

Ship's Log



President Ed Brut

1516 Arizona Ave. Dr., St. Petersburg FL 33703
727 522-5724 dttsa1@msn.com

Secty/Newsletter Editor Irwin Schuster

8503 Portage Ave. Tampa, FL 33647-1707
813 866-1442 irwin.schuster@verizon.net

Treasurer Steve McMurtry

4830 15th Ave. N. St. Petersburg, FL 33713

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

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of Oct. 24, 2017

tbsms.org

The regular meeting was conducted by **Skipper Brut**, who brought up the subject of officers, to be elected in November. There was one new nomination, **Keith Van Husen**, nominated by **Glenn Smith** for the office of President. **I, Sec/Ed** will volunteer to stay in the position but would not put up a great battle if there were to be a challenger. I believe that is true for **Treasurer McMurtry** as well.

Typically, we settle these matters without vicious battles, by agreeing as to who objects least to accepting the honors.

Skipper Brut addressed the SUNCOAST CENTER FOR FINE SCALE MODELING which is open on the third Saturday of each winter month. June, July and August is vacation from that otherwise grueling schedule. Consult www.finescale-modeling.org to confirm hours. BUT... worth the time if you can do it, says Ed. Basically train layouts with figures and all the rest of gritty life details.

THE 2017 NRG CONFERENCE, BAYSHORE HILTON, ST. PETE is now history and will be reported upon.

The usual few requests for assistance in repair, restoration and disposition of models were fielded and dealt with (or they peter out when callers are asked to actually perform a task like photographing or listing).



Howard's Light Ship and Kim's fast OB Cruiser qualify as done and just about done. Nantucket has been decommissioned now, with only the light system retained and RC parts to be repurposed.





Show & Tell

Ed Brut: "Three small ships... Scale 1/1100 collectable ships from Japan. Russian battleship *Borodino*, Japanese battleship *Mikasa* both flagships in the colors under which they fought in the Russo-Japanese War.

Third ship is the 1/1000 scale USS *Susquehanna* side-wheel sail steamer, Commodore Perry's flagship in 1852. The ships come pre-assembled and painted. Each comes with a printed magazine with pictures but the text is in Japanese.

The release number of the *Borodino* is No.61 and *Mikasa* No. 8 both are part of a collectable set, which is now in the hundreds. The ships span naval history from the late 1800s' to modern times. The set is heavily populated with warships from Japan. Ships from the US, Britain, France, German and many other countries are being added.

The *Mikasa* survived the Russo-Japanese War and is now a museum in Japan. The *Borodino* exploded and sank after receiving a direct hit in her magazine from the Japanese battleship *Fuji* at the naval battle of Yellow Sea, 27 May, 1905."

Guy Hancock: "The progress in the last two months is to add the struts (tops of the frames) of 3x3mm apple wood inside the bulwarks. I deviated from the directions by starting at the rise in the middle and working toward the ends, and I used a jig to help get the spacing uniform and parallel. I used white glue so there was time to get the alignment straight, and scraped off the excess with the X-ACTO knife. A number have broken off as I handled the model trying to attach the wales.

The wales are 2x3mm apple wood, and I soaked and formed them before mounting. I ended up mounting them wet, using white glue and brass pins. One had to be removed and reattached when it did not butt against the stem. I finally used gel CA to attach at the stem, then white glue and pins from there to the stern.

I have the 3rd iteration of doorframes on the companionway. These were made from apple that did not come in the kit. The rails that mount on top of the struts are plywood, so I am debating staining vs. painting. I want to cover the ply edges or hide them. I finished a cradle, which also used ply so painted it with the blue intended to also go on the hull somewhere. It seems too dark so there may not be any blue paint put on the boat itself."



This photo does not illustrate the scale of Ed's tiny ships. The publication is part of the package with each.



Guy proceeds at what he opines as glacial pace... but it is paying off.



Howard Howe: "By default several months ago, I acquired a partial built model of a DUMAS Chris-Craft *Cobra* Kit No.1232. Scale is 1/8" = 1' and length is 27". The original owner had built the model up through the frame assembly and diagonal planking with the birch plywood.

Due to health issues, the owner was looking for a good home with someone who wanted to complete the assembly and set it up for RC operation. So, I raised my hand and now I will learn about mahogany planking and fine finishing.

My previous project, "*Nantucket*" made her debut at Seminole Pond recently and proves to be a little top heavy when weighted to the water line. See the attached photo with the running lights operational. So, I think it is time to retire her to our light house shelves at home and let her beacon light flash at night on the timer."

