

Ship's Log



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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 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 by the May 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, Nov. 25, 7:00 p.m.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of October 28, 2014

tbsms.org

The regular meeting was called to order by **Skipper Brut**, who reminded the assembled crew that next month's, will be the final meeting of the year. He reported that our treasurer expressed concern that we are operating at a slight deficit, albeit with a substantial amount of coin in the chest. The concern has to do with our ability to participate in awards programs without depleting the treasury. Captain Brut suggested raising dues no more than \$2 to tip the balance, reminding that dues had been \$24 in past years. **Howard Howe** made a motion to retain the current dues level for 2015 and that was passed. Dues are payable in January.

Skipper Brut brought up the issue of IPMS, which meets at the Military History Museum in Largo, and invited TBSMS to visit, saying that several of TBSMS members belong to both.

Phil Stager mentioned that stamp collector and ship modeler **Greg Herbert**, may speak at the Stamp Club, and asked if TBSMS had any interest in a similar presentation on Herbert's site, www.admiraltymodels.com. The site deals in plans, photoetch, cannons, workshops, private model sales, kits, practicums, framing on *Swan*, *Pegasus* and *Echo*, and various assistance to scratch builders, generally at 1:48. The idea will be explored regarding scheduling, by Phil.

Next, we discussed the possibility of a model SALE-Auction, at the FMM in Cortez, for those wanting to convert models to cash. This concept is also being explored for late next year.

Finally, the program kicked off with a slide presentation of Sec/Ed's tour of the **Adirondack Museum** in Blue Mt. Lake, NY; the **Antique Boat Museum** in Clayton, NY; the **Herreshoff** in Bristol, RI and the **Custom House MM** in Newburyport, MA along with visits to the **PIEL CRAFTSMEN** shop in Newburyport and a USS Constitution Model Shipwright Guild meeting at the **USSC Museum** in Charlestown, MA. Thanks to **Guy Hancock** accompanying me on the digital projector. The trip will be published in the December issue of *Messing About in Boats*. Get yours!

PIEL carries an excellent selection of rigging line, components and Britannia hardware; anchors, barrels, belaying pins, binnacles, bullseyes, blocks, bitts/bollards and bells, cannons,



60-foot, wing-sailed, 1988 Stars & Stripes broke the 12-meter type for America's Cup competitions. This model lies encased at the Herreshoff Museum in Bristol, RI. She won on the water and finally in the courts, against the monohull, New Zealand, shown behind.

cleats, davits, deadeyes, and on through the alphabet. The catalog, listed for \$3 on the website, also lists ship plans for powered vessels, sailing vessels, pond models with a 11 *Marblehead* Class, a few RC tugs, and other odds and ends. The website does not carry these parts as yet. Tel: 978-462-7012, Fax: 978-462-2589. Contact Bill Partridge: pielcraftsmen@verizon.net. The A.J. FISHER/PIEL Catalog (#68) will be available in the club library.



Show & Tell

Guy Hancock brought his *MIDWEST*, Chesapeake Bay Flattie showing good and steady progress, with toe rails and rub rails applied. Next he must cut through the rub rails for chainplates. He pre-formed the rails before mounting with CA and tape. Guy was not thrilled with the cotter pins supplied for fairleads and eye hardware, feeling they would never appear to be anything but cotter pins. He will use hardwood for the fairleads, believing that would be the actual historical material, and likely will fabricate his own rigging hardware.

Guy said that a *Vasa* gun replica has been fired: "In late 2012, the *Vasa* Museum in Stockholm, home of the beautiful but unstable flagship of the Swedish fleet that sank a mile from the shore on its maiden voyage in 1628, put together a team to recreate one of the ship's 24-pounder bronze cannons. Although *Vasa* went down in ignominy before it had a chance to make a name for itself, the light cannon that became known as the *Vasa* gun would be adopted all branches of the Swedish military as the standard artillery piece during the Thirty Years' War. Sweden was the world's largest exporter of cannon in the 17th century, and other European countries developed their own versions of the *Vasa* gun, so learning more about this particular weapon illuminates a far broader stage than just the ship or Swedish naval warfare."

Visit: <http://www.thehistoryblog.com/archives/32981>

Barry Reese brought in the *Bismarck* model that an employee found at a thrift store. It is in less than great shape and missing a few parts. This is the model for which Sec/Ed recreated a turret and smaller barrel. This model was professionally made in the 70's, and is 1:197 – 1:200, costing about \$5,000 at the time. Another model of *Hood* in worse shape was acquired at the same time. Barry has yet another albatross threatening his marital well-being in a 6-foot display yacht he seems to have gotten when the previous owner faced a similar "It goes or I go," ultimatum. This story would make a good ad for resin miniatures.



