

Ship's Log



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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 con-
struction 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 prob-
lems or maritime-related items of interest for dis-
cussion, or inclusion in the Ship's Log.

Next Meeting
Tuesday, Feb. 23, 7:00 p.m.

Tampa Bay Ship Model Society

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of Jan. 26, 2016

tbsms.org

Dues checks MUST be made out to Steve McMurtry and NOTED as "2016 TBSMS Dues" or they will be returned.
Steve's address: 4830 15th Ave N. St. Petersburg, FL 33713

The regular meeting was called to order by (still) **Skipper Ed Brut**, who in short order, resolved the old business of ratifying the Bylaws (accepted unanimously). In addition, the club reaffirmed the election of **Steve McMurtry** as Treasurer and graciously accepted the continued leadership roll as President for 2016, of **Capt. Brut**. This all due to an unauthorized election last year, which must, by Bylaws take place each January. Done.

Sec/Ed job: While I only occasionally mention it, I am often contacted by the local citizenry with model problems – shipping, repairs and disposing of excess inventory from downsizing, death and such. Some want to sell, others to donate, or just find an appreciative home.

Last year there was an effort to organize a sale-auction at FMM, which hung up for a couple of problems, but was briefly resurrected. You may recall that I surveyed to find out if there were models among us that needed to be shucked, and got a pretty substantial response. To wit; when those threats from housemates ring out – "IT goes or I go!" or words to that affect. That could qualify as a type of model, the "**ITGOZORIGO**." Definition: A large, historical dust collector that sails the mantle, often subject to attack by marauding cats.

But I digress. Again, a formal sale-auction has been put off. It has been suggested that such items be brought to the October Nautical Flea Market in Cortez, where for \$15, 10 x 10'

spaces are available. **Guy Hancock** would lend a canopy. Furniture must be brought. Contact Sec/Ed if you want to participate. No responses to date.

The next subject of discussion was the possible purchase by the club, of a direct, flash drive to projector, digital presentation device. Members shall cogitate. It was tabled.

Then, Tim Roberts reported on his continuing task of organizing and cleaning the large bundle of plans donated by Mr. **Harry Woodend** of Lakeland, and a box of books obtained from a friend, whose 96- year-old grandad had dis-acquired. These along with a well-made plastic USS *Constitution* and a somewhat less well-made *Cuttysark*. Plus, a print of USSC signed by a former Captain of that vessel.

Finally, Charlie Gravallese stood to promote the Sou'west Combined Clubs meeting to take place in Venice Feb. 27th. There will be three rooms and eight speakers, including an interactive seminar by **Kurt Van Dahm**, from Chicago, on "kit-bashing" or improving production ship models. **Phil Stager, Charlie, Howard Howe, Byron Rosenbaum, Art Ortner and I, Se/Ed** will present, as will **John Conover**, a St. Pete builder. **Marc Mosko**, President of Model Expo plans **at this time**, to attend, perhaps speak, and offer goods from his inventory. **Conference: \$12.** See the last page of this ShLog.



George Fehér is creating a diorama of a pair of German boats, the larger of which is this Type IXC sub.



