

Ship's Log



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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, July 26, 7:00 p.m.

Tampa Bay Ship Model Society

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of June 28, 2016

tbsms.org

The assembled crew welcomed the return of (still) **Skipper Ed Brut**, back from the repair yard where he had a hip upgraded. He, in turn, welcomed visitors **Rick Sparks**, and **Cliff Stan- is. Bryan Sieber** introduced himself and told of his project, *Rattlesnake*.

"USS *Rattlesnake* (278 tons, 14 guns) was a brig built in Medford, Massachusetts as a privateer that the United States Navy purchased in 1813. *Rattlesnake* captured numerous British merchant vessels before HMS *Leander* captured her in mid-1814. The Royal Navy apparently purchased her at Nova Scotia, but there is no record of her subsequent career." ...according to Wikipedia. Another source says 20 guns, probably built in Plymouth in 1780, and describes her as a miniature frigate measuring 89'-3" x 22'-4", 199 tons. Her lines were found

because she was purchased by the British navy, and was measured, as was the custom.

Rick Sparks mentioned working on HMS *Beagle* and having purchased *Cutty Sark* for his next.

Society Business: There were two items of business: First, a member has requested that the club consider other dates, times and sites for our meetings. This was tabled for the entire membership to explore and consider. The second was discussion of distribution of the club roster, particularly regarding the inclusion of phone numbers and e-mail addresses. This too was tabled for polling of the membership rather than to take the wishes of only those present. Sec/Ed will (has) contact(ed) the membership on both subjects.



Keith Van Husen's in-process scratch model of Plant's liner, SS *Mascotte*. See pages 7 and 8 for more.



Charles C. Cooper

Guy Hancock, who visited him, sadly reports that our member, Charlie Cooper, passed away on June 29. Charlie was 92 and had been a member since 2004. He was a pilot, a sailor and a great fan of ocean liners, having watched them pass the beaches of New Jersey where his family visited in summers. He had been on many of the famous ships and modeled them, along with small craft.

Continued on page 5.



Show & Tell

Byron Rosenbaum: "I've started the half model of the 55 ft., Caribbean ketch, from my son Bob's drawings shown in May Ship's Log. Here is where it has progressed thus far.

The model is 1/4" = 1'-0" scale. The hull exterior and cockpit spaces are done. Masts and booms are carved of mahogany except when my supply ran out for the yawl boom so I used a Chinese chopstick. Sail plan can be drawn on the background? ...or made physically of cloth? Not decided. Rigging is next. Fortunately I do have some turn-buckles in this scale. The gooseneck fittings at the boom ends were eyeglass metal parts easily adapted. This scale is too small and difficult to achieve accurate detail. I'll not build at this scale again."

Katz is a local (Miami) retail store selling buttons and beads.

1. I purchased a 8mm black plastic "strong and stretchy" jewelry cord, STRETCH MAGIC 15 meters long for \$4.15 in black.

It knots tight on itself. This may be the best for non-sagging standing rigging.

2. I also purchased a 7-strand nylon coated beading wire, .018" (45mm). Bright, 9.2 meters long for \$4.50. ACCULON WWW.CABLESTRAND.COM. It knots tight but a slightly bulky knot. The wire paid back on itself would need seizing. This will be difficult to do and to get the wire tight but it has no twisted ugly reflections like the single strand SS wire has.

Why do miniature builders all have the need to punish themselves?

I found a great standing rigging solution. The 7 strand wire (which looks a lot better than the black stretch stuff, is .018" dia. In my stash I found a 12" long brass square tubing .063" OD. The 2 wires fit inside very tight. I'll cut a 1/4" long sleeve of tubing and with the wires inserted I'll slide the tube toward the loop, which will tightens it. I may crimp the tube, but since the tube is so tight around the 2 wires, a drop of miracle glue might be a better look than crimping. I'll bend the masts out of plumb away from the backing before I rig it, then when I flatten the out the masts against the backing plane, the rigging wires will become taught.



