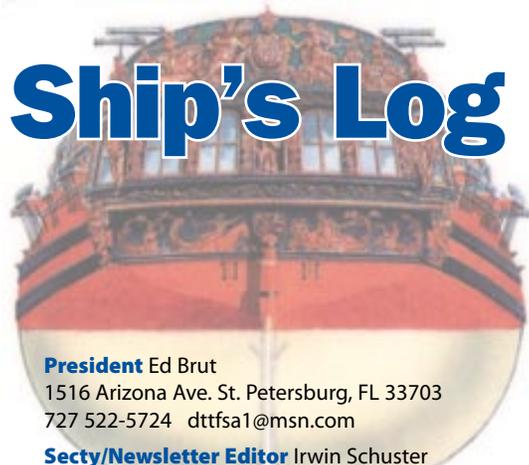


# Ship's Log



## President Ed Brut

1516 Arizona Ave. St. Petersburg, FL 33703  
727 522-5724 dttfsa1@msn.com

**Secy/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, July 22, 7:00 p.m.**

# TampaBayShipModelSociety

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of June 24, 2014

[tbsms.org](http://tbsms.org)

**Skipper Brut** opened the meeting and addressed an issue of meeting venue/time triggered by some concern of Stamp Club members as to indignents who collect around the church entrance. It appears that our members do not share those concerns, and the subject was dropped.

**Skipper Brut** welcomed a couple of guests; member **Byron Rosenbaum**, who made the drive from Miami to visit, and **Barry Reese** of Belleair Bluffs, who signed on this evening.

**Sec/Ed** reported that at least one repair job request has been solved. I had been contacted a few months back with a pair of rigged ships that a Palm Harbor woman's husband had left behind. **John Evanhouse** was contacted at the time and after resolving some health issues, visited to evaluate the ships and

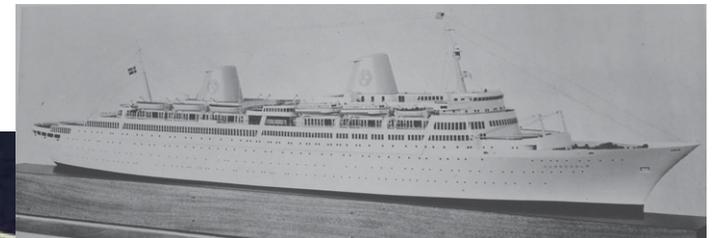
agreed to take on the job. John is not a member, but this has become increasingly difficult as our "fixers" had passed away.

**Skipper Brut** asked if our newsletter should be republished by means of an IPMS link. **Phil Stager** so moved and the membership agreed that this was positive. In addition I explored with the TBSMS WebMaster whether our site can support the same links for posting the Ship's Log. They can, and this year's ShLogs will be linked on our site, forthwith.

We sadly report that our new member **John Folger**, who signed on at the May meeting, died in an auto accident a couple weeks later. Skipper Brut is engaged in recovering a few books that John checked out of our library. John's significant other has been in touch with Skipper Ed.



Charles Cooper displayed the Swedish American Liner *Kungsholm* and the Holland America Liner, *Rotterdam*.





## Show & Tell

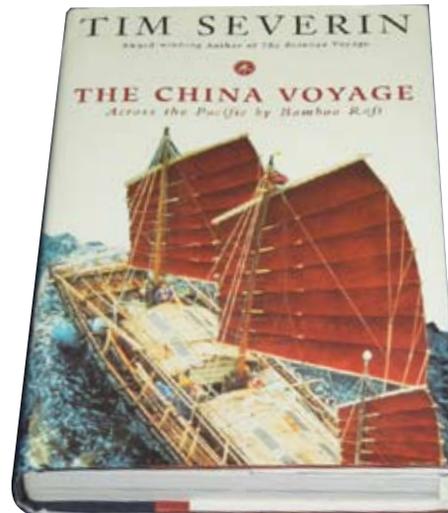
**Charles Cooper** brought two liners we had not been shown before: *Swedish American Liner Kungsholm* and *Holland America Liner Rotterdam*. These were built scratch from photos and ads, of wood, with paper applied for ports, etc. I believe Charles had personal experience with both liners, and said that the *Rotterdam* is now a hotel in the Netherlands.

