



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. 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, Jan. 24, 7:00 p.m.

DUES ARE NOW DUE! DO IT! Please remit \$12 in cash or check.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of Nov. 22, 2016

tbsms.org

The regular meeting was called to order by (still) **Skipper Brut**.

Current slate of officers was reelected by acclamation. Bylaws will be considered.

We reported on receiving seven videos from the Tri-Club. These are housed in a marked case in the club library stacks.

This library area is provided courtesy of the St. Petersburg Stamp Club, represented at our meetings by Phil Stager, 1st V.P.

Visitor Roger Poirior, is a 6 months here and 6 months in Canada visitor.

Roger wrote: "I have one more ship in progress in Canada, the *Cutty Sark*. I am more a sculptor than modeler of boats.

If you like go to my website: Artperry.blogspot.com to will see some of my work. Hope to meet you again in the future."

Art Ortner gave a planking presentation Saturday, Dec. 17th, 1-3:00. Sixteen attended and all were educated and entertained. Our thanks to Arthur, and to **Charlie Grav-ellese** for arranging it. See Page 9.

\$12 Dues checks MUST BE made out to Steve McMurtry and NOTED as "2016 TBSMS Dues" or they will be returned. Steve's address: 4830 15th Ave N. St. Petersburg, FL 33713

Here are a couple of Roger Poirior's ships artfully displayed. Roger is an artist who works in a variety of materials.





Show & Tell

Byron Rosenbaum: "The last detail on the model of the BERTRAM 20 runabout is the forward hand railing that follows the outside curve of the bow, then curves aft and downward into the deck. There are two additional sloped vertical posts from deck to the rail. I've ordered 3/32" diameter aluminum tubing to make it. I plan on bending the top rail by hand to avoid kinks using the deck plan shape as a guide.

As the verticals penetrate the deck I'll use stainless steel washers as the finish. The meeting joints will be done by file shaping the tops of the verticals to match the circular shape of the horizontal. I will use clear miracle glue to seal the joints. The vertical holes in the deck will be drilled deeper than the length to be exposed so that I can slip them upward to meet the horizontal rail before applying the glue. Bertram 20, pre-forward railing and rail joint detail attempt.... I'll use it. I'm waiting for tubing delivery to make the pulpit railing.

Later Recap: The fore rail is 3/32" diameter aluminum tubing. At 1/2" scale it is a bit too thick but I had it in stock and making the joints in a smaller scale is too difficult. I carefully filed the top of the posts at 45 degrees to fit around the circular horizontal rail. I drilled the holes deeper to slip up the verticals tight against the upper rail, then used a drop of miracle glue to weld the joints. 3/32 is 1/5th of 16/32 (1/2"=1ft) making the railing 2 1/2" in diameter. Better for a shower stall than a boat rail. At least it is neat. Yeah, I could get a better way of lettering a name on a hull.

The orange padding is carved wood bent at thinner joints to the half round coaming."

Byron bought a MASTER TOOLS DISPLAY CASE for this model.

Byron has recently completed this BERTRAM 20, shown here before and after the bow rails were installed. He resisted the prototype's huge graphics, which dominated the hull sides.



The "better way" to apply graphics to this hull is by laser-printing the graphic in reverse and using Mod Podge product to adhere. When dry, the paper is wetted, then rubbed off, leaving the ink on the surface.





Ship's Log Tampa Bay Ship Model Society 3

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Howard Howe: "I have been making some progress on the scratch built model of the 86' Army ST Tug, but the scheduled completion has been push out to January due to elections, government change orders and funding over the holidays.

So, in place of the model, I brought some of my favorite adhesives for "show and tell".

Cyanoacrylate (CA) is the favorite standby. When a very small drop is required, I use FALLER, SUPER-EXPERT. Caution, eye, respiratory, and skin Irritant!

