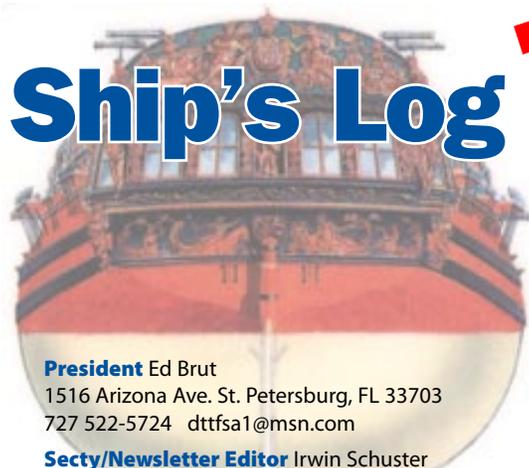


Ship's Log



President Ed Brut

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

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, authors 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 at the January 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, March 25, 7:00 p.m.



DUES ARE NOW DUE... \$12 in cash or check!

TampaBayShipModelSociety

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of February 25, 2014

tbsms.org

Skipper Brut called the rather well attended meeting to order. **Treasurer Fehér** reported that we are operating at a projected loss of perhaps \$160/year, but we can afford to do so for a while if we so desire. The alternative is to raise dues by maybe \$6.00 next year.

We overlooked an agreed upon award of \$100 annually to go toward the cost of a case for a chosen, submitted model that was finished in a particular year. **We have tentatively decided to skip the competition for 2013 and ask for submissions for models completed in 2013 and 2014, later this year.**

Two guests were welcomed this evening; **Gary Meyer**, son-in-law of **Emory Massman**, and **Steve McMurtry** of St. Pete, in the distant past, from Pittsburgh.

Skipper Brut reported that the annual Atlanta Figure Show was cancelled due to extreme weather, not only in Atlanta, but in the North, where flight of attendees were being aborted. He then commanded we go around the room and introduce ourselves and modeling interests.

Paul Anderson gave an AV presentation on the building of his RC, 1/12 tug *Marpa* with stills and video of a scale skipper's eye view of her in motion, accompanied by an explanation of scale water and how to combat the visual impression of models going faster than their actual hull speed limitation. He also regaled the assembled crew with 1/12 scale rooms, shops, furniture and the tricks to photographing them to fool the eye, using natural light and real landscape views through the windows and doors.



Tim Roberts brought in 1/700 SMS *Radetzky* and 1/350 USS *Hoga*, both resin miniatures, handsomely executed. Read more about them toward the end of this most excellent scale nautical periodical.



Show & Tell

Phil Stager brought a traditional whaleboat model loaded with the ancillary accoutrements used aboard:

MODEL SHIPWAYS New Bedford Whaleboat c. 1850 –1870, 1:16 Scale Plank-on-Frame Kit #MS2033. This kit is accompanied by a most complete instruction book by whaling historian and kit designer, Erik A. R. Ronnberg, Jr. Phil extolled the model as being easily transported and compact to display.



Guy Hancock brought a 1937 *Sakonnet Daysailer* he completed a while back, but finds it is disassembling here and there. I can only repeat that nothing positive ever happened to a model in transport, except that it does test building techniques. There is a lesson in this, in that it is best practice to have glue back up a mechanical connection, not stand alone as an assembly method. MIDWEST Balsa plank-on-bulkhead, 1/2'=1ft keel double-ender. Bass, mahogany 9.5" LOD.

Phil's past entry into maritime history, that lies outside of his Great Lakes passion; a New Bedford Whaleboat. This kit is a perennial, still available and popular largely because of its comprehensive instruction book by Erik Ronnberg.



Guy Hancock's Sakonnet Daysailer, also a classic favorite.





Ship's Log Tampa Bay Ship Model Society 3

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Howard Howe hauled in a Lobster Boat (see what I did there?) from a MIDWEST kit, that he found to have better instructions than those in his DUMAS experience. He had originally bought a DUMAS kit to recreate a boat he and his wife owned. In Bah-Habah, ME they saw the lobster boat *Delimmah* and related to the sentiment of the name, as both Howard and his wife are licensed Captains and have been in such circumstances. So, Howard found and enhanced the 1/12, 30" kit which comes complete with lobsters (it says).