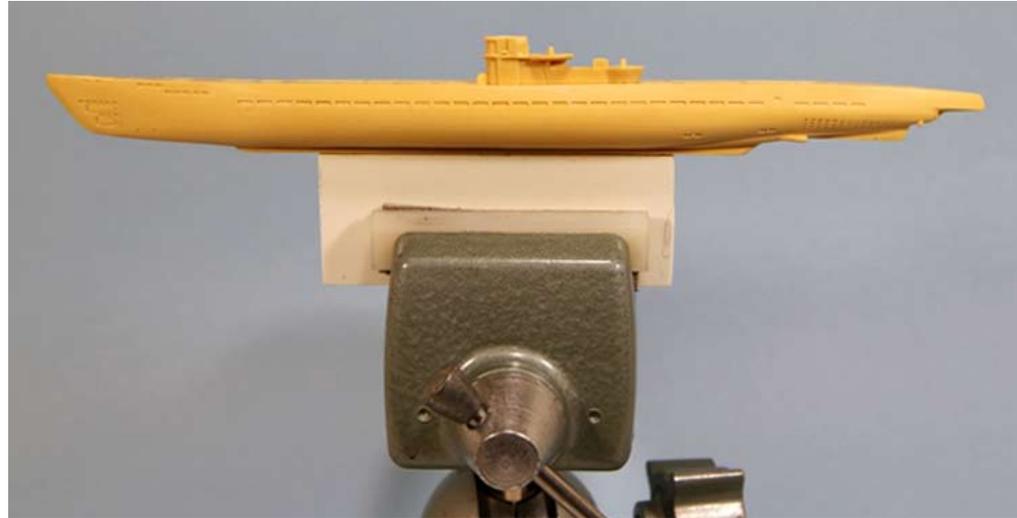
Show & Tell

German Type IXC Under Construction

George Fehér has been working on a 1:350 scale German Type IXC sub for several months. The kit is a one-piece resin made by the old GULFSTREAM COMPANY.

George says:

"The included instructions refer to the U-505 on display at the Chicago Museum of Science and Industry, Chicago, IL as the basis for the kit. Overall the casting is very good, but the included PE fret is pretty inaccurate. Besides the customary filling/sanding of the casting pin-holes, "accurizing" the kit so far has included: drilling out a bow hawser hole, adding 12 bollards from fine copper wire, adding PE hinges to the escape hatches on deck, and making tie-down plates from 0.01" sheet stock for the aerial rigging to be added. The PE side rails were totally inaccurate, too short and too high, and the mid-rail was not in the middle. All that was painstakingly corrected and, where needed, new rails were added from the "spares PE box". Also added were scratch built ready ammunition canisters between the upper and lower "Wintergartens". The twin 20mm AAs were added by trimming/gluing together two single kit units from his YAMATO spares, cutting off the oversized barrels, drilling holes using a #80 bit and inserting turned brass barrels made by MASTER MODELS (Part No. SM-350-047). The sub, and a *Schnellboot* 100, will be added to a diorama."



To the right is George's layout study for the U-boat and accompanying Schnellboot. They show their working mounts of plastic sheet, Zapped on.



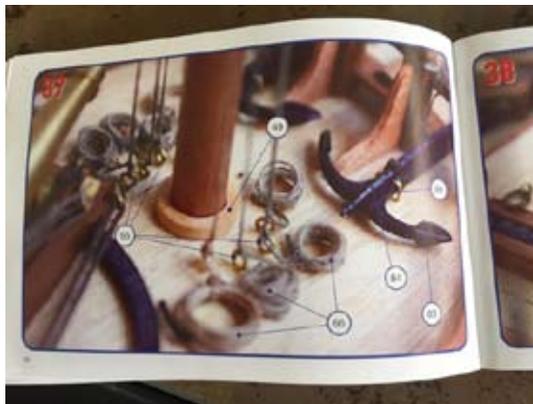


ARTESANIA LATINA *Virginia* of 1819

Guy Hancock: "I have finished the first layer of planking on the ARTESANIA *Virginia* 1819 schooner, and used DAP DRI-DEX spackling as the filler to smooth the surface because structural strength was not needed, and it is fine-grained and sands easily. The dilemma is planning the finish layer of planking. I drew 4 bands on the hull by dividing the midships area first (planks are 5 mm, and about 4 to each band.) However, when I extended the battens to stem and stern one band ends in a sharp taper at both ends. It looks unnatural and ugly. Luckily, **Art Ortner** was there to make some valuable suggestions, including to mark each frame location and taper on the back side of the planking, so that none of the marks will show. The finish planks are "sapelly" or mahogany (directions are confusing) and 0.4x1x5 mm. The planking guide by **Dirk De Bakker**, **Greg Brooker** and **Dave Rogers** says the bands should be about equal widths along the stem and stern. That will cause one or more bands to be much wider in the middle. Inserting a plank seems easier than tapering so much, and the ends will look better. I'll sand off my pencil marks and try again. The kit says to use contact cement for the second layer of planks (I can't imagine), and Art says CA will leak through the plank seams and show. I plan to use white glue with planking clamps & masking tape. Most of the CA I use now is the gel, which is easy to control.

