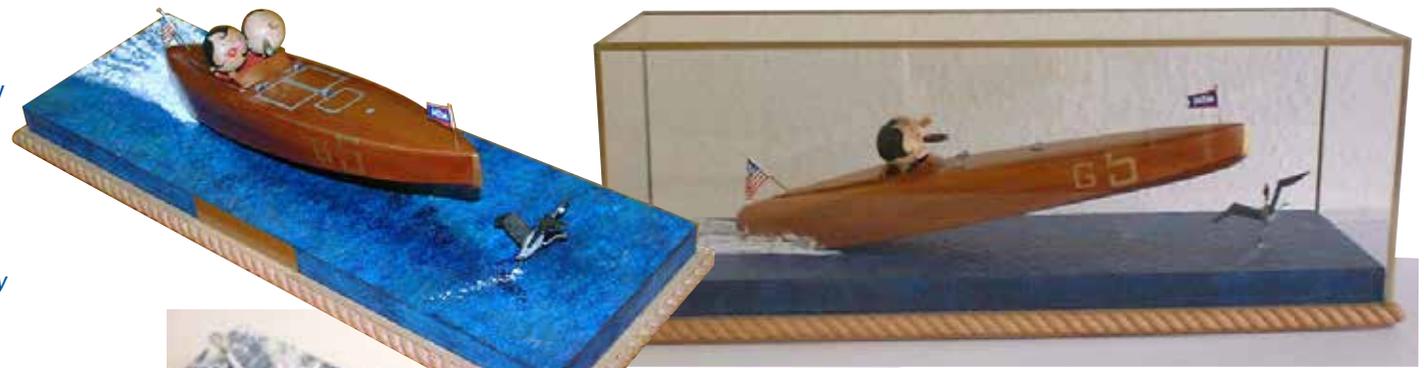
*Baby Bootlegger*, The Gold Cup Champion By Fred Farley - Unlimited Hydroplane Historian "One of the most beautiful race boats of all time, *BABY BOOTLEGGER* achieved fame as the winner of the APBA Gold Cup in 1924 and 1925 and the Dodge Memorial Trophy in 1925.

Designed by George Crouch and built by Henry Nevins, the construction of *BABY BOOTLEGGER* was unique. The sides of the mahogany hull were rounded into the deck with a gradually changing curve from stem to stern. The advantage of this design was that it permitted the construction of a light and strong hull with a minimum of wind resistance.

The boat initially used a V-8 Hispano-Suiza engine, specifically the licensed Wright-Hisso version. Built with 719 cubic inch piston displacement, the engine was sleeved to meet the 625 cubic inch maximum of the day. The popular "Hisso" was used in the Spad aircraft during World War I. The owner Caleb Bragg, was a successful auto racer, a World War I test pilot, an officer of Wright Aeronautical, and--by all accounts--a most thorough engineer."

Hull is mahogany. All of the flat metal trim is painted on in silver and gold. The water is carved MDF painted with acrylics. The Canada Goose prop is Basswood and the Flapper heads are painted wooden, off the shelf, balls. Case is acrylic trimmed in brass angle, with the rope base trim from Constantine's Wood Center, Ft. Lauderdale.

Next, I showed my current solution to simulating 1/96 deadeyes. I set up two headless pins and wrapped soft iron wire. Then I punched 0.085" dia. discs from black cover stock and applied them (4) to both sides with Elmer's. The wire takes all of the load. They are then tied to the shrouds with black Fly-Tying line.



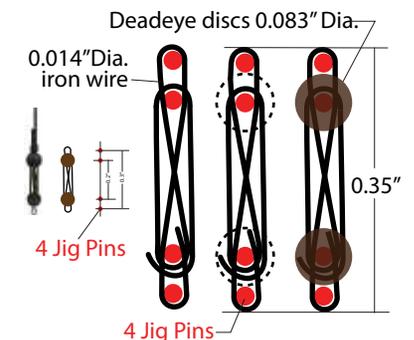
**Sec/Ed displayed a 2003 fast, fun, scratch diorama of a simplified Gold Cup champ, *Baby Bootlegger*.**

**And, on *SS Mascotte*, a NEW technique for simulating deadeyes.**



## SIMULATED 1/96 DEADEYES

Wind soft wire. Deadeyes are added discs, sandwiching the wire falls





**Steve McMurtry:** "This month I installed about 30% of the head timbers which are mostly ornamental. However the doublers at the bow are important. The Hawse Pipes go through them and they add considerable strength to this high stress area. This process was very time consuming as the head timbers have a compound curve and bevel on almost every surface. The same goes for the Hawse doublers. I also completed coppering the rudder. The last little operation this month was to build the sheathing blocks. They are a series of heavy timbers located between the plank sheer and the main wale. They serve to fend the ship off a pier at the main gangway when docked.

Next month we paint the insides of the bulwarks before adding the main, log and topgallant rails."



