

Ship's Log



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Treasurer George Fehér

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Webmaster Phillip Schuster. Contact Sec/Ed

Meetings

are typically held at 7:00 p.m. on the fourth Tuesday of each month except December.

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. Dues are \$12. (this year), annually, payable by the May meeting.

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. 24, 7:00 p.m.

DUES ARE NOW LATE! Please remit \$12 in cash or check.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of January 27, 2015

tbsms.org

Skipper Brut opened the meeting with what was a recent record in attendance. Guests **Art Austin** and his daughter **Jean Fields** are both modelers, Art with around 80 years of experience, and Jean working on her second model; 14 year-old **Charlie Sharp** came with his parents and brought a scratch galley that won state and national awards in a Latin class competition; **Gus & Barbara Agustin** of Chicago, who plan to move to Florida in 2016; and **Joe Rubin** who attended in November.

In the business part of the meeting, the Bylaws were ratified without modification and the current slate of officers were re-elected by acclamation with adherence to Robert's Rules. Skipper Brut called attention to the upcoming Atlanta Figure show and the Pelikan show in May, and the meeting moved into Show and Tell.



Three teams of guests graced the meeting: teenager Charlie Sharp brought a scratch galley, SuperSenior Art Austin showed a recent SIB, and young-at-heart Gus Agustin displayed a series of miniatures, this one in a bookcase.



Show & Tell

Guest **Gus Agustin** is well known in the NRG and wider miniaturist maritime model circles. He specializes in 16-17 century vessels and carvings a brought a "big" model @ 1/384, and a couple tiny ones. He generally uses boxwood and cherry. Ship-in-Bottle scales without the constrictions of the jug but nevertheless, highly refined presentations. Gus has made sails of KLEENEX, spends about 1,800 hours and a year on each. He carves with dental burrs in a MINI-CRAFT device. Note his marvelous slide-out bookcase crafted of (gave that one away) a brown paper bag.



Gus told the story that he saw and coveted a miniature ship but decided it was too pricey. Barbara said not to worry, she would buy it as a gift until she saw the tag. That turned out to be the motivation for his current direction. Great models, beautiful and creative presentations!



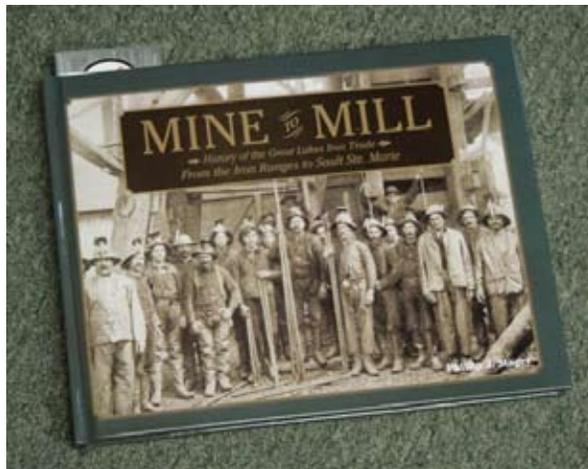
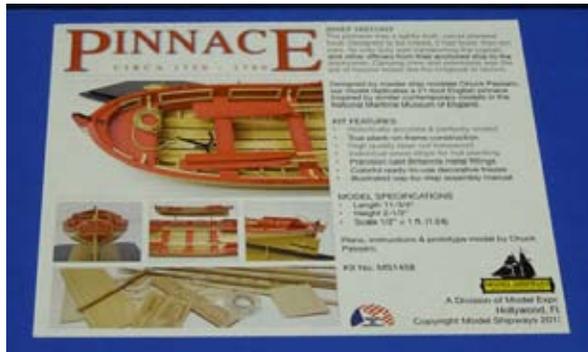
Ship's Log Tampa Bay Ship Model Society 3

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

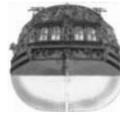
Phil Stager showed his progress on the latest Great Lakes Hulett Ore Unloader kit, bigger than his previous diorama. He also brought an English 1750-60 Pinnacle MODEL SHIPWAYS kit found on-line for \$17.78 in a deal too good to pass on. Last, Phil has just had a book published on a cross-over subject of Great Lakes post cards, entitled *Mines to Mill, History of the Great Lakes Iron Trade - From the Iron Ranges to Sault Ste. Marie* (Part 1), on sale soon!

