



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 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 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, May 23, 7:00 p.m.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of April 28, 2017 tbsms.org

Skipper Ed Brut called the regular meeting to order and discussed special programs at upcoming meetings.

July: Airbrushing with **George Feher** and myself helping.

June: Flea market, bring to sell, trade and buy your no longer needed treasures,

August: showing some Chicago club DVD's.

Suggestions are welcome.

Guest attending: **Leonard Schulz**, who has built a *Friendship Sloop* and *ChrisCraft* with R/C installed.

General discussion on maritime modeling is one of the things that brings out members out.

SAVE the DATE

Pelican MODEL CLUB

Pelican '17

Regional Scale Model Convention and Contest

www.pelicanclub.org/

Sat. May 20 - Sun. May 21, 2017

In our new venue -
The Minnreg Center in Largo, Florida.

With over 8,000 square feet of floor space - more than double the floor space of our last venue for Pelicon 2015.

Additional details to follow via e-mail and Facebook R-11 pages.

Contact Bart Cusumano for questions: bcusuman@tampabay.rr.com





Show & Tell

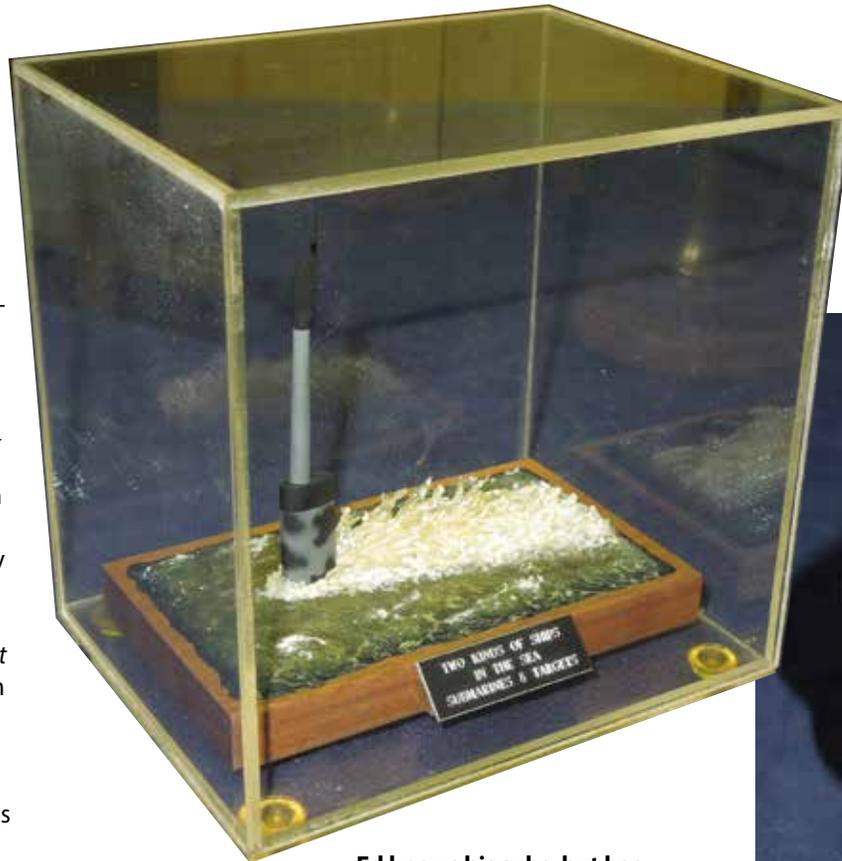
Ed Brut: "My show and tell report. First item is a very recognizable ship's item, an engine order telegraph. The Chadburn Telegraph used a handle position to signal from the bridge to the engine room a change in ships speed. A second handle changed its position on the bridge to confirm the order back from the engine room.

The kit had very few pieces, scale unknown and all had to be finish sanded and polished. I mounted it on its included base and added some decking for it to sit on. I have seen some for sale complete, not kits that have some wood handles to the signal levers, I just may turn some walnut handles to stick on it... just can't leave well enough alone. Kit was a MARMOLI or AMATI or maybe a kit by MODEL EXPO.

