

Ship's Log



President Ed Brut

1516 Arizona Ave. Dr., St. Petersburg FL 33703
727 522-5724 dtffsa1@msn.com

Secy/Newsletter 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.

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, Jan. 27, 7:00 p.m.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of November 25, 2014

tbsms.org

Skipper Brut called the regular meeting to order, on a rather nasty evening for driving, which limited the crew a bit. We did however, have two guests: **Joe Rubin**, a radio-man who used to live in Cortez on a 27' Catalina and volunteered at the Cortez boatbuilding team under **Bib Pitt**, and **Keith VanHusen** recently of Detroit, who has been a scratch ship modeler for quite some time, now living in Zephyrhills. Keith is currently building a *Pollaca**; Mediterranean vessel and reported that his models suffered little in the move south. *Alt. *Polacre*, three masted with lateen on the forward-canted fore. *Pollaca* is the Italian word for a Polish woman... sort of like *Frigate* is the Italian word for "I don't care anymore."

A sale-auction of excess inventory of ship models has been proposed, as most of you know. Sec/Ed put out a call for these and received responses for a couple dozen models and a variety of nautical artifacts to boot. FMM has proposed incorporating such an event into an upcoming, ship-in-bottle exhibit tentatively scheduled for Dec. 2015 – Jan. 2016.

Tim Roberts was kind enough to pick up a couple of models from **Peggy Old** of Clearwater. She wanted the inherited galleon *San Mateo* and side-wheeler *Harriet Lane*, to find a good home. The models were built by her step-father (1900-1980), so are likely 40-50 years old, and are in reasonable shape and cased, although the *San Mateo* has a seriously degraded stern lantern and a couple other similarly degraded lead parts. In NRG Shop Notes II, **Dana Wegner** describes degradation of lead parts due to acetic acid and carbon dioxide, causing corrosion to white powder and eventually nothingness. *The San Mateo* parts have leafed out, and are shedding, to where the items are now unrecognizable and should be removed or replaced. *The Lane's* case is missing one corner post and needs repainting, as the yellow-ish color will be close to impossible to match. I, Sec/Ed, will try to affect these tasks, as there is a year until the proposed sale/auction at Cortez.



Harriet Lane and *San Mateo*, rescued; see more on the next page.



Show & Tell

Guy Hancock kicked off, admitting glacial progress on his Mid-west Flattie sloop, but he exhibited his sail, of fabric stiffened with Deft. He has drawn stitching lines and laced the foot, so far.

Phil Stager offered a composite sign material: Aluminum sheets surrounding a high density polyethylene core. What he has is 3mm and the brand is Max-metal. Phil is using it for 250 identification signs on a Cycad collection in St. Pete. Nobody took the sample, could not think of how to incorporate it into a model. Beveled, the black-silver-white-silver-black panel might make an attractive base for a small model ship.

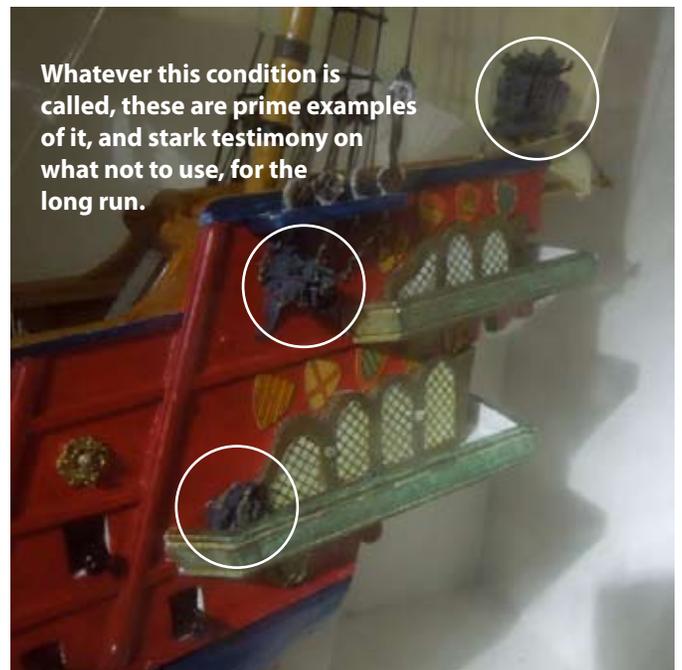
What was once a lantern cast of lead, has grown crystals in a most decorative if disturbing fashion.