Steve McMurtry brought his *Chas. W. Morgan* hull progressing nicely, planked with basswood.

Guy Hancock is nearly done with his MIDWEST Flattie sailing skiff, and is working on introducing some belly to the sail. He also bought, brought and recommended a mini miter box from MICRO-MARK, which I did not get a picture of, but I believe is the one shown here as World's Smallest. He had to go back to the well when he realized the saw was not part of the deal (and cost more than the box).



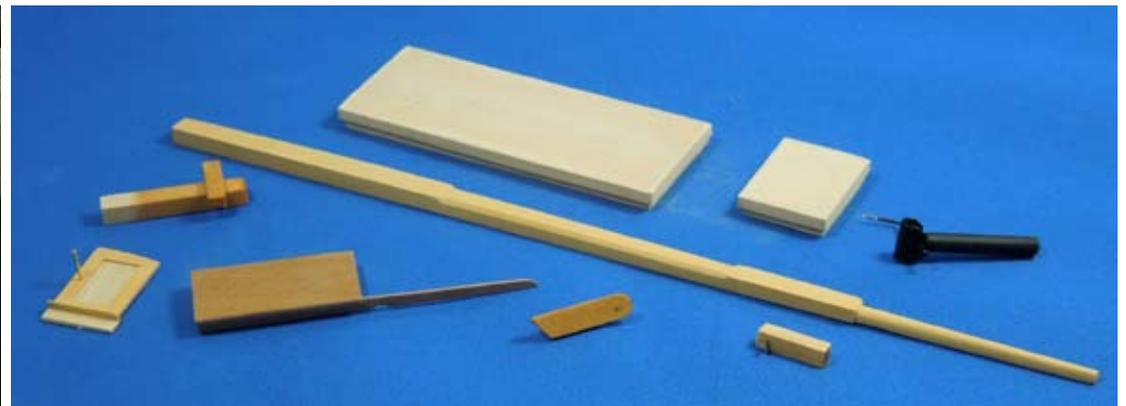
Phil Stager's Hulett, kit, and adventure into publishing; Steve McMurtry's whaler CW Morgan, and Guy Hancock's Flattie awaiting an application of starch.



Your Sec/Ed showed the current state of the *Gulf Coast, Butt-Head Scow Schooner* half model being built for the Port Aransas, TX Maritime Center. Hull is formed of High Density Polyurethane (sign) Foam, sealed with a paste of Rustoleum wood filler and painted with spray can color. Decks will be canvassed with linen. The little ship's water keg was turned of 15 segments that visually show as staves.

It turns out that being a mini-cooper is very rewarding. I should have left more of the center dowel sticking out both ends, but struggled through. The ends were indented on the TAIG lathe and printed oak grain circles inserted. eResearch turned up a number of tap designs and I made one of toothpick stock. Bands are thin tape and the whole stained with Golden Pecan MinWax.

Other components were made of Boxwood and whatever I had that was thin enough.



A nice little model all on its own, this water barrel will attract attention to the deck of a 22" LOD Gulf Coast Scow Schooner half model. I do not know what the wood was, but know that I have had it in inventory for about 35 years, so it is properly aged for a cask. Above are other pieces and parts now finished and assembled as I write this. The project is moving fast. The bowsprit is boxwood and I am a convert.



