

Ship's Log

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of MAR. 28, 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, Apr. 25, 7:00 p.m.

Skipper Ed Brut called the regular meeting to order and spoke on upcoming IPMS Pelicon '17, saying 50+ vendors will be present, and asked if TBSMS wished to sponsor three categories as in the past. Cost is \$30 each. **Tim Roberts** proposed we allocate up to \$100. That motion was seconded and passed.

Concerning attendance, \$5 will get you in the door and +\$10 will allow one entry, with an added \$1 per model. You may display without competing. See ad on last page. Search: IPMS Pelicon '17

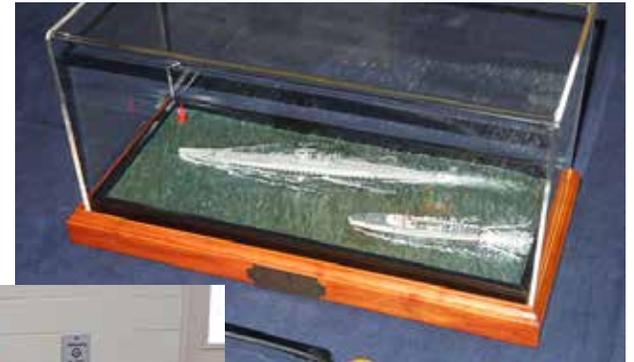
The Tampa Bay Ship Modelers Society will sponsor the following categories:

- No. 24 Ships: Powered, 1/700 and Smaller
- No. 26 Sailing: All Scales
- Special Awards: S5 Best Ship

Privateer Replica Schooner

Lynx will make St. Pete her winter home until 2021.

Visitor/Guest, **Roger Kibart** of Clearwater, formerly of Brockton, MA, described his experience. Roger has returned to modeling with a DUMAS kit of *American Enterprise* he has converted to RC. Next he tackled the MIDWEST kit 961, *Tour Master*, and tells the story herein, on later pages.



George Fehér proudly displays his award in the Open Diorama class, IPMS Wings, Wheels and Keels, Venice event. See page four for his rationale of the scene portrayed.





Show & Tell

Curtis Miller: "The pieces I shared at the recent meeting were samples I built for promotional use. They were parts of a modern sport fishing boat that I was trying to get a contract to build several replicas of for a manufacture in Sarasota. I had already built tooling for the major components of the boat. They had planned to offer display models to their customers but unfortunately the start up company failed.

There were three sections of twisted ladders that were to be part of a pipe tower and upper helm station. They were finished in two types of chrome and the third one was painted silver to resemble aluminum tubing. The rungs were soldered to the uprights, which were drilled to hold them in place while soldering.

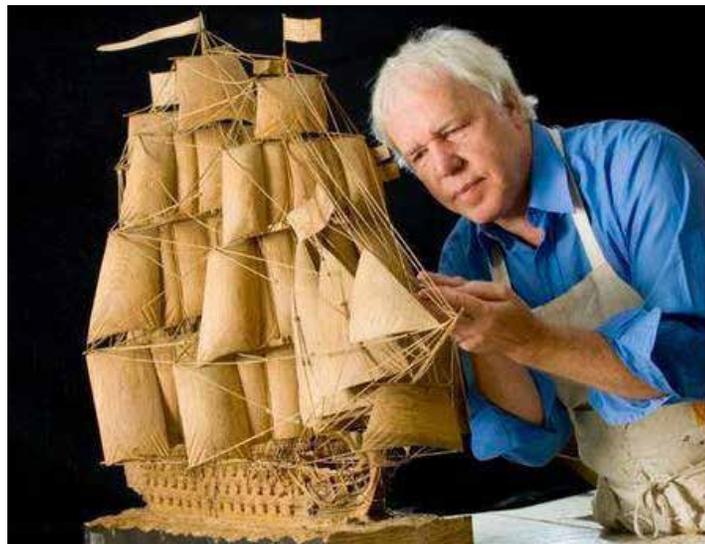
There was also a section of teak and Thiacol™ cockpit sole made of black walnut veneer with the caulking seams drawn on with a medium tip ballpoint pen.

The last piece was a fighting chair made of black walnut and chromed brass. The wood parts were finished with spar varnish. I explained how black walnut resembles teak better than if I'd used teak to fashion the parts, due to its smaller dark/light steaks and tighter grain. All of the samples were built in 1/12th scale in the mid 90s."