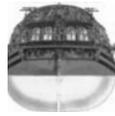


Howard Howe brought a New England lobster boat to life with figures of crew and freeloading seagull. The prototype is shown in photos.

Emory Massman brought the plans for the again tiny, 1/1200 model of *California* (ship which stood by and did little for *Titanic* in an incident you may have heard about). Using the tools of the day, he scanned a piece of prefab planked decking, reduced it in size and altered the coloration to suit himself. When he printed it at the proper scale, he found that the seams disappeared, so he enlarged it to where they were visible to the naked eye, even though it scaled a wider than he believes the planks would have been, which would be between 0.0033 and 0.004". Emory also donated a tape of the story of the development of longitude, to whomever wish to give it a caring home.



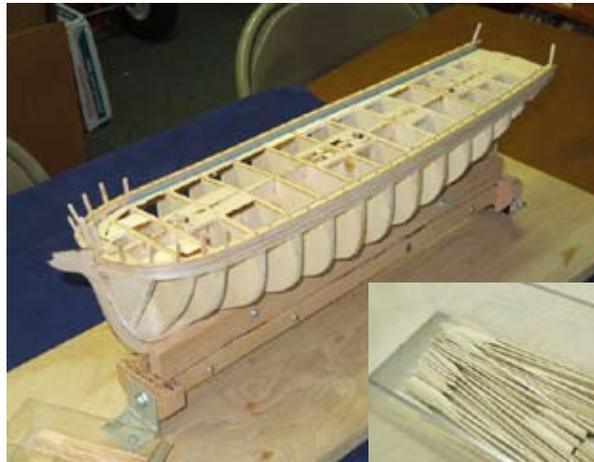
Emory Massman spoke on the tiny *California* and offered a tape of the development of longitude.



Guest Steve McMurtry showed his *Charles W. Morgan* progress and her whaleboats and oars he worked on concurrently. He mentioned that there was a "gate" (my word) in the bulkhead to ease bringing blubber aboard, but the plans did not tell of it in sufficient detail. As the ship is still with us, such information should not be too hard to come by.

George Fehér was gifted a micro resin and etch kit of a WW I submarine to go with a similarly gifted Sub Tender kit which he vows will some day be united in a diorama.

Charles Blume displayed a couple of maritime book reprints he bought online from the press of D.N. GOODCHILD: <dngoodchild.com>. He was impressed with the selection, service and production quality. The books are classic early pond yacht texts, Charles' specialty. Indeed his website is <www.pondyachts.net>,. The Goodchild site was recommended by **Thom McLaughlin**, who conducts classes on vintage pond models at WoodenBoat School, and lived in Tampa for a few years.



Steve McMurtry visiting for the first time, showed the status of his *C.W.Morgan* and skill in replicating a whole bunch of oars

George Fehér finds the ultra-minis easy to tote, and showed one element of a future diorama.



Dues checks should be made out to "George Fehér, Treasurer," and noted as "2014 TBSMS Dues"



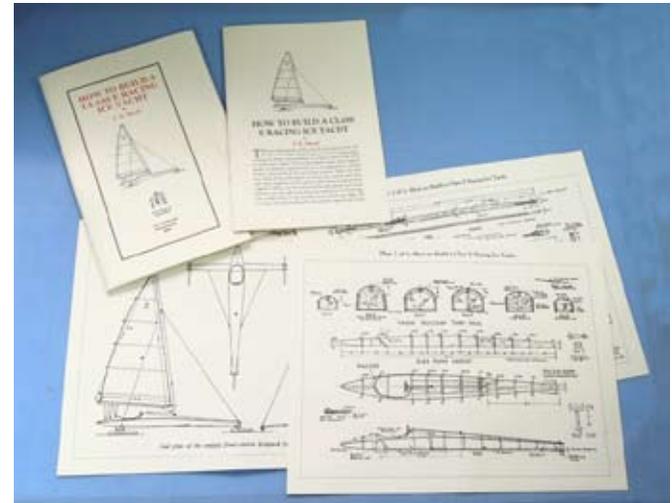


I, **Sec/Ed** displayed a 2010 *Class E, Ice Yacht* model posed on etched glass. What are the odds that the plans came from the same D.N. GOODCHILD that **Charles Blume** just touted. The reprints are taken from old *YACHTING, RUDDER, MOTORBOATING* magazines and such, although not credited. They are intended for 1:1 building so are certainly complete enough to build models from. I recommend that route for scratch builders. Why use a kit producer's (often poorly) interpreted plans of a vessel when you can get the first-hand material?