I., Sec/Ed on *Gerda III* and Henny Sinding: I have mentioned before about the 19-year old woman who was skippering her Dad's lighthouse tender, with a crew of four men, saving 300 souls, transferring them in small groups to Sweden during occupation. While being boarded for inspection numerous times, she continued with the task. It has been hinted that the soldiers who boarded the little ship for inspection may not have been wholly unsympathetic, but how could she know that in advance?

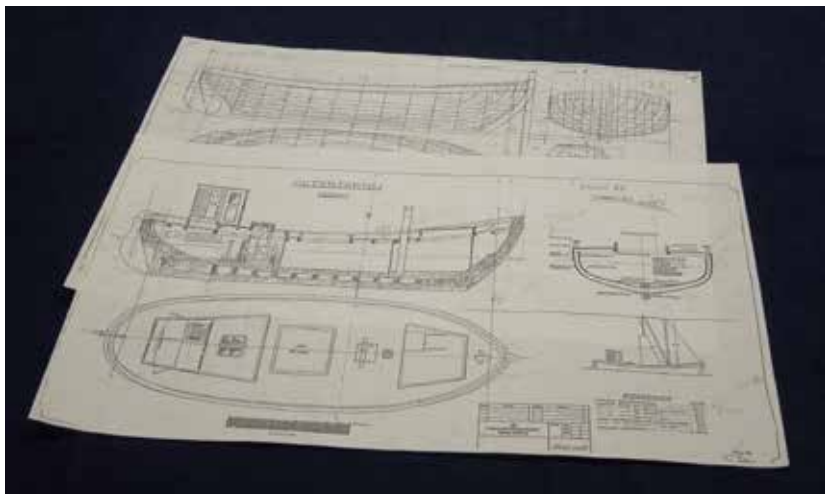
In any case, my plan is to build a diorama, but will first illustrate the 39' ship, then build a half-model, and finally the dio. Our former member **Mike Marcus**, sent me a copy of his plan set. He is building her himself, over on the far coast, in Cocoa Beach."



Howard has a start, but needs to plank carefully for the natural finish Chris-Crafts require.



Gerda III in earlier times and lying at Mystic where she is on loan for maintenance and display.





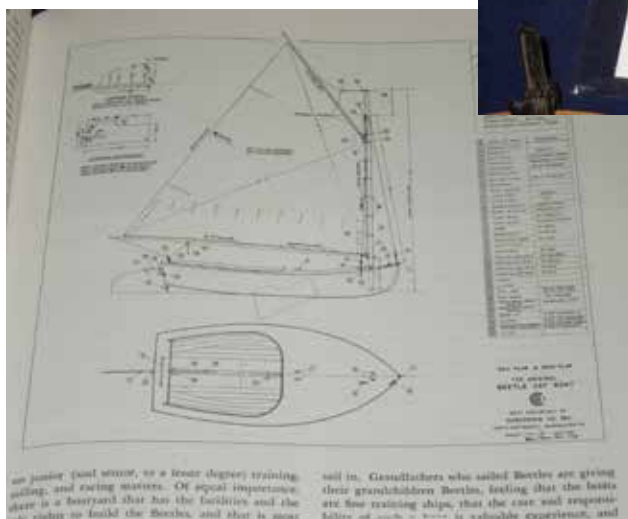
Brad Murray: "I wanted the finish of the mahogany hull to contrast with the teak back board. Gloss finishes, because of their high solids content, are great on exterior wood but they are highly reflective and these high lights can be distracting. The hull had 4 coats of sanding sealer followed by a coat of satin urethane. It didn't come out absolutely smooth so I rubbed it out with red followed by white compound and finished with **TURTLE WAX**. Teak oil leaves a nice matt or flat finish but it could take forever to build up a smooth finish. A short cut is to wet out the wood by brushing on the oil, let it stand for a few minutes then dip 320 wet/dry sand paper in the oil and sand with the grain until you have created an oily slurry. Wipe off the excess across the grain, if the wood pores need further filling the process can be repeated as many times as necessary. It's important to let each coat dry (catalyze) before repeating the process. The contrasting finishes came out just the way I wanted and the model now hangs on my sailing mentors wall.



Brad has finished off a Sea Sprite 23 half as a gift.

I have finally assembled the main parts for the carousel whirligig. The 16-1/2" rim is made from two laminated half circles, the base is a 7-1/2" disc of one inch plywood, the hub is from a bicycle, the central lighthouse is an off-cut of 2-5/8" cedar turning. The whirligig will depict the Rainbow Fleet rounding Brant Point Light. The RF is composed of *Beetle* cats. There are a number of *Beetle* cat fleets at various yacht clubs around New England but the fleet established at the Nantucket Yacht Club in 1926 was ordered with different colored sails so that parents could tell which 12' boat their children were in and thus was born the RF. It is still the only fleet with rainbow-hued sails and has grown to nearly 70 boats."