*MV Rotterdam V* (1958) was built at the ROTTERDAMSCH E DROOGDOK MAATSCHAPPIJ as the biggest passenger ship ever built in the Netherlands. Her tonnage is just under 40,000 and she could accommodate 1,499 passengers and 575 crew. She sailed at 21.5 knots. Her length is 228.18 meters, width 28.71 meters and her draft 9.04 meters.

*MS Kungsholm* (1953) was a combined ocean liner-cruise ship built in 1953 by the DE SCHELDE SHIPYARD in Vlissingen, The Netherlands for the SWEDISH AMERICAN LINE. Between 1965 and 1981 she sailed for the NORTH GERMAN LLOYD and their successor HAPAG-LLOYD as *MS Europa*. From 1981 until 1984 she sailed for COSTA CRUISES as *MS Columbus C*. She sank in the port of Cadiz, Spain after ramming a breakwater on 29 July 1984. The vessel was refloated later that year, but sent to a Barcelona shipbreaker in 1985 for scrapping. Passengers: 802; Crew: 418; Speed: 21kt; Length: 182.9m; Beam: 23.5m; Draft: 13.85m

**Phil Stager** brought a new book acquired in relation to a current stamp presentation featuring bamboo on the postal patches. The book is "*The China Voyage – Across the Pacific by Bamboo Raft*" by Tim Severin.

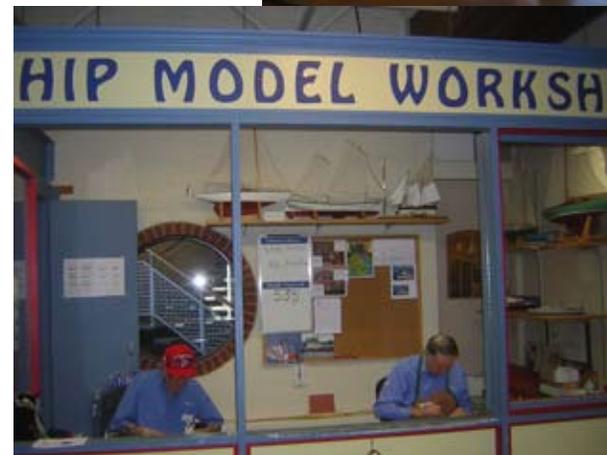
Phil also reported that he had visited Halifax, NS on a stamp judging foray and took the opportunity to visit the local Maritime Museum, which he judged a worthy use of time, but had camera battery failure and found that batteries were not as ubiquitous as we enjoy (endcaps in every imaginable store), so he could only provide a few shots.



**Phil Stager hits a triple, linking bamboo, which he grows, with maritime history, and the giant grass as portrayed on stamps.**