(Curtis' work is in a class by itself, more like reducing manufacturing techniques than simulating.)

Guy Hancock sent the work of Ian Brennan: "Artist Ian Brennan has spent 17 years carving the model of Nelson's famous flagship HMS *Victory* out of one of the massive 400-year-old original timbers."

Curtis uses black walnut to simulate teak in this fighting chair, and tried various finishes on these ladders.



Guy sent the art of Ian Brennan.



I., Sec/Ed: Revolutionary Block & Tackle (pronounced TAY-KL) System

These are lifeboat tackles which will not be under great tension, as the boats rest in cradles. They will be tensioned by lifting the davits. That is my plan. It could change. The gremlins are chuckling.

Revolutionary Method involves sawing slots with PREAC mini table saw for open-end blocks. I have no vernier system on my drill press, so I can saw more accurately than I can drill. The end grain is sawn so blocks can be split off after drilling the "sheave pin holes."

The net is, the blocks are wrapped instead of threading. When wrapped, the tops are filled with dilute ELMER'S locking the falls in place. This closes the open ends, but that is immaterial as the "strops" hide the ends.

The strop eyes are formed around a wire-pin-needle with a square knot and glued. The bitter ends are hardened with dilute Elmer's so they can be threaded through the holes that would be for sheave pins in a real block.

Oddly, it is quite easy to pass the hardened thread ends through the hole in opposite directions, draw them tight and add the dilute ELMER'S.

I did not fuss with rounding the blocks (roughly 0.06 x 0.09). Rounding or ovalizing would best be done before splitting off the blocks. In hindsight, I shoulda. The slot fins are not fragile. I cannot identify the wood variety. I know it isn't cherry, walnut, mahogany, but it is a hardwood that I had, at 3/32".

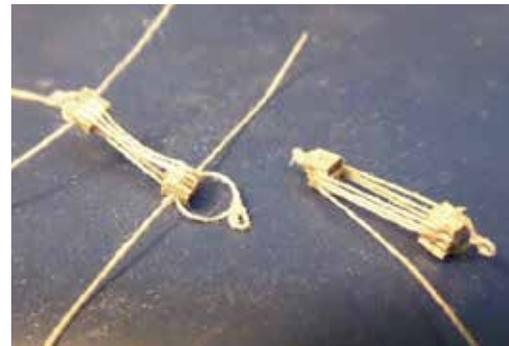
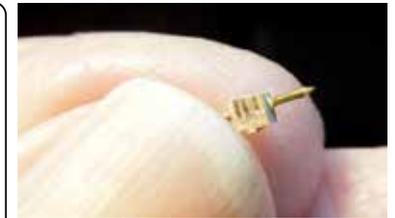
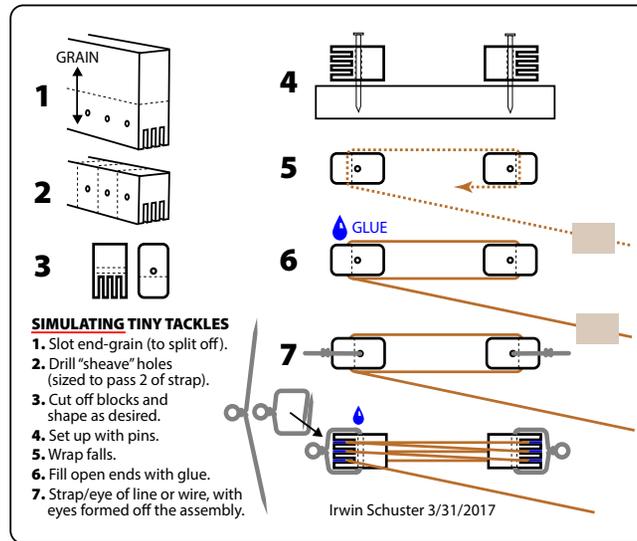
I use what I have. I do not let a goal of perfection ruin my standard of good enough. I tried 86waysfromSunday with wire and drilled brass, plastic and wood. This works.

I am I., the IDEA Guy. Others can polish it (or call it a pile-o-sh_). My apologies for the photography. This stuff is TINY. Not to miniaturists, but to me.

Rip slots - drill - split off. Grain direction is important. I slotted a 1" scrap and cross-cut it off to ~ 0.09".