On that note I had purchased the kit at the long gone MODEL EXPO store in Sarasota. **Art Ortner** was attached to the store as a shipbuilding teacher. The day I purchased the kit a gentleman was instructing some ship modelers on the hobby. I believe it was Art, long before we met each other formally at a Tampa Bay Model Ship meeting. It was nice to see Art at the April meeting.

Second item is another very recognizable boat item a submarine periscope running on the surface. It represents a *Trident* SSBN No. One periscope and its trailing water wake. It has been to the club before. At May's meeting **George Feher** showed his 1/350th diorama of a pair of German WWII raiders going to sea. He described how he did the water in detail, using various materials, an excellent representation of modeling water, wakes and waves.

I used a material, he used, called Artist Acrylic Gel, a heavy bodied "white glue" type material which dries crystal clear. I painted the top of the wood base with a deep blue green and than sculpted, that's a fancy word for globing the material on the base. I smooth it out and added a touch of white here and there for froth. It dries transparent and gave the water the illusion of depth. The splash wake was created by painting lines on a piece of glass, allowing it to dry. I then shaved the squiggly lines off with a razor blade and re coated the flat back with same material to give it 3D appearance. I then "glued" them back in with the same material, viola splashes. The little diorama is labeled "Two Kinds of Ships in the Sea... Submarines and Targets."



Ed knows his subs, but has chosen an efficient presentation here.





Howard Howe: As reported last month, I have run out of space at home for an adequate display of my RC boats. However, I have discovered another area in the house for yet another model. Our living room has models of the lighthouses that we visited during some of our boat trips and deliveries. So, I have talked my wife into adding another lighthouse, but she does not know that it is a lightship! Just kidding!

I was reading an article in the SSMA Journal, by Bill Michaels with "The Foghorn" (the Marine Modelers Club of New England) about converting the plastic model of the *Nantucket* to RC. The light bulb when on so to speak, and I have found another model to keep me busy. I will use some of his ideas presented in the article and make some modifications of my own.

The USCG Lightship LV-112 *Nantucket* plastic model kit, scale 1/95 was originally released in the mid 1960's and has been re-released over recent years. With the availability of LED's and small RC components it will make both a nice display and small model to operate. (Howard got the injection molded kit for \$17.)

So, now I have been researching the history and evolution of lightships. The LV-112 served from 1936 – 1975 on the Nantucket station. One of her predecessor LV-117, was rammed in 1934 in a thick fog and sank by RMS *Olympic* with the death of 7 of the 11 crew members. Not exactly a safe assignment in the days before navigation electronics.



Howard is sneaking in one more RC by claiming it's a lighthouse.





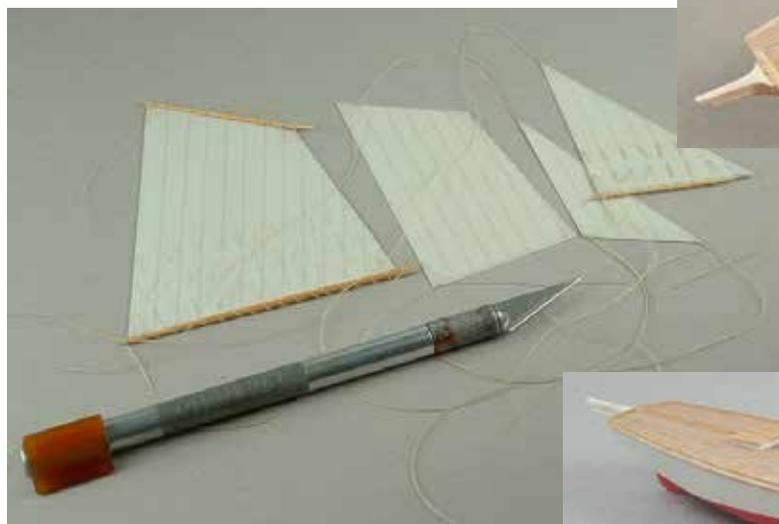
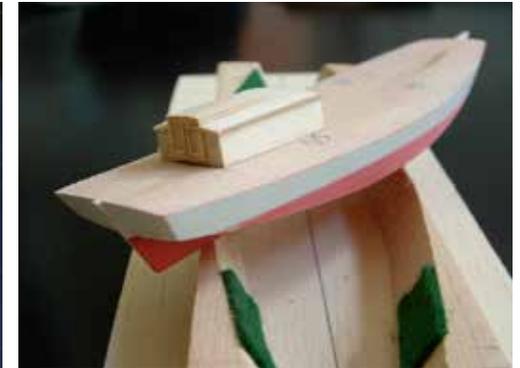
I., Sec/Ed, In Oct. 2011, I wrote: *"(On) the ongoing Gulf Coast "Butt Head" Scow Schooner project, the 1/96 (37.7') model has bits in place and deck furniture with painted topsides. The sails will be computer-generated and printed out on rag tracing paper. Mast hoops will be mounted, and spars laced before placement with shrouds attached. George Fehér was kind enough to send me some fine rigging line from his personal stash of fish lines and wires. I have found that there are no commercial needles fine enough to pass through the sails, and so while a needle point will be used to pierce the sails, lacing will be done with the thread itself, end stiffened with Elmer's white glue, per my experiments to date.*