In any case, the hull/fuselage was shaped as a solid block and screw mounted to a baseplate. The cockpit area from seat back to foot well was sawn out and removed, and the sides added with cherry veneer. The deck was planked, the cockpit rounded out of it and a bead added to simulate a split hose ringing it. I do not know how I did that, perhaps with split wire insulation. Closed turn-buckles are fine tube with wire loop end fittings. Sails are computer drawn and printed on tracing paper. The teardrop mast was first slotted on the PREAC before shaping. Rigging stays support it, as it in ball-mounted on deck using a wire through a bead. The runner plank was laminated cherry to hold the set. The helmet prop is a rounded dowel with home-made decals. The T-shaped runner irons were sawn on the PREAC as part of the runners and painted black.



I, took to hard water with an E-Class Ice Yacht mounted on etched glass. The etching paste is available from Michael's and easy to use by masking with almost any tape, or rubber cemented paper, cut and weeded.



Milton Thrasher says: "These deck houses are very handsome and would make any model look eloquent!"

I received Ralph Perkins updated version files for the 106" *Lionheart* models that include Herb Millers suggested changes. He will have the 60" version done soon. The new versions are for all 1/16" wood. I will ask Martin Rousseau to cut them in mahogany if possible. If needed, I will order the 1/16th" mahogany from AIRCRAFT SPRUCE, BALSUSA or CONSTANTINE'S in Fort Lauderdale." Note his sources for such material.

Introducing the **rMUC-D**: I. Schuster's Most Elegant Reassemblification of the common Miniature Universal Domestic Clamp improving depth and refining pinch tips without requiring modification of either wood or wire. **WARNING**: Protective Eyewear is recommended during disassemblification of the commercial device. Blood blisters may occur in the reassemblification process. **Skipper Brut** claims to have done this for years. He advises rounding out the culvert where to coil resides, but that requires extra work, while the rMUC-D, does not. To each his ode, sez I.

