

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. Dues are \$12. (this year), annually, now 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, Sept. 22, 7:00 p.m.



SUBLIMINAL MESSAGE: YOU want to be our society president.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of August 25, 2015

tbsms.org

Skipper Brut called this regular meeting to order and welcomed a pretty good turnout and a first-timer, **Rick Wilson**. He asked all to consider "running for" his job as President, which will be voted on the first of the year. Soon-to-retire **Treasurer, George Fehér** offered a financial report of ~\$2287, deep down in the hold, and we were assured that none was in the stock market in this (-10%) bad week. Volunteer **Steve McMurtry** will be assuming that job in January for a clean turnover, as our fiscal year/dues collection takes place at that time. Remember that we do not hold a meeting in December.

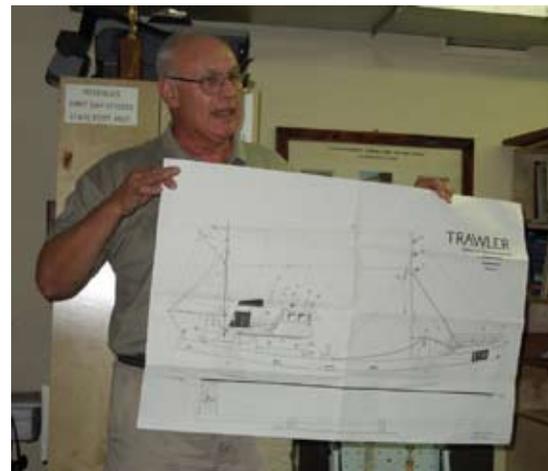
IPMS holds its Modelpalooza in September: Show Dates are: Friday, September 18th to Sunday, September 20th. Search [ipmsorlando.com/modelpalooza] for full info.

"The 2015 show will be in the new 9,000 sq. ft. Citrus Ballroom convention space recently completed at the Wyndham. We will once again have a three-day event with Modeler Registration and Vendor tables open Friday night. We will have a session break-out room for seminars and a separate facility for the awards presentation." Wyndham Orlando, 8001 International

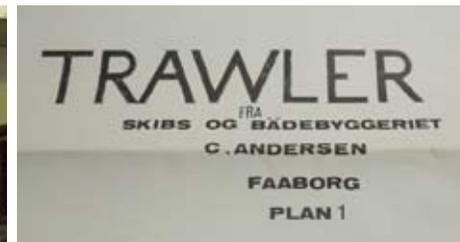
Dr. 877-999-3223, Rooms ~\$92.

Skipper Brut warns that Sunday is generally over early, with pack-up starting at daybreak. IPMS, he says, is trending away from the "Plastic" part of their title, and all materials, scales and subjects are welcome.

With no more business to be discussed, reigning potentate Brut initiated a round robin for the benefit of our recent members, and to refresh the failing memories of the rest, encouraging each to speak his name and modeling interests. I will not print the list here, except for tonight's visitor and newest member, **Rick Wilson**, retired from the US Navy and planning to build every ship he manned in that career. He is starting with a Liberty Ship, plank on bulkhead and concerned with the fantail, and how to get the planking to conform back there. He was assured that blocking was not cheating, either for the exposed surface or under planking, and that we allow stealers, too. No penalty!



Barry Reese brought Trawler plans. He has the hull to finish, but needs the detail hardware. At right, the BILLING BOATS end product as advertised.





Show & Tell

Barry Reese (whose name always takes me to 1500s cartographer Pirie Reis, and causes a short in my mental system), showed a plan for a BILLING BOATS Trawler, and asked if anybody had excess inventory of appropriate fittings for this RC size vessel?

I., Sec/Ed brought a couple of nautical toys: a ramp-walker tug boat using the European design of fore and aft feet, as opposed to the American historical standard of side-by-side, rounded shoes. There is one more design that is based on a round belly and external, swinging pectoral fins particularly suited to, but not exclusive to, whales and such. The other subject is a Popeye hi-wire balance toy made by drawing and coloring the figure on computer and laminating prints to both sides of the central block. The rest is obvious. Guaranteed to amuse kids of the current culture for up to 16 seconds.