These, in turn have shed and alit upon the case floor.

Note as well, rigging that ignores the sheave in a well-formed block.



Bringing it home one step at a time, Guy Hancock has made her main and lashed it to her boom. The jib awaits rigging, below.



Whatever this condition is called, these are prime examples of it, and stark testimony on what not to use, for the long run.



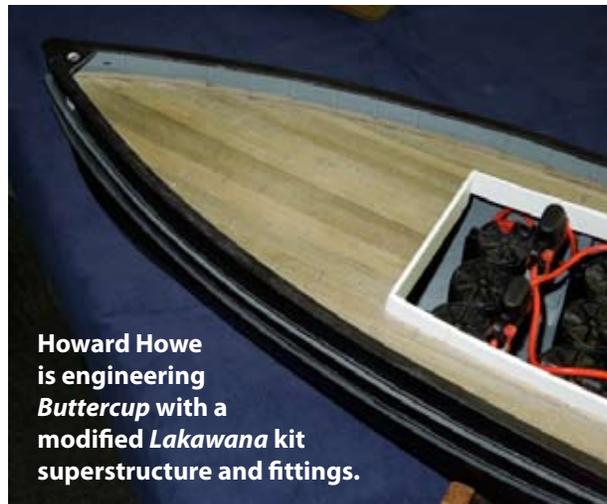
Ship's Log Tampa Bay Ship Model Society 3

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Howard Howe displayed his great progress on 1919 Great Lakes Tug *Buttercup* on a FG hull supplied by **Emory Massman**. Howard has pirated the deck structure from a 1/48 *Lakawana* and is currently (as you can see by the clamps) getting it together. He has immersed it a few times to test and adjust the balance, but planned to have powered sea trials on the weekend following this meeting.

Howard has been experimenting with a couple of new adhesives: FALLER SUPER EXPERT PLASTIC ADHESIVE "with special fine dosing spout" suggested by **Norm Jacobs**. The second is a specialty for windows; aircraft canopy cement. On the www, a fellow named Tony Thompson says, "Canopy glue was developed, as the name suggests, for aircraft modelers. They have the challenge of gluing a foil "frame" onto a transparent plastic molding of an airplane canopy. The glue that's best has these features: it doesn't attack or craze plastic; it glues the dissimilar materials well (metal foil and plastic); it dries clear and glossy, so any excess outside the foil is minimally visible; and it remains flexible for any differences in expansion and contraction of the materials that are glued together.

Some of these features turn out to be terrific for certain kinds of railroad modeling too. I have found canopy glue to be simply outstanding for gluing different materials together: metal to plastic, plastic to wood or cardstock, metal to wood, etc. (porous materials are no problem), just in terms of how well they adhere. And the "remains flexible" part is vital too. That's why I use it exclusively for etched metal parts, like running boards or diesel grilles. In the many years since I first used it, I have never had one of these metal parts pop off its model, as many people have experienced with CA or other rigid adhesives. Some people have utilized canopy glue's property of drying clear and glossy to make small model windows, but I personally have not found this to work very well."



Howard Howe is engineering *Buttercup* with a modified *Lakawana* kit superstructure and fittings.

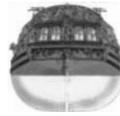


Nice decking detail.



A kit of man parts to be arranged as desired.





I, **Sec/Ed**, showed a finished 1919 *Fish Class Yacht* half model factored of Dow Styrofoam insulation, sealed and finished with RUSTOLEUM Wood Filler thinned with water (and sometimes spit – a very handy and readily available fluid – except when you are wearing a dust mask or full face shield. And why does your nose always itch right after you put on a dust mask?). But I digress. The whole was painted with spray cans and mounted on a cherry panel trimmed with cherry and an intervening border sprayed with the bottom blue. The nameplate was tricked out to simulate engraved brass, by laser-printing Transparency Film for Plain Paper Copiers and spraying the back with KRYLON Brass, then mounting that on .06" acrylic. Brass es-cutcheon pins complete the ensemble. Probably easier and cheaper to get one from a trophy shop, but I like to control the fonts, type size and line spacing.