The mast hoops are too small to be made of wood, and on the advice of Alex Bellinger, my ships-in-bottles buddy in Newburyport, MA, I tried his technique of flattening strands of 0.009" dia. copper wire from lamp-cord. One advantage of this scale is that the materials come cheap. The wire is hammered flat resulting in a band about 0.004 x 0.013, that is work-hardened. Alex anneals his and wraps around a mandrel and clips them to end up with rings, but I found that for my purpose/scale I could work with the stiffer band and form the strip over a 0.093 brass rod, into an Omega shape, which I will try to use as the attachment by gluing the legs to both sides of the sails."

Subsequently, I laced the sail to the mast as well; rationalizing that every boat carried cordage and it was quickly replaced, while hoops were not readily. Think about the process of replacing a broken hoop at sea! I suppose if the ship carried a spare, and I've read that they did, it could be sprung on and riveted in place. Often a couple spares were installed, but would have to be relocated.

I spoke of making the tiny hull of 5 parts, split at the WL (for ease of painting) and CL, to make cheeks attached to the center plate forming the stem-keel-rudder post. Deck was individually planked... hull & deck all basswood.

Do not sell short, FDA Approved Scale Lumber: Toothpicks, Popsicle Sticks, Tongue Depressors, Bamboo Skewers and Chopsticks.



This was a fun project, but your Editor is happy to have it over the horizon. The rigging was a challenge!

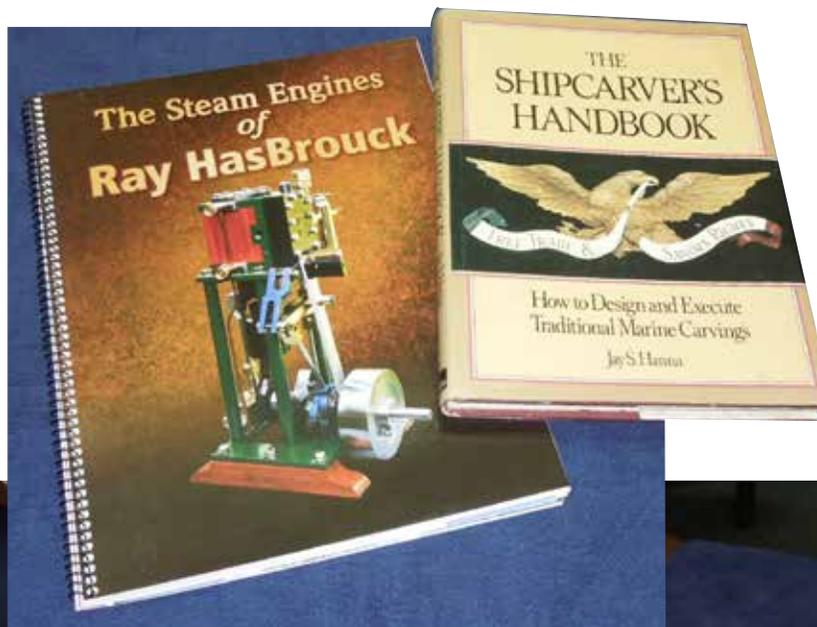


Phil Stager: "Whaleboat – from the MODEL SHIPWAYS kit and built about 15 years ago. Good plans, instructions, and brief history of various whaleboats all included. Hull was primed with KMART auto primer and exterior color coats are rattle cans. An enjoyable build and good value for the money."