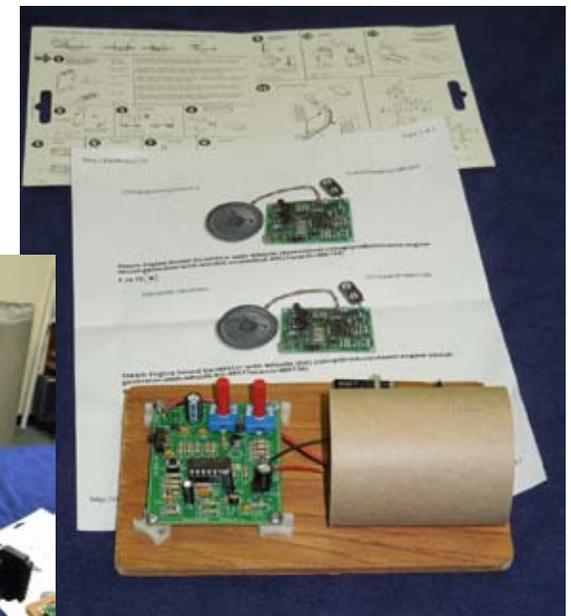
Howard Howe returned his tug *H.H. Springer* now absolutely complete. He explained the standardized *Springer* hull shape concept to those unfamiliar with the genre. Then Howard demonstrated the steamer sound rig he plans to install in *Buttercup*, his FG/RC effort (also claimed to be absolutely complete, heretofore). The chuff-chuff and whistle PC board and speaker, or maybe without the speaker, was bought for ~\$11.50.



I., Sec/Ed has a weakness for toys; here shown a couple of the maritime variety. The tug is a ramp-walker.



H.H. Springer, Springer-Class tug with lights installed, and for another sense, a sound circuit for the R/C tug, *Buttercup*.





George Fehér went to his laptop to show the photos he took while visiting member **Art Ortner** in Sarasota. Art's client/patron has assembled a limited edition book on Clippers featuring Art's *USS Hancock*.

George sent:

"This is a summary of my meeting with Art Ortner on Sunday, August 30th.

In general he is doing well, enjoying life and receiving the TBSMS Log. Currently, he is building for one of his sons the U.S.S. *Hancock*, a Revolutionary War frigate of 32 guns.

This is what Art gave me from his references:

Length on keel 110 ft.

Beam 34ft.-5 in.

Hold 11ft. deep

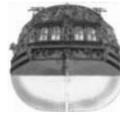
WikiFacts: The second *Hancock* was one of the first 13 frigates of the Continental Navy. A resolution of the Continental Congress of British North America 13 December 1775 authorized her construction; she was named for John Hancock. In her career she served under the American, British and French flags.

Scale is $3/16" = 1'$. He started the project on January 13, 2015 and has about 400 man-hours in it through August of this year; it's about 60% complete. He is using various woods that will be left natural and polyurethaned as the final finish. More specifically: **Cherry** for frames and keel blocks, **Pear** that has been stained black for the upper hull (he ran out of ebony), One strip of **Menzoni** (Sec/Ed can't find anything on this), for the planking above the gun ports, **Lemon** for moldings and tree frames, **Holly** for muntins and mullions around the windows, **Basswood** for the deck beams, and **Boxwood** for the hull planking.

My apologies to Art if I have misrepresented anything."



George Fehér represented Art Ortner tonight and his efforts on USS Hancock, as shown in a limited edition book by his patron.