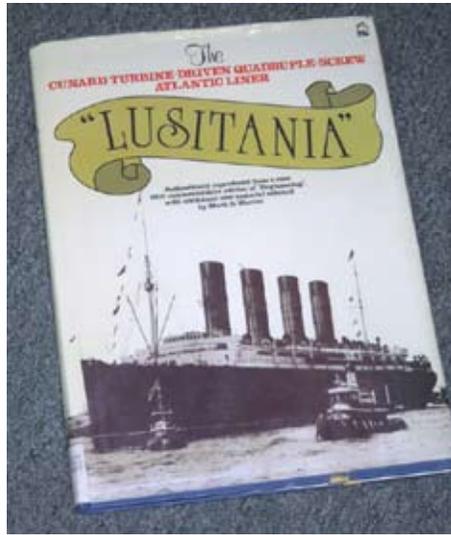




Ship's Log Tampa Bay Ship Model Society 6

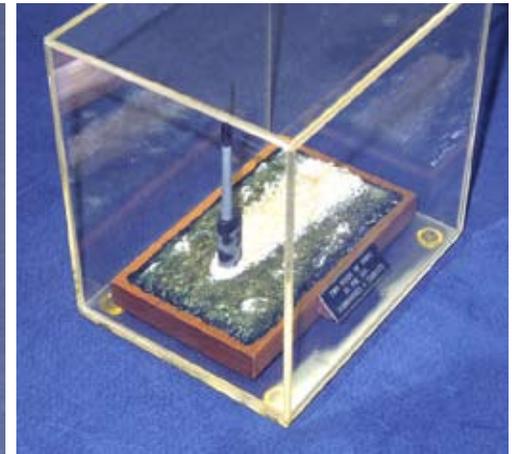
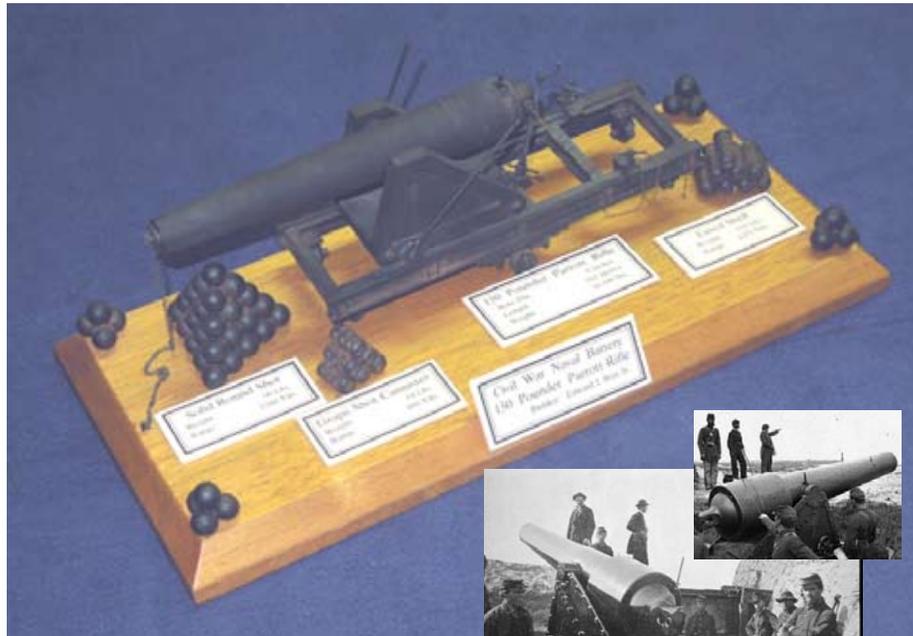
AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Mike Hanson did his usual and brought books, in this case a SQUADRON SIGNAL series on Steel Navy by David Doyle: USS *Massachusetts*, USS *Saratoga* and USS *Texas*; and a book on *Lusitania* by Mark D. Warren. and vowed that he too, would someday (soon) be putting all of his research to work. He also donated a couple of Midwest kits that were taken by **Guy Hancock** – Chesapeake Bay Flattie and **Howard Howe** – simple Skiff guys who actually DO build scale models of watercraft.



Mike Hanson expanded his library and donated a couple of kits he acquired recently.

And , finally, **Capt. Brut** returned a couple of past favorites, the first, a 150# Civil War Parrott Rifle he machined from scratch on a UNIMAT. The barrel is aluminum and other parts are brass, but all are now black and I did not get a photo worthy of the project. Ed made all the necessary, ancillary accessories, shot and all into a fearsome diorama but without a figure, this time. He also showed a *Triton* periscope, breaking water. He built this from scratch as well, but it is a good deal simpler, and features more water than scope. Ed, who worked for ELECTRIC BOAT at one time, explained how the scope tube had to have a teardrop, FG fairing to withstand the forces of the boat at speed. As I recall, he brought in a piece of the actual thing or a similar shroud a bunch of years back.



Ed Brut brought a Parrott Rifle so dark it has been bleached out here, to show detail. He also displayed the simplest of dioramas, more water than ship, but telling a story.





Ship's Log Tampa Bay Ship Model Society 7

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Byron Rosenbaum (on *MV Alert*): "I'd be pleased to share this with members in the next newsletter. Hull is solid pine. House is carved from solid basswood sheets. Mounted on varnished Cherrywood. The white hull is high gloss oil paint. The rest is acrylic paint."

Howard Howe: "After doing some price checking and analysis on the size of the case, I decided to display the CG model on a shelf and fabricate an acrylic dust cover. I purchased the shelf, 3/4" oak molding, and acrylic from Lowe's. I had Lowe's sales lady precut the 3' x 6' acrylic (.118" thick) in four sections to facilitate my handling and cutting on my table saw. After cutting to size I removed about an inch of the protective paper around the edges of the acrylic where it will require bonding. I slotted the shelf board and oak molding on the table saw with an 1/8" carbide blade. Then I pre assembled the parts on the shelf board slots and custom fit the oak molding. After assuring a good fit, and using the shelf as a jig I bonded the acrylic front and end pieces into the two vertical molding using a clear 100% silicon caulking with a fast set.

The top molding and acrylic was then installed and bonded. I rotated the case when possible to avoid any dripping/smearing of the silicon onto the acrylic. After assembly was completed, I reinforced the corners of the molding with small finish nails. I allowed about 3/8" gap between the case and the wall for venting per your suggestion. Total material cost was about \$100.

Don Hatton, our past Nova Scotian member sends his regrets, saying he has done nothing on his grandfather's model, and should be dropped from our roster. Expresses appreciation for past help and advice. Did not come south this year and regrets that as well.



