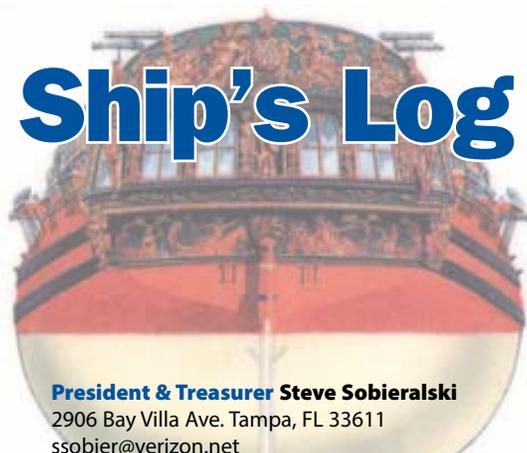


Ship's Log

TampaBayShipModelSociety

NON-Meeting of March 24, 2020

TampaBayShipModelSociety.org



President & Treasurer Steve Sobieralski

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Meetings

are 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 current and past, plans, modeling problems or maritime-related items of interest for discussion, or inclusion in the *Ship's Log*.

Next Meeting

Tuesday, ?????????? 7:00 p.m.

The regular March meeting was cancelled, so no business was conducted or reported. However **Skipper/Treasurer Sobieralski** noted that a \$100 donation was made on behalf of the club to NTM (Nontuberculous Mycobacteria) Info & Research, Inc. in memory of **Howard Howe's wife, Linda**.

The model shown here is not by a member, but your Editor's sensei, Rob Napier of Newburyport. I have chosen to feature it because Rob has distributed it with the materials chosen. That kind of data is important to all... and because it is gorgeous!

April
CANCELLED
Meeting



Rob Napier's model is of the Edward Burgess-designed racing sloop Gossoon of 1890. "She was about 53 feet long on deck. Burgess was red-hot right then --- he'd just designed three America's Cup defenders.

The model is 1:32. Bright mahogany below the load line, painted basswood above. Deck is bass caulked with burnt umber acrylic paint on one edge of each plank. Deck structures and spars are pear. Blocks are pear and brass. Standing rigging is wire rope; the turnbuckles work, running rigging is silk." Photos by Rob.



Show & Tell

I., Irwin on Nibblers/Sheet Metal Cutters: Tools, by their very nature, are specialized. Like the Military Reserves, they too, serve, who only sit and wait... until that moment when duty calls and nothing else will do. That was when my 30-something nibbler broke. And, when I found that the things were uncommon.

Not at HD, LOWE's, HARBOR FREIGHT or Auto Parts shops. MICRO-MARK has one in their catalog but not in stock. On line? Of course. And that's when I learned there are two kinds. One, like the one I had, notches a little rectangular chip and the other acts like twin shears, producing a continuous ribbon that, at the distal end, you have to deal with, or run the thing off the sheet. Twice the price, twice the weight and bulk. No brand, made in Taiwan, sold-distributed by a nameless firm in Plant City, with German language packaging! Bought from Tool Source, yet another entity without an address. I may not have a legal right to own one. 10" OAL.

Hammers: If your only tool is a hammer and in your other hand is a screw, you can be pretty sure that screw is going to get whacked. But is there a proper hammer for that job? Could be. It seems there is more than forty kinds of hammer. One list has 46, but it ends with a gavel, which, I suppose is not that far off, as a dainty mallet for making noise. That 46 doesn't include the pink one you gifted your wife to get her to stop taking yours and not putting it back under board where you last left it. I'd bet you could find another dozen in a classic boatbuilding shop. That same (46) source claims hammers date back 2,400,000 years. I think it was a Wednesday. I'm just kidding. Only the month and year is recorded on the patent stamp.

Then there's Whack-a-Mole. Split-peg bench toy. Thor's. INFLATABLE models. Rattles. Pete Seeger wrote a song about... Who knew the hammer was so integral to our existence?

There's a Hammer Museum in Haines, Alaska, so a long walk. Claims 1,500 designs.



Images above captured from the www





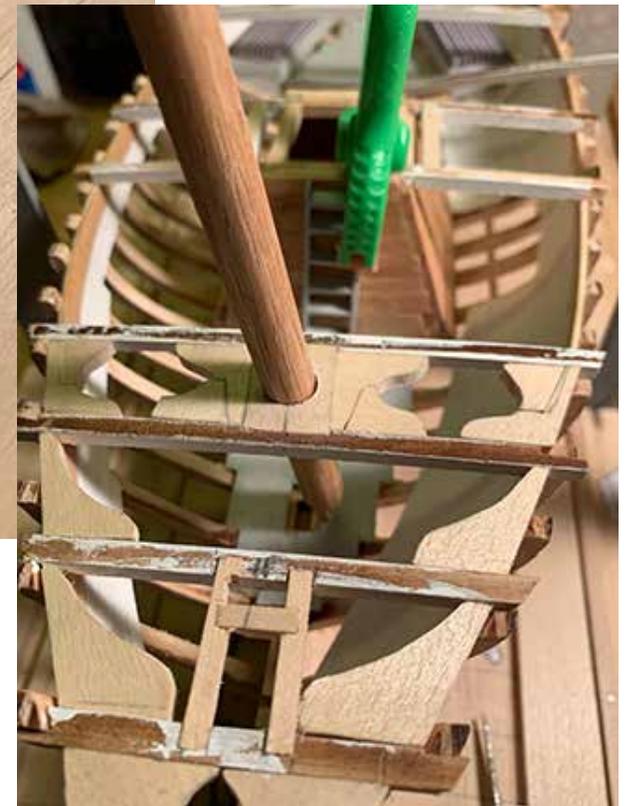
Guy Hancock on Emma Berry, well smack progress: Attempted gold leaf on the transom trim. Neither type of "size" that I tried worked well. I will get a scrap-booking glue pen that I saw in a YouTube video, and try that. Might help to paint with undercoat of gold paint so any missed spots still look gold. I was hoping for a smooth layer but that is quite difficult to achieve because of the half-round x-section and oval shape.