**Steve is doing the myriad tasks to be done to complete a whaler... in this case, the iconic *Charles W. Morgan*, a scratch model. He used copper tape, 3/16 and 1/4" for hull plates. This material is manufactured for the stained glass industry as an alternative to traditional lead "came" (word origin unknown).**



**Phil Stager:** "I showed several pieces from his small collection of scrimshaw: A 35+ year old Milton Bradley scrimshaw kit, still available on eBay for \$10 plus shipping; a clever fake of an antique tooth; a large unpolished real tooth; a smaller polished tooth; and a resin tooth engraved with a scene of the icebreaker GLACIER during DeepFreeze 82."

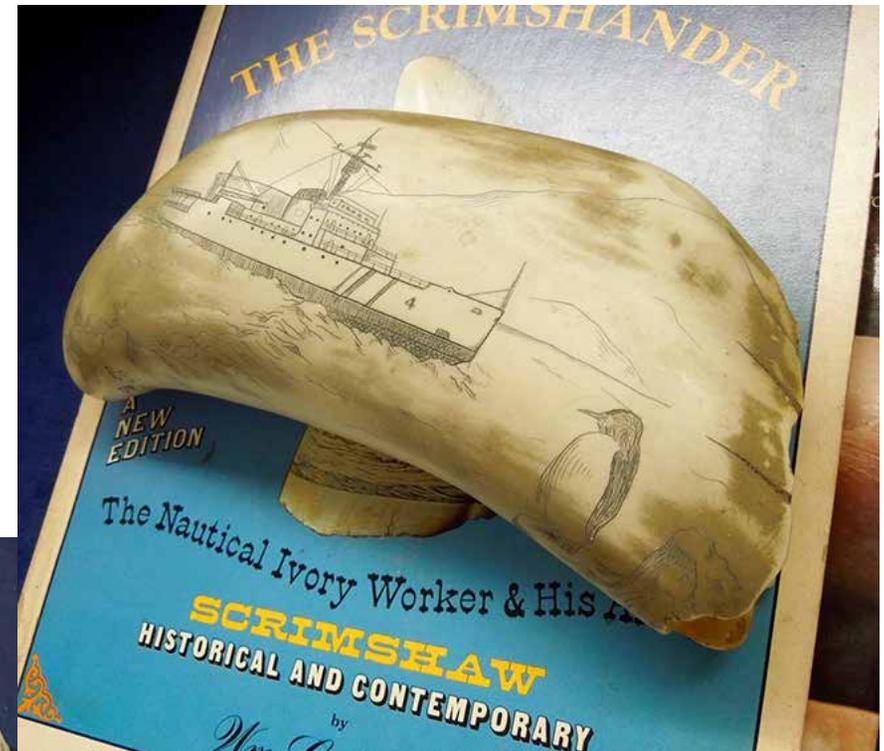
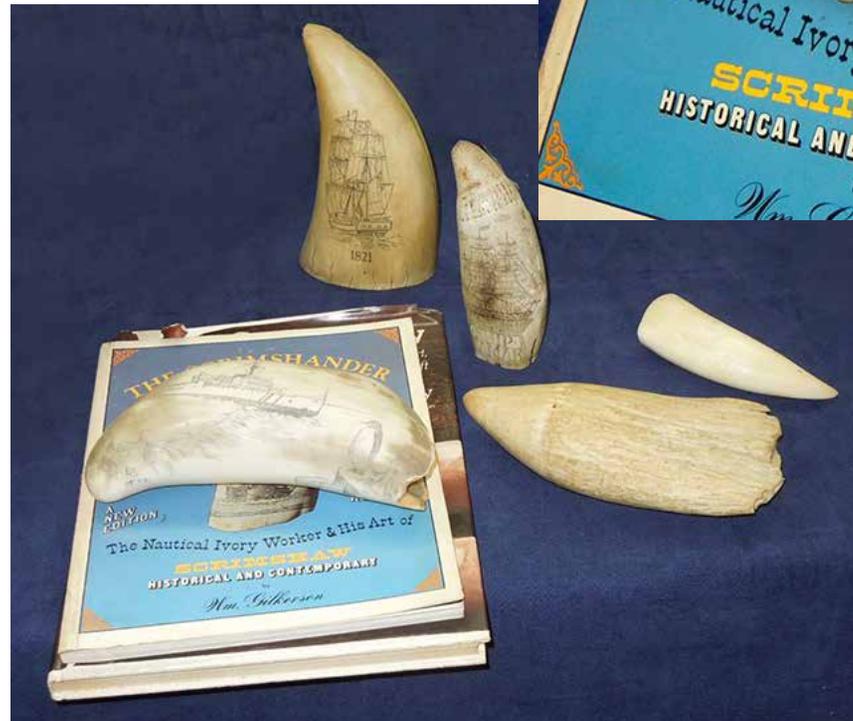
Phil also filed this **DVD Review:**

**Cases** – good quality video of the basics of making a wooden base for a Plexiglas case for your model; several alternate approaches were presented at the end during a discussion period."