Guy Hancock demonstrates persistence and attention to detail on his *MIDWEST* Flattie.

Local Model Transport

It is a good idea to find, modify or fold up a corrugated carton for moving any model.

It protects fragile protrusions and collects loose parts that may shake off in transport.

A box with a fold-down panel on the long side works well for display. Wire that panel up with twist-ties.

Make provision to anchor the model or base-plate.

Preachy, but ask Barry if, in hindsight, it may have been a good idea.



Barry Reese told of being woken by an employee to come and rescue what she described as a *Titanic*. He hopes to match the new turret with railroad colors, and has been in touch with the company that built this *Bismarck*.

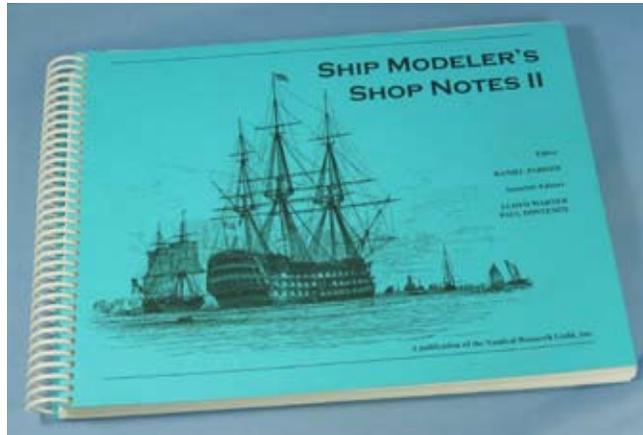




Ship's Log Tampa Bay Ship Model Society 3

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Steve McMurtry showed his copy of *NRG Ship Modeler's Shop Notes II*, and pointed out that Erik A.R. Ronnberg, Jr. has a very informative article on Paint and Colors for American Merchant Vessels, 1800-1920 – Their Study and Interpretation for Model Making. Particularly interesting to him was commentary and advice on moderating color and luster for realism in scale. He also reminded that the issue contains the two articles by Jack Kitzerow: *Lumbering for the Ship Modeler* and *Floridian Woods for Ship Model Construction*. [Editor notes there is another by Jack on a 3" Circular Saw, that **Roman Barzana** also has an article on *Sculpting Figureheads*, and I, your modest scribe, has a few credits myself.] NRG SMSN I and II are valuable resources, and it is a good idea to pick them up from time to time to remind ourselves of their content. Just about every problem we face has been resolved in the past, except for those on the very latest materials and adhesives.



This publication by the Nautical Research Guild is a follow-on, compiled from NRJ issues. "primarily a collection of practical articles," philosophy, tips, techniques, tables, plans, drawing and general advice. The first issue published in 1979, covered the initial 25 years, and this one covers the next 25, through 2005.

Bob Hill came with a number of samples of CNC, laser and various parts and experiments necessary to get those machines tuned up and working the way intended. First, Bob presented the skeleton of *USS Cairo*, a Civil War ironclad that spent 100 years preserved under mud. He is creating a 1/25 model that will run to about 41" overall. This was a paddle-wheel driven gunboat. Bob intends to model the walking beam engine and boiler as well. Plans were obtained from the U.S. Park Service, and the ship itself is restored at the Vicksburg National Military Park.

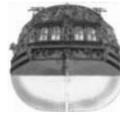
Bob also displayed a couple of crucifixes created with his CNC router and a building done on his new laser. The building is glazed with micro slide glass.

He has a sidewheeler *Portland* kit by BLUEJACKET in his sights as well. *Portland* is a steamship wrecked north of Cape Cod in the "Thanksgiving Day Storm" of 1898, still considered New England's worst maritime disaster, says BLUEJACKET.



Bob Hill is a-building the Civil War ironclad USS Cairo and utilizing his laser cutter-engraver for all sorts of fun and challenging projects. It takes a lot of experimentation to learn the ins and outs of these computer-driven machines.





Ed Brut will receive a Christmas gift of a TRUMPETER kit of that he previewed tonight. The subject is the 1917 *Tsesarevich*, a pre-dreadnought battleship of the Imperial Russian Navy, built in France at the end of the 19th century. The 1:350 kit is assessed as an excellent one, with complete photoetch and good detailing. Ed describes the hull shape as "tumblehome", narrower at the deck than the waterline, unusual in a battleship, and causing the ship to roll/list when turning, creating concern in the rest of the fleet. The ship was broken up in 1925, under the name *Grazhdanin*.