Book: "The Steam Engines of Ray Hasbrouck" features ten engine designs, ranging in size from a tiny 1/8" bore, air-powered engine, up to steam engines large enough to power a boat - something for everyone! With Ray's no-casting approach, the engine designs are both timeless and economical to build. The 112 page, 8-1/2" x 11" book is wire bound, to better serve you in the place it's likely to spend most of its time, the workshop. Combining all ten of Ray's engines, including the seldom-seen No. 2, this book is a must-have for anyone contemplating a small engine project.

Contained in the 112 spiral-bound pages of this book are full drawings, building instructions and photographs covering the construction of ten steam engines, which can be built without recourse to any castings. Whilst six of these engines are models in the Rudy Kouhoup style, four - including a Vee-Twin, are eminently suited to steam-launches up to around 18' in length. Good Projects - both small and fairly large!"

Book: *The Shipcarver's Handbook – How to design and Execute traditional Marine Carvings* by Jay S. Hanna Learn how to carve sternboards, billetheads, trailboards, eagles, dolphins, rope borders, and more. Learn design and lettering, set-up and carving techniques, woods, tools and sharpening, finishing, and gold leafing, A well-illustrated, beautifully designed book that will guide and inspire both the amateur and professional.



Phil brought and donated a couple of interesting books to the club library, and displayed a charming old whaleboat.





Charlie Gravallese: "My scratch build model of 1779 *Confederacy* is progressing... slowly. Using the Harold Hahn building technique, the following construction steps have been completed. The keel, stem, sternpost and all frames including the stern timbers have been installed on the building board. The main wales have been installed, the lower counter area has been planked, and the transverse moldings at the stern have been milled and installed. The main wales were fabricated using poplar foundation planks 1/16" by 3/16"; four strakes. On top of the poplar, ebony planks of the same dimensions were installed making the finished wales 1/8" by 3/6" in total width. The wale planks at the bow were especially challenging due to bow's roundness and compound curves. Ebony is a very brittle wood species and at 1/16" thick, is impossible to bend around the *Confederacy's* bow. I solved this problem by milling the ebony bow planks down to 1/32" thick, making it much more amenable to steam bending. By laminating two 1/32" ebony planks on top of each other, the finish dimension of 1/16" thick was achieved. In addition to the roundness of the bow there is also a slight vertical twist each plank needs to ensure it lies flat upon the frames. This presented a second challenge when it came time to gluing them in place. To solve this problem, I used C/A thick, slow set glue, attaching the planks to one frame at a time. This was my first usage of C/A glue on the model. It made the gluing process of bow planks over the curved frames much easier. I was able to glue the planks to one frame at a time and hold them in position by hand for a few seconds until the glue set up, and repeated the process at the next and the next frames until the bow wale planking was complete. The result was very satisfactory. I installed the boxwood planks above and the below using the same technique.

This model will require thousands to tree-nails. Using the Vandalay tree-nailing tool, it is possible to produce a large amount of tree-nail stock to the correct scale diameter, .021", very quickly. The process of aligning the tree-nail vertical positions on the planks and hand drilling each hole is very critical and tedious. To alleviate boredom and resulting mental mistakes, I work on tree nailing for only short periods of as when waiting for glue to dry on another part.

I am now in the process of making and installing the boxwood planks that lie above the main wales. These planks are 1/16" by 1/8" and each one requires a bevel to be hand milled on its rear edge to ensure it fits snugly against its neighbor. When finished, the planks also will be tree nailed to the frames. The next area of focus will be to construct quarter galleries at the stern."



Charlie shows his progress on a big, scratch *Confederacy* built with the Harold Hahn framing method.