**Guy Hancock:** I really enjoyed this, and I think you and other members would too. <https://www.facebook.com/fartoyvern/?fref=mentions>

This is series of videos of ship-crafters working with speed and precision.

**COMMENT: Chas. Cosewith Gulf Coast Ship Models says** "Irwin, re venting cases. For those who make their own bases, a simple case venting method, which I read in a modeling article a long time ago and have used with success ever since, is to drill some holes in the groove that holds the dust cover. At Home Depot or the like, buy some silicon feet that go on the bottom of furniture (they come in small diameters). Slice off some pieces to fit inside the groove so that the dust cover is slightly elevated and doesn't block the vent holes. That's it. As always, good job on the newsletter and I enjoy reading it."



**Phil showed a variety of scrimshaw items, real and polymer.**



**Steamship Historical Society of America** reports that 2,124 passenger *Carnival Miracle* will be based in Tampa from January 2018, offering seven-night cruises to the western Caribbean.

Also that SSHSA houses a collection of 186 (one hundred eighty-six; Count 'em), 1:1200 (1" = 100') ship models. It is the Stephen Barrett Chase Collection about half of which are made by British toy manufacturer BASSETT-LOWKE. B-L manufactured 99. In the same article a caption describes the ships as 1/1250! B-L was a toy maker but produced wood recognition models during WW II. SSHSA is located in Warwick, R.I. (Samples right)



1:1200 models by Bassett-Lowke, like those in a collection at SSHSA in Warwick, RI.

And now, from **Phil Stager** again, in response to Sec/Ed's question about those sticks we see atop deadeyes. Not being a ship guy, I asked what they were and what function they served.

Phil told me that are called **sheer poles** and keep the shrouds from twisting deadeyes out of alignment. **Art Ortner** said the same, and that they are sometimes metal. Phil sent these photos he took up north.

*"Looking at shrouds on PEKING again, but looking up, the shrouds from the Main top to the upper top also had a flat sheer pole bolted to the deadeyes. Same old solid rat sticks aloft instead of rat lines. Cannot recall what CGC EAGLE had (other than wire standing rigging) but memory fades after 50 years..."*

Ref: *The Mast and Rigging of English Ships of War 1625-1860*  
James Lee, Naval Institute Press 1984, Page 42

*Looking and enlarging a few other pics of PEKING shows that:*

- .1 Main shrouds on all four masts had the flat iron sheer pole bolted to each deadeye.
- .2 Top and topgallant mast shrouds also had the flat iron sheer pole. These were separate from the main shrouds.
- .3 Cannot tell if royal and skysail shrouds have sheer poles.
- .4 Ship did not have rope ratlines but used wood or iron 'ratlines' that were lashed to the shrouds.
- .5 Sheer poles were painted either white or black; 'ratlines' or rat sticks were all black.

*"To prevent the shrouds from twisting it was the practice, especially in the nineteenth century, to lash an iron bar across the shrouds just above the upper deadeye; this was known as the sheer pole. It was carried on the outboard side of the shrouds and was about two inches in diameter."*

The two attached pics show that similar device was used on ships using wire rope and turnbuckles. Pics are of *PEKING* at South Street Seaport Museum In May, 2016.



**Sheer poles in a variety of materials and shapes prevent deadeyes and their equivalents from rotating due to shrouds in tension. Photos by Phil.**



**Sec/Ed, in e-conversation, commented:** "Incidentally, that kind of a project, even if made for inclusion (where it will be visually lost) on a ship model, should be encouraged, because it is worthy of standing alone. Fewer ship models would be abandoned in process, if each task were considered as a separate project."

**Old friend Bob Craig, responded:** "Here is a picture of the steering wheel on the Kennebec scow sloop I built a number of years ago. That is my philosophy of model building. Each "part" (whatever that may be) is considered a model within a model. I was going to build a 1:48 model of the pilot schooner *Hesper* using Ronnberg Jr's monograph, but decided why should I build a model based on someone else's research? I had started to build the windlass as a separate model (still in progress) before I scrapped the idea of the whole model and will display it somehow, haven't decided yet.

The wheel is made from brass, except for the tiller rope drum, which is maple. It was sort of like watch making, at least that's what **George Kaiser\*** said, and he should know. Miss him. The hardest part was drilling the rim and hub for the spokes as I do not have a milling machine or a dividing head, but it worked out. Everything on the wheel is silver brazed together. The supports are cut out of brass plate with a jeweler's saw and filed smooth. I dunked in a dilute solution of brass black and it came out really slick."

\***George Kaiser** was a very long-time member of the USS Constitution Model Shipwright Guild from whom Sec/Ed took production of the club newsletter, **Broadside!** in the mid 90's. Fine gentleman who served in Germany and was at the gates of concentration camps when they were opened.

## THE NAUTICAL RESEARCH GUILD

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