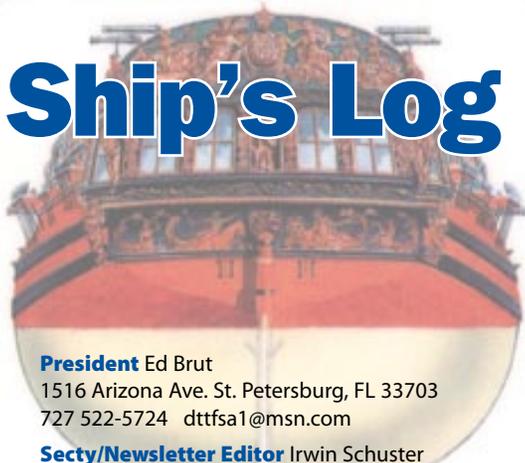


Ship's Log



President Ed Brut

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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, 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 prob-
lems or maritime-related items of interest for
discussion, or inclusion in the Ship's Log.

Next Meeting
Tuesday, June 24, 7:00 p.m.

TampaBayShipModelSociety

AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Meeting of May 27, 2014

tbsms.org

Skipper Brut called the meeting
to order and welcomed one visitor
and three guests.

The visitor, who joined the merry
band this evening, is **John Folger**
of St. Pete. John brought a dam-
aged, waterline 1/96 version of
USS *Constitution*. See more further
into this publication.

The guests were: **Alison Hardage**,
competitive sailor, financial advi-
sor at Morgan Stanley and current
owner of the Spanish Point sharp-
ie; **Hugh Tulloch**, Annapolis grad
with some interest of building
HMS Victory; and **Gary Mormino**,
recently retired USF Professor of
Florida History. Each has a much
longer CV, but suffice it to say they
and your Editor enjoyed dinner at
the SPYC before the meeting and
that qualifies them as "Friends of
Irw."

Howard Howe reported that he
had been able to repair **Emory**
Massman's jig saw, and delivered
same, but Emory did not feel up to
making the meeting.

There being no significant orga-
nization business to cover, the
meeting moved on to the game
at hand; maritime models and
history.



Byron Rosenbaum reports
on a new project, the iconic
Golden Gate.



Show & Tell

Byron Rosenbaum sent these shots of his current project, a diorama of the Golden Gate Bridge, including a couple of photos of measurements being taken. The tableau will show the bridge, foreshortened, requiring the cables to change radically in diameter in a very short distance. As yet, that has not been accomplished. Byron welcomes your thoughts.



Detailing the bridge and *Regina Maris*, which is planned to figure in the diorama.

Guy Hancock returned the MIDWEST Chesapeake Flattie with additional detailing inside the cabin, and told of inadvertently obtaining a curved coachroof by painting only one side. He has been using the Flattie as a relief from coiling lines on the Pilotboat, *Phantom*.

Phil Stager offered a rotary driven carving tool to any interested party.

Phil Stager has found no use for this power carving tool and offered it to any taker. Your Editor failed to record the recipient



Guy Hancock is making progress on his MIDWEST Flattie, adding and modifying as a waterman would, from his own experience. Note the ports which he took from a WoodenBoat article.



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AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Phil Stager has been busy with stamp travels and St. Pete waterfront cypads, but has turned up some Great Lakes history in the form of postcards showing the results of a boiler explosion resulting from an un-inspected far side. The event killed 7 and deposited parts at some distance. He is working on the larger version of his favorite Hulett Ore Unloader.

Byron Rosenbaum submitted an update on the paddle steamer *Tule Princess*, and a *Concordia* he built about 20 years back.



Phil Stager showed post cards that record a Great Lakes tragedy.



Byron Rosenbaum sent along shots of models past and present.



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AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Sec/Ed reported on the repair-restoration of Randy's Granddaddy's Pond Sharpie. It required little in the way of repair other than a broken-displaced section of the portside toe-rail. This was made easier by having the broken out section. It fit back nicely with its jagged ends mating. The deck and hull surfaces were scraped and sanded, with grievous gouges filled with RUST-OLEUM wood filler. The hull was repainted with the real thing, RUST-OLEUM Marine Enamel, the bottom with PLAS-TEK red primer and the deck with custom-mixed FLOQUIL gray. Spars were swabbed with FLOQUIL Bright Oil. All my projects seem to have a bit of embarrassment involved, and this one was no exception. I was puzzled by the strange rig, until I came to actually re-stepping the masts, when I realized that I had been led astray by them having been swapped main for fore. Put in their right places, the rig became more conventional in ketch format. The sails were professionally stitched of the traditional (bed sheet) fabric. Which of us didn't beg Mom for some of that?