Weldbond is a universal adhesive, non-toxic, water cleanup, permanent and flexible, white in color and dries clear. I use the 2 fl.oz. tube, but it is available in larger quantities.

Formula '560' by PACER is a canopy glue that is fast-drying and clear. It is excellent for plastic windows. Mild skin and eye irritant!

Finally, **Squadron Green Putty** is a fast-drying filler that works excellent on Styrene, but is also good for wood in place of bondo. It sands easily. I understand it is also available in white. Caution, it does contain toluene. Avoid breathing vapor."

Howard Howe: For your info, the continuing saga of Capt. Quirk's Tug Boat in Ormond Beach - Howard
From: danieljosephfriend@gmail.com

Well, folks, I did some research and made contact with the owner of the Navy tug at Ormond Beach we almost had donated to us...I just had to know what the story was and why it was still there after a year and a half. Kenneth Ilenfedt, a long time mariner and pilot currently living in Bronson, Florida, purchased it through a broker and has dealt with huge issues since then. The Coast Guard had it under its control and had to make certain it was not a hazard in any way. Just dealing with them took months and \$.

He removed about 20 loads of crap from the boat, met all environmental issues, and then hired folks to get it running ...it currently needs about \$2,000 in final repairs, but otherwise it is now in running shape with both engines running. He verified that the hull had been resealed with metal, and the engines rebuilt, prior to it being sold out of the Navy as surplus.

Ken also has some volunteer crew inclusive of a boat captain, and some he will need to compensate, when it is ready to move. A former partner had promised to get it out but was not successful. He now has quotes of up to \$15,000 from towing companies to get it out of the mud!

Counting his original purchase from the broker (at least Dee made some money when she reneged on her donation to us and threw us under the bus!), he says he has about \$40,000 in the project at this point. (Gee, aren't we glad we didn't get into this deeply!)

His final intent is to SAVE it, and keep it running only if financially feasible. He is hoping to recover his investment, and of course, he needs even more to finish it up. But he is inclined for it to stay in the Daytona area if possible. He has made contact with the Jacksonville community, but they have shown little interest... which is about what I got when I contacted the folks leading the effort to return a missile destroyer there. Bottom line, it might end up a nice static display somewhere even though it runs as it will need 4 persons minimum to operate it.....

He knows he can recover all or most of his money by sailing it offshore and selling it, but he wishes to keep it in the USA.

And most amazingly, he has had several incidents with the captain's family (not Dee!) ...apparently, they have decided they want it back... even though they have no legal interest. Nasty emails have been received and incidents have brought in the Sheriff's Dept'... That's why it is moored a bit farther out from where it was... and Ken wants to move it ASAP.

He knows of a marina/restaurant that would love to have it at their dock in Ponce inlet... maybe it ends up there? I pointed out that he might get far more community support if he placed it into a non-profit organization where donations could be tax deductible, and with a specific purpose: Keep the Tug in Daytona, etc.

At least we now know how crazy things have been for him.... and fortunately, not us. His immediate plan is to get it out of the mud and dock it temporarily in Ponce Inlet. Just a small problem with money.

Anyone want a WW2 tug? At least it could move under its own power soon! Wow ...is there any chance it might make it to West Volusia? Uh, probably not. But keeping it on the East side might be a very good idea.



Howard decided to share some favored samples from his goo collection.



Captain Quirk was "a bit eccentric," and lived with his woman and small horse aboard the vessel Howard has come across in his tug searches.





Ed Brut: "My interest in *Lee Valley* was sparked by Steve McMurtry's miniature spoke shave he showed at last month's meeting.

Following the web to *Lee Valley's* web site, opened up not only specialty tools but many other products of interest. You could spend hours looking through their web site:

<http://www.leevalley.com/US/Home.aspx>

I ordered their Fall paper catalog and it arrived within days. It is only a fraction of the stuff they have of interest. For their full line check out the web site.