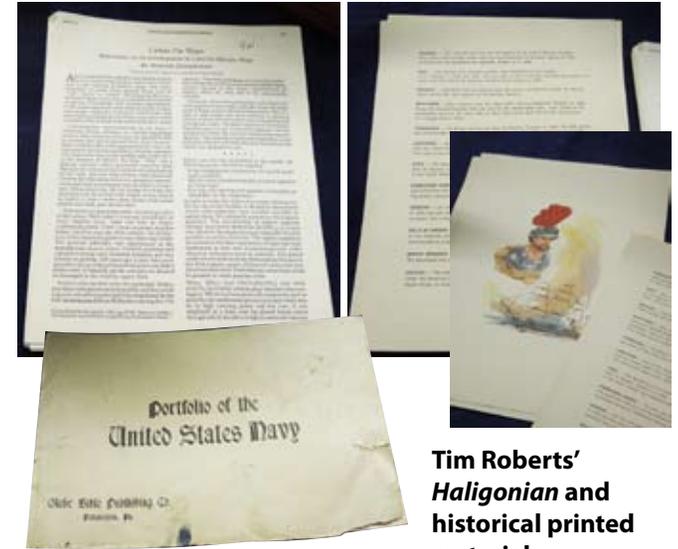


Tim Roberts displayed his model of local racer-cruiser *Haligonian*, and told of her history and how he obtained the plans from the granddaughter of her designer Roué, designer of the *Bluenose*. The 45', 1923 *Haligonian* won the initial 1925 St. Pete/Havana race. She was owned by J. Buford Edgar of the Clearwater YC, where this model has been displayed for a couple of years. Tim is past Skipper and Commodore of the CYC. This *Haligonian* has a solid basswood hull. Tim plans to add winches and a spinnaker pole stored on deck, before RE-completing.

Tim brought a couple of printed pieces: a small copy of a Portfolio of the United States Navy by Globe Bible Publishing Co., Philadelphia, Pa.; an NRJ tract on ship colors by Werner Zimmerman and another on Figureheads. The last has color perspective sketches of those on the 1871 *Benmore*, 1874 *Bear*, *Mermaid* (build date unknown), 1896 *Mayflower*, 1825 *Formidable*, 1858 *Lancaster*, 1885 *Circe*, 1841 *Commodore Morris*, 1884 *Derwent*, 1876 *Belle of Oregon*, 1859 *Merrie Monarch*, *Galatea* abandoned in 1882 (build date unknown). The latter two were added to the club library.

Tim appreciatively accepted a binder of information on 1804 *Argus*, from new member **Glenn Smith**.

Keith Van Husen displayed a variety of molded artifacts made with carved patterns; silicone rubber molds and catalyzed casting resin. Some complex like the lighthouse tableau and some simple, like the miniature half-hulls. Keith rigged some of these by printing clear film of their spars and sails. Keith does a great job on finishing these little items.



Tim Roberts' *Haligonian* and historical printed material.



Heithe Van Husen's resin castings.



Steve McMurtry modified a "multi-tool" he was gifted by past member, Emory Massman, into a thickness sander and successfully produced materials to proper scale for strakes and hatch coamings and such for his ongoing *Chas. W. Morgan*. He's also working on a large skylight for the vessel's decks.

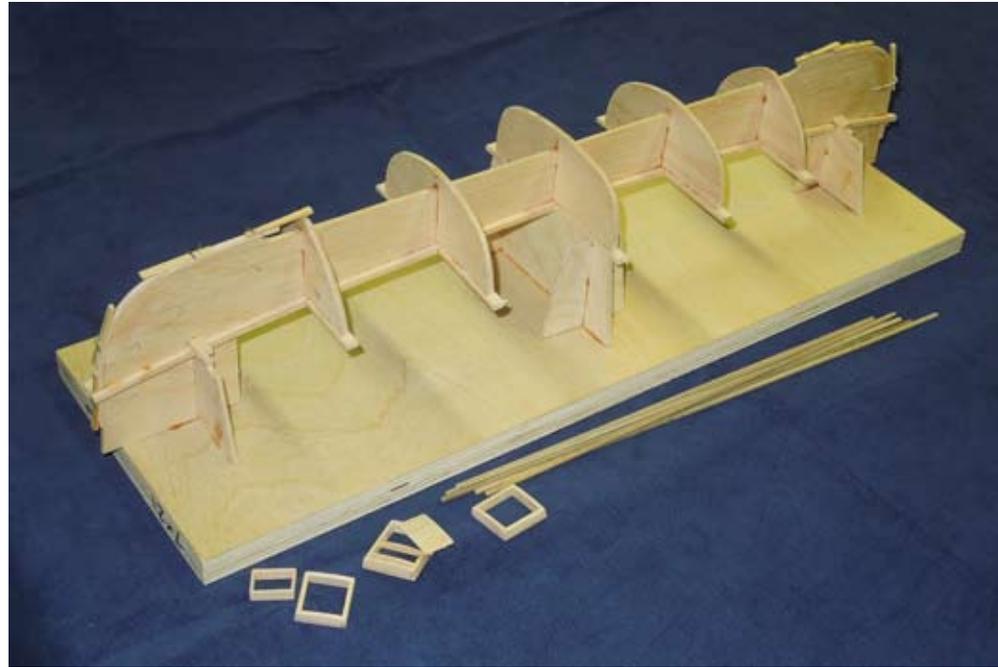
"The multitool consisted of a table saw with an adjustable fence using a slitting blade and a disc sander with an adjustable angle table. Both run off a common shaft, belt drive 1/4 HP motor. I made a conversion so I can remove (swap between) the table saw and add a thickness sander.