John Folger new member from St. Pete, brought a damaged waterline, 1/96 version of *USS Constitution* based on a REVELL kit. It suffered in his move a while back and he is restoring it, after having planked the deck with wood. He is concerned with finding figures for the diorama he intends. That will portray the great ship being re-supplied. He tells of the fully appointed Captain's cabin complete with paintings on the walls/bulkheads.



Above, the completed restoration of the pond sharpie.



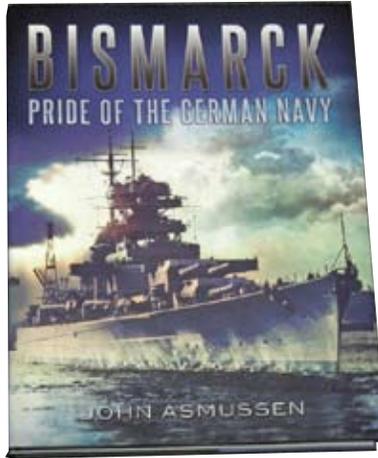
John Folger's waterline version of *USS Constitution* sustained damage in his move south a few years back.



Egmont Key is being reclaimed by the sea, but is still a destination. It had a sister that shows on early maps/charts, but is now a sandbar. Sec/Ed visited and saw the newly opened museum building that details the island's history, flora and fauna.



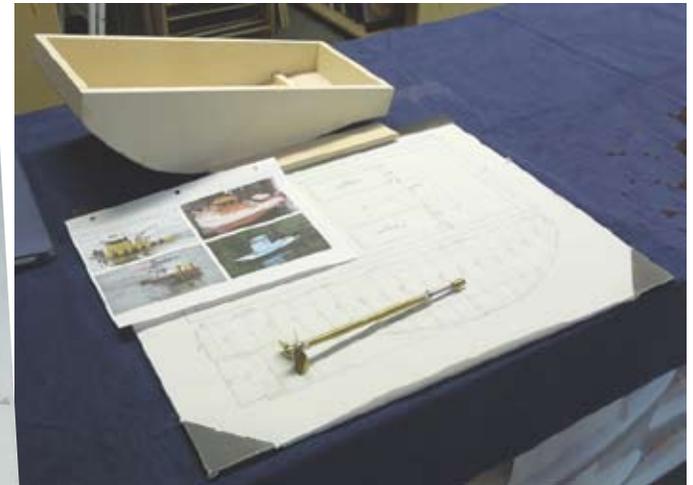
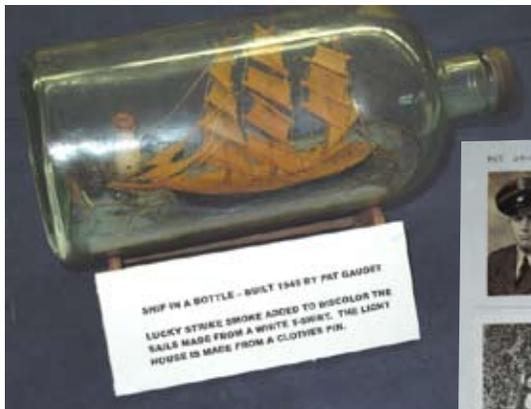
Steve Sobieralski displayed a ca. ~1994, 1/192 resin model of USS *Morris*, DD 417, single stack, *Sims* Class destroyer, flagship of Squadron Two, WW II. The ship is credited with saving close to 1,200 crew from *Lexington*, *Yorktown* and *Hornet* alone. You can bet she had some big fans prior to her scrapping in 1949. She took some damage herself in those operations, and Steve's fine model has too. She is on the to-do list. Steve also presented a new book on the *Bismarck*, allowing that it had not much new information but was a welcome addition to his library.