**Phil Stager was only able to record a few images of the Maritime Museum in Halifax, NS before camera power failure.**



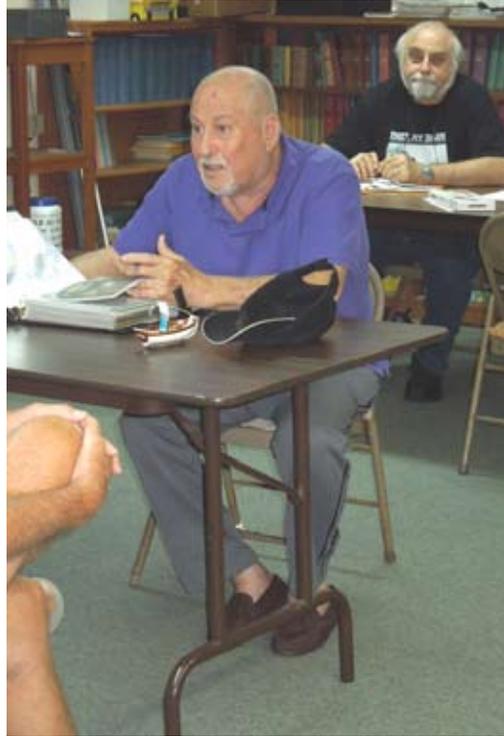


# Ship's Log Tampa Bay Ship Model Society 3

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

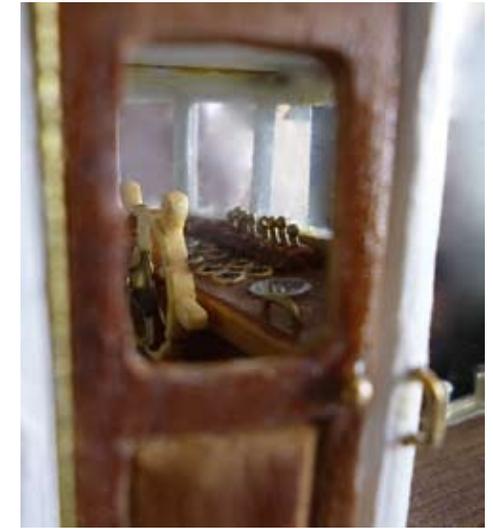
**Byron Rosenbaum** lead off with a further description of his Golden Gate Bridge diorama regarding the foreshortened-tapering cable problem he faces. He needs to go from about 1/8" dia. to perhaps 1/64" dia. in something like 18 to 24 inches in the catenary drape. The problem is, how to get a round cross section to taper. He will investigate threads or some similar fiber bundle with strands clipped with precise regularity to reduce the thickness progressively, then coat with varnish or ??? Byron proposes an alternative such as rolling clay with some fine wire support core. There are flanged jackets which will be tricky to add, and now we hear that anti-suicide nets are to be installed. Someone commented that there is a LOT of cable on the GGB.

Byron showed a dinghy he scratch built over a carved plug, with ribs and planking, and finally manned with a Disney figure. Byron has been a prolific contributor to *Ships in Scale* and brought a folder containing his numerous articles of models he made mostly based on sailboats he has owned and cruised.



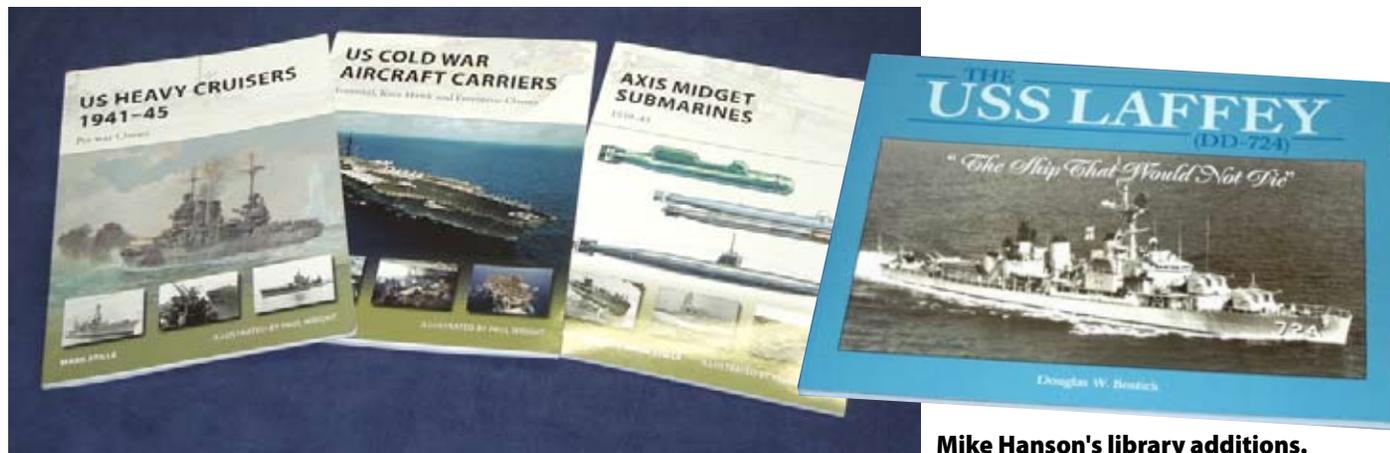
**Byron Rosenbaum brought a scratch dinghy with DISNEY figure.**

**Lady Irene, finished but for mounting on mirrored acrylic sheet. Interior>>>**





**Mike Hanson** displayed books on steel navy subjects: *The USS Laffey DD-724* by Douglas W. Bostick and *US Heavy Cruisers 1941-45*; *US Aircraft Cold War Carriers*; and *Axis Midget Submarines 1931-45* all by Mark Stille.