And... is working on a whirligig of the Nantucket Rainbow Fleet. This will have the Brant Point Light at its center.





Kim Friedman: "The 57' outboard cruiser was from my drawing board designed for bay and gulf cruising with twin 350 HP YAMAHA outboards which should push her along at about 30-35 mph. This is a flotation model which will be testing once I get it weighted to scale. This model is built with bass wood for frames and trim and hull sides and bottom of balsa."

Charley Morgan phoned me (Sec/Ed) over the weekend to say he had "inherited" a Clipper Ship kit he wanted to donate to the club to auction or otherwise convert to lucre for our treasury. It is the *Pride of Baltimore* by Model Shipways / Model Expo, currently listed for about \$190. 1/64 (3/16' = 1'), plank on bulkhead, 32" x 22.4"H; Entry to Intermediate level.

"Structural parts, such as keel and bulkheads, are fine basswood, the choice of professional model builders. All wooden parts, from keel to sternpost, are laser cut for a perfect fit. Many of the Britannia metal castings have been designed specifically for this model, and include windlass life rings, vents, propellers, anchors, wheel, bilge pumps, and swivel guns. Ship's bell, portlights, eyebolts and cannon barrels are brass.

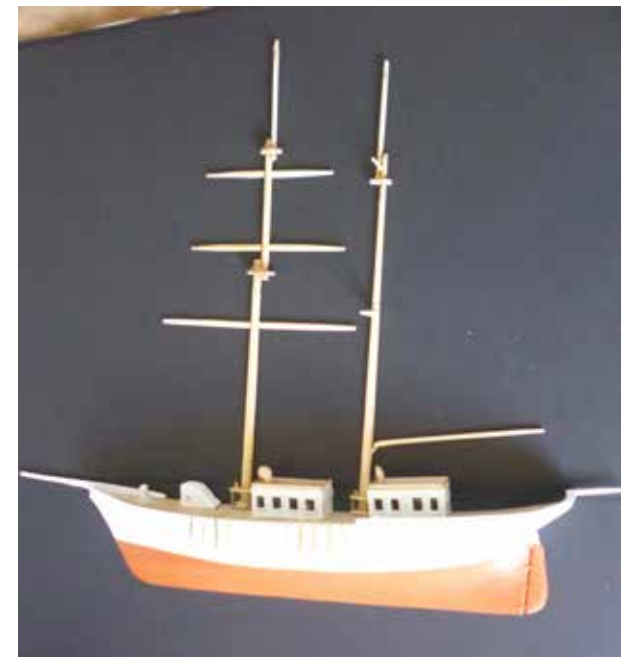
50 wooden blocks and deadeyes, and four sizes of cotton line duplicate the rig plans and 48 page illustrated instruction manual guarantee smooth sailing. You'll display your finished Pride of Baltimore model on wooden launching ways, also included with the kit. (Display base is not included.)"

Club will decide on how best to monetize this generous donation. Sec/Ed has picked up the model and mailed a Thank You note.

Byron Rosenbaum: "YANKEE model: All of the wood spars, bow and aft sprits, masts, boom, yards, are made from Chinese chop sticks. At your next sale of nautical parts I can donate part of my collection. There will be no cost for the material, only shipping and packing will be charged. Figure about \$5.68 per stick with a minimum order of 25 sticks. Report this in the next bulletin with a properly worded THANK YOU."



Kim showed a nearly complete fast OB Cruiser. The little box is an OB mount to be hung on the transom.



Right, is Byron's Yankee, also nearing completion.



Charley Morgan's kit donation to the club treasury.



More from Byron: "Thank you Irwin. That Sub-chaser model brought back memories. It was my very first ship modeling experience when as a teenager during WWII and a Sub-chaser to me was the most heroic form of naval ship. One of my boyhood friends Vinnie served on one in the Mediterranean in 45." (Comment on **Kim Friedman's** model)