The thickness sander is made from a commercial sanding drum modified to fit on the main drive shaft, an 1/8 thick hinged platen and a simple adjustment mechanism. I used a 10-32 screw so that every 1/6 rotation is equal to 0.005". You should be able to pick out these features in the pics."

Meantime, for relief (and the ever present attraction-distraction of a new project), he has em-barqued on a whaleboat based on **Erik A. R. Ronnberg, Jr.'s** practicum of a New Bedford model. A kit is available from MODEL SHIPWAYS @ 1:16. The practicum is included, or can be found separately.

"I am just through assembling the Jig and putting on the stem and stern posts and keel. No pics yet but I am just completing the lamination of the second post layer and will be ready to start planking next week. Everything is from scratch from the plans that Phil let me copy. All hard maple so far. I'll probably use holly for the frames when I get to that point."

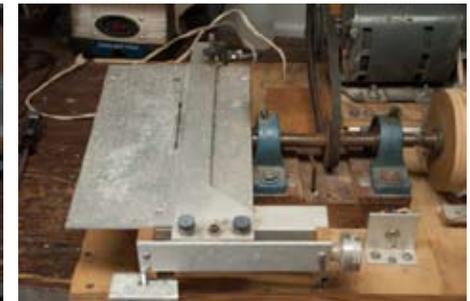
Steve has mixed up a batch of aging tonic for wood, using the vinegar and steel wool formula and offered to parcel it out. I'd be equally interested in a de-aging tonic using gin and limes if anybody knows one.



Steve McMurtry is building a New Bedford Whale Boat to the practicum by Erik Ronnberg.

Below, he sent these shots of a universal power package he modified to include a thickness sander.

The original circular saw and disk sander were given him by passed member, Emory Massman.





Guy Hancock brought his past, but still not finished, project, *Phantom*. He contrasted his very old carton with the newer, flashier packaging brought in by **Keith Van Husen**. Guy is still working on cordage hanks-draped coils, and experimenting with dilute white glue for limping and eventual rigidity. Guy has scratch-built the ways, on which *Phantom* now rests, to the more recent plans for this model. He did some research on launching in that era: wedges, grease and mallets to knock out the stops. He dribbled varnish to simulate the grease and made two mallets, the first over-size, then used the handle stock for the head of number two.



Guy Hancock has put his *Phantom* on the ways, and contrasted a late issue package with the "real thing" of a previous era.



Phil Stager presented an advance copy of Volume Two of his book on The Great Lakes as seen on Post Cards. On the cover you can meet the engine room crew of an unrecorded ship. The production run is scheduled for late October. The hardcover book is titled, "*Mine to Mill – History of the Great Lakes Iron Trade from Sault Ste. Marie to the Lower Lake Ports*" by Phillip J. Stager.

"Phillip J. Stager is a retired U.S. Coast Guard officer and naval engineer and lifelong stamp and postcard collector. He has assembled numerous national and international award-winning stamp and postcard exhibits on a wide variety of subjects. ISBN: 9780764349010 • ISBN-10: 0764349015 • Publisher: Schiffer Publishing • Publication Date: October 28th, 2015 • Pages: 128 • Language: English"



Phil Stager's second volume of postcards on the industries of the Great Lakes.



Visitor **Joe Roberge** asked for guidance in finding plans for the *Gertrude L. Thebaud*. Sec/Ed has some connections in that area, and favors to call in.