Ship's Log Tampa Bay Ship Model Society 5

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Howard Howe brought his Ford tug *Buttercup*, now as done as any ever are, that is, until a new idea occurs. She has shown proper manners in her sea trials. Howard showed her switches under her ventilators. He reported to **Emory Massman** by whom the original hull was provided – *"I took Buttercup up to Lake Seminole on Sunday for a second sea trial. I still have a ways to go on the detail, but she ran good and looked good with the smoke generator operating."*

Howard is a licensed skipper and knows his stuff at 1:1 and on down.

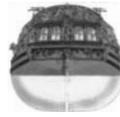
Visitor **Art Austin**, displayed a Ship-in-Bottle kit he said took about a week to complete. Its hull was comprised of lifts and worked per the standard method, erecting its rigging with a tug of the proper line.



Howard Howe is just about done with this addition to his fleet; looking good and sailing well.



Art Austin has been building for a long time, and chose to bring this Ship-in-Bottle, a new departure from a kit. SIB's travel well, as do RC's, built for the road.



Ship's Log Tampa Bay Ship Model Society 6

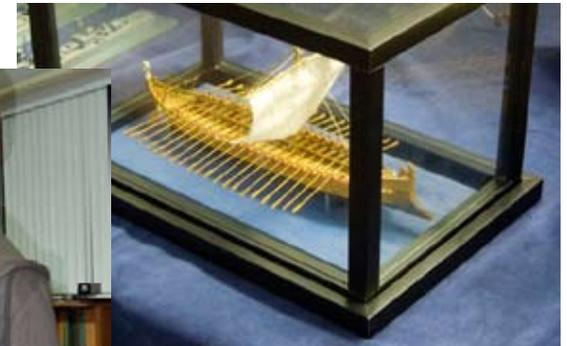
AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Joe Rubin brought in a home-made keel vise and a drill press that pivots/swings rather than racks down. He hastened to say that it works well for thin sheets, not blocks. Joe intends to enter the RC game.

Jerry Hughes has started a 1/17 MANTUA-PANART kit of an *Armed Launch* circa 1805. Plans are in Italian. Jerry filled with BONDO over the first of the three planking layers. This is a popular kit with lots of detail, guns, tubs, oars and tools... always a crowd pleaser, but must have been a tough fighting platform.

Visitor **Charlie Sharp**, a high-schooler, brought his award-winning *Greek Galley* ca. 300 BC, at 1/48. This is a scratch effort made of stock from MID-WEST. It was conceived and built as a project for Latin class. Charlie started with plans for a trireme and with research, modified them to create this handsome vessel that won a first in the State and another in small models, on the national stage! Charlie made the oar looms of lime wood rounded in a draw plate. Excellent work in both research and execution.

Barry Reese showed up with a very large-scale hull that could have been named *Deal-breaker* or *Home-wrecker*, in that his wife said that she or it had to go. It appears that the monster may have been *Shamrock V*, but was actually unnamed. Barry got a taker and domestic tranquility prevails (at least insofar as this one goes. There are others).



At left, Joe Rubin builds his own tools and fixtures; at right, Charlie Sharp impresses as a beginner; Barry Reese unloads a 6' sleek beast causing marital strife; and Jerry Hughes shows the planking operation on an open boat – always a challenge.





Tim Roberts displayed a series of steel navy miniature ship recognition models at 1/500 made by the BRONZE ART MODELS COMPANY in Brooklyn, NY :

USSR Talinn DL	12/57	1/500
USSR Kotlin DD	5/58	1/500
USS Forrest Sherman DD	11/58	1/500
USS Gyatt DD 712	3/59	1/500
UK HMS Consort DD	12/55	1/500
SS M IV (Sub)	11/53	1/250

Tim Roberts small collection of recognition models not necessarily shown in the order listed at left. We could have a contest...

Below, even smaller samples of naval vessels by Mike Hanson, and a pipe.



