

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 George Fehér

8675 15th Lane No. St. Petersburg, FL 33702

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. Dues are \$12. (this year), annually, now 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, May 26, 7:00 p.m.

Tampa Bay Ship Model Society

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of April 28, 2015

tbsms.org

Skipper Ed Brut called the meeting to order and welcomed four guests and visitors, to wit:

- **Kurt Harper** of Clearwater, is planning on building an Armed Virginia Sloop, probably the one offered by Model Shipways. He has a practicum by Lauck Street Shipyard. LSS produces a practicum and CNC kit on this model. He had the kit but donated it to the D.C. club when transferred to Egypt.
- **Charlie Gravelesse** of Venice, who specializes in 19th century sail and spoke of working on *Roger B. Taney*. Charlie was a member of the USS Constitution Model Shipwright Guild. He became our latest member, bringing our roster to 37.
- **Dave White** of Gainesville and North Yarmouth, ME. Dave

is a dealer in nautical antiques, art, instruments and models, particularly pond sailers. Dave restores models as well. Visit: WhitesNauticalAntiques.com.

• **Bill Pounds** of Gainesville, is not a ship modeler, but supports Dave White by making machined components. The gents were traveling down here to pick up a BOUCHER model brought up from Sarasota by the owner. See later pages.

Steve McMurtry asked who is planning to attend the NRG Conference on Oct 22>24, in Mystic. Sec/Ed is, at least.

Treasurer, George Fehér gave his report of \$2,232.33 after paying the bill for sponsorship of the two Pelican'15 awards.

**Your Sec/Ed,
Irwin Schuster
brought in the
now complete
Gulf Coast,
"Butt Head"
Scow Schooner
built for the
Port Aransas,
TX historical
venue. Scale is
1/20.5 to fit a
limited space.
Shadow box is
38" wide.**





Show & Tell

Chuck LaFave brought in a brand new start, a *Marblehead 50*, RC sailer. This class is limited only by length and a sail area of 800 sq.in. Chuck has planked this framed hull of HOME DEPOT cedar and coated out the inside with polyurethane. A socket will accept the removable deep keel. The sails will be purchased. Chuck has also built a *Starlet* (mini *Star* Class). His attempts to cast a ballast bulb did not go well, and he is buying that, too.



Chuck LaFave planked this Marblehead 50/800 RC hull with Home Depot Cedar.



Bob Hill is building *Cairo*, City Class, Union Navy ironclad gunboat, but left it home (no progress), to show a couple of DC-3 fuselages he has created with his laser. He computerized GUILLOW plans for his machine. He milled basswood for the formers. Bob also showed a couple of small buildings he created from scratch. He specializes in all of these techno-toys, including a CARVEWRIGHT CNC 3D router.



Bob Hill shows off the wonders of laser cutting and engraving if you will only invest in the equipment, software and time to learn the ins and outs.





Jerry Hughes displayed the FINISHED MANTUA-PANART Armed Launch ca. 1800, which he completed in just four months. This is a 1/17 (I thought I was the only one), 24.6" L, with walnut-lime-walnut planking and lots of fun accessories aboard. I, Sec/Ed, **apologize** for chiding Jerry for omitting bilge keels. He built it and can do whatever he wants. They were probably for keeping the vessel upright when beached and were very likely not added where the harbors were deep.

Ed Brut bought a sample of an acrylic case he made using a router to size the panels rather than a saw, saying the cut surfaces are much cleaner. He says fire-smoothing edges results in short-term gloss but later crazing, so he eschews that method.



Jerry Hughes handsomely finished this highly accessorized 1800's Armed Launch.





Jean Field is building an old ARTESANIA LATINA *Tramontana* kit that appears to be much smaller than those currently advertised. It is a Mediterranean workboat with lots of charm. Jean is doing a good job with this plank-on-bulkhead effort. Planking is challenging at this scale.

Visitor **Bill Pounds** recommended the narrow tables sold for placing behind free-standing sofas, as ideal for displaying model cases. Google "Sofa Table" and find lots of design options.

Bill went on to demonstrate a Byrnes Model Machines ropewalk he bought and modified, sending his suggestions to Jim Byrnes who adopted some number. The Byrnes machine is noteworthy in that it will make any length desired. Bill explained that the designations "S" and "Z" were more appropriate than RH and LH lay terms, and continued with recommendations on materials: silk, cotton and linen, saying only cotton should be used in small scale. Silk will not knot and linen has nubs and should be used only in large scales. He described taking out the tendency to twist by "hardening" made up "rope" by dragging it over the sharp edge of a wood plank.

Bill has sent his explanatory tract to your Sec/Ed, who will send to those interested. Just contact me.

Bill Pounds demonstrated and expounded on a modified Jim Byrnes ropewalk.



Jean Field is planking a Tramontana, Mediterranean fisherman.