Ed Brut previewed a gift he will be getting soon: 1917 battleship *Tsesarevich* by TRUMPETER.

Howard Howe kept us abreast of progress on the RC tug, *Buttercup*, having installed the smoke generator. However, the smoke generated is white, not black as he had wished. He is working on regulating the amount of smoke, and hampered by the particular RC set-up he has in place now. For the superstructure, Howard has deviated from scratch, buying a *Lakawana* kit he is adapting, using the deckhouses and hardware. Note the red buttons which are precisely aligned under the ventilators, which pop off for control access. Lots of planning is evident in this construction, including careful calculation of weight distribution to get the vessel to come to a proper balanced waterline.



Phil Stager explained that Anthracite burns with white smoke and Bitumen burns black. Some vessels burning Anthracite were painted white, just to show off!

Howard Howe is engineering *Buttercup* with a modified *Lakawana* kit superstructure and fittings.



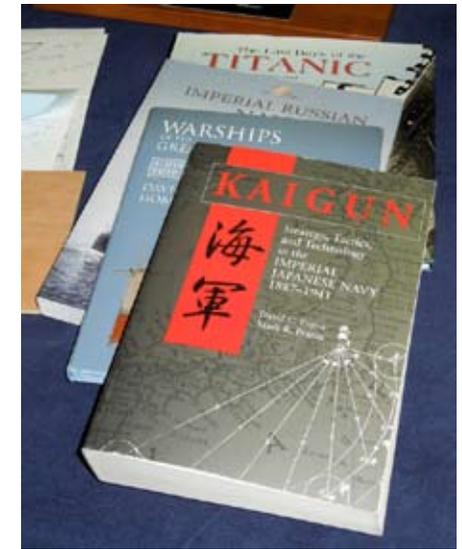


Mike Hanson exhibited a 1954 USS *Nautilus* SSN-571 portrayed as "underway" saying the kit allowed for a touring-cruising version option. He pointed out that he had finished assembly in his hotel room at the "Nationals" because the sail had details too fine to trust to transportation.

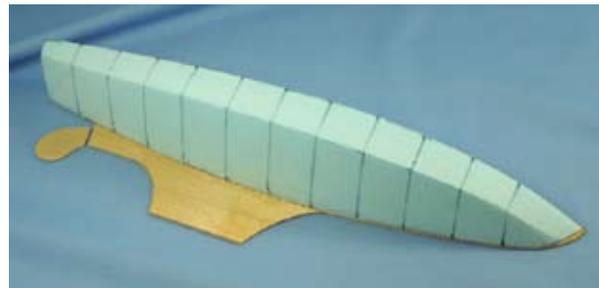
Mike also showed four additions to his library: *KAIGUN – Strategy, Tactics and Technology in the Imperial Japanese Navy 1887–1941* by David Evans and Mark R. Peattie; *Warships of Great War Era – A History in Ship Models* by David Hobbs; *Imperial Russian Navy 1890-1916* by Vladimir Krestjanino; and *The Last days of the Titanic – Photographs and Mementos of the Tragic Maiden Voyage*, by E.E. O'Donnell... an extensive collection of photos taken by a priest named Francis Browne, who only shipped to France, missing out on all the excitement and adventure that ensued.



Mike Hanson's Nautilus and library additions.



I, Sec/Ed have been working in Dow Styrofoam, which, it occurred to me on the way home, is a good substitute for block balsa. This material is more consistent, grainless and requires about the same amount of finish prep. To wit: I showed a half hull of a *Fish Class* sailboat built on a keel-stem-center-plate of plywood, split at the waterline for clean paint break. In this case, I thinned RUSTOLEUM wood filler with water, to the consistency of toothpaste or sour cream and painted it on the sides and bottom surfaces, using the same material to fillet the fin keel to bottom join. On top of that I sprayed filled primer and then applied canned spray paint. The deck is planned to be acrylic-brushed Manila File Folder. Transom and cockpit will be lined with cherry veneer. The foam layers are laminated with ELMER'S. For the best adhesion, puncture surfaces with a pushpin or nail. Credit to **Dave Lucas** who builds I:1 boats with the same material (suitably epoxy FG'd) and uses a paddle with a bunch of nails driven through it for this job. The Lucasians use PL PREMIUM 3X Construction Adhesive for plank assembly.