I also displayed an *E-Class Ice Yacht* model, scratch built in 2010 from plans available from D.N. Goodchild - the Press at Toad Hall. The hull was shaped solid, then the cockpit cut away. Next, a floor was added, the sides applied of cherry veneer and the deck planked. Oval cockpit was shaped and I do not remember how the bumper bead was made. Steering wheel was a challenge, too. Sail was drawn in Adobe Illustrator and printed on vellum. It is inserted in slots in the mast and boom. I was asked how the blocks were formed, and did not remember that, either. On reflection and inspection, I believe I flattened small aluminum tubing, shapes and added wire sheet line. The barrel turnbuckles were simulated with hypodermic needle stock tubing.

Finally, spoke on NRG Shop Notes I & II, available on the NRG website... wisdom of the ages, and finally, a 1975 book by Donald McNarry, legendary ship modeler. The photos are not great, but what is most impressive is his range, and fully rigged ships, many about 6" long. The book was returned to the club library.



I(rwin) developed a method to **SIMULATE** blocks for lifeboat tackles on *SS Mascotte*.

E-Class Ice Yacht is a scratch effort.





George Fehér presented a finished diorama, "Outbound Raiders," ca. 1945. The 1/350 resin kit and scratch assemblage features a U-boat and Schnellboot, passing a buoy on their way out of harbor. George commented on the antennae, guns and water, sculpted of 1" insulation foam carved with a DREMEL, and coated with LIQUITEX GEL clear and water-color washes:

"Outbound Raiders; German Type IX-C Submarine and S-100 Schnellboot.

The Diorama: This is a fictional story of two raiders, one a deep water Atlantic menace, the other a coastal patrol torpedo boat. Both are leaving Lorient, France near the end of World War Two, circa 1945. (The diorama was started on March 4, 2015.)

The Scene: The submarine is passing the seaward red buoy on the starboard side, which is correct for the European channel marking system. It is running only on the port engine to conserve fuel. The Captain and a signalman are on the "wintergarten" wishing the Schnellboot good hunting. His "Number-1" has the con. The Schnellboot is getting on-plane as it passes the sub; a signalman (starboard side) is replying to the sub while most of the deck crew is waving back.

The Models: Both models are 1:350 scale: the sub is an old Gulfstream resin kit, the Schnellboot is from Bronco Models. Dozens of parts were scratch built; PE frets and turned gun barrels were added to both kits.

The Sub: additions included the forward hawser hole, all bollards, hinges for the hatches, gun stops, on-deck ready ammunition cases, isolators, and corrected railings. The periscopes were made from sewing needles, the heads by dunking them into AC glue and shaping them after the glue hardened. The dual 20mm guns were made by combining/reshaping single 20s.

The Schnellboot: extensive additions and modifications included enlarging the forward 20mm gun tub and adding the gun traverse ring, all bollards, P&S navigation lights, night signal lamps, UHF and DF loop antennas, and a NAXOS radar detector. All guns were hand built using PE and turned barrels. Scratch built all ventilators, depth charges and their rails, and all hatches. Added torpedoes made by Aber, and upgraded the side-skirts using aluminum foil.

The Display:

The full-hull models rest in a sea made from closed cell Styrofoam to hide the full-hulls. Liquitex acrylic heavy gel medium was used to sculpt the water. Several shades of acrylic paint were used to give it a dirty greenish-brown harbor appearance. The sea buoy was made from spare parts. I made the double base, into which slips the custom made acrylic case.



George builds teeny-tiny to perfection, and describes all.





Howard Howe: "After filling up my available space at home with 8 RC boats, I thought I would show how I managed to display and protect the models. The model of our Albin Boat Model is protected by an acrylic case that our cat, Misty, sleeps on top for added protection against theft.

The lobster boat, *Delimmah* has a full case with HH Springer utilizing a 4 sided removable case while my figure of the sea captain ponders his location with the wall mounted sextant and slide rule; things that my grandchildren question what and why.

Coast Guard Lifeboat is protected by a 4-sided removable case with the background showing a sinking boat and Coast Guard rescue helicopter. Buttercup is protected beneath the CG boat by 3 sides of acrylic that can be removed by sliding to gain access. The background shows another 1919 tugboat traveling on the Great Lakes. Background paintings are by my artistic wife.

The two Army ST Tugs and *Linder Lou* Shrimp Boat are housed in a separate floor to ceiling wooden case that I built to go in a sliding door opening between the bedroom and my office room. This was my wife's idea to keep me from encroaching into the living or family room. There are clear acrylic sheets that fit into upper and lower tracks on the two shelves."