Tim also reported on solving a request the club got from St. Paul's School in Clearwater to make a presentation on ships, modeling, history and such. The projects was to be for a fifth grade Social Studies class, fundamentally on 'shipwrecks.' Staunch warrior that he is, Tim stepped up and fulfilled the requirements, and enjoyed it, too. He showed a cross section of the 1800 *Essex* along with a semi admiralty model of the Brig *Lexington*, and (past, passed member) Milton Jones' *Chaleur*, which also showed frames and general construction.

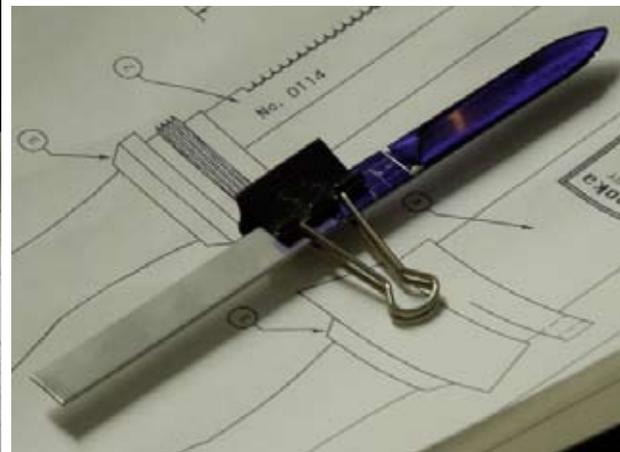


Mike Hanson has been reviewing kits for IPMS and brought SS *Essex* and SS *New Jersey* at 1/2000, and a Bosun's Pipe, asking if anybody knew how to properly blow it. No volunteers.

Ed Brut finished the session with a MkV Diving Helmet that was a gift from his wife and needed a display mount. He decided to add a diver's knife and drew up and made one from scratch, based on a full-size presentation sample. That was a while back, but he is currently adding a serrated blade of 304 SST.



Skipper Brut's presentiaon of diving equipment some bought, some custom-made and a bit still under construction.



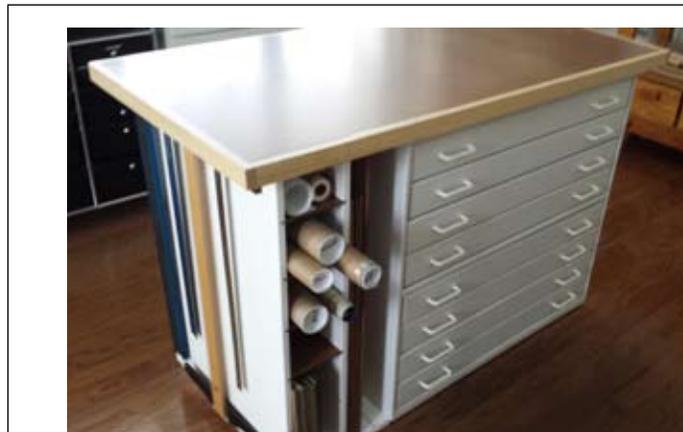


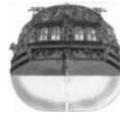
Paul Anderson wrote: Some pictures of the damaged and repaired (12' Catspaw Dinghy) model. Built in 1988 as my first model at 1:6 scale, it was my introduction to how boats were built. It involved building plywood molds, planking, installing the ribs, etc. just like the real thing, and using the appropriate cedar planking and white oak ribs, harvested from my father's property on Long Island. In the intervening years it suffered a number of minor mishaps without visual damage (I did raise two active kids and nothing in the house was off limits). This damage was caused by a six plus foot fall from the top of a breakfront to a wood floor, attached to a base which weighed more than the boat. It apparently struck the floor at the starboard quarter. It is amazing how strong, even at scale sizes, the basic rib and keel arrangement is. The least flexible part of the boat, the transom was the most damaged. The ribs and ribbands kept their shape even with the loss of the planking. It is now happily restored and hanging from ceiling in my studio.