I took the temporary planks off the shear, set the model on the building board and it is twisted. Not sure how much of the twist I can remove and if it will be held straight just by installing the sheer plank. I set up a couple of beams across the top of clamp or frame tops and got both leveled. The twist seems to be in the fore part of the hull, and I can straighten it. Need to devise a frame to hold it while I put it in deck beams and knees. The knees seem to be enough to hold the deck straight.

I decided to cut the tenon on the end of the mast blank. Couldn't think of a way to do it other than freehand. Surprisingly, it fit in the socket in the mast step. The mast reinforcing in the deck had to have the hole enlarged before it would fit. Also surprised me that the angle of 2.5 degrees aft of 90 was right, and it seemed straight, looking the length of the deck.



Photos submitted by Guy





Captain Howard Howe and Captain Jim Crab Boat Update (2020-03): "March has been a tough month with the loss of my wife and co-captain Linda, to a fairly rare mycobacteria Lung infection (NTM), and now the Pandemic that affects all of us. However, I have been continuing to make some progress on the *Captain Jim* crab boat model.

The full-scale boat has recently had the pair of big 8V92 DETROIT DIESELS installed along with other accessories like ladders, steering, cabling, etc. The boat is now returning to haul out for props and completing the decking, engine covers, and other equipment.

After much planning for sequence of assembly and trial fittings for the model, I have completed the bottom painting, hull side painting, preparation of the hatches in the inner deck, painting of the inner deck, painting of the upper deck with a flat white base and then the turquoise paint after some careful masking using 2mm masking tape.



Photos submitted by Howard





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(Continued) After the painting, I installed and bonded the inner deck into the hull and later sealed edges with a white adhesive caulk. The next step was to bond the hull to the upper deck upside down to insure proper alignment of the plastic hull. During the assembly process it was also necessary to check that the removable cabin would continue to fit correctly.

The ladders, railing, and other tubing accessories I am fabricating from brass rods, soldering, and painting with chrome silver. The metal on the gunwale of the full-scale boat posed a problem on the model. Through trial and error I used the 2 mm masking tape painted with aluminum for the gunwale trim. Thanks again to Irwin for his help in fabricating the scale artwork for the boat name and logo. I printed the artwork on WATERSLIDE DECAL PAPER, another learning adventure of carefully following the instructions.

After more information is available for the boat and helm area, I will install the plastic windows, engine covers and other details. It has been an interesting and challenging scratch built using the BILLING BOAT kit plastic hull."





Admirable Ed Brut (twice removed) contributes Tales of the Gun: "As with us all on our C-19 stay at home I have started projects. So many projects so little quarantine time. My bench and a few projects are pictured. I chose to Start back on my Pirate gun deck piece. Bulwark and gun port under construction. Gun port shutter being built to fit opening. Things are progressing nicely but as the bench gets busy, you sometimes have to clear it in order to have a space to work. My next endeavors will be to mount the ribs to the bulwark with a top rail and begin the deck hatch and planking."



Photos submitted by Ed



Guy Hancock on Narváez: "I took a tour of the Jungle Prada site on Park St. in St. Petersburg and learned far more than expected. The site has a 20' shell mound that has had archeological exploration and dating. It is almost certainly the site of Panfilo de Narváez's landing in 1528. I purchased a book that will be donated to the club library at our next meeting. Narvaez had 5 ships, 400 men, 10 women, and 80 horses. He left Cuba but had many troubles, running aground for 2 weeks, losing 38 horses, then storms prevented him from returning to Havana and forcing him north until he decided to land in Tampa Bay. After landing and not finding Tampa Bay, much food or riches and an ever more hostile reception he split the forces, taking 300 men and horses to go north in search of Tampa Bay while the ships and others went by sea. They were to meet up but never did. He got to the Tallahassee area, and then built ships/rafts to sail to Mexico. Only four made it to Galveston, and then eventually overland to the Pacific coast of Mexico, and finally met up with other Spaniards. Narváez returned to Spain 8 years after departing, with 3 others of the original party. He wrote a book that became a best seller. I imagined that was the book I was buying, but this book is about trying to prove the landing site was the shell mound and native village at the Jungle Prada site. After reading it I am convinced it is the site. I also recommend the Discover Florida Tour of the site. <http://discoverfloridatours.com/>"