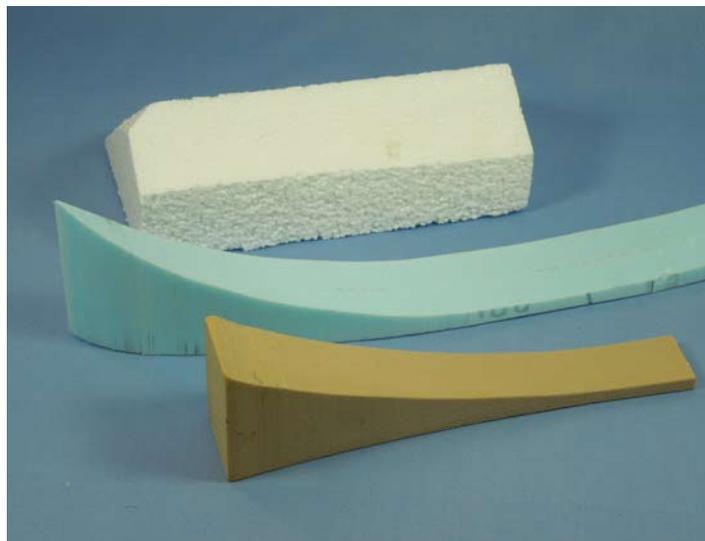
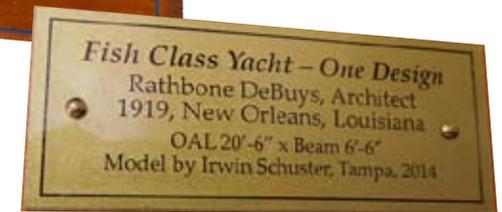
I continued to discourse and showed samples of the three foams readily available for modeling: Blue Dow Styrofoam from Home-Lumber stores; High Density Polyurethane (HDPU) Sign foam sold as Balsa Foam by art suppliers (but also as scrap from sign shops); and Architectural Foam used for decorative details on buildings to create what was previously made of stone and cement. This last is the coarsest of the three choices but will still take a reasonable finish with enough filler. Also available as scrap from the specialty shops working with the stuff. Put on your puppy face, explain what you do and I'd guess you can get all any of us would need... or just pick the nearby Dumpster. As always, experiment with scrap because some solvents will eat this stuff. A water or alcohol based barrier solves the solvent situation.

While I have used the first two materials for hulls in different ways, I don't expect they will become a common standard, although they are both used for blocking between bulkheads, usually on planked RC models. They are light, waterproof and having no grain, shape readily. I cautioned to wear a dust mask but that would go for sawing and sanding a lot of any soft wood.

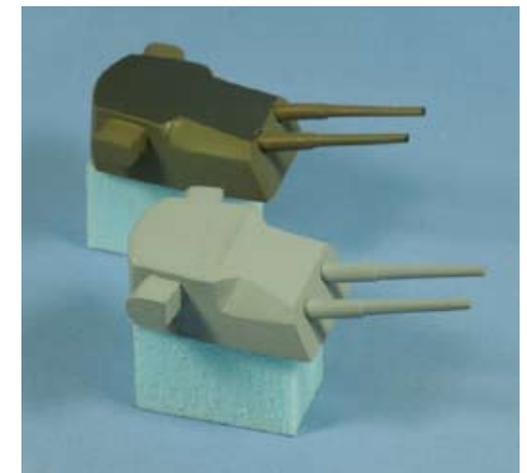
I have used HDPU to shape a solid hard-chine hull and then planked with wood, which I am doing again, right now, for a 22" LOD scow schooner half.



Fish Class Yacht rendered in Dow Styrofoam on a basswood center plate, with nameplate cheaply rendered by a laser printer.



Foreground, HDPU "Sign Foam"; middle, Dow Styrofoam wall insulation; aft is Architectural Foam (EPS – High Density Expanded Polystyrene).



