

Ship's Log



President Ed Brut

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Treasurer George Fehér

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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, Oct. 28, 7:00 p.m.

TampaBayShipModelSociety

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of September 23, 2014

tbsms.org

The regular meeting was called to order by **Skipper Brut**, to a dozen committed members. Illness, business and travel take a temporary toll. Hoping that the former will recover quickly and the rest will get their priorities right! We had a new member sign on, **Orlando Villot**, who is not currently available to attend.

The officers ask the membership to consider a \$2 increase in dues in 2015, as the Treasurer reports we operate at a slight deficit. And, specifically, we may want to continue, next year, sponsoring trophies at our associate IPMS club, the Pelikans, which will have a conference/show next year. Many of our members belong to both clubs and their competition is open to all of us. We will also continue our policy of half dues after the end of June. On the upside, we currently send only two hard copy ShLogs, monthly.

RE: IPMS, **Skipper Brut** reported on the recent Orlando conference as being not outstandingly large, but well attended and with good vendor participation showing tools, decals, paint, books and such. Our local Pelikans took perhaps a dozen awards with a couple hundred models displayed. There were 12-20 ships, mostly subs, large and small. USS *Missouri* was voted best ship.

I, Sec/Ed commented on the 1757 Celi Map of Tampa Bay. Crossing the Bay this evening, I reflected on how difficult-labor intensive, it must have been to chart and map a featureless, mangrove-lined shoreline from small boats. From the deeper parts of the Bay where the mother ship was allowed, the shore had no landmarks, natural or man-made, so the job had to be done by rowing and taking sights with little technology. As the U.S. capitol for lightning strikes during half the year, the Bay can be a challenging place to sail. Another factor that would have been nasty would be mosquitoes, it was pointed out by one of our crew. Development has largely eliminated that, at least, and human hostiles as well.

PANEL FL-A Wood That Grows in Florida – can be cut, dried and processed by the model ship builder.



RED CEDAR – Med. light, med. soft, smooth, deep rich reddish color with finish
RATED: GOOD COLOR



EUCALIPTUS – Light, soft, smooth – oak like pattern in miniature, seems brittle.



AUSTRALIAN PINE – Light, med. soft, smooth – strong pattern.



WAX MYRTLE – Light, med. soft, smooth – somewhat finer than Magnolia good color (Tree native to Florida).



SWEET BAY – soft, light, smooth – like bass and magnolia
RATED: FAIR



MAGNOLIA – Light, soft, smooth – somewhat like bass wood.

Original assembly and comment by Jack Kitzerow, Tampa Bay Ship Model Society, date unknown. Digitally reconstructed 2014, by Irwin Schuster

A sample of the reconstructed wood sample panels left us by Jack Kitzerow. 18 panels are available for the asking, in low or high res, from Sec/Ed.

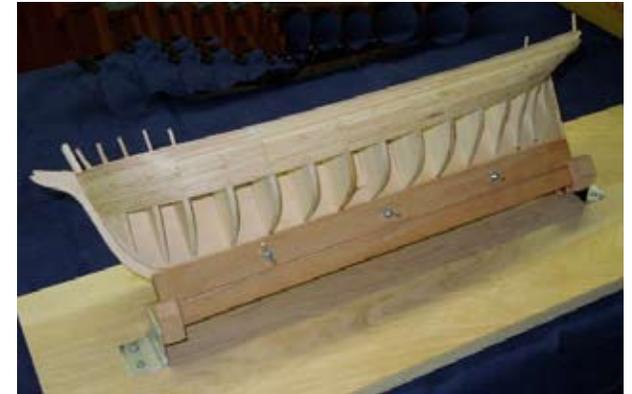


Show & Tell

Steve McMurtry showed his *Charles W. Morgan* about 1/4 planked. He explained that the sides were divided into four zones, and the upper strakes were complete. Each zone has its own tapering schedule, and he plans to complete them for practice, even though he will paint what is done, and copper the areas left to finish. He soaks planks in water and dries them on the bulkheads pinned to shape, before attaching with Elmer's Carpenter-Tan. He also curves with a soldering iron where contours require, such as severe turns under the stern counter. He said he had learned that the ship decks were planked with pine and that the Mystic-al powers in charge came to the south after Hurricane Katrina and picked up the fallen Live Oaks that are normally protected from harvest while standing.