55 FT CARRIBEAN KETCH 1985
DESIGN ROBERT V. ROSENBAUM, NA
MODEL BYRON ROSENBAUM 2016

Byron has quickly knocked out a miniature half of his son Bob's design for a Caribbean charter ketch.



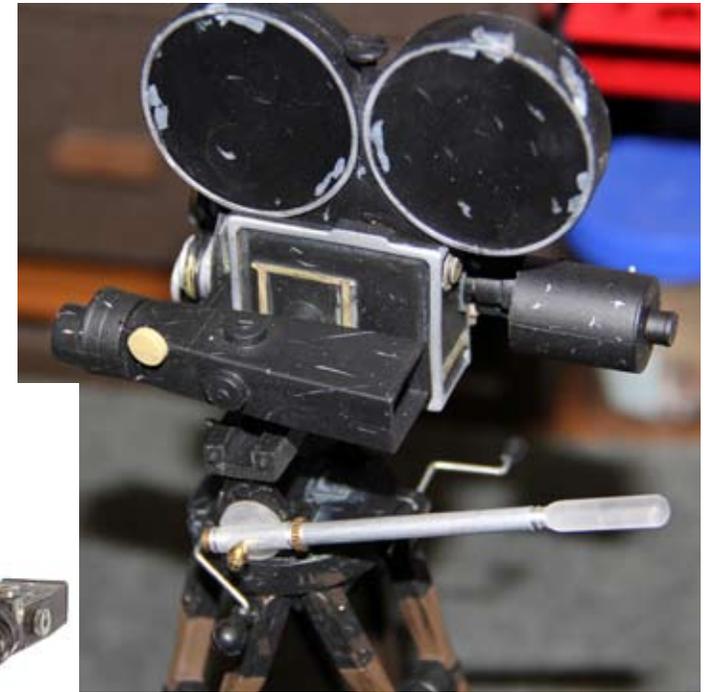


Ed Brut brought a couple of non-maritime projects from his hippie vacation:

Bell & Howell Camera

My fascination with scale miniatures led me to a Charlie Chaplin's 1918 BELL & HOWELL silent movies camera in 1/6th scale. I purchased the completed model and started a "you just can't leave it alone" project.

Finding pictures on the internet of the Model 2709 camera lead me to improve on my little esoteric model. I have added a controlling pan and tilt handle machined from plastic and aluminum, and have started to detail the good "but needs just something more" camera body and tripod. I figure I will add about 30 scratch-built parts to this camera and it still will not take pictures.



Ed has launched a project that involves vast improvements to a commercial miniature movie camera, to make it true to Charlie Chaplin's own.

World War One Trench Periscope

I wanted to build in 1/6 scale an American AEF piece of equipment used in the trenches of WW1 to see over the top of the trench. Taking pictures of an original at the Armed Forces Museum in Clearwater Florida, a long with some dimensions, I drew it up in Autocad™ and scaled it to 1/6 size to make a blueprint for construction. Made of 3/32nds basswood with polished steel mirrors, it is bound together as were the originals with wire twisted at a corner and bent over into a slot in the wood side. I added a scratch-built belt clip and wing nut hardware. The historically accurate trench periscope is about 3" tall, and the closest thing I have modeled to a ship's part.



And, Ed created from scratch, a WW 1 trench periscope. The bloody 1914-1918 war is very much in the news, it being the centennial period.