The plans show brass eyebolts at the base of each mast for tying the halyards. Pin rails will be built instead. The plans are for all natural wood and bright brass finish. I am blackening the brass parts, and using some paint for more authentic look."

Charlie Blume brought a plank on frame, half model of a Port Washington crabbing boat he once owned. He built it from photos and a single beam dimension at the chine.



Guy was not thrilled with the kit's reliance on screw-eyes as belaying points and fair-leads, and plans to "accurize" these fittings.



Guy's ARTESANIA LATINA Schooner *Virginia* of the early 1800's.
Scale 1:41, Length: 540 mm, Height: 500 mm

"At the start of the 19th century, the United States began to build small fore-and-aft rigged sailing ships called "schooners", offering great maneuverability and elegance. The *Virginia* was designed in 1819 and launched that same year" says the promo.

Charlie Blume is building up this half of a fisherman he once owned.





Nautilus according to Disney

Ed Brut:

(Ed has some unresolved undersea fantasies and is working them out in scale)

1. A Christmas gift from my son who works at Disney. WALT DISNEY WORLD MAGIC KINGDOM "20,000 Leagues Under the Sea" Nautilus Ship Miniature by artist sculptor **Olszewski**.

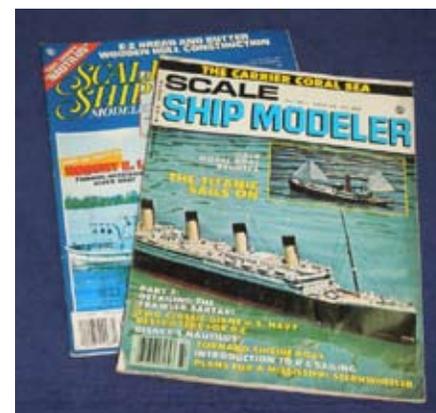
Replica was designed after the 20,000 Leagues Under the Sea Attraction that opened at the Magic Kingdom on October 14, 1971 and closed September 5, 1994. It is lighted to show how ride looked in the water and has a second miniature which opens to show the seating on the inside.

2. Replica dive helmet of Capt. Nemo, as worn in the movie by actor James Mason

3. 1/144 scale resin kit of the Nautilus, this was the kit confiscated by the Big D lawyers

4. A small metal kit of Nautilus in 1/1200 scale and the HALLMARK ornament of a few years back

5. misc. badges, pins and patches depicting the Nautilus



Ed went on to add — We have a new hobby shop in town:

Model Citizen Hobbies, owner Bryan Powell
5208 66th St N Suite D, St Petersburg Fla 33709
Phone 727-547-8607

This is the shop formally "Ralph's Hobbies." Ralph retired and a young couple is remodeling the shop and jumping in with both feet providing all kinds of kits and supplies.

And, this one opened about 6 months ago:

ME Hobbies, 1904 Oak Grove Blvd., Lutz, Fl
Phone 813-949-3500

Having worked on the real thing is the past, Ed Brut is understandably taken with the undersea vessels.

Phil Stager sent this plea link for saving the SS United States. Visit SSUSC for the "rest of the story!"





Shrimp Boats are a-comin'

Howard Howe: "I am building the recently released DUMAS Kit, *Rusty the Shrimp Boat*, which is 1/24 scale and set up for RC. It is a plank on die cut frames unlike their earlier models with all parts that are roughly stamped out. There are a few instruction errors, but overall very detailed instructions and diagrams.

The hull assembly has been completed, fiber glassed, BONDO applied, sanded, and painted. Now, she is ready for the interior and pretty work. I am hoping to be able to have the booms and nets remotely controlled. Maybe I can catch some shrimp in the pond!

On line research yielded a scratch-build shrimp boat model several years ago with detail operational information and photographs from a shrimp boat operator. Also, I found information on a shrimp boat built by DESCO in St. Augustine in 1978 that my wife, Linda, and I saw in SC during a boat delivery. The boat name was *Linder Lou*, and it reminded her what her Mother would call her to get her attention. So, the name on my model will be *Linda Lou*.