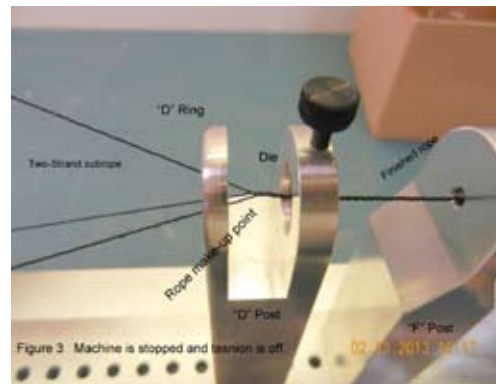


Figure 3 Machine is stopped and tension is off

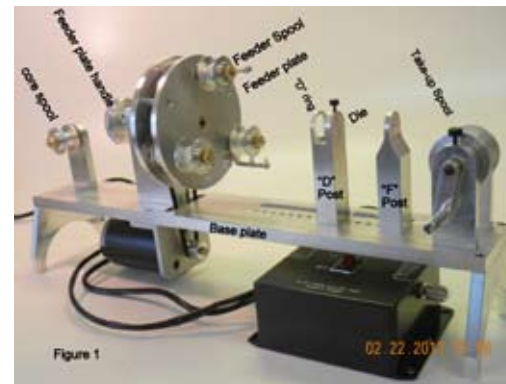


Figure 1

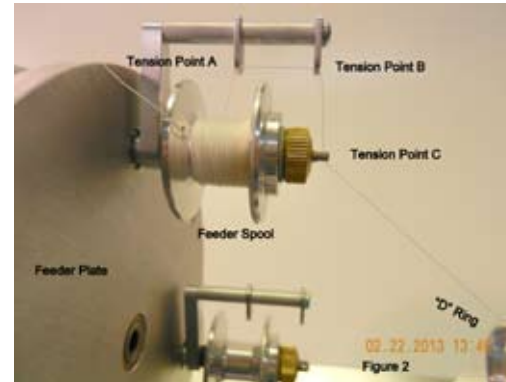


Figure 2





Phil Stager was “first respondent” to name the Flettner Rotor Ship, thereby garnering all the glory. Your Sec/Ed was not sharp enough to notice that the title is painted along the ship’s side if your display is big. The powered rotors are, by something called the Magnus Effect, supposed to create a force to boost the ship forward, but even relatively recent trials have not paid off.

It is intended as a booster, not primary means of locomotion. Seems such an easily wind tunnel tested concept! Magnus was a mathematician and self-taught engineer who discovered the fact, but you have to wonder if Flettner gave much thought to reefing in this application. <http://www.sdtb.de/Flettner-Rotor.1623.0.html>



Charlie Morgan has found a way to replicate his Heritage hull, as a half model.

Charlie Morgan reports he is having a model of His America’s Cup entry, *Heritage*, built. Don Krippendorf is doing the job.

Sec/Ed’s Gulf Coast “Butt Head” Scow Schooner: Model and shadow box: **22.5 lb.** Crate: **34.5 lb.** Arrived safely in Port Aransas, TX. It was shipped via FedEx Priority (air) for reasons of minimum on-off handling, as recommended by FREIGHT MANAGEMENT LOGISTICS of Chaska, MN. I located them on the web and the CEO phoned me back, chatting at length about the best method – and all for a total of \$176, including insurance. ***I cannot recommend them highly enough!*** It has long been held that showing the handlers what’s inside leads to a gentler passage.



All-up, with packing materials, this crate and model weighed 69 lbs. and shipped 1,200 miles for ~\$100 + insurance.

Skipper Brut came across this embroidered patch, clear and dated evidence that our group had a different name in 1986. Some of our original members should be able to expand on this.

He also advises to search for recent sale of a 12-foot model of RMS *Mauretania*, at over \$1/4M. There may be money in this game after all.





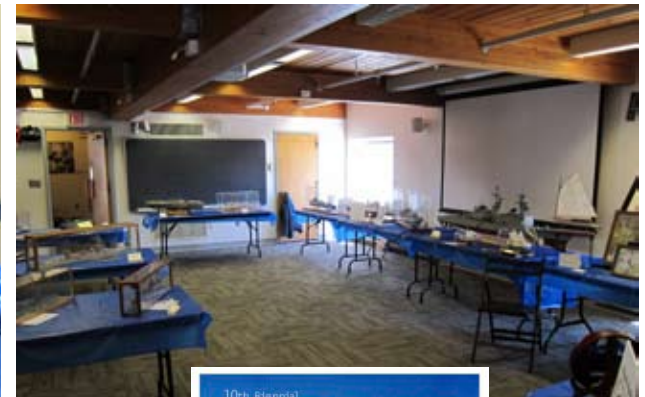
Ship's Log Tampa Bay Ship Model Society 6

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

The subject of **French Polish** has arisen, in a personal inquiry from **Alex Bellinger** in MA., for use as a temporary, dissolvable adhesive. Consulting with a couple of our members who are general woodworkers/cabinet mavens, aside from the obvious universal authority, Mr. W.W.W. "Blarney" Google, Sec/Ed found out that the term is just a fancy one for shellac. **Paul Anderson** says it's kind of out of favor since varnish came along except for refinishing antique furniture. Shellac is compounded of some particular beetle's spit or wings, dissolved in alcohol and so gives up its bond when soaked in same. **Tim Roberts** uses a more sophisticated solvent specifically for making up the stuff from flakes, as it doesn't have a long shelf life. School paste and ELMER's will quit in water if you don't mind the time and raised grain. Are there any other contemporary, temporary adhesives that you fellows use?