Howard Howe brought a Ship-in-Bottle made by a family member after WW II. It is housed in a vinegar bottle and features a lighthouse from a clothespin. Charcoal rocks and sails tinted with Lucky STRIKE smoke.

Steve Sobieralski gave his typical detailed review of naval history, supported by a library of knowledge on paper and in his mind.

Howard also is carrying on work started by **Paul Anderson**, to introduce the "Springer" standardized RC format of 8" x 18" hull to specific configuration and stock drive of 6V batteries and 3-blade, 1.5" dia. prop, along with 4 sq. in. rudder. Everything above the deck is free-style, from outhouse to Little Toot structures. Howard plans to base his superstructure on a German design found on the www.



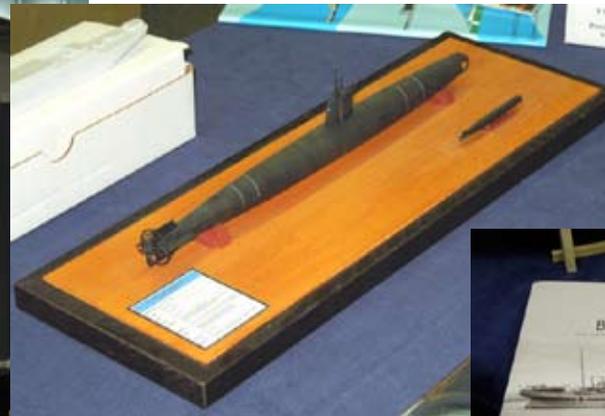
Howard Howe paid tribute to a lost brother-in-law who built this SIB, and showed his own efforts in developing a local Springer class.



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AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Mike Hanson brought showed a nice model of a Type-A, Target 2-man sub and torpedo, and a few additions to his library, along with American Seacoast Defenses, a definitive Reference guide/comprehensive tome on coastal defenses, for Skipper Brut. Plus, kits of *California* and *Carpathia*; 1/700 LOOSE CANNON resin kits of ships associated with *Titanic*.



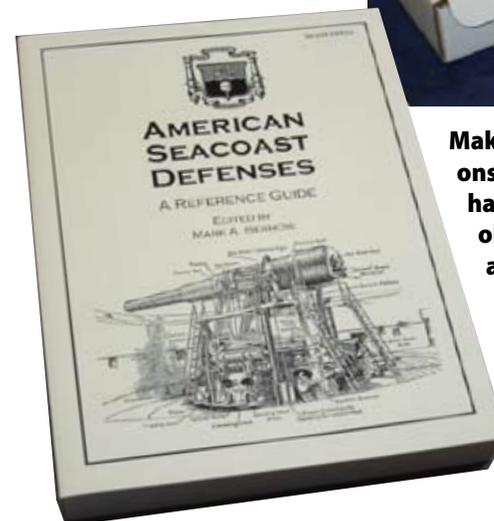
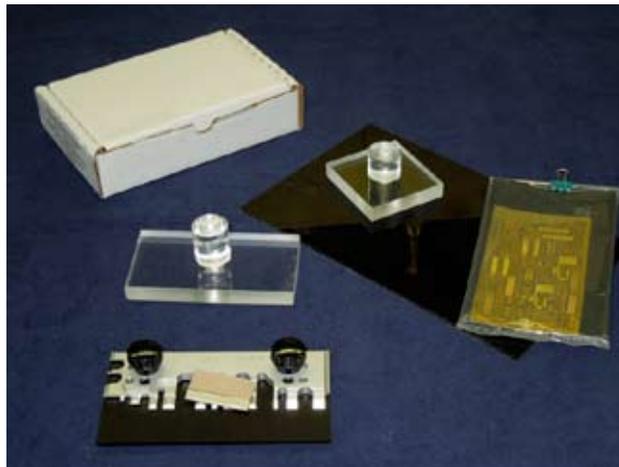
Mike Hanson's Type-A, Target 2-man sub and its weapon of choice.

Ed Brut found a tool for precisely bending photo-etch and made some accessories for it.

Next he presented your **Sec/Ed** with a trophy based on our mutual respect for the common clothespin as a scale model clamping tool. This one has been reversed for improved reach. I term it "Brut-alized."