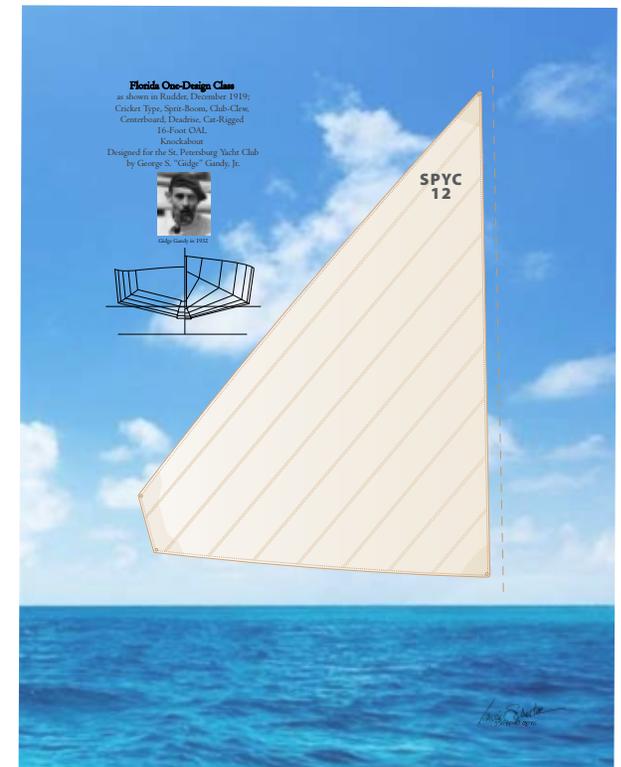
I., Sec/Ed brought a nearly complete half model of Florida One-Design Class, Cricket type, Sprit-boom, Club-clew, Cat-rigged, Centerboard, Deadrise, 16-foot OAL, Knockabout by Gidge Gandy, for the St. Pete YC around 1919. On the model, the sail is drawn and placed on the field, along with the title block and Gandy's photo, seams and all. The seams are double dotted lines trapping a slightly darker color... same with the strengthening panels. The mast is a tapered dowel planed to half.

The track is brass wire with its ends bent down and inserted into holes like a very long staple. The slides are just little chips of brass strip glued on. If I had to do it again, I'd use little brass pins with their heads squared... a lotta work. Historic note: Sail track was invented by Capt. Nat Herreshoff in 1887.

I should have put a fuzzy graphic shadow along the leach, even though there could not be a shadow on the sky, recognizing that an observer does realize he is looking at an illustration, not a half of a boat levitating there. It would just give a nice 3D separation. Next time.

The field was printed at STAPLES, on indoor banner material, for less than \$5. It is stuck to the background plywood panel with vinyl-to-vinyl wallpaper paste that I have owned for at least 35 years.

The figure of "Gidge" (djidge) Gandy is polymer clay (SCULPY™) applied to a soft iron wire armature, which had been wrapped with twine coated with white glue. The figure was then baked at 275°F for about 25 minutes. After baking, the material can be carved, and was painted with "dime store" acrylics.



Irwin (Sec/Ed), has completed this rendition of a local 16' knockabout of 1919. The technique involved printing a vinyl fabric with a photo, title block and sail, then mounting half spars, rigging and the rest.



Howard Howe: Reports on his research project: "Continuing my research on the Army ST tugs built in Deland, Florida for WWII effort.

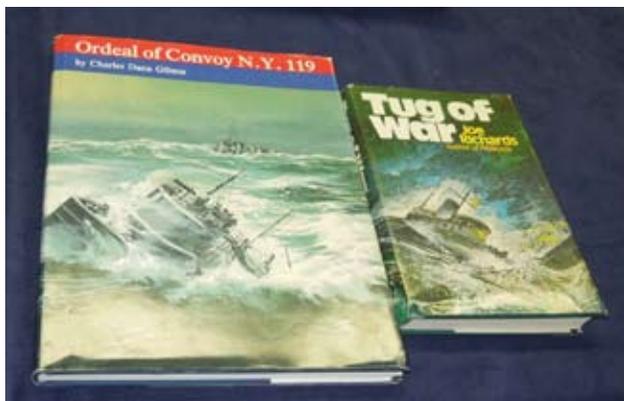
Since last month, I have read two books on the Army ST tugs. "Tug of War" by Joe Richards about a sailboat owner who volunteered to move one of the Army tugs, ST250 from the east coast to Hawaii. Quite an undertaking for a top-heavy steel tug with an inexperienced civilian crew.

The second book is "Ordeal of Convoy N.Y. 119" by Charles Gibson tells the history of a convoy of tugs, tankers and barges owned by the U.S. Army and which left New York in the fall of 1944 bound for England. It was 31 days before the final elements reached England.