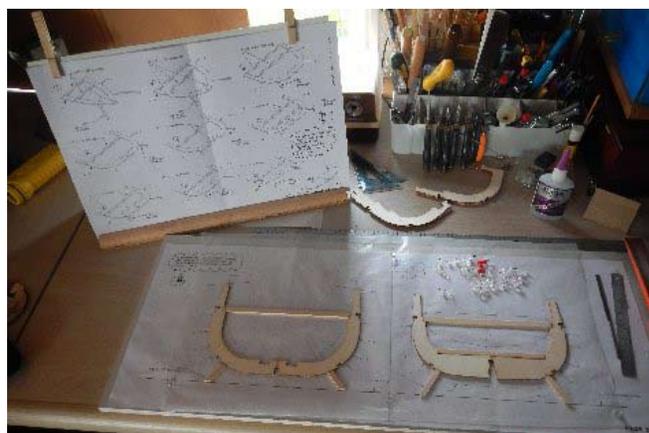
Howard adds:

Following are some pictures of the Shrimp Boat model assembly.

1. Still a long way to go, but soon the pretty work can begin.
2. Installing the balsawood planking over the frames. Lots of gluing and clamping.
3. Interior with frames and stuffing box installed and fiberglassed.
4. Hull after fiberglassing with 2oz. fiberglass cloth, finishing resin, Bondo and lots of sanding to achieve a smooth hull.



Howard Howe showed the model at present, and sent a few of the steps in her construction.





I., your Sec/Ed has finished the South African Pond Yacht restoration. For any who missed, it was built by the patron's grandfather in 1939, for her father, and has been in the family since. Her brother worked on it a bit, re-rigging with a marconi main and jib, but at some point the 4+lb. lead broke off the very thin fin keel at the end of the two fastening screws, and the restoration was abandoned.

Our good friend Mr. BONDO came to the rescue and the screws were replaced with threaded rods all the way up into the hollowed hull. The original deck was chewed up with many fastener holes so I filled it with Plastic Wood and veneered it with cherry. Plank lines and margin were ruled on as the original. An aluminum bowsprit was replaced with wood, and as nobody remembered the original rig, my patron and I chose one from similar age boats found on the www.

I had a seamstress hem the sails from Jo-Ann's muslin, and rigged the topsail sloop with many rectangular bowsies. Oddly, the rudder post never penetrated the deck so no tiller was required.

A detail which delighted the family, was finding the vessel name, *Marmaduke*, under the paint and etched-engraved into the steel rudder, along with K7 and a "Z-like" flash. A question to her mother in South Africa determined that her father, Kevin's, lucky number was 7 and he had a cat named *Marmalade*.

A www.search revealed that; "Marmaduke is a boy's name of Irish and Gaelic origin, and has been variously interpreted as meaning "follower of Saint Maedoc" or as '**leader of the seas**.'"

Thanks to all who submitted text and photos of their projects. These rules will apply into the future. I will continue to take photos at meetings, but encourage you to contribute the details on your efforts. – Sec/Ed.



Sec/Ed's restoration of a 1939 free-sailing pond yacht.



Paul Anderson responds to the DEFT problem: "Note about sanding sealer. Readily available canned shellac makes a great non-toxic sanding sealer doing the following. Fill half a jar and let the wax settle to the bottom. The purpose of using a jar is so you can see this happening, takes about a day. Pour off the liquid on top into another jar and cut 50:50 with alcohol. Discard the wax, unless you have some other inventive use for it. I bought spray lacquer recently for another purpose and was shocked at the \$9 price and reminded again of the awful smell. I have gone almost entirely non-toxic and that has done wonders for my allergic reactions. As an aside, shellac is great for kids' toys, it is used to coat your pills and is non-toxic once dry."

Why separate the wax? Paul explains: "There are two issues with the wax. The wax makes sanding more difficult and clogs the sandpaper which defeats the whole purpose of a sanding sealer. Secondly, if not over-coating with shellac, the wax can cause problems in adhesion with another type of finish. Keep in mind that shellac cures by evaporation and that the finish is forever resoluble with alcohol or shellac which is why shellac to shellac adhesion is never a problem and doesn't need sanding. (Also a good reason to never use on a bartop.) Urethanes cure by oxidation and cure is a permanent chemical reaction and not resoluble and do requiring sanding for over-coating after 24 hours. Shellac over waxy shellac just redissolves the solvent and blends it all together. Polyurethane over a waxy shellac or sanding sealer does not re-dissolve the shellac or sealer and the wax can cause adhesion issues. Don't even get me started on French polishing." – Paul

BEWARE: "Shellac is produced from natural materials. Which means – shellac is also perishable. Perishable - in the sense it has a shelf life, an expiration date... in other words... it is no longer

good after a certain date – so don't use it. Sort of like spoiled milk...eew!