Byron Rosenbaum: On the Wings, Wheels and Keels, Venice event... "They awarded 1st Prize to the (my) Caribbean 55 ft Ketch Motorsailer. The quality of models on display was impressive. There were very few scratch-built entries since most were plastic kit assemblies. The detail is impressive. It was a 3-hour drive each way. Not too bad to attend a show."

Byron was gifted this thing (Pg 9)... determined to be a burl of unknown wood, so unlike the wood we have grown to know and love (to make chips and ships out of). "(daughter) Eileen brought me a knob of wood about 6" dia. x 4" high. She found it in a flea market. We don't know what specie of tree it comes from. I am looking to get more like it but have no idea how to discover it's source. The entire surface looks like this twirling grainy material."



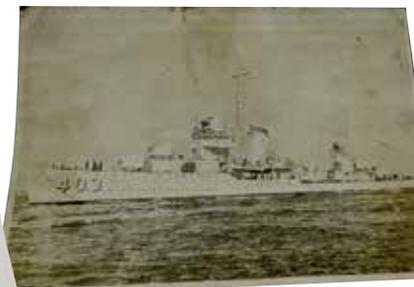
Howard has applied his creative talents to storage of his RCs and will be downscaling, going forward. Photos by Howe.



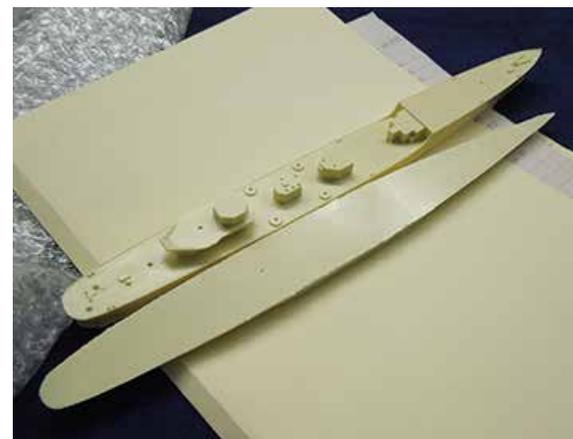
Tim Roberts spoke on the Clearwater Yacht Club, saying that it hosted the 79th Snipe Regatta 3/15-18. *Snipe* is a 15.5', 2-man one-design racing dinghy. The class was designed by Bill Crosby in 1931. Visiting Cuban boat(s?) won three firsts.

Tim adds: "My current project is three models of the USS *Trippe* DD403, a single-stacked, 1500 ton, Benham class WWII destroyer. I'm building one as she was commissioned in 1939, one as she was when my father joined her in 1943, and the third as she was at the end of the war in the Pacific. I'm giving each of my two brothers one of the models and each year we will switch the models around. The first resin kit I purchased was manufactured by Yankee Modelworks and is designed to be either a waterline model or full hull model. The other two are from Commander Series Models and are more detailed castings with quality photo-etched brass fittings. My step father, Bob Roberts, joined the Navy with his four brothers in early 1943. They all tried to get assigned to the same ship but after the Sullivans were killed on the cruiser USS *Juneau* CL52, the Navy said no. My father was then assigned to the USS *Trippe* joining her in July of 1943 in Oran, Algeria. In his diary he says he sailed from Norfolk to Casablanca on the USS *Mariposa* running a zigzag all the way, and from Casablanca to Oran in an open truck. He wrote, "I'll never forget the first time I seen my ship. We had just topped a steep hill and the 'Mighty John' lay at anchor about 3/4 of a mile from shore.... a slim streamlined man of war. She was painted a light blue color with a dark blue as trimmings". My brothers and I get together every year on the anniversary of his death to toast his life and will exchange the models then."

Glenn Smith brought magazines for re-distribution. **Fine Woodworking** issues from early in this century are inspiring and educational, with universal subjects like finishing, sharpening, tips and TOOLS. Who doesn't covet TOOLS?



Tim brought the photos above.



From the YANKEE MODELWORKS website:
1/350 "The USS Benham was the name ship of a class of 1500 ton Destroyers built before WWII. This kit depicts the USN Benham class in their 1942 configuration. The kit measures out at 12 inches in length and contains Resin, White Metal, and Photo-etch Brass parts."