A replacement for another of Barry Reese's *Bismarck* turrets.



Barry Reese has rescued another folk model when visiting a yard sale in Leesburg. This one he conjectures, simulates a Norwegian Sardine Fisherman. Plausible right up until the deckhouse. Consider that those poor folks have to think in Norwegian. That can't be easy.

Kurt Van Dahm, NRG, connected, saying: "Just a FYI, if you want to pass it on to the club members, Shop Notes I is in a very limited supply and will not be reprinted in the foreseeable future when they are gone. We currently have only 6 or 7 copies left. Thanks for the plug to the members about SNI and SN2.

I saw that you have a copy of the AJ FISHER catalog for the club library. I probably have the last remaining stock of AJ FISHER parts in their original envelopes. A deceased member had the stock from ALL NATIONS HOBBY SHOP that was a Chicago loop hobby shop that went out of business in the late 60's or very early 70's and this collection is now mine to sell off. I also have original untouched BOUCHER parts, MARINE MODELS parts and BILLING brass fittings. The cast brass and cast white metal capstans and windlasses that AJF sold are very nicely detailed to the point that only a well-versed machinist could do better. If anybody is interested in parts I can look to see if I have them. Someday (after I retire as NRG Chairman) I might have time to catalog all these parts but they currently occupy 28 drawers of a large 30-drawer cabinet and it will not be a simple job. But if somebody wants specific parts I can look for them. Some of the AJ Fisher stuff is made for pond models and R/C."

kurt@modelshipyard.com

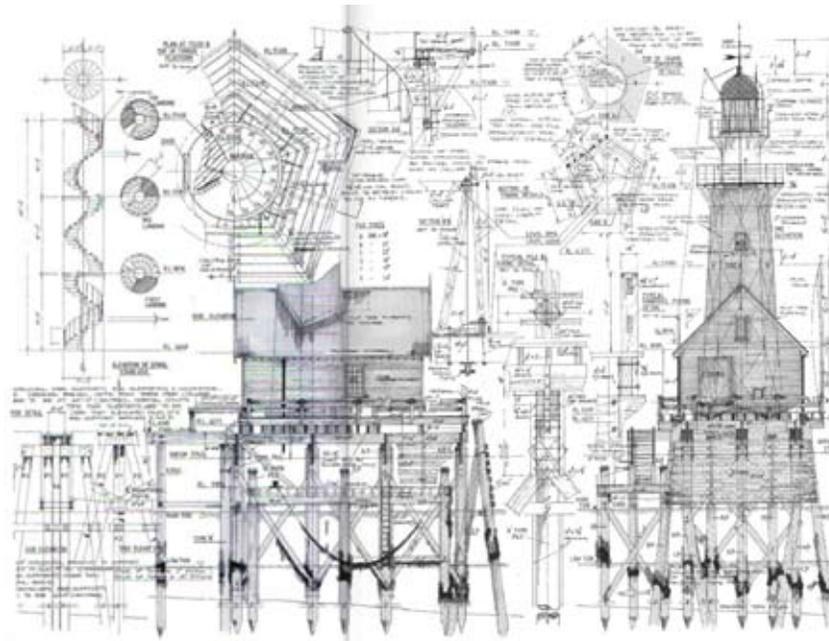
WOW! An elaborate lighthouse @ 1/4"=1'

www.lauriegreensweb.com/Lighthouse/lighthouse/html

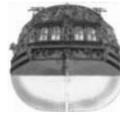


Barry Reese's "Home for Wayward Boat Models" has a new addition, what he believes was intended to represent a Norwegian fisherman.

This is a really charming and artistic plan for the construction of a scale lighthouse (statement of the obvious, I suppose). The pentagonal deck is worthy of a bit of study.



SHOP



Ship's Log Tampa Bay Ship Model Society 6

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Paul Anderson, who has moved to the hinterlands between Orlando and the Atlantic, has pretty much completed his new shop. I would call it "Scale-Model Operatoria." Plural, because he does assembly work in the Studio and keeps his power tools arrayed along the wall in a garage bay. He keeps all clean by putting all power tools on wheels and running them out onto the driveway during use. No kidding. Paul makes a lot of stuff and the rooms all sparkle the same after, as before.