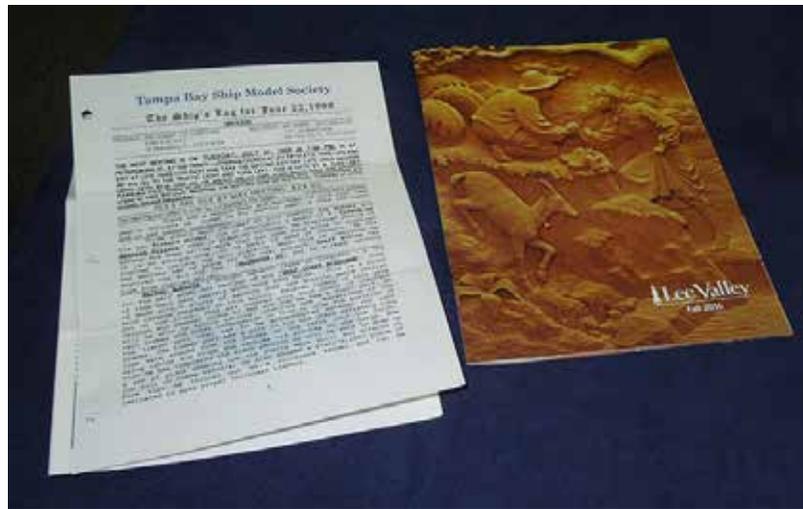
On the wood list

In looking for another document, I came across an "Old" envelope from our club circa 1999, our ships log **President Phil Stager** and sec/treasurer **Art Nyberg**, 14 persons in attendance.

sounds like last months meeting.....

Along with the newsletter was a 6 page catalog from the LUMBER YARD FOR MODEL SHIPWRIGHTS. It was their sales catalog but also provided details on the woods used by ship modelers. From Swiss Pear, to Maples and European Limewoods, they gave information on grain, texture, properties as soft, hard, color, how a wood is finished and its uses in what parts of ship models, ie. decks, spars, hull planking etc. Their Web Site has that information and more.

The Lumberyard for Model Shipwrights www.dlumberyard.com
Supplier of fine domestic and imported woods, catering to the ship building community."



Ed unearthed an old Ship's Log from the Stager-Nyberg administration. Your current Sec/Ed has Art Nyberg's archives.

LEE VALLEY is a marvelous catalog of tools for every application. Check the website: www.leevalley.com. Stores from Victoria to Halifax but none stateside.

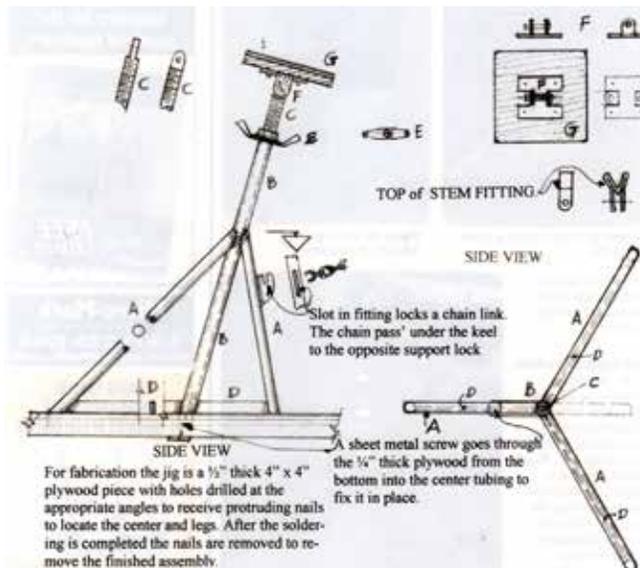


Figure 24. Model support base. This drawing shows the hull supports as built at 3/4in = 1ft to match the model.