Roger Kibart : "I built the *American Enterprise* from a DUMAS kit about 35 years ago and purchased it because of its sleek lines and size. Although I had built other models when I was a kid I thought the size would be easier to deal with. But it was still a challenge since I had not assembled a model for a number of years and was quite rusty and lacking the tools needed, and questioned whether I had the patience. But I took my time and learned a great deal in the process. After completion I had it static-displayed in my business office and later in my home office.

When my wife and I moved to Florida almost six years ago I had it packed in a shipping container and in storage. About two years ago, I did an Internet search for model boat clubs and came across the Seacoast Scale Model Boat Club, which meets bi-weekly at Lake Seminole. I went to the lake a couple of times inquiring about the value of the model and contemplated selling it, but soon realized that I created greater sentimental value than I realized I could receive if I sold it.

As a result of the comradely attitude and information I gathered from the members I became motivated and inspired to install twin motors and radio controls to the boat and as they say the rest is history.

In the past year I completed a scratch built model of the *Tour Master* from plans that I purchased on EBay for \$20. This was my first attempt ever to build a scratch built and I quickly endured the frustrations of having to cut each individual piece. But I completed it and was further inspired to build a sister boat using the *Tour Master* plans. Never having done this before, I never realized that creating a model that was slightly longer and wider was not as easy as I had planned and required that every piece had to be modified. More work and more time was required.

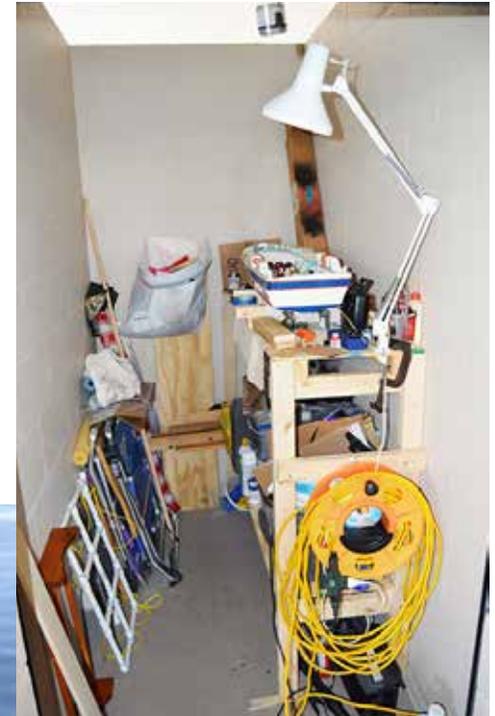
Given my rudimentary workshop that is somewhat exposed to certain weather conditions I persevered and completed my second scratch built and I'm quite proud of the results - even though they are far from the quality and detail of fellow members of your club. But life is a learning experience and I hope to improve my skills as we move along.

To answer your question regarding the *Tour Master* - The boat was originally sold as a kit by MIDWEST PRODUCTS and was discontinued in the late 1980's. I inquired to the company about the history and design of the boat but they seemed unwilling to provide any information at all.

"The *American Enterprise* was a trial balloon constructed for carrying crews and supplies to and from off-shore oil drilling rigs. The goal of the *Enterprise* was to get there and back in a hurry regardless of the weather conditions. To accomplish this task she was equipped with a high speed 24 in. water jet powered by a gas turbine.

Length 52 inches Beam 12 inches Scale 1/2 in. to 1 ft."

Roger sent these photos of his shop and model of *American Enterprise*.





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A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

George Fehér sent these shots of the recent IPMS Wings, Wheels and Keels, Venice event. These are a few of the nautical entries.



The two models directly above are by member Byron Rosenbaum. The ketch won an award.



Byron Rosenbaum submitted these photos of gnarly subjects. He allows as how he doesn't get sailing much anymore, but has acquired a fine burl and would like some more. Notice the similarity of finish-texture-hue.



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
MEMBERSHIP
\$48.00 USA
\$60.00 Foreign



For more information contact us at www.thenrg.org

NRG
ST. PETE
CONFERENCE
OCTOBER
26-28TH
2017

SAVE THIS DATE!

SAVE the DATE



Sat. May 20 - Sun. May 21, 2017
in our new venue -
The Minnreg Center in Largo, Florida.

With over 8,000 square feet of floor space - more than double the floor space of our last venue for Pelicon 2015.

Additional details to follow via e-mail and Facebook R-11 pages.

Contact Bart Cusumano for questions: bcusuman@tampabay.r.com

THIS SPOT for SELLING!

CLASSIFIED: Got something you don't need or want?

Or, something you need or just want?
Tell me about it and I'll put it here.