Paul Anderson keeps his shop and studio as clean as an operating room, and now, it overlooks the water.

Photos by Paul Anderson, WSD (Doctor of Wooden Stuff).





From **Skipper Brut**

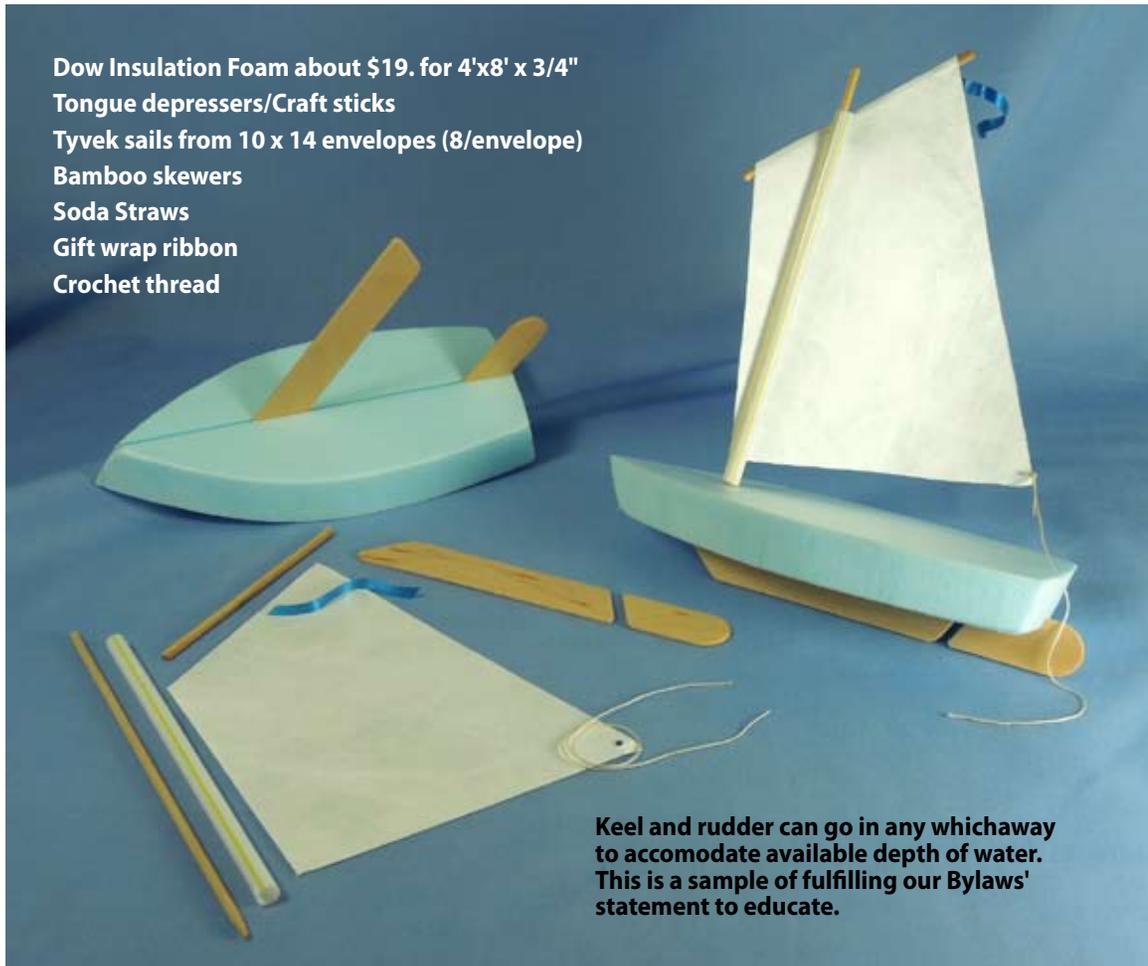
At the meeting we had a discussion on paints. <<http://scalemodeldb.com/paint>>Here is the site on "matching" paint to known manufactures colors. I have never tried it, the site was sent to me by a member of Pelikan when I was looking for a color for the British naval gun.