There were 60 vessels in the convoy, and 39 made it to port. There were 14 ST tugs in the convoy. Two of the tugs, ST 719 & ST 511 both capsized and sank. ST 676 & ST 677 built in Deland made it to England.

A couple of weeks ago, we made a trip to Deland to visit the military museum and meet with Dan Friend, the curator for the history of the ST tugs. He gave us a very interesting tour of the museum and the display of models and artifacts he has been able to locate. Effort to bring one of the actual tugs back to Deland for display has met with financial problems, so that effort is on hold.

I found a model kit available from DUMAS for the 74' ST Tug, which I am in the process of building. The scale is 1/48th. It comes with a styrene vacuum formed hull. Also, I found a thread on the RC group for a very detailed model of one of the 86' ST Tugs that was scratch built by a man in Romania. So, I ordered plans last month for the 86' ST from LOYALHANNA dockyard & Taubman Plan Service in N.Y. I just recently received the plans. So, as I get further along on the kit for the 74', I will tackle the scratch built of the 86', which will be to the same scale.



Dan Friend with some of the Army ST Tug models and collections.

Charles C. Cooper...

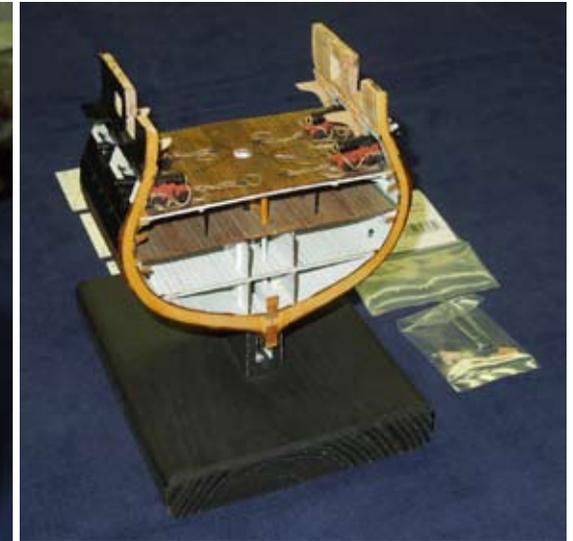
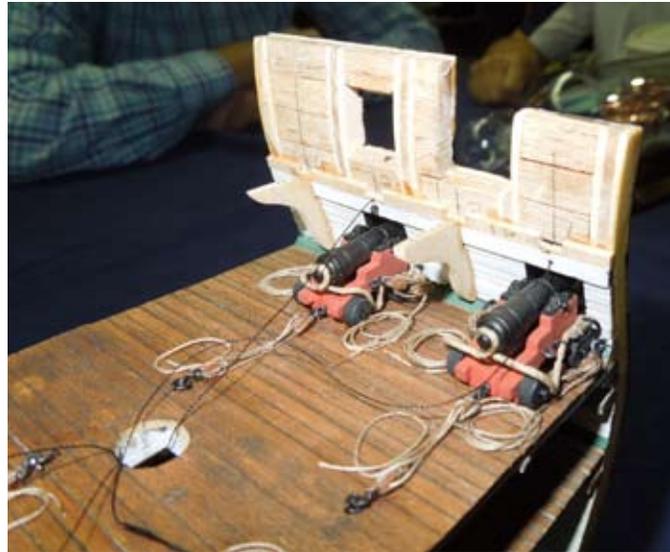
Guy Hancock writes: Charlie's older brother was a naval architect, which partly inspired Charlie's interest in boats. They built a small boat together at the NJ shore one summer. He was involved in Sea Scouts back in NY and toured The *Normandy* cruise ship. She later burned at the pier in NYC while being converted to a troop ship during the war. He moved to St. Pete, and graduated from St. Petersburg High.