- A: 1/8in diameter brass tubing legs.
- B: 3/16in diameter brass tubing center leg support.
- C: 1/8in threaded rod with ground top end and as per drawing detail and screw hole drilled.
- D: 1/16in x 1/8in brass vertical spreaders connecting the 3 legs to center tube.
- E: 1/8in diameter brass tube 5/8in long with a fattened center, hole in middle, and a brass nut soldered to the fattened center over the hole.
- F: Copper custom fitting to connect the upper plate to the threaded rod. Use a self threading screw to attach to the rod, and 4 miniature nails to attach fitting to the wood plate. The nails are bent over flat under the foam padding top cover which is glued to the top of the wood.
- G: 3/4in x 3/4in x 1/8in cherry wood top plate.

All joints are soldered to connect the legs to the center post and the stretchers between the legs to the center post.



Byron Rosenbaum details how to make convincing jackstands for model display.



Curtis Miller: "The presentation I had to postpone until the January meeting, due to audio difficulties, was to be on the molding of the cockpit, cushions and backrests for the *DONZI* 16 model I shared in prior meetings. Being the single most tedious and time consuming portion of the project, I decided to explain the process separately from the other segments of the build.

This month the finished model that was the point of this undertaking is coming up on the 10th anniversary since it was completed and delivered. Its been a good exercise for me to review the work, eye strain, swearing and frustration of failed steps involved to produce such a thing. While dusting off some of these toolings and molds I got chills as I recalled how many attempts it took to get certain parts to come out right and look authentic. It's interesting how quickly we put such struggles out of mind once success has been achieved.

It's also been a pleasure to share this material with a group of talented folks who, for the most part hopefully, can grasp the level of commitment required to bring a lengthy project to completion."

"Happy holidays to all of you and yours and we'll meet up again next year."



Curtis Miller displayed more of his highly professional fabrication of *DONZI* models. Curtis explained how he created these hulls and power train components, with patterns, molds and castings. Specifically, the outdrive pattern is wood.

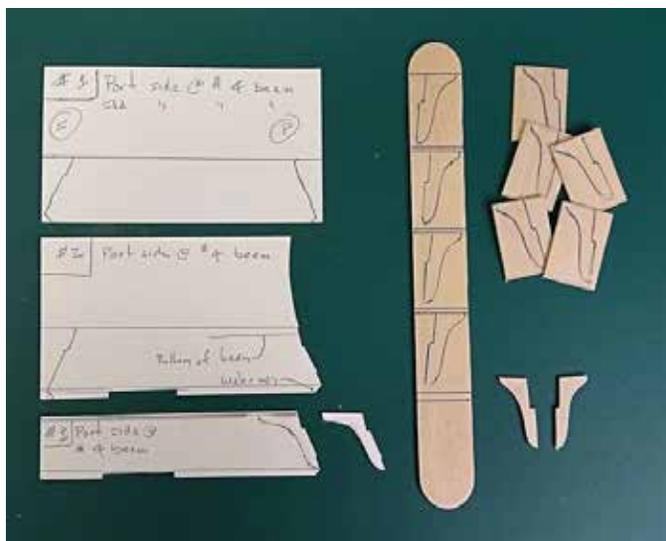
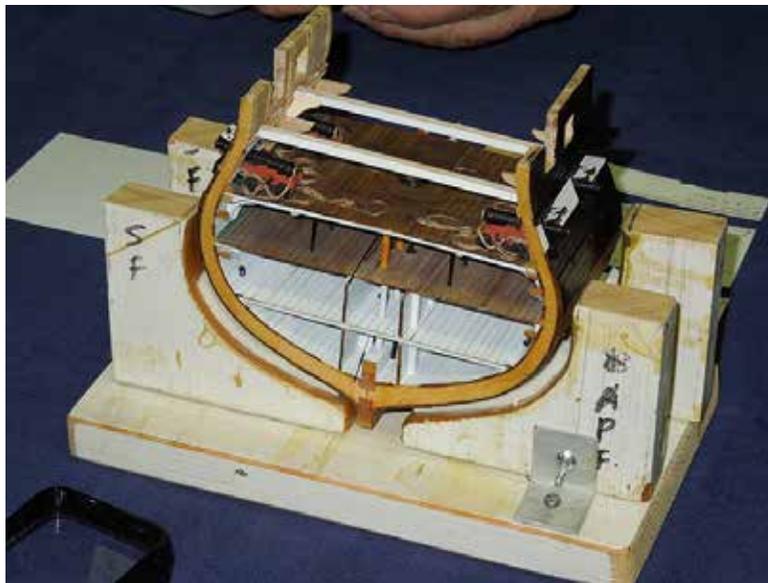
"For the October meeting I brought the tooling and various molds for the 1/12th scale replica of a 1969 *DONZI* Ski Sporter that was completed in 2006. Among the larger molds were the hull and deck, two hatch molds and a couple silicone molds for smaller metal parts like the steering wheel and dashboard, as well as wood tooling and rubber molds for the out-drive and it's components."