**Mike Hanson's library additions.**

**I, Sec/Ed**, ventured into myth with a mermaid construction created for an upcoming FMM art exhibit entitled *Mythical Sea Creatures*. My design was based on a figure I created about 40 years ago and re-interpreted as a fish-tailed siren. Three points: Be very cautious using KRYLON Glitter Spray. When you take your finger off of the valve, the spray does not necessarily stop! This is exciting. I have used various KRYLON products for 50 years and this was a new experience. Glitter is pervasive, and an out-of-control delivery system is nasty business. Lesson: do it outside. Invert as advised and hope it clears and stops. Second is better news. IPMS practitioners are no doubt aware, but I had not had occasion to try Design Master Super Silver "Chrome" spray paint. Good stuff! Finally, I appropriated a neighbor's discarded kitchen drawer front as a mounting board. I used an opaque projector to help space the statement written at the bottom:

*"Science has determined that Mermaids cannot exist, but science has also determined that bumblebees cannot fly."*

Her face was drawn in ADOBE ILLUSTRATOR and lots of color alternatives generated, then printed out on clear film to evaluate what looked best overlaid on the wood. Finally the chosen face was converted to a decal via TESTOR'S kit and applied in the old-fashioned way, which worked perfectly.

I "had to" buy a narrow-belt/disk sander (HARBOR FRIGHT) for this effort.

Our Skipper proposed the Brut Rule, whereby: *"Any project that results in a new power tool acquisition is by definition, successful."*



**I, Sec/Ed**, created a mermaid based on the above terrestrial prototype, and learned not to trust the valve on KRYLON Glitter Blast spray cans.





Visitor **Barry Reese** explained that his modeling experience has been with trains, but he presented a HELLER 1/400 French submarine S.M. *Surcouf* on the ways (which is actually model RR track). Barry commented pretty much as follows:

*Surcouf* was commissioned in May 1934, and was the largest submarine built until surpassed by the first Japanese I-400-class submarine in 1943. She was classified as an "undersea cruiser" by sources of her time, meant to engage enemy vessels on the surface.

"*Surcouf* may have been sunk on 18 February 1942 about 80 mi (70 nmi; 130 km) north of Cristóbal, Colón, while en route for Tahiti via the Panama Canal. The American freighter *Thompson Lykes*, steaming alone from Guantanamo Bay on what was a very dark night, reported hitting and running down a partially submerged object which scraped along her side and keel. Her lookouts heard people in the water but the freighter carried on its course without stopping, as they thought that they had struck a German U-boat, though cries for help were heard in English\*. A signal was sent to Panama describing the incident. The loss of *Surcouf* was announced by the Free French Headquarters in London on 18 April 1942. However, since she has not been found, conspiracy theories abound. Many stories add that much of the gold from the French Treasury was in *Surcouf's* large cargo compartment, and that the wreck was found and entered in 1967 by Jacques Cousteau. He denied that he had the capability. Another says she was sunk by U.S. aircraft which did not recognize the unusual vessel.

Displacement: 3,250 long tons surfaced, 4,304 long tons submerged

Length: 110m (361'), Beam: 9m (29.5')

Draft: 7.25m (23.75'), Surface Power 7,600hp Two Sulze Diesels; Submerged Power Two Electric Motors, Twin Screws

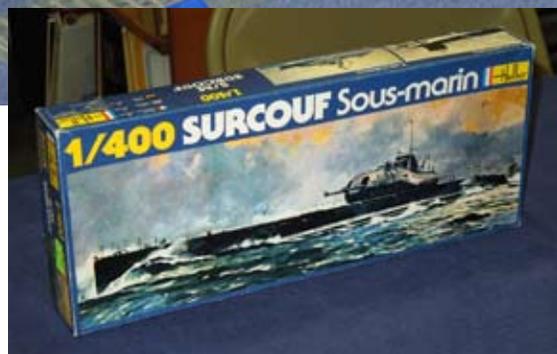
Surface Speed: 18.5 kt; Submerged Speed: 10kt