Charlie was a navigator during the war, but later had his own plane, an AERONCA. After the war, Charlie built a small powerboat from a kit, and used it on the Hudson R. He also owned several sailboats including a *TANZER* and a *Contessa*. Charlie's son is retired from a career in the Navy, and Charlie was thrilled to spend a day touring the aircraft carrier his son was stationed on.

Charlie gave me kits for the "*Sakonnet Daysailor*" and "*The Sullivans*" destroyer (1/700 plastic) that I built. He also gave me a *Cutty Sark* kit, and we traded modeling and sailing magazines. We had lunch together every month or so, and came together to the last few ship club meetings he attended. On getting back to his condo he would make us each a Scotch to sip while we talked. I am glad he took me under his wing, and will miss him. – Guy



George Fehér continues to work on his life-long project, the U.S.S. *Constitution* (1:93 scale per original MAMOLI plans). The build, now in its thirteenth year, is at the stage of adding the spar deck's supports: hanging knees, lodging knees, diagonal braces etc. George made a set of templates for the hanging knees from business cards; first he made an overall outline of the p & s ceiling planks (#1 Card), then he trimmed out the side of #2 Card and transferred the waterway and the bottom of the beam above. He then sketched in the hanging knee and trimmed #3 Card to exact dimensions so that the knee could be fitted between the deck planking and the bottom of the beam above. The shape of the knee was transferred to a thick matboard using pin-pricks, the dots were connected and the was shape cut out. This served as the template for cutting the knee from boxwood stock. The whole project would have been easier and quicker, if George had not jumped the gun with the installation of the deck guns and associated tackle.



In addition, he made the gun port lids as follows: cross-laid two sets of planks at right angles to each other to form the lids, making sure that the entire length was enough to provide for four lids and the waste between them for the saw to cut them apart. While in one continues piece, he drilled out the centers to fit the diameter of the barrel, as well as the holes for the side lights and the lid lanyard. When all done, he cut out each of the four lids, and cut those in half to form the tops and bottoms. He added hinges and the "rain brow" above the top lid, using reference photos. The side lights were added from clear plastic price tags found on clothing.



George mentioned his continuing work on a small diorama featuring a sub and *Schnellboot*, saying he was trying to determine the true hue of the specified color, "Schnellbootweiss."

Ed Brut on **Geo. Fehér's** assembly: "George Fehér's upper deck parts as they were already painted and super glue set too fast and may not bond to painted area. Weldbond™ gives some time to set and move things around. It may solve his problem. It has worked well for me on clear plastic and wood-to-wood, painted or unpainted. It forms a clear, flexible bond with almost anything."



George is plugging on a long-term model committment with a challenging assembly sequence. Ed suggested Weldbond™ for adhering to finished surfaces.



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A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

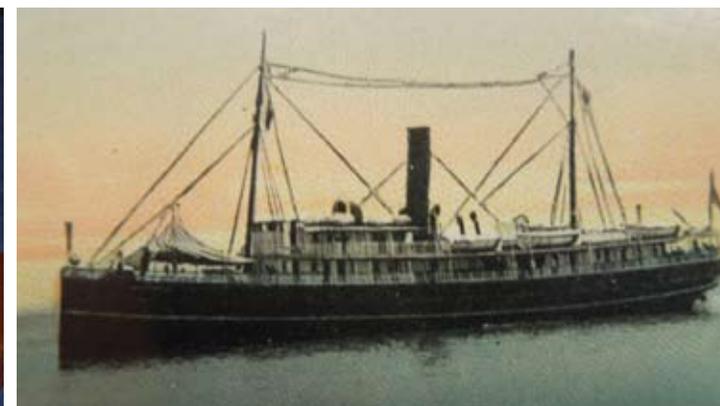
Guy Hancock: "For the meeting this month I brought a glass ship in bottle that was given to me years ago as a present. The origin is a mystery, and as we examined it several of us decided the bottle was open ended at the bottom while the ship was constructed and then sealed up. The other item is a souvenir from a trip to Lisbon for a conference about 15 years ago. The Maritime Museum in Lisbon is an impressive place to visit, and Vasco de Gama sailed from that site on his voyages of exploration. In addition to the artifacts in the Maritime Museum, the building also houses a carriage museum with many carriages used by royalty. They are very ornate, elaborately carved and gilded."