And Paul shared more of his storage solutions in his new shop-studio.



It is hard to tell the model from the original at Paul's level of scale magic.





Guy Hancock Notes: Notice of a new bonding agent. It is a plastic that is liquid until set by a UV light. It might have some application in ship modeling. <http://interestingengineering.com/bondic-is-the-liquid-plastic-welder-with-uv-led/>

Frank Crohn, Sea Fever Books: I have an online out-of-print nautical bookstore with an extensive inventory in ship model and ship modeling books as well as other nautical subjects. If you and your other members are interested, please go to my website: www.seafeverbooks.com and look up "ship models" in the Book Inventory.

Steve Sobieralski: Another recent model with an impressive sea base. Looks almost real in a couple of the photos: <http://www.modelshipgallery.com/gallery/bb/hms/Howe-350-cf/index.htm>

Notice: The Wings, Wheels & Keels Model Club is happy to announce our Annual Model Show & Contest on Saturday, March 28, 2015 in Venice, Florida. Our show will be held once again at Woodmere Park Auditorium, 3951 Woodmere Park Blvd, Venice, Florida 34293.

Beginner and "old pro" modelers are invited to participant in a friendly, non-intimidating show. Doors open at 9:30am and registration must be completed by noon. A "Make 'n Take" for youngsters is planned. Awards will take place about 3pm Vendors will be present the entire day. One \$10 entry fee covers any number of models. See site for details.

Ken Zuk - Wings, Wheels & Keels Model Club – Venice – IPMS# 37718 , 941-426-0774

Byron Rosenbaum (12/16/14) out of Miami is undergoing a series of repairs and parts replacements. Reports he can no longer be considered as scratch built, due to proliferation of manufactured components installed. His GGBridge project has gone somewhat long on its schedule as these constructions are wont to do.



Fox 13 What's Right With Tampa Bay by Kelly Ring chose to put your Sec/Ed to the test explaining why we do what we do, or why I do it, anyway. Mis-spelled my name despite printed documentation supplied.

Photo by Anita Sheublein, friend of Joe Rubin.



This is the set-up for making half mast hoops of bamboo that was taped but ended on the cutting room floor. The producer was more interested in feelings and finished product than the building process involved.



Byron Rosenbaum's dio-in-progress of the Golden Gate, some delayed due to reconstruction on the builder. At a certain age, even finding after-market replacement parts becomes touch and go. Still maybe 10 years from grow-em-yourself technology.



Beleagured by some 80" of Canada's Revenge, one of my near Boston buddies nevertheless passes on this visual tip for clamping non-rectilinear objects. The Jich Estano uses a bit of broomstick as pivotal part.

CATCH-ALL II Ship's Log Tampa Bay Ship Model Society 10

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Byron says, "My son Captain Bob, presented me with a gift for my birthday. It is a water color painting done by his former partner in HOLLAND MARINE OF SAN FRANCISCO, **Joe Hartog**, an Engineer and Naval Architect. Many of Joe's clientèle were professional fishermen from the NW USA. And many of those rugged 50 to 150 ft boats were made of steel and built by their Fisherman owners.

After Bob joined the firm as a partner, more yachts were added to their design production. Joe's hobby (1915 to 1995) included water color seascapes with a technique that reminds me of the French Impressionist's style. There is a cartoonish quality to his tug boats that make me smile. The angry sea and sky are especially beautiful. Joe never showed his paintings. The only other pieces are in the hands of his family in SanFran. Since I now own this painting I have the right to share it with the other Club Members for all to enjoy. It is signed on the hidden border with Joe's personal "logo" and dated 1 / 31 / 75



Byron's son's partner, Joe Hartog is the artist here and this is pretty loose work for an engineer, I'll say. Shows great breadth of imagination and spirit to be able to operate at both ends of the range. There are little puzzles in this joyful piece.



Here are a couple of samples of ships seeking homes and needing repairs. All are loved by somebody.