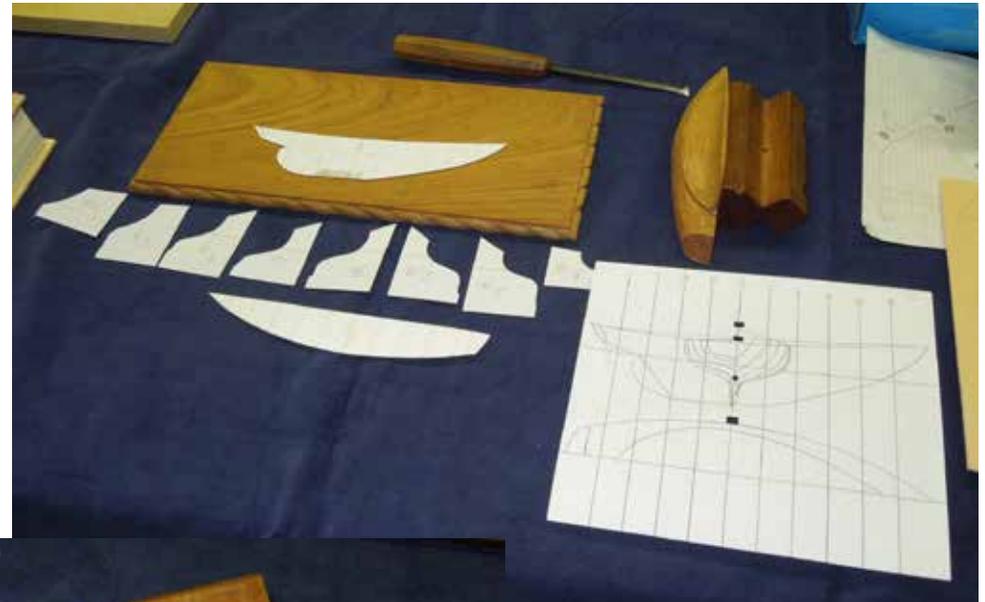
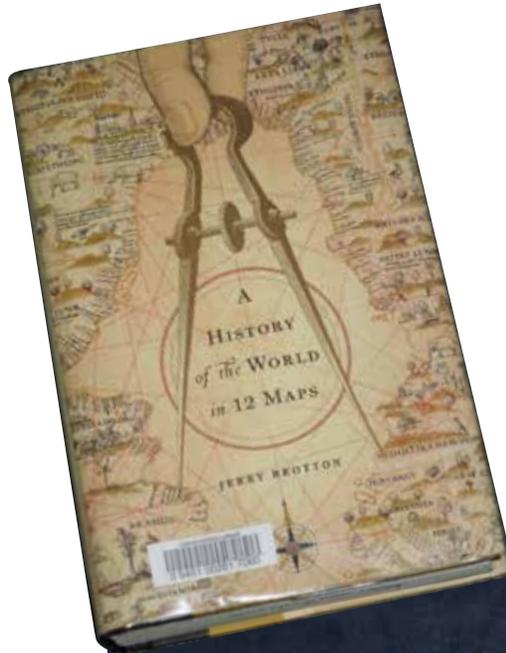




Brad Murray: "The book *"A History of the World in 12 Maps"* by Jerry Brotton has much (like 445 pgs) to recommend it. Our common interest is in boats/ships and they helped us explore, define and map our planet, so maps/charts are inextricably intertwined with not only our hobby but all aspects of our lives. The 12 maps each have a chapter and each chapter has a single word title; Science, Exchange, Faith, Empire, Discovery, Globalism, Toleration, Money, Nation, Geopolitics, etc. History (and this book) can be dry and humorless. It may seem an oversimplification to present the weltanschauung of a period in a single word and it may be said that ours is 'being spoon fed instant gratification'. Builders of boat/ship models are not of that ilk. Reading this book is a project that will definitely change your world view.

For the *Sea Sprite* 1/2 model I used a piece 1/32 ply for the waterline as I needed two pieces of the 1" mahogany glued up to make the blank just large enough to cover the routed out pull hole on the teak drawer face I was repurposing as a back board. The drawer face already had 1/4" bead routed around its edge which I decided would look more nautical done up as rope molding. The final task before finishing will be to incise "*Sea Sprite* 23" to fill the negative space left above the model by the off center finger hole.

The #5 fishtail gouge seems to be the most versatile chisel. Its shape and size allow fine detail work but also aggressive removal when roughing out."



Brad extolled the lessons of world history learned from a book that uses maps to define periods. He continues to rough his little half of a favorite old boat.