The second project, a Hatchet Job, suited to the season, was also fabricated of 3/4" Dow Styrofoam insulation board, band-sawn to shape and modeled with knives, rasps, belt sander and any other sanding products at hand. Here, the sealer was KILZ latex sealer to allow more corrosive finishes, but in the end, it was painted with the cheapest of MICHAEL'S craft acrylics for a "theater prop" finish. The blood is from the crown of a DOLLAR STORE red cowgirl's hat reshaped with a blow dryer. Inside, a strip of aluminum flashing and a roofing tack for alignment, are all assembled with construction adhesive. While not a nautical project, the idea was to demonstrate that there are material options. **Styrofoam insulation, High Density Polyurethane (HDPU Sign Foam) and Architectural Foam** used for decoration, finials, columns, etc., are highly engineered stocks of proven durability with applications in our game. Commercial users discard scrap in quantities we would find useful.



Dow Styrofoam hatchet for the spirit of the season.

Photo by Guy Hancock.

Sec/Ed suggests that Dow Styrofoam is a better balsa than balsa. Maybe not as a thin sheet, but in blocks. Cells are not quite as structural as fibers, but are much more consistent.



Byron Rosenbaum reports on his condo-shop up-date:

Photo #1: The work top is a 1 3/4" thick solid wood core door 2 ft x 6 ft with a birch veneer finish. • Two HUSKY cabinets with 5 steel roller bearing drawers support the top. • The 4" backsplash and rear 6" wide shelf with storage cutouts in recessed jars are made of clear pine. • Misc. parts are in a 60 drawer metal/plastic cabinet on the top left .

• Fine tools and miniature hardware are stored in the Gerstner oak cabinet on the left.

• A power strip is mounted on the backsplash.

• Miniature hand tools are handy in metal hoops along the right back splash.

• A LUXO drafting light and a magnifier light are used for detail work.

• The 3" miniature vice is mounted on the top and can be moved where needed.

Photo #2: GERSTNER cabinet. Stanley shop vacuum is under the GERSTNER oak cabinet.

Photo #3: Typical tool drawers in the right Husky cabinet.

Photo #4: HUSKY tool cart just inside the glass doors leading to the deck.



Byron recommends: SMALL PARTS, INC. 13980 N.W. 58Th Ct., Miami Lakes, FL 13980

Fax: 800-423-9009, Phone: 800-220-4242

www.smallparts2.com. Good source for hand & power tools, materials, solvents, adhesives, mechanisms, fasteners, connectors, drive components, gauges, valves, screens, wire, springs, clamps, chain, bearings, ball & universal joints, shafts, couplings, hinges, latches, drills, taps, dies, soldering, measuring tools, books, safety equipment, etc.

And goes on to say: You might recommend to the members a review of the K & S Engineering Companies catalog. Their product is NOT sold direct but only through retail stores. The 2 packages of each with 3 tubes x 12" cost me less the \$10.00 mailed to me by TOY TRONICS.COM. CA.

Byron also reports on his SFBayBridge project:

An excellent source for hobby metals is K & S METALS often sold in hobby shops. Their K & S # R5077 package contained 3 telescoping copper tubes each 12" long. 3/32", 5/32" and 1/8" are included. Their catalog has 1/16" , 5/32", and 3/16" dia. all telescoping. The package says "Soft Bendable Metal" with 6 sizes of telescoping copper tubing the main cable construction is finally solved. I'll arrange the tubes so that the 6 sizes will complete the overall span. After soldering the joints I'll grind the exposed edges to get a smoother transition.



Byron has been experimenting with various techniques to fabricate tapered cables for this ambitious diorama. Currently he is working with telescoping copper tubes.



Milton Thrasher reports that he has plans for *Gretel* and *Gretel II*, Australian 12-Meters for 48" frame sets or perhaps half-models.

Letter on a satisfied repair referral:

Hello Irwin. This past Wed. John (Evenhouse) delivered the ship model - Xebec that he has been refurbishing for me. I wanted to inform you that I am very pleased with the results. John researched it and did an awesome job in recreating the ship, as I did not have the original plans for it. He has now ordered a case for it and will refinish it in oak. I should have the case for it in approx. 2 weeks. John has already begun working on the Santa Maria. I want to thank you again for recommending him to me. I hope this finds all well with you. -Janet