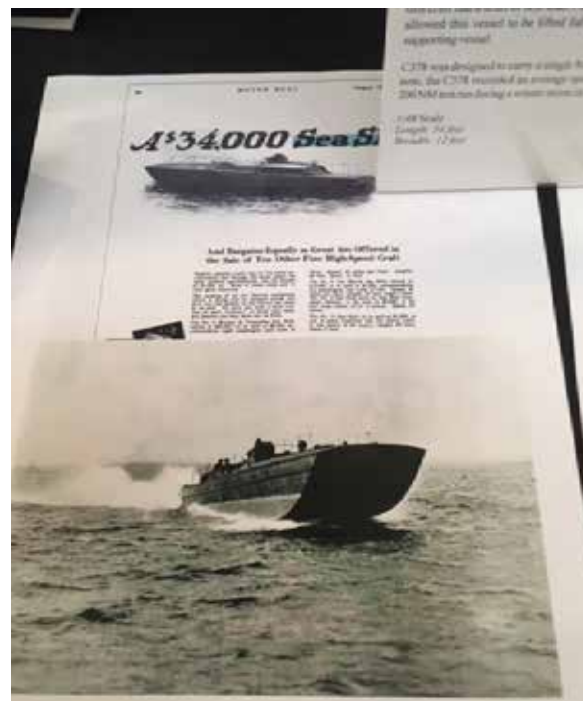
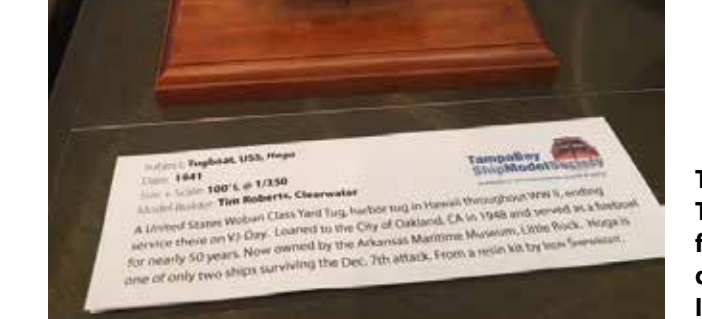
Words mean things: I submit that "manufacture" is no longer what happens in industry. It is, in fact, what we as model makers do; produce things by hand. I propose the word "robofacture" as reflective of the fact of modern mass production. In researching I have found that word in Terence P. Moran's 2010 book, "Introduction to the History of Communication: Evolutions and Revolutions." Mechanafacture and macufacture are (awkward) options. Sec/Ed.

Observations of the NRG conference: Judging from the models displayed, steel navy, freighters, subs, yachts, primitives, recreational vessels, square riggers, steamers, multihulls, riverboats, tugs, ancient ships, fishermen, cruise liners, ships-in-bottles, paper or plastic materials hold little interest to members.

Exceptions: our **Tim Roberts** displayed resin Austro-Hungarian Battleship *Radetzky* and US's tug *Hoga*, and Clearwater's yacht *Haligonian*.

I displayed SS *Mascotte*, America's Cup 1885 *Puritan* and SPYC's *Cricket*-type knockabout (+ iceboat, and two scows). The balance was working and merchant sail or **Gus Agustin's** mostly unrigged small and miniatures (SQRigs but unrigged). **Phil Stager** brought his whaleboat and Topsail Schooner/Revenue Cutter. **The point is, lots of sail to the near exclusion of many other types.**

NRG Conference



Three photos above are of a *Hickman Sea Sled* by NRG vendor **TRAIN TROLL** which makes laser-cut stuff, generally accessories for model RR layouts, but useful for maritime deck props and dioramas as well. Also a few WL riverine workboats in RR scales. I assume *Hickman* will be offered as a kit. www.traintroll.com



NRG Conference, II



Irwin Schuster



Tim Roberts



Gus Agustin

**MY MOST SINCERE APOLOGIES
to Phil Stager who displayed his
whaleboat and Revenue Cutter!**



Irwin Schuster



Our members continue to share publications, materials and artifacts for recycle. These from Cliff Stanis and Glenn Smith.

Glenn's hull was an artifact so ancient that it's identity and provenance have been lost in time.

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
\$50.00 U.S.A.
\$62.00 Other countries



For more information contact us at www.thenrg.org

This is the transcript of the ACTUAL radio conversation between the British and the Irish, off the coast of Kerry, Oct 98. Radio conversation released by the Chief of Naval Operations 10-10-01:



IRISH

Please divert your course 15 degrees to the South, to avoid a collision.

BRITISH

Recommend you divert your course 15 degrees to the North, to avoid a collision

IRISH

Negative. You will have to divert your course 15 degrees to the South to avoid a collision.

BRITISH

This is the Captain of a British navy ship. I say again, divert YOUR course.

IRISH

Negative. I say again. You will have to divert YOUR course.

BRITISH

THIS IS THE AIRCRAFT CARRIER HMS BRITANNIA! THE SECOND LARGEST SHIP IN THE BRITISH ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS, AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH, I SAY AGAIN, THAT IS 15 DEGREES NORTH, OR COUNTER-MEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP.

IRISH

We are a lighthouse. Your call.

THIS SPOT for SELLING!

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.