Byron Rosenbaum has quickly finished *MV Alert* and is planning to create another family vessel, a 38' Steam Side-wheeler, shown at right.



Designs/continued

38' Steam Sidewheeler by Rosenbaum and Hartog

Loa. 37'10" / Lwl. 35'0" / beam, main hull, 9'0";
maximum, 14'0" / draft 2'2" / disp. 22,000 lb.



... of Bedford, N.Y., and J. P. ... of Marine Design, San Francisco, ... together and separately on a variety ... power vessels, respectively designed ... sidewheeler *Tale Princess* for ... Cal. The owner, a steam engineer, ... engine and paddlewheel assembly ... was built in steel by Don and Jeff ... Construction in Cortez, Cal. ... designed for service on relatively calm ... of the Sacramento River delta and the ... lower Bay. Her fittings stem from ... yacht. *Moss*, also a paddlewheeler, ... used in 1830. In the type, the spoon- ... driven the paddlewheels and also ... however, during the peak years of ... between 1875 and 1910, many ... cabin sides built out over the spar- ... the maximum area for passengers

and/or cargo. Because of her hull form, *Tale Princess* has a 1,400 lb. per in. immersion characteristic, which means that a load of 12 persons will sink her only 1 1/2" beyond her designed waterline. The engine is a walking beam type with a 7" bore and a 20" stroke that develops 15 hp at 100 p.m. The closed-head boiler, a Bryan CLS 90, develops a pressure of 130 p.s.i. and is rated at 81 hp. Underway, the paddlewheels work in the center of the transverse wave created by the hull. The counter design minimizes frictional resistance aft, where a thrust reduction is caused by the paddlewheels themselves. She'll cruise at 7.5 knots at 4,300 r.p.m. and has a top speed of eight knots. Aft, part of the stern converts to a double berth. A head is to starboard and the port galley includes a sink, a two-burner range with oven, and an under-the-counter refrigerator. Storage and additional berthing are forward.



Tim Roberts warned that with the upcoming fishing, sailing and baseball seasons, he would not be attending too often, so brought a few of his favorites; a resin 1/350 *Hoga*, the last tug afloat that worked Pearl Harbor: USS *Hoga* (YT-146/YTB-146/YTM-146) was a United States Navy Woban-class district harbor tug named after the Sioux Indian word for "fish." After World War II, the tug was known as the *Port of Oakland* and then the *City of Oakland* when she was a fireboat in that city.

Authorized on 18 June 1940, she was built by the CONSOLIDATED SHIPBUILDING CORPORATION in Morris Heights, New York. Her keel was laid on 25 July 1940. Launched on 31 December 1940, she was christened *Hoga* (YT-146). Commissioned at Norfolk, Virginia on 22 May 1941 *Hoga* was assigned to the 14th Naval District at Pearl Harbor. She made the trip there by way of the Panama Canal, San Diego, and San Pedro.[3] At Pearl Harbor, she was berthed at the Yard Craft Dock and worked moving cargo lighters and assisting ships in and out of berths. Like other YTs, she carried fire-fighting equipment.

And... a 1/700 resin pre-dreadnaught Austro-Hungarian battleship *Radetzky*. The *Radetzky* class was a group of three semi-dreadnought battleships[1] built for the Austro-Hungarian Navy between 1907 and 1910. All ships were built by the STT shipyard in Trieste. They were the last pre-dreadnoughts built by the Austro-Hungarians, and the penultimate class of any type of Austro-Hungarian battleship completed. The class comprised three ships: *Radetzky*, *Erzherzog Franz Ferdinand*, and *Zrínyi*. They were armed with four 30.5 centimeter (12 inch) guns in two twin turrets and eight 24 cm (9.4 in) guns in four twin turrets; the heavy secondary guns set the *Radetzky*-class ships apart from other pre-dreadnought type battleships.



Tampa Bay Convention & Visitor's Bureau, Inc. has adopted this piratical trademark. I like it, save for the color and the possible association with an organization bent on relieving those they encounter, of their worldly possessions. I mean, I like the idea of doing that, as it keeps our taxes down, but we may not want to give away that intent so obviously!



This is a ship-in-a-bottle under construction by a Newburyport, MA buddy, Alex Bellinger.

Alex sells through Ameican Marine Model Gallery in Gloucester.

I include it because I would like to see somebody down our way working at this art.