Below are some other sites Ed suggested, on model paint cross overs by manufacturers.

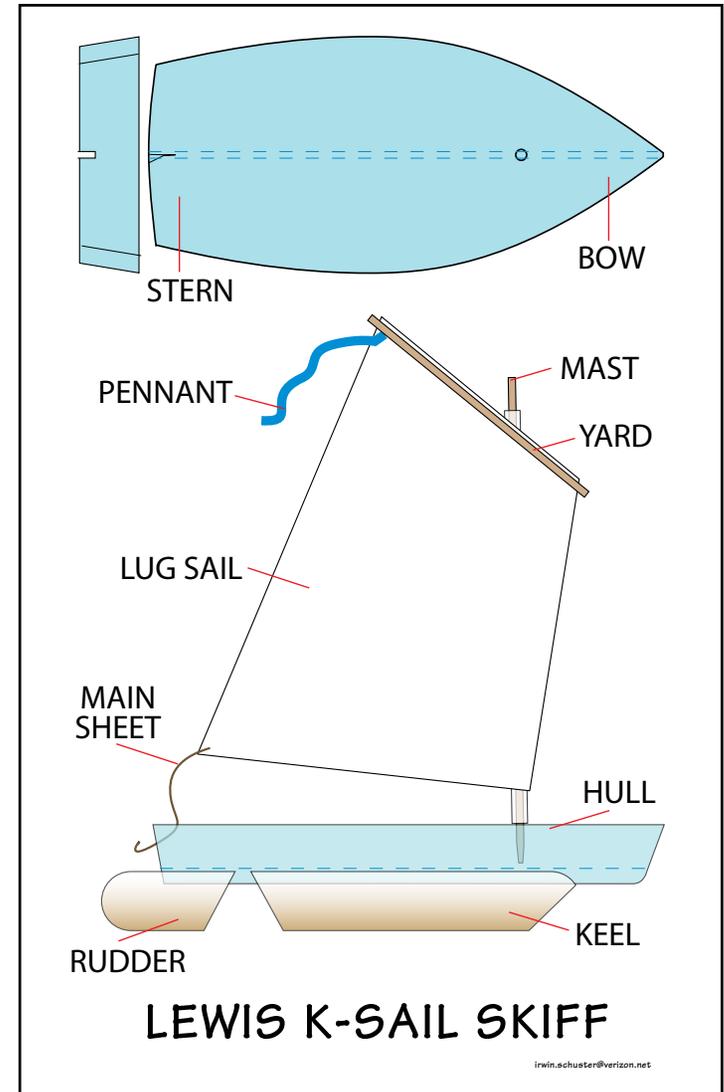
<http://www.paint4models.com/> + <http://www.humbrol.com/>

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**Milton Thrasher** recommends: [www.wetgoose.com](http://www.wetgoose.com) as a source for lost wax cast hardware and decor, scaled to general R/C sizes. This site shows lots of samples mounted on sail, power, weathered, etc.

- Dow Insulation Foam about \$19. for 4'x8' x 3/4"
- Tongue depressors/Craft sticks
- Tyvek sails from 10 x 14 envelopes (8/envelope)
- Bamboo skewers
- Soda Straws
- Gift wrap ribbon
- Crochet thread



Keel and rudder can go in any whichaway to accomodate available depth of water. This is a sample of fulfilling our Bylaws' statement to educate.



Another use for that Dow Styrofoam... Sec/Ed partnering with a few organizations, has used variations of this skiff for about 16-18 years for kids programs, and I believe it has reached the pinnacle of refinement in this 2014 Temple Terrace- Lewis Elementary iteration. The soda straw mounting allows free movement of the Tyvek sail and she goes like a (real) sailfish with the slightest breeze. Feel free to emulate.