Jerry Hughes brought a DUMAS 36' CG 36500 Motor Lifeboat, complete. The boat is a self-righting, self-bailing, 38'8" LOA x 10'9" x 3'3" hull driven by a STERLING PETREL or KERMAH SEA FARIER; 90-100 hp. The boat is afloat today in New England and her efforts culminated in participation in the rescue of 32 men from the tanker Pendleton in Feb. of 1952, as described in *WoodenBoat* Jan/Feb 2010. www.cg36500.org. Kit description is a bit confusing, size-wise, as 36', at 27" makes her a 1/16 scale. Jerry told that he liked the plank-on-bulkhead kit, which has solid Balsa ends to aid in planking. He FG'd the hull but did not opt to install R/C.

DUMAS says: "This kit features balsa planking over laser cut lite ply frames. Detail parts include cast metal fittings, color flags and decals, and a sheet of laser cut birch ply detail pieces. The kit has excellent documentation with its full size plan, 43 page instruction manual and packet of 59 figure drawings."



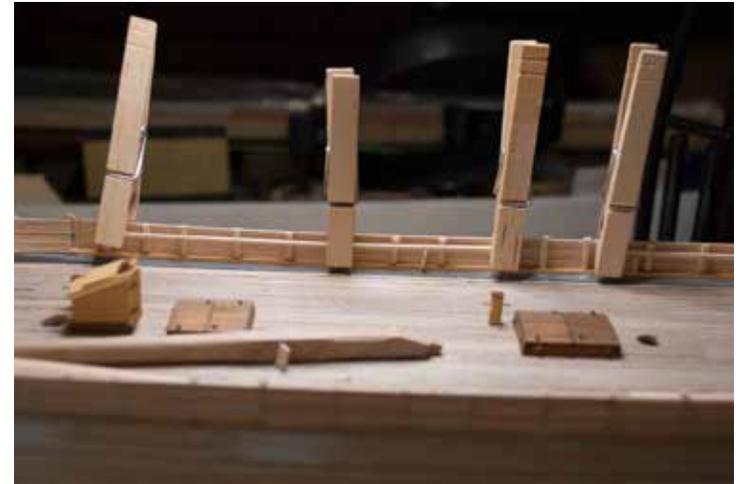
Glenn Smith brought a change-up, with a wooden clock for the taking. No takers, but **Phil Stager** held it over for the Stamp Club Members.



Steve McMurtry: *C.W. Morgan* April progress. "This month I was able to complete the outer bulwark planking on the bow and transom of the ship. Bow planking was half the width of the side bulwarks as in the real ship. 3" x 2" vs 6" x 2". I also installed the ceiling in both the bow and transom. I was able to form the bow planks both in and out by soaking them in water until pliable and then clamping them to the bow of the hull. That gave them both the perfect shape and the complex twist as they traveled around the prow.

The next step was to carefully trim and true the tops of the bulwarks all around in preparation to receive the main rail. I used temporary shims to space the Lashing Rails the correct distance from the Waterway. Then glued & clamped. All work was done using Titebond wood glue. I use a cabinet scraper to smooth the bulwark planking because it doesn't gouge out soft spots the way sand paper does and leaves a very smooth flat surface."

Steve coppered the 3/16":1' hull with tape. Photos by Steve.





Curtis Miller: showed a FG/RC tug hull prototype running about 45' and clamps he recommends.





Interesting small-craft stamped "Belleair, FLA" It is supposed to be taken at Belleair, according to the art-historian who sent it, but I don't know if he has any provenance besides the stamp. Boat-wise, this is a un-stayed, cat-rigged, deadrise of 16-17 feet by my guess, with CB and inboard rudder. No apparent traveler. Could be the spar is a gaff on a loose-footed sail. Pretty darn long, though, if so, but if not, then an unlikely (for the era) Bermuda-triangle. Or, the gaff has been removed with the sail, for the moment.

No apparent crown to the deck. I have not seen this butt drainage seating before. "Natural" spars says to me this is not a class boat, but a one-off, so finding other photos is going to be a local search. -Sec/Ed



George Fehér sent this portrait of a Character-Craft he found in San Francisco.



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.



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CONFERENCE
OCTOBER
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THIS SPOT for SELLING!

CLASSIFIED: Got something you don't need or want?

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