Surface Range 18,500 km

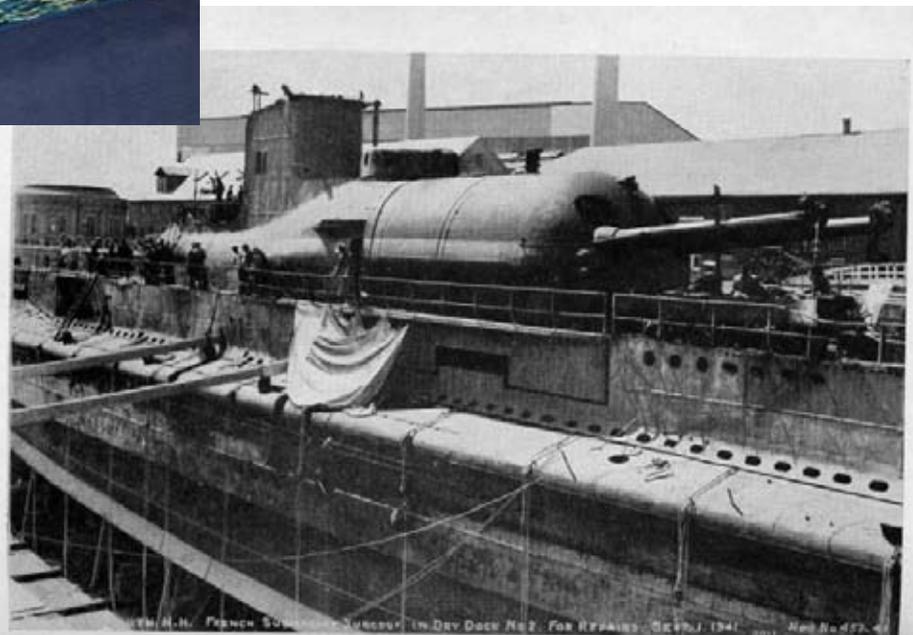
\*English – from a French vessel?



**Barry Reese is working on this 1934 French sub, which carried a gun-spotting seaplane launched and recovered with a crane.**

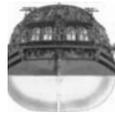


**This postcard (?) image is titled "Portsmouth, N.H. Submarine Surcouf in Dry Dock No.2 For Repairs Sept. 1, 1941"/"Le Surcouf en cale sèche a Portsmouth (U.S.A.)/(Cliché Naval Department U.S.A.)"**



LE SURCOUF EN CALE SÈCHE A PORTSMOUTH (U.S.A.)

(Cliché Naval Department U.S.A.)



**Guy Hancock** returned his MIDWEST Flattie demonstrating steady, if not speedy progress. He has found warping in the coach-roof and has decided that it will have to be glued down, hiding some of his interior work.

**Howard Howe** reports that he is the one who picked up **Phil Stager's** power carver since no one else wanted it. He says the name on it is "SUNFLAG". Howard says: "I set it up in a drill, and when pressure is applied with the tool to the wood, it starts carving. It would be great for making fish scales, etc. I have a good friend who does wood carving and I will let him try it. Give you a report before the next publication." Reciprocating: 1,000 > 7,000RPM. Very little to find on this tool except that printed in Japanese, which accounts for the product name.

**Whaler Charles W. Morgan; Afloat or Not Afloat: We report, You decide** (to borrow a line from Fox News) It seems that while immersed, the Morgan has been resting on a bed of sand until the recent refit which took her to Boston in July, to lie alongside USS Constitution for a bit. **Bob Hicks**, publisher of *Messing About in Boats*, reports that about 17% of the original ship remains. This was a brief subject at this meeting; at what point are we kidding ourselves about originality? *WoodenBoat* showed a photo of 1885 *Coronet* being rebuilt and every bit of the hull visible appeared to be fresh wood.

**Byron Rosenbaum** sent a notice to look for May/June 2014 *Yankee Magazine* for a reasonably comprehensive list of New England's "Maritime Trail," entitled "400 Years of Seafaring History." Anyway the 44 sites listed and described would keep you busy for a week or so. Find at your dentist's office.



**Guy Hancock's MIDWEST Chesapeake Bay Flattie**

**USS Constitution Model Shipwright Guild Broadside** recommends looking for/at these Herreshoff videos:

<http://www.youtu.be/o5kL2qSqQyM>  
Halsey H. taking measurements from Nat's S-Boat model with an elaborate vernier rig

<http://www.youtu.be/5NjJOCJyhIk>  
Halsey H. on Nat's designing

<http://www.youtu.be/i9kJJ4Wm7vE>  
Herreshoff design not built until now

Sec/Ed concurs. Too bad YouTube was not around to record all the past masters of naval architecture and shipwrightery.

**Phil Stager donated, and Howard Howe tried out, this SUNFLAG carver.**



**Early arrivals: Reese, Blume, McMurtry, Rosenbaum, Jacobs, Cooper, Hancock, Hughes and Stager.**