Cans of shellac are often marked with their date of manufacture. Now here is the interesting thing that most do not realize. Shellac typically expires 6 to 9 months after the date of manufacturer. So when buying shellac, if you go to a store and you find some in the way back of the shelf covered with dust... you may not want to purchase it." (This from the all-knowing www.)

Sec/Ed adds: Same with buying tires. The rubber ages from the manufacturing date, so pick most recent to get the longest tread life.



Jerry Hughes displayed a MAMOLI Motorsailer-yacht, *Bruma*. His finish is oil-based Boot-top enamel he buys in small cans at a boatyard. Graphics are pro-made at a local sign shop.

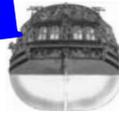
Tim Roberts was recently given a completed model of the USS *Constitution*. The model is the REVEL plastic kit completed Frank King, the father of a friend. The model is very well made with all the rigging done in thread not the plastic provided in the kit. Along with the model Tim received a print of the United States Frigate *Constitution* at anchor in the Harbor of Gloucester, Massachusetts, July, 1931. The print was given to Frank King's father Arthur King, and is inscribed with "To Arthur M. King, Esq. With warm personal esteem Louis J. Gulliver, Commanding U.S. Frigate Constitution 1931-1933". The print, in its original frame, is titled "OLD IRONSIDES" Gloucester Harbor, Massachusetts, with the date 1931 written next to it in the same hand as the inscription by Capt. Gulliver.



To Arthur M. King Esq. With warm personal esteem
Louis J. Gulliver, Commanding U.S. Frigate
Constitution 1931-1933

Commander Louis Joseph Gulliver commanded 1 July 1931 – 8 June 1934 (Born: 6 November 1883, Portland, Maine; Died: 17 April 1962, Bethesda, Maryland), Naval Academy Class of 1907. Commanded the ship on a grand tour of the United States, visiting at least one port in each coastal state from Maine to Washington, and twice transiting the Panama Canal.

CATCH-ALL II



Ship's Log Tampa Bay Ship Model Society 8

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

WHAAAT?! This boat works in the purse seine tuna fisheries. The skids are for winching up a ramp on the mother ship. This 450 hp skiff tows the net in an arc, bringing it back to the ship, encircling the fish. Poor Charlie.



Combined Clubs of SW Florida meeting in Venice on Feb. 27th,

Our shared member, **Charlie Gravellese**, reports that he has about **38** committed modelers about evenly split between our clubs, plus a few others, and has finalized plans for the show-conference.

- The meeting is a joint effort of **TBSMS** and the **Shipmodelers Guild of Southwest Florida**, however other groups or modelers will be invited. About 50 people will fit comfortably.
- There will be a nominal fee (\$12) paid at the door. RSVP is appreciated.
- Presentations and models will be limited to nautical related topics in any material or state of completion. Sale & Swap tables.
- The venue will be a clubhouse in a gated community: 4401 Corso Venetia Blvd., Venice, FL 34293, Open 8:30 a.m. to 4 p.m.
- Presentations will begin at 9:30 > 10 a.m.
- Coffee, donuts, bagels will be available, and a cold (Publix) luncheon is included.



Sou'west Florida SHIP MODEL Show-Conference

Sponsored by
 Shipmodelers Guild of Southwest Florida
 and
 Tampa Bay Ship Modelers Society
 VENETIA COMMUNITY ASSOCIATION CLUBHOUSE
 4401 Corso Venetia Blvd., Venice, FL 34293
 February 27th, 9:30 – 4:00 (Facility open 8:30 for loading)
 Contact Charlie Gravellese 941-408-8307 cgravall@comcast.net



Maintenance on some vessels is a bigger job than on others. This is a MAERSK ship.

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.

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