Curtis had speaking issues due to a bug in his pipes, and expects to return with this *DONZI* cockpit, in January. Scratch-building is a series of experiments, he says, with lots of failures and a few gratifying victories.

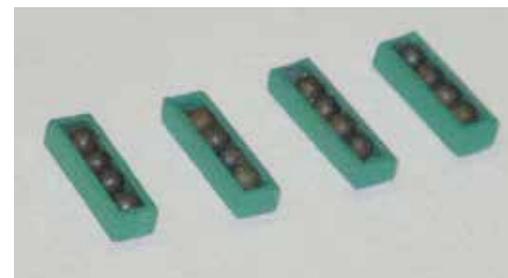
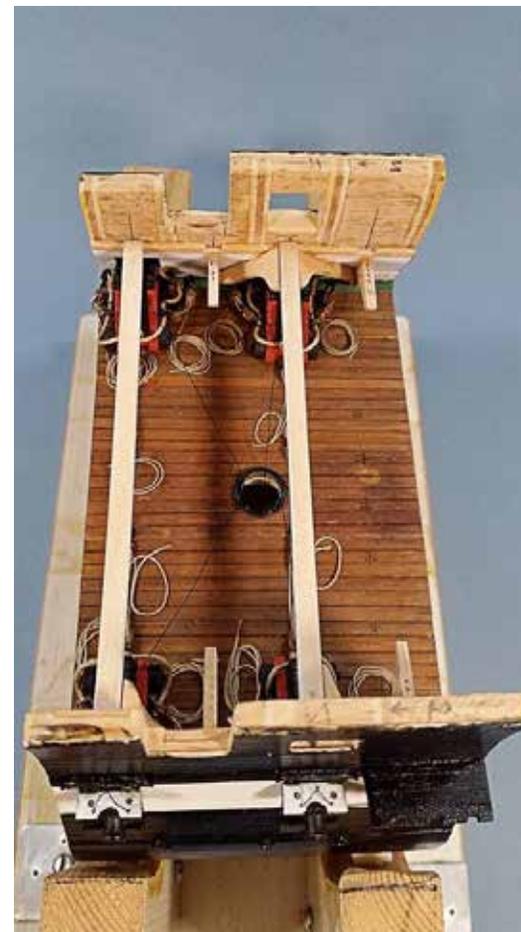


George Fehér: "This past month, progress continued on the USS *Constitution* with the addition of the diagonal braces. Of the build so far, this was the most difficult task to set up. Three templates had to be made (I used blank business cards): first to transfer the curvature of the interior planking, second to establish the height of the knee to fit between the bottom of the main beam and the deck planking, and third to cut out the template and draw the outline of the knee. To check fit, the last template was inserted between the deck beam and the deck. From that template, the knee was cut out and the fit checked again. Satisfied with the general fit, outlines were scribed onto a popsicle stick that was the correct scale thickness. These were then rough cut with a X-Acto blade and the curvature sanded with a DREMEL tool. Following fine sanding to shape, the top and bottoms of the knees were further sanded on opposing sides to approximately forty-five degrees. This was needed to mate the top up with the deck beam and the bottom with the hanging knee. Based on a few reference photos, this seemed to be the correct construction on the actual ship.