[Wikipedia] "*Gertrude L. Thebaud* was an American fishing and racing schooner built and launched in Essex, Massachusetts in 1930. A celebrated racing competitor of the *Bluenose*. The vessel was designed by Frank Paine and built by Arthur D. Story for Louis A. Thebaud, and named for his wife, Gertrude Thebaud. In their first meeting at Gloucester, Massachusetts, in October 1930, the *Gertrude L. Thebaud* bested the *Bluenose* 2-0 to win the Sir Thomas Lipton International Fishing Challenge Cup. However, in 1931, two races to none, and again in 1938, three races to two, the *Bluenose* would defeat the *Gertrude L. Thebaud* to remain the undefeated holder of the International Fisherman's Trophy." The defeats involved short notice, and other problems of crew, sails, etc.

Re: *Gertrude L. Thebaud* plans – The answer, provided by **Alex Bellinger**, Editor's bud of Newburyport, MA is that *Gertie* is shown on pages 306 and –7 of Chapelle's "*American Fishing Schooners*" along with history and sail plan. The book provides every detail any builder could want on the furniture, machinery and rigging of such vessels.

A model (not a kit) is available from PIEL CRAFTSMAN of Newburyport.

These plans are scanned from H.I.Chapelle's "*American Fishing Schooners*." While these are not detailed, the book tells all you would need to know to complete a speculative model of *Thibaud* or many others of the genre.

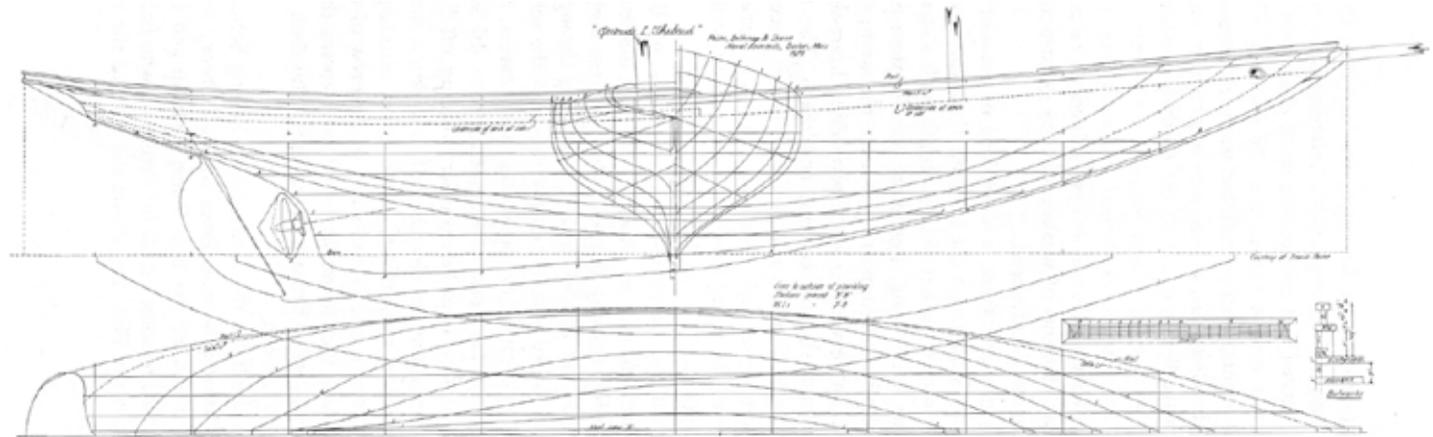
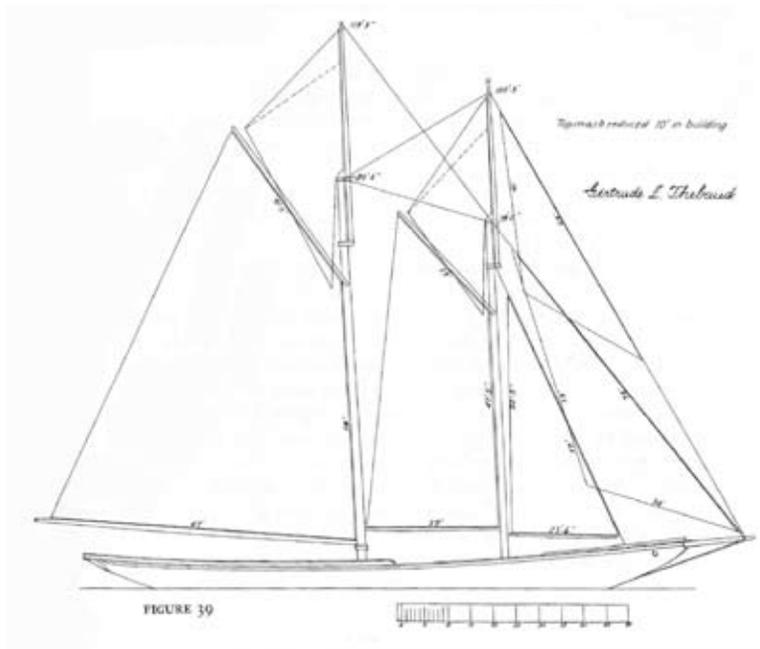
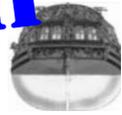