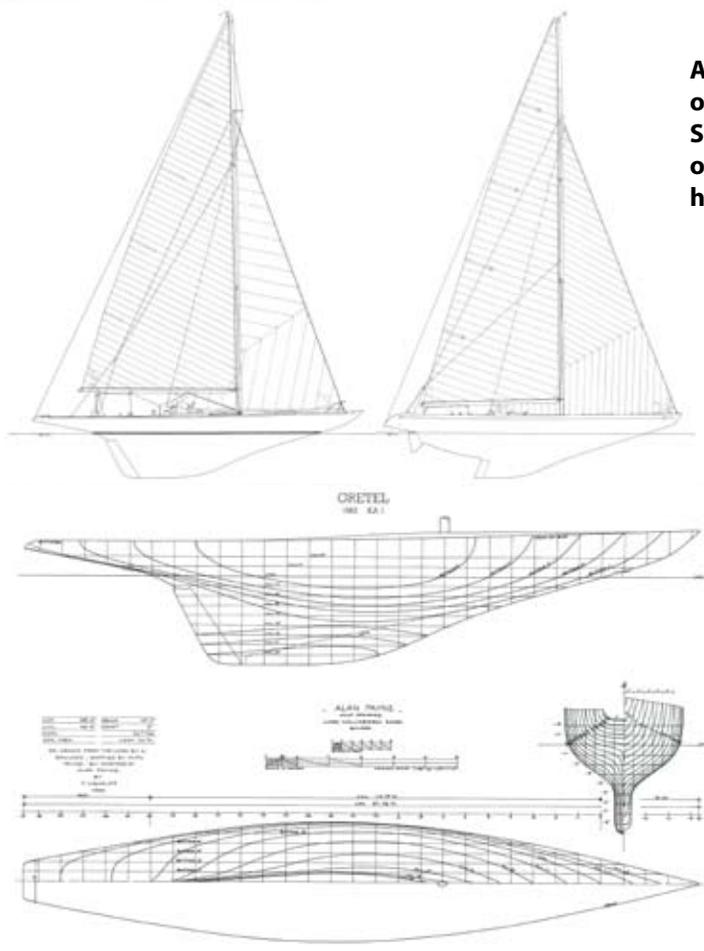
Custom Woodworking: If one were to need a custom, professional case, particularly floor-standing, or a table base for an existing cased model, Sec/Ed encountered "Wooden It Be Nice" at the recent Rattlesnake Festival - Handsome and creative work. A warning would be not to allow the frame to distract from the painting. Visit www.wibnwoodart.com.

////// WARNING: YOU are growing older ////

As we inexorably age, it is prudent to take extra precautions, particularly with power tools. Unplug your table saw between uses, one of our past members advised, just to focus your attention on the task at hand. I suggest storing your full-face clear shield atop the blade, or hanging it on the depth-of-cut wheel or fence handle. I'll bet you have detached your guard as I have, and rarely bother with anti-kickback devices. Way too confident! Experience breeds contempt, I guess. Remember to use push-sticks. And lungs are as vulnerable as fingers and eyes. There are some good protective products. Make a whole lot of sense if the vac is wired into the power switch.

FitWereMe, I'd go for a cone below the table with a small, dedicated vac, working with both gravity and the actual, initial chip trajectory. Search Dust Cutter and Rockler. I don't see exactly what I want, but some good ideas to take off on, for DIY guys.

QUESTION: Has anybody used Gum Arabic, water-soluble "glue" - 1/2 oz - \$5.99 from Model Expo?



Australia's 1970's *Gretel* and *Gretel II*, offered by Milton Thrasher. See <http://milton.thrasher.angelfire.com/> or the more extensive <http://www.angelfire.com/fl4/mft/>

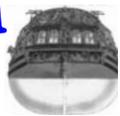


This catalog will be in the club library.



Table saw dust and chip collectors

CATCH-ALL II



Ship's Log Tampa Bay Ship Model Society 8

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

The most likely maritime museum of this group you will visit is the Herreshoff Marine Museum, simply due to it being closer to population and travel centers. The Ad-ironclack and the Antique Boat Museum are a bit off the beaten path, although undeniably great destinations; 125 miles/2-3/4 hrs apart through beautiful country. Here are a few more images to whet your appetite.



Top, *Miss Canada* at ABM and a *Rushton* at the Adk. Below them, Herreshoff's model shop and a detail to follow at the same place. Far left, *Reliance*, also at the Herreshoff, and a wonderful wooden sculpture in the logging exhibit at Adk.



MARITIME
MYTHOLOGIES

The "Creatures of the Deep – Maritime Mythologies" at the Florida Maritime Museum in Cortez, will be running until **November 22nd.**

Remember... November is the final meeting of 2014!