As a general comment on the build so far, I can only say that the 1/8" = 1' scale (aka 1:96) is way too small for adding in all of the details needed on a cross section. Not only are the pieces too small, requiring a lot of tedious "tweezer work", but the actual building of the model becomes a nightmare. More than once, it had to be turned upside down, the pieces taped into place and held with tweezers at the same time, then glued with CA glue. For cross sections, my suggestion is no less than 1/4" scale. Well, that's enough moaning and groaning ... just **get on** and build the darn thing!"



George, who found a fellow French linguist in visitor, Roger Poirior, took a vacation from the miniature Schnellboot diorama to return to the tribulations of this *Constitution* cross-section.... by comparison, giant at 1/96.



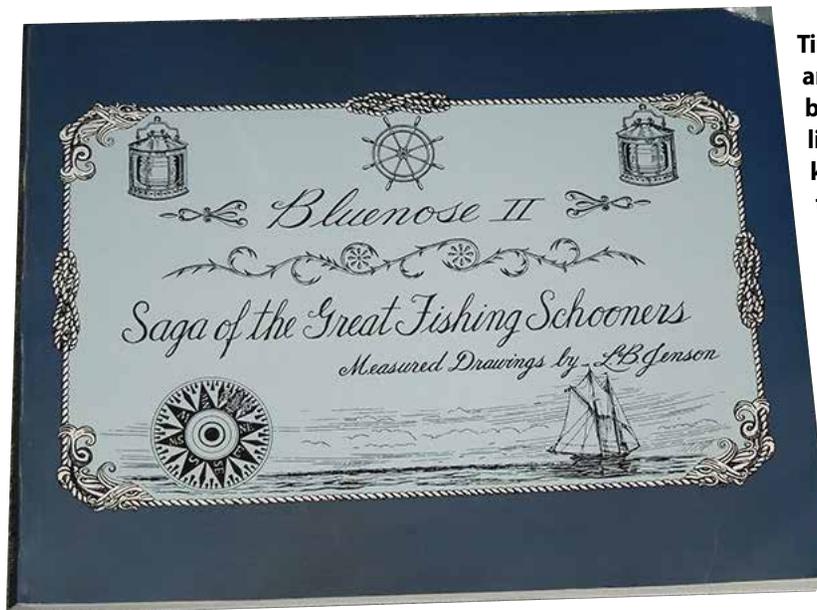
Cannonballs in boxes, knees from food-medical grade natural material.



Tim Roberts: "I returned to our library 'Bluenose II, Saga of the Great Fishing Schooners, Measured Drawings by L.B. Jenson.' Fishing schooners have always been one of my favorite subjects and this book is a masterpiece of information and drawings of every aspect of the *Bluenose II* and therefore fishing schooners of the period. Commander Jenson, RCN (Ret) states "On 24th July, 1963, again from the shipyard of SMITH & RHULAND, a second *Bluenose* was launched, an exact and faithful reproduction of the original". Jenson used the "original" half hull provided by Fred Rhuland, one of the builders of the *Bluenose II* for dimensioning. Of interest, Smith & Rhuland (R.W. Smith and G.A. Rhuland) built *Bluenose* in 1921, and reproductions of HMS *Bounty* in 1960, *Bluenose II* in 1963, and HMS *Rose* in 1970.

I also brought in an in-progress half hull model of the Sparkman and Stevens designed, Palmer Johnson built, 50'10" aluminum hulled sloop *Dyna*, previously owned by neighbors Al and Linda Humphers. Started a couple of years ago, the half hull has been in the penalty box because of a dimensional issue; the thickness of the hull (half beam) will not match the desired scale length of the hull. At 3/8 inch scale the model should be 19 inches long with a half width of 2.15 inches. The maximum width I can get is 2 inches therefore the LOA of the finished model will be 17.5 inches, 1.5 inches smaller. Decision to be released at the next meeting.