Steve was asked about the keel clamp and responded that it was his own design and construction. He aged his decking with steel wool mildly dissolved in vinegar. An associate-buddy of Sec/Eds, **George Estano** suggested: "Steel Wool in Vinegar is a furniture maker's tool. I have made any number of antiques. Steel wool in ammonia is another option; this is called pickling. (I) once left some brass in ammonia overnight to strip the finish off. Came back to a bowl of yellow liquid!"

Howard Howe showed progress on the 1919 tug, *Buttercup*, based on the FG hull supplied by **Emory Massman**. It measures 1/47 but Howard is satisfied that 1/48 components will work for him, as required. He aged the deck plank with a steel wool ammonia solution, although Emory allowed that the decks were actually steel. Howard has installed twin 6V motors driving a single shaft,* and is awaiting a black-smoke generator ordered from Australia. It works from an oil mixture the mfr. claims is readily available. It runs with 6-8V power and is equipped with an over-temp limiter, so as not to, well, you know... make real smoke fueled by *Buttercup* herself.



Steve Mc Murtry's Charles W. Morgan with planking in progress.



Howard Howe's, rendition of the 1919 tug, *Buttercup*. *Howard says he has her set up with one electronic speed controller to supply the voltage to both motors. So, except for minor variations in construction of the two motors they should basically run at the same speed with the same voltage applied, so neither should be a drag on its mate.

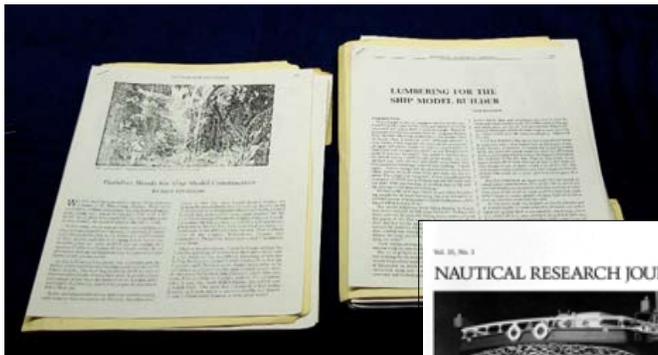
***I never make
the same
mistake twice.
I make it at
least a half
dozen times,
just to be
sure.***

Mildly edited from a doctrine expressed by Dave Lucas, Bradenton boat builder, as shown in the monthly, *Messing About in Boats*.



Tim Roberts spoke on early member **Jack Kitzerow** and his model wood sample panels. He copied and brought for distribution, a couple of 1990's NRJ reprints; "Lumbering for the Ship Model Builder" and "Floridian Woods For Ship Model Construction". **Skipper Brut** has turned up what Sec/Ed views as a better organized set of info by Gene Larsen published in SIS in 1987. What it LACKS is Jack's wood samples.

Visit: <http://mysite.verizon.net/ELLshipmodeler/woods.htm>. However, as I commented later, while Jack's commentary and legacy are important to our club, the graphic representations of the wood samples has been overtaken by technology, in that the www provides ready access to similar representations. Jack's life and experience were commented on by Emory Massman and Roman Barzana, who knew and met with him when our club was reconstituted in the past century. Jack was a driving force after emigrating from the distant land of Chicago in the region of Illinois. Jack died about 2000. He was a field photographer during WW II, operating (at least) with Company A, 1st Battalion, 16th Infantry Regiment, 1st Infantry Division, U.S. First Army in Kufferath, Germany in 1945. His friends say he was a meticulous model-builder, who forsook basswood for apple, wholesale and forever!



Copies of a couple of Jack's NRJ articles from the 90's, made and supplied for the taking, by Tim Roberts.

PANEL FL-C

LYCHEE NUT – hard – heavy – smooth – live
– dead cut wood turned deep brown.
RATED: VERY GOOD

LOQUAT – JAPANESE PLUM

LOQUAT – Also called Japanese Plum – the
dries well in a short time – almost no warp
much like boxwood – better color.
RATED: BEST

LIGUSTRUM

LIGUSTRUM – hard – heavy – smooth – so
very twisted, short pieces only.

SAPODILLA

SAPODILLA (Fruit tree) hard, heavy, med. s
rich red brown.
RATED: EXCELLENT

CHERRY LAUREL

CHERRY LAUREL – Heavy, hard, smooth – t
drying. RATED: VERY GOOD

PANEL FL-B

BRAZILIAN PEPPER – Med. hard, med. heavy, smooth, fresh cut
wood is lighter in color – dead wood deep brown and is harder.
RATED: FAIR TO GOOD

SEA GRAPE

SEA GRAPE – hard, med. heavy, med. s
diameter wood available. May be good

CYPRESS

CYPRESS – soft, light smooth – possil
pine. RATED: LIMITED

PODOCARPUS

PODOCARPUS – Japanese yew – med
smooth.

ORANGE

ORANGE – GRAPEFRUIT – CALAMON
is similar – hard, heavy, smooth. – onl
tionable. RATED: EXCELLENT

There are 18 panels similar to these (which are about Florida woods) that Sec/Ed can send to anybody interested, via www, or CD. They contain Jack's comments on application of these varieties.

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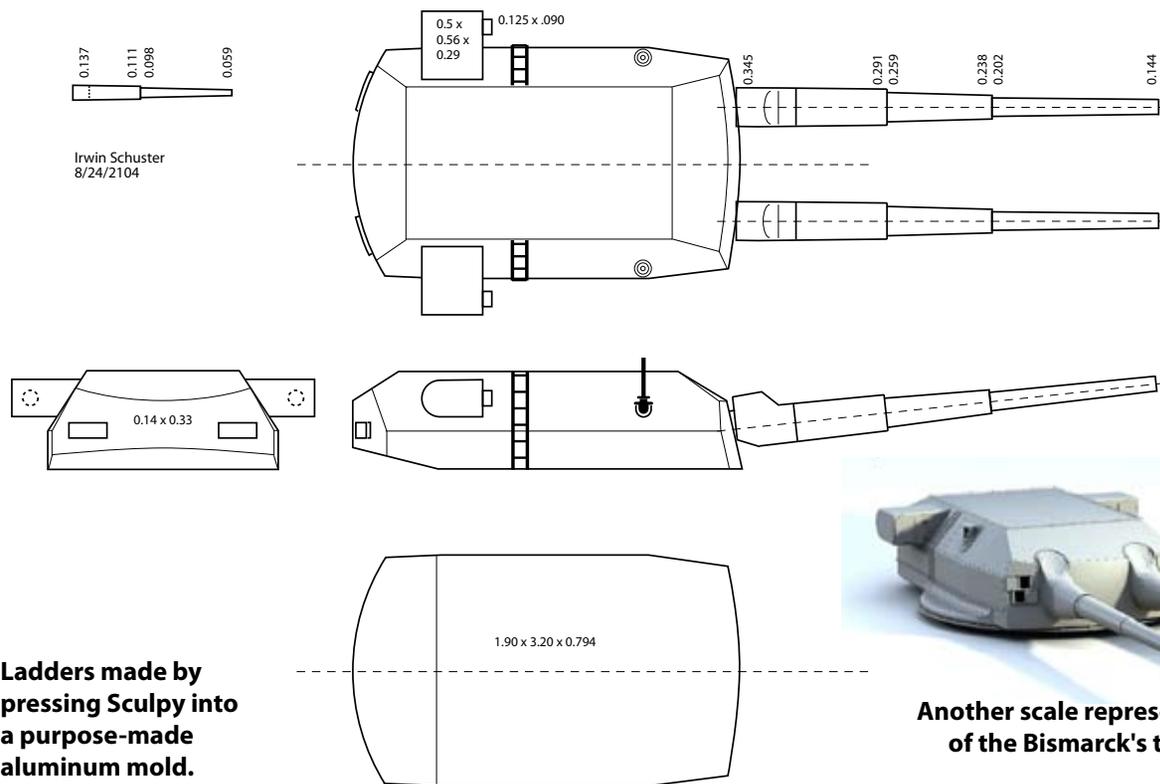
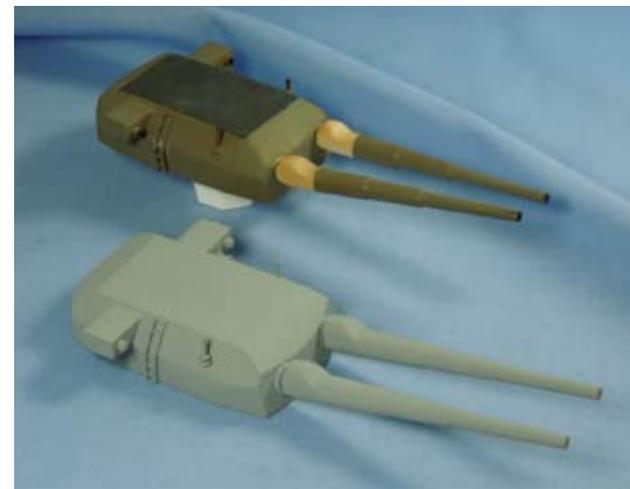
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I, **Irwin Schuster** (awkward, I know), brought a couple of *Bismarck* turrets owned by **Barry Reese**. Barry asked me to replicate a missing turret and a barrel on a smaller one. This is completely outside my experience, but not difficult work. Barry has a couple of health and business challenges at the moment, so I agreed. Paint matching will be most difficult, and he will take on that part. First, I made a drawing from his supplied parts. The woodwork was a straightforward saw and sander operation, with large barrels turned on my TAIG lathe and a jeweler's lathe for the smaller one. The challenge came on the small details of ladders and antennae.

I used my recently re-powered PREAC saw to make a mold for casting the ladders, by sawing an aluminum block. I intended to cast lead or solder, but quickly switched to Sculpy polymer clay, pushed into the mold and "fired" in a toaster-oven, while in the mold. The material is workable with X-Acto after firing. It worked well enough as the ladders are fastened to and supported by the turret walls. The antennae were fabricated by stacking different size eyelets onto a brass wire. If you NEVER throw ANYTHING away, you can fabricate just about EVERYTHING. Sheer luck and time are in play here, I admit, but the result is far better and quicker than the lathe-work I would have to employ to simulate these cast parts of unknown origin. As I have stated, in this kind of work, you should NOT seek to improve on the original model-maker's work, but just duplicate it as closely as you can.

I used poplar for the body of the turret and birch dowels for turning the barrels.



Ladders made by pressing Sculpy into a purpose-made aluminum mold.



Another scale representation of the Bismarck's turret.



Jerry Hughes brought a large unit from his current project, a 1/48, 1978, ocean-going tug named Irishman. WESTBOURNE MODELS, UK, is the fabricator of the RC kit comprised of 1,200 pieces, and far from a dump-it-out-of-the-box-and-away-you-go. What looks like injection-molded panels are assemblages of printed and cnc-cut styrene with hand-added detail. Even the brass hinges have to be added separately. **Roman Barzana** suggested that the company misrepresented it as a kit. But Jerry allows that it is all that detail that interests and challenges him. The prototype was 138' x 36' (34.5" OAL). He does NOT intend to power it to the dismay of the vendor, who wanted to sell him the whole RC kaboodle.

Visit <Modelslipway.com> :

- A glassfibre hull; prop-shafts, brass rudder assemblies, resin-cast Kort nozzles and a bow thruster tube (propellers at extra cost)
- Printed and cnc-cut styrene for ease of construction
- A set of cast metal fittings. Metal kits for the winches and cranes
- Etched brass for stanchions and other components
- Resin-cast dinghies; vacuum-formed liferaft canisters and Radome
- A set of self-adhesive vinyl decals for Yorkshireman and Irishman.
- Assembly drawings and plans.

He plans to substitute brass wire for the hard steel supplied for the lines between stanchions. Jerry had some trouble with his Paasche airbrush and said the company was very attentive to his urgent tale, and sent him a reconditioned model for \$38., so he can continue work, and will repair his own unit, posthaste.



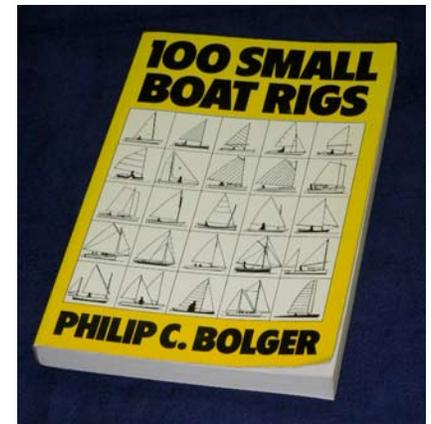
Phil Stager's recent web acquisitions.



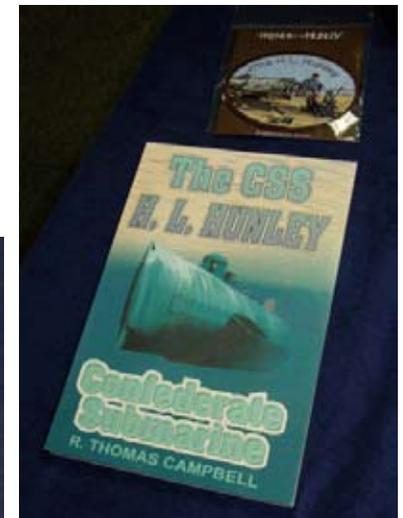
Ed also brought other artifacts, coins and medals, a replica of a nut used to attach the spar, a book and embroidered patch.

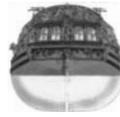


Ed Brut returned with more CSS *Hunley* gear, a newly acquired Resin model and an older, pewter one produced before the ship was discovered and examined. CSS stands for Confederate States Ship, not Steam Ship, your editor discovered, puzzled because *Hunley* was hand powered. There was a question of where the torpedo spar was rigged; high or low on the wedge-shaped bow. *I am not sure this has been absolutely established for the date of sinking. Anybody?* Ed also brought other artifacts, coins and medals, a replica of a nut used to attach the spar, a book and embroidered patch.



Guy Hancock offered a loan of his copy of Bolger on small boat rigs.





Finally, **Skipper Brut** reported on resolving the goods of recent, brief associate, **John Folger**, who visited, joined, and within a couple of weeks passed away, possibly from a seizure while driving. His roommate returned a few books John had borrowed from our library and contributed another. He also had collected a box of tools, miscellaneous electronic components and a jumbled plastic USS *Constitution* waterline model partly completed. Ed collected and brought these and they were offered for the taking.



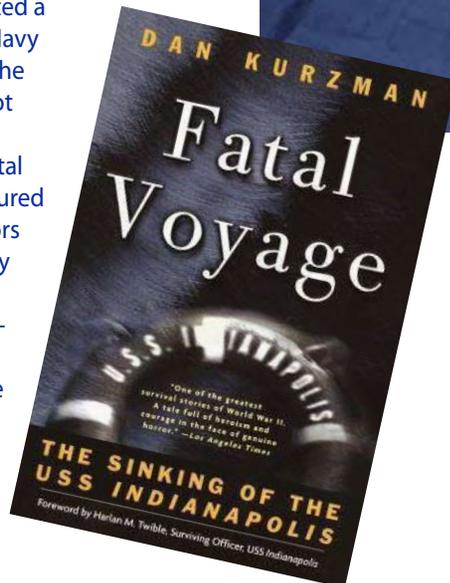
Diverse contents of the legacy from John Folger, including a partly built USS *Constitution*. If anybody would like to take a shot at completing it or wants the spare parts, just say so. Plenty of guns and rigging.

BOOKS

Tim Roberts remarked on his current read, "*Fatal Voyage: The Sinking of the USS Indianapolis*" by Dan Kurzman.

Amazon reviews as follows:

"Shortly after midnight on July 30, 1945, the Navy cruiser USS *Indianapolis* was torpedoed by a Japanese submarine in the Philippine Sea. The ship had just left the island of Tinian, delivering components of the atomic bomb destined for Hiroshima. As the torpedoes hit, the *Indianapolis* erupted into a fiery coffin, sinking in less than fifteen minutes and leaving nine hundred crewmen fighting for life in shark-infested waters. They expected a swift, routine rescue, unaware that the Navy high command didn't even realize that the *Indianapolis* was missing. Help would not arrive for another five days. Drawn from definitive interviews with key figures, *Fatal Voyage* recounts the horrific events endured as the number of water-treading survivors dwindled to just 316. Each gruesome day brought more madness and slow death, from explosion-related injuries, dehydration, and, most terrifying of all, shark attacks. But the pain did not end when the men finally returned home: The *Indianapolis*'s commander, Captain Charles B. McVay III, was court-martialed for causing the clearly unavoidable disaster."



MARITIME MYTHOLOGIES

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

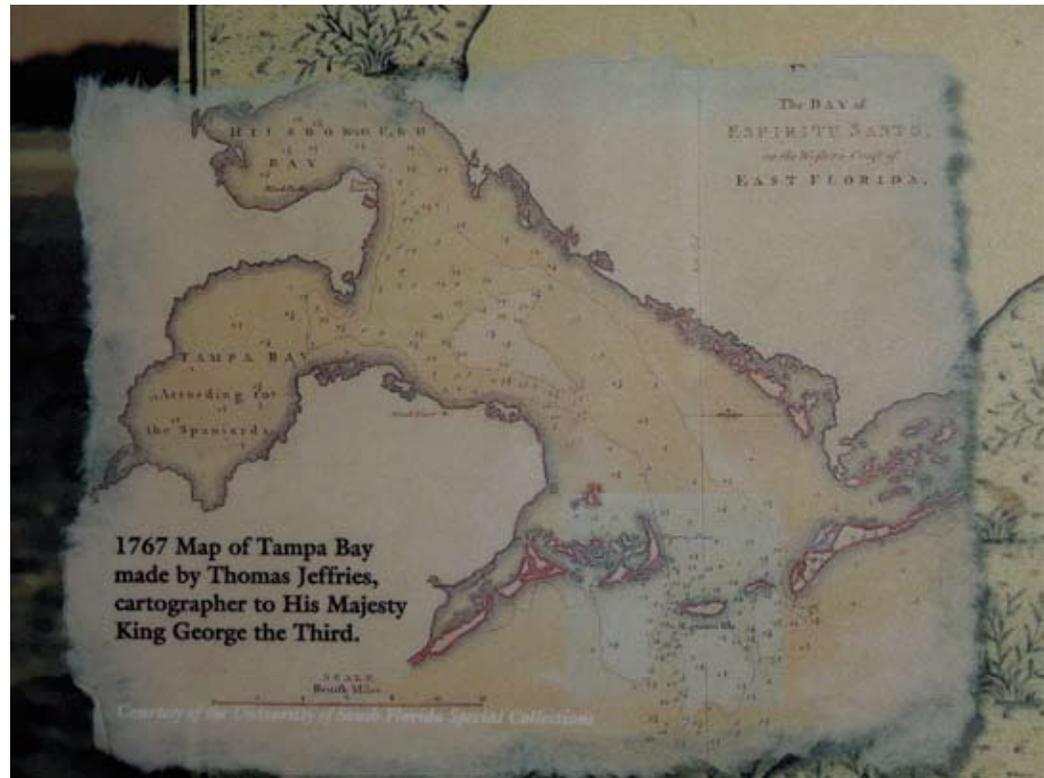


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AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ



Roman Barzana showed a new tool that helps to prevent breakage of those ultra fine drills. The device is called a Sensitive Drill Attachment sold by SHERLINE. SHERLINE says: "Drilling holes with small drill bits requires a certain amount of sensitivity that is hard to achieve when using a regular drill press. This attachment uses a small 5/32" Jacobs chuck that holds drills from 5/32" down to 1/32". It is mounted to a shaft that pulls down out of the spindle and is returned by spring tension. On the shaft above the chuck is a knurled disk that is mounted in a ball bearing race so it can be used to lower the drill chuck. The shaft runs inside the bearing, so the disk doesn't turn as you pull it down. The whole assembly simply screws onto the spindle nose threads like an end mill holder, and the shaft and return mechanism go up inside the spindle. This drilling attachment allows you to drill small holes quickly and with the "feel" required to keep from breaking tiny bits." So, the device is a small chuck that is finger depressed without using the spoked lever usually employed in such a process. Sherline advertises the product at \$110. I, and others remarked-cracked, that its precision didn't improve possible (off) concentricity of our HARBOR FREIGHT drill presses. Wiggly in wiggly out. This does not apply to Roman's precision applications.



Yet another early map of Tampa Bay, this one on display at the Ft. DeSoto Museum. The term East Florida here refers, not to the coast, but the right hand side of the area of the greater region called La Florida; the Gulf reaching to present day Mexico.



The Fort DeSoto fortification on what was called Mullet Key when Sec/Ed was a kid, was originally comprised of eight of these 12-Inch mortars, with a second pair in the foreground of the second photo, and a twin arrangement alongside. There is now a pleasant museum telling the history of this site.

Ed Brut sends:

At the meeting we had a discussion on paints.

- <http://scalemodeldb.com/paint>

Here is the site on "matching" paint to known manufacturer's colors. I have never tried it, the site was sent to me by a member of Pelikan when I was looking for a color for the British naval gun.

Below are some other sites on model paint cross-overs by manufacturers.

- <http://www.paint4models.com/>
- <http://www.humbrol.com/>

This photo is taken from the top of the embankment. From the beach, the ramparts are not visible.

That is Egmont Key in the distance, and a who-knows-what in the channel between.