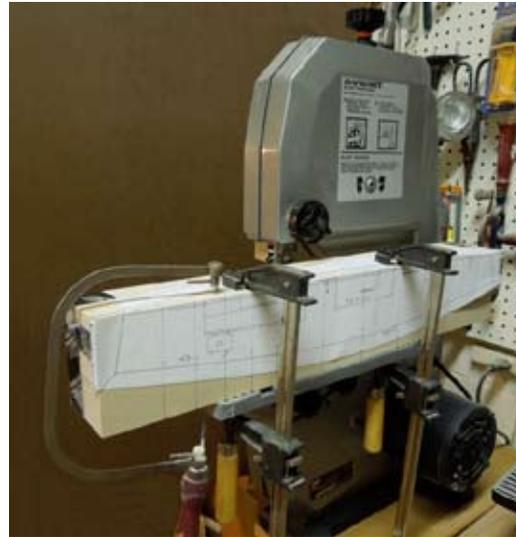


FROM CAPE ANN SHIP MODEL GUILD:

**Nautical Books (free) from <http://www.gutenberg.org>**

- American Merchant Ships and Sailors (.htm web page format)
- Boys' Book of Model Boats (.mth web page format)
- Captains Courageous (400 k .pdf)
- Fulton's "Steam Battery" (.htm web page format)
- Knots Splices & Rope Work (3.7 meg .pdf)
- The Mary Gloster (.pdf)
- Man On The Ocean (.htm web page format)
- Migrations of an American Boat Type (.htm web page format)
- The Revenge (.pdf)
- The Pioneer Steamship Savannah: A Study for a Scale Model, by Howard I. Chapelle (.htm web page format)
- Etc.

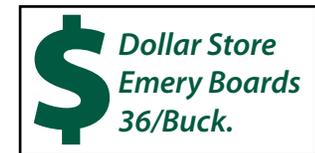
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Milton Thresher recommends: <www.scratchbuildwithjohn.com>
Extraordinary video series on building an RC sub and such.



BTW... Anybody who thinks the old ways are best, should try about 44 inches of HDPU with a **coping saw**, on a block too tall for my band saw throat. About 9.37" into it, I seriously weighed a drive to Harbor Freight: *"I think I'm gonna need a bigger saw."*

I did end up using the band saw, but only because it offered a high, stable work surface to clamp to.

– Sec/Ed.



ABOUT a PHOTO Set-up – Sec/Ed.

I am fortunate enough to have the space to keep a "permanent" stage for photographing progress of my models. Permanent in quotes because it is no more than a corrugated box below a windowsill, a couple yards of Jo-Ann's fabric, and a pair of equally cheap clamp-on light fixtures with tracing paper diffusers taped on. I use curly photo lamps that are NOT cheap, but last forever and do not run hot. They are not terribly bright, but I set the camera for delay, press the shutter and step away. The fixtures clamp onto conduit, stabilized with plywood X-frames. Just about anything will work, and I have considered ultra-inexpensive tripods if I had to do it again. Rigidity is not a problem for light stands. If you could get them to gyrate, it would soften any shadows!

Here's a tip: Light blue background is a pro photographer's favorite and is nicely appropriate for marine subjects. Do NOT try to smooth the fabric, but leave it wavy – again, appropriate for boats. Three lights are better than two, but a white card reflector or two, to bounce fill-in will help a lot. Once more, I am fortunate to have worked over the years with professional photographers, and can testify that a studio desk-top "shoot" looks like a junk yard, off camera. Use bricks, coins, kneaded eraser, clothespins and/

or anything else to get the job done. You will see a hockey puck and a tape measure on the sill, anchoring my fabric drape.

I don't remember spit about shutter speeds and apertures and all, and always shoot on "auto." My camera is far smarter than I am at settings. I DO use time delay since camera designers have forgotten to put in cable release plugs on recent models. Glad I never bought stock in a company that made cable releases or light meters. I have a box full of those one-time necessities.

I lied a little above. On top of the base box, under the drape, I have a light-box that I can switch on to backlight the fabric and kill shadows, but I rarely use it. It is a handy thing to have for tracing, and any of us can make one: 4-sided box, glass top, lamp underneath. In my profession, I dealt with print shops, and pre digits, there were "strip-pers" who worked in these shops. They kept their clothes on and used single-edge blades on big, glass-topped light tables to prep film used for making printing plates. Razor blades on glass seems strange, but was absolutely the standard way to do the job. Glass is cheap and the technique is proven. Digital photos are cheap too, so take a bunch of slightly different shots and delete all but the best.