PLATE 135. *Gertrude L. Thebaud*, 1925, plan



Chas. W. Morgan in a jug, built by the mentioned, **Alex Bellinger** of Newburyport, MA.



Charlie Blume – in response to a question on how to control an overlapping Genoa on a pond sailer:

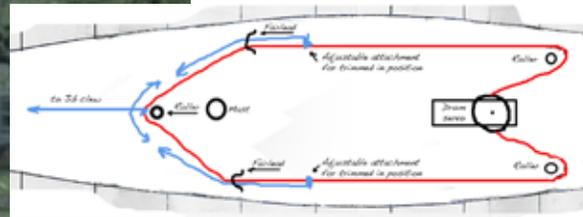
“Hey Irwin, Hope you can follow the sketch.

This hookup works better than anything I've seen.

Operation; The drum servo is controlled by the left rc transmitter stick, stick centered is sail full out. Full left stick is sail in to port and full right stick is sail in to stb'd. The drum revolutions must have enough line capacity to cover the distance from full in on one side to full in on the other. Most drum servos have about 3 1/2 revolutions lock to lock. Adjust the drum diameter to suite the length needed.

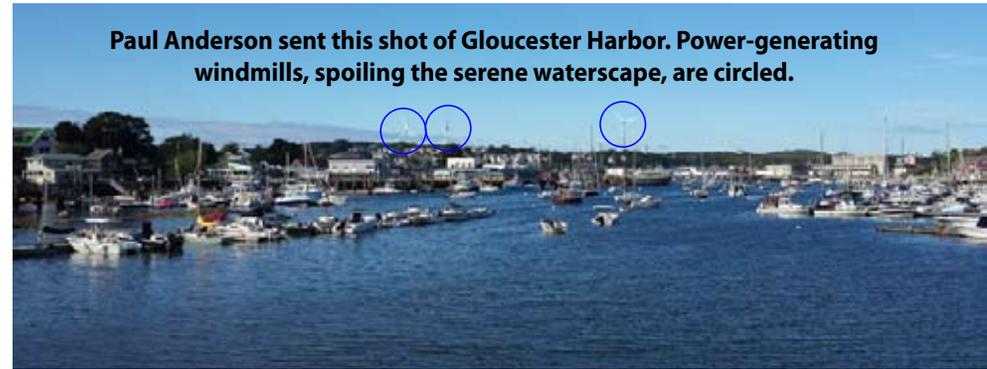
As with full size genny's, without a whisker pole, full out loses a lot of efficiency, but for reaching and beating it does improve boat speed. Also in my opinion, it works best with a 110-120% overlap. Not so much for a 150% genny! Does look good on a scale model though.

Attached is a photo of a model I rigged a long time ago. Much more complicated system, but the model was large (6' x 53 lbs.). Hope any of this helps.”



Charlie Blume recommends this rig for controlling an overlapping headsail. The photo he sent records an application on a beautiful six-footer.

Paul Anderson sent this shot of Gloucester Harbor. Power-generating windmills, spoiling the serene waterscape, are circled.



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.



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