Ed Brut developed accessories to assist in bending fine Etched Brass components



Make Hanson demonstrated that he has more than one obsession. *Titanic* applies to his feelings about artillery, too.





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AN AFFILIATE OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

Aphrodite 74" from **Milton Thrasher's** frames by Eduardo Carlos Sodocco – plug for mold. Foam between frames. James Delaney, Manchester, CT version, *RC Boats Magazine*.



The basis of this model of *Aphrodite* is one of Milton Thrasher's laser-cut frame sets. Further right is an ad for another favorite period vessel.

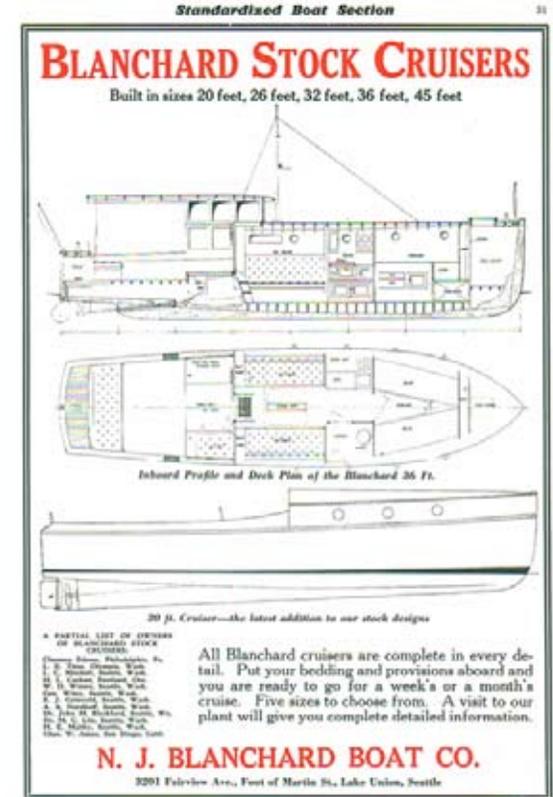


Byron Rosenbaum added his favorite tools from a studio-shop packed into the window end of a condo creative studio he shares with his wife in Miami. He uses an upside down saber saw and a sawhorse type clamp table. He has a band-saw stored on the floor, as well, and a highly n organized bench-desk. Good lessons for the “downsize” some of us may contemplate.

RE: *The Nautical Research Guild* Secretary's Newsletter. This publication that members receive with their Journal, has been showing efforts plucked from club newsletters sent by myself and other editors. I have no say in what is used. That is the choice of the NRG Secretary.

Coastie Phil Stager advises that the USCG has released a very lengthy report entitled, "Investigation into the circumstances Surrounding the Sinking of the Tall Ship *Bounty*." In short, Captain made a mistake sailing into a hurricane with an aged ship, and an inexperienced crew. A google search will get you a .pdf of the whole thing.

Byron Rosenbaum shows how limited space does not limit his output.





We were given information on *USS Olympia*, to wit:

Cruiser *Olympia* was decommissioned in 1922 and has been part of Independence Seaport Museum since 1996. *Olympia* is a National Historic Landmark, a National Historic Mechanical Engineering Landmark, is on the National Register of Historic Places, and is part of the Save America's Treasures program.

In April, 2014 Independence Seaport Museum announced that no other organizations had presented a viable, long-term solution for preservation and that the ship would remain in Philadelphia with the Seaport Museum launching a national fundraising campaign for her preservation. It is hoped to raise \$7 million.



USS *Olympia* in her heyday.

WhatinHell is a heyday anyway?

A joyous expression of surprise, it turns out, which you would have known if you were 400-500 years old.

This seems like a good idea. If a clock motor would turn it, it could run 24/7.



Skipper Brut took it upon himself to thank your Sec/Ed and iconify the dust up over just who invented the universal, reversed composite model component clencher with a giant replica, suitably marked...



...which I accepted with my usual charm and grace.



Another cool idea ripped off of some products shown in a model catalog. What modeler would spend money on something made from scrap?

Still not a member?

Our new 80-page Journal has more model ship articles than ever!

The annual cost of membership remains at \$38 US, and \$50 for all other countries. Visit our website at www.theNRG.org for more information.



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