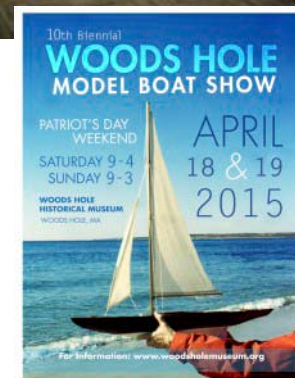
"**Chatoyancy**" is a special feature claimed of **French Polish**. Whazzat? – the quality of shimmering.

Milton Thrasher says to visit <http://www.tippecanoeboats.com/our-kits> for a selection of RC sailing kits, and **Byron Rosenbaum** suggests this on rebuilding wooden ships at Mystic: <https://youtube/PzBRpGq2DvA>



Not covered in associated text, these photos, by Alex Bellinger of Newburyport, MA, show this year's bi-annual model show in the legendary town of Woods Hole, MA.

Milton Thrasher is assembling a set of IOD frames he and Sec/Ed developed a few years back.





Ship's Log Tampa Bay Ship Model Society 7

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Visitor **Dave White** brought in his latest find, this old BOUCHER tug ca. 1920-25, saying that, while he has seen a few, this one is a prize. But, it needs substantial restoration. How much? That is subject to study. He has an appropriate motor and may install it, as this increases the value. He expects it may bring \$2700>>\$3000 when restored. Along with the model came a BOUCHER-labeled box with a variety of unrelated pieces and parts of the same age as the model.



Byron Rosenbaum wrote: Enjoy this interesting information: *Coronet* at IYRS school in Newport: • <http://coronet1885.com/Mayflower> at Mystic Seaport: <http://forum.woodenboat.com/showthread.php?185842-Mayflower-II-at-Mystic-Seaport> Morgan, Sabino, etc. at Mystic: <http://forum.woodenboat.com/showthread.php?109593-Charles-W-Morgan-Restoration-A-Volunteer-s-Perspective-1/page33>

I, **Sec/Ed**, went down to look at *Coronet* in the water when I was researching 1885 *Puritan*. It had been used as a missionary boat in S.A. and was, as you can imagine, in terrible shape. As you can see, the restoration amounts to replacing every scrap of wood in the hull and planking too. To me, that's building a replica, but that's lawyerly parsing, I suppose. I think some interior was recovered and will be re-installed.

All funded by a woman richer than, well, just about anybody, I understand.

Start at the distal end of the site and work up to see the (re) construction sequence. This is a good instruction on real-life planking, totally applicable to modeling. I reported on this in the *Broadside!*, newsletter of the USS Constitution MSGuild at the time, projecting the same message. Looks like I was right (blind chicken-stopped clock thing).

Dave White, nautical antiquities dealer, came south to get this nice old tug, and visit our meeting.



1885 Coronet is undergoing "restoration" at the IYRS in CT.





Ship's Log Tampa Bay Ship Model Society 8

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

OMG (omygosh) For spray painting; Every morning, with the newspaper, we get delivered an elbow length glove/sleeve, suitable for holding a small object-on-a-stick while spraying. Free! How did I not recognize that before now?

Fairlie Brinkley recommends this treatise on Screw-Pile construction for piers, bridges, lighthouses, moorings, etc. <http://www.maneyonline.com/doi/pdfplus/10.1179/175812109X12547332391989>.

Guy Hancock was traveling through the panhandle and visited a variety of maritime venues: the national park on St. George's Island and the Estuarine research center (all oyster boats & models), the Apalachicola Maritime Museum, and the *Spirit* from the Crystal River Boat Bash.



Guy Hancock took these photos while touring the panhandle and finally, Crystal River.



CLASSIFIED

Got something you don't need or want?

Tell me about it and I'll put it here.

Kurt Harper, our latest member (#38), is looking to buy a MODEL SHIPWAYS *Armed Virginia Sloop*: Tel# 304-876-3776.



SHIP QUEST

Is Your Model Ship in Need of Repair?
Are you Looking to Have a Model Ship Built?
"YOUR SHIP QUEST HAS ENDED"

Lawrence R. Sadler, Sr.
Master Scale Historic Model Ship Builder,
with over 50 years of experience.
9428 Sarazen Place, Palmetto, FL. 34221
Phone: 941-757-9750
Email: shipquest@yahoo.com

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