Happy Holidays!"



Tim likes schooners, and spoke of this book from the club library. Plenty to keep y'all occupied this winter. Check 'em out and don't forget to return them to the stacks.

Glenn Smith: "I brought my 1780 brig in for comments at the last meeting. I also brought it to Art's demo/class in planking. A number of members and also Art made very helpful comments on the work that I had completed so far. Many including Art's were also very complimentary. However, I decided to rip out the quarter-galleries and also much of the planking and start those sections over again. This will be the third time, but I was displeased and so had to start those areas of the brig again. I will bring the model in to another club meeting after more work has been done. Thanks very much to all for the constructive comments."



Glenn has planked, replanked, re-re-planked and will continue to, until satisfied.



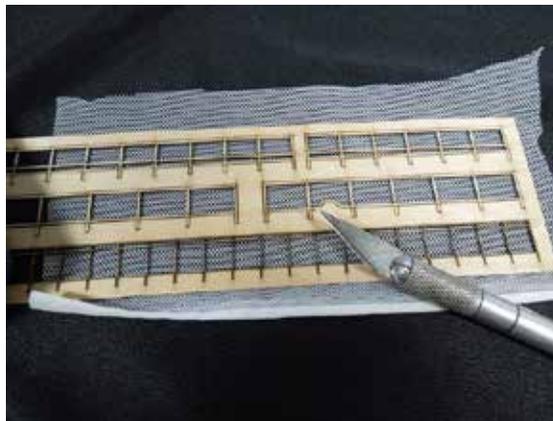
Ship's Log Tampa Bay Ship Model Society 8

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Irwin Schuster: The continuing saga of SS *Mascotte* – I showed a bunch of failed parts, lifeboat halves, ventilators cast of epoxy in latex molds. The Latex molds were unsuccessful, and I switched to RTV. Next, some laser-cut and engraved acrylic doors and windows plus the Trotman anchor assembled of laser cut parts. Also the raw wood turned stack. On the hull I had made a foam pattern and used my plaster mold to create a BONDOL hull shell.

I had originally planned to use the foam part for the model hull, but decided it would be too fragile to withstand the added parts and work done on it. BONDOL is tough, and takes an automotive finish.

I also brought a book from the Conway's "History of the Ship" series, *The Earliest Ships – The Evolution of Boats into Ships*. It reviews skin boats and dugouts through the Viking era, generally Eurocentric but with voyages into the East, Middle East and Mediterranean and shorter trips to South America and the Pacific.



Progress continues apace on the myriad details that make up SS *Mascotte*. An early (eh) trial casting in Epoxy in latex molds. Next try used RTV.

Laser-cut and engraved acrylic doors, anchor parts (+ wire), and name board; turned funnel; Lasered nameplate filled on front, sprayed on back; lasered railings. They released okay with a little X-Acto work. Square sections are shown on a photo of *Mistletoe*, local vessel of same era.



Art Planks



Attendees:
Dennis Dori & wife
Guy Hancock
Terry Glander
Phil Stager
Curtis Miller
Charlie Gravalesse
Irwin Schuster
Keith Van Husen
Steve McMurtry
Glenn Smith
Cliff Stanis
Tim Roberts
Ed Brut
Rich Sparks
and Art!