Guy displayed a couple of maritime curios, and reported on a Portuguese Maritime Museum.

Keith Van Husen: "These photo's show from beginning to present, on progress of building the model Steam Ship *Mascotte*, from wooden keel, to sections and wrapping of wood, also called plank on frame, sculpting glass* bottom and wood top sides, wood deck, and super structure, railing to come with life boat's etc. *I used automotive glass resin on bottom of hull, for strength. Almost like wood. From water line up is just wood, all is plank on frame. Sections consisting of poster board hardened with glue and much thinner cardboard inlay from section to section."

More on **SS Mascotte: Sec/Ed** will report on some research progress. **Keith** wants to correct the record on her demise. The *Mascotte* that encountered a mine in the North Sea was a British ship. Ours had a less glamorous end, but happier for her crew. According to the record, (our) *Mascotte* was sold as a barge, along with *Edgewater* and *Riverside*, for a total of \$100, on 6 May, 1931. She had earlier been cleared of deck structures and used as a barge, after being employed as a ferry in the Northeast, after Henry Plant divested himself of the ship. A poor end, but *Mascotte* delivered 300 survivors of the Maine event, to NYC without losing a soul, and had earlier, on separate trips, transported 155 and 300 bales of tobacco from Havana to Tampa, along with Cuban refugees, to keep the cigar factories in business for the "duration." *Olivette*, another larger Plant ship, foundered off Coljima Beach near Havana, in January 1918.



Keith is scratch-building a 1/128, SS Mascotte, a Henry Plant ship, from hull plan and photos like this postcard.



John Beale of FMM: "The HAMMS have returned to the (FMM) museum as part of our permanent library. They are in the library in their custom made cabinet. We only ask anyone who wants to look at them ask staff since wear and tear on them needs to be minimized. I figured you and the model club would be interested in knowing." – John Beale, Education and Volunteer Coordinator, Florida Maritime Museum

The list appears to be: <http://amhistory.si.edu/archives/AC0240.pdf>, characterized as 18 cu. ft. of info.

HAMMS is the Historical American Merchant Marine Survey taken/created 1936-7 as part of the WPA. As it employed skilled men, but not necessarily those with maritime experience, the work is sometimes suspect, but in many cases, all we have on some vessels.

Phil Stager reports on the South Street Seaport, NYC:

- These four are hull shots of the *PEKING* which is in rough condition and will be returned to Hamburg, Germany, when the *WAVERTREE* returns from an extended shipyard availability. *PEKING* will be transported by heavy lift ship since the hull would probably not survive a trans-Atlantic tow.
- Here's some deck shots of the *PEKING*. Note the extensive use of plywood.
- One pic of a brace winch and other of a capstan.
- Some of the interior, rotten pin rail on st'bd amidships, and deck house.
- More rotten pin rail and shrouds, view from quarterdeck, interior with docent.
- Signs concerning *WAVERTREE*, which is still in shipyard on Staten Island and should be fully operational, when finally returned to Museum.

Ship Modeling Wisdom for the Ages:

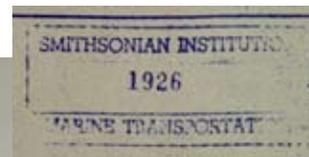
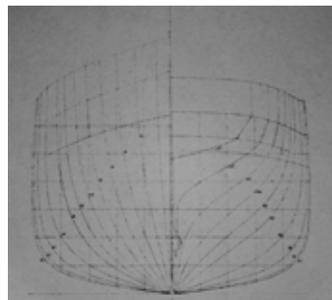
A cheap brush is junk the day you buy it, and it will not improve with age and use.

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.



Phil gave an account of a visit to South Street Seaport in NYC, recovering from severe weather.



The hull plan of Plant's Mascotte obtained from Independence Seaport Museum.