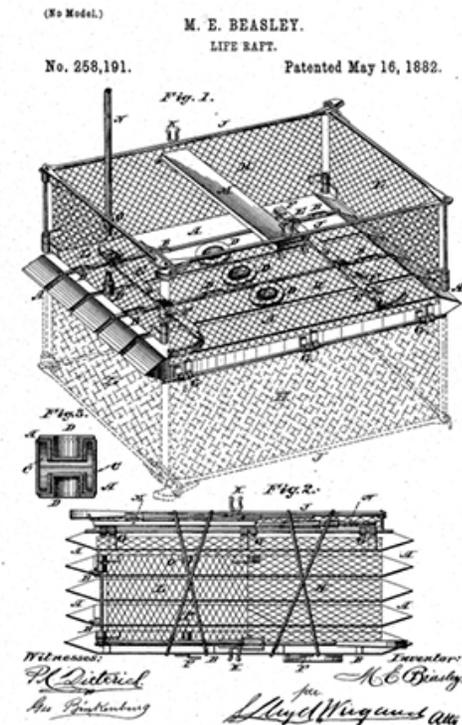


Photo by Guy Hancock

Ed Brut: "The owner and driving force of the (Armed Forces) museum passed about 6 weeks ago. His family is large; 7 kids and not one is interested in the museum. The Pelikan Club has met there for about 7 years now and it was a great meeting place.

Our last meeting will be Jan. 3rd, and the museum will close its doors on the 29th. All good things pass; we have, as a club, secured another meeting place for now but will miss this one.

It is rumored that a small amount of change could purchase the whole place.....\$6.5 million,a little bigger than our treasury. Thanks for (Planking) Saturday. Looks like it was a good show, and glad I could break away to come for a little while."



Research on *Mascotte* turned up this, above her pilot-house. It is a metal life raft patented by Mary Beasley. It was intended to be rowed, as any fool can see, but makes swimming-drowning an attractive alternative, or at least a serious consideration.



Port and Starboard: You know which sides they are, but ... *Starboard* derives from Old English *steorbord*, meaning the side on which the ship is steered. Before ships had rudders on their centerlines, they were controlled with a steering oar at the stern and, because more people are right-handed, on the right-hand side of the vessel. The term is rooted in the Old Norse *stýri* (rudder) and *borð* (side of a ship). Since the steering oar was on the right side of the boat, it would tie up at on the other side. Hence the left side was called the port side. So what's a board? ...plank, table, shield, originally. "Getting on board" meant clambering over the guard-rail.



Tales from the Sec/Ed:
I do get some interesting contacts. Logic would say that a fishtail-shaped rudder might have merit, NO? The decorative whirlwind up forward - in the eyes of the ship - symbolic hurricane? Whale-catcher forefoot? Somebody put a lot of effort into this charmer.

Secrets to successful plaster molds:

This can be a sloppy business. Have plenty of drop cloths, newspapers, and old towels at hand. Set up carefully. Once you start the process, you will not have time to go looking for another bucket.

- A couple of buckets of tap water nearby, allow cleaning.
- Release Agents: Commercial agents are expensive. Murphy's Oil Soap works, painted on. Do it in one coat. A second coat lifts the first one, making it rough.
- Use COLD water. Chill it in the refrigerator. It slows the setting process, particularly important with large molds.
- Add plaster to the water, not vv. WWW sources claim setting process does not start until you stir! That one I cannot fathom, but a couple demos swear it.
- Mix in a wide, not deep, bowl. More surface area works for the process. Dollar Store bowl is a good source vs, wifey's cupboard.
- Two Plaster to One Water by volume. Sprinkle plaster until the water cannot accept and absorb any more. A slightly soupy mix fills better. Bare hands are sloppy but most successful for feeling for lumps in the mixture. Quickly rinse hands in bucket.
- THEN start to stir without whipping, so as not to introduce air bubbles.
- Tap the bowl repeatedly to release air bubbles. POUR. Tap the flask some more to ensure fill in small details and again, to release bubbles.
- DO NOT put plaster, in any condition, into your plumbing drains. Let it harden and contribute it to the trash.

I., your Sec/Ed advises above. Dow foam *Mascotte* hull was used as a pattern to make a Plaster-of-Paris mold for a BONDO hull. Only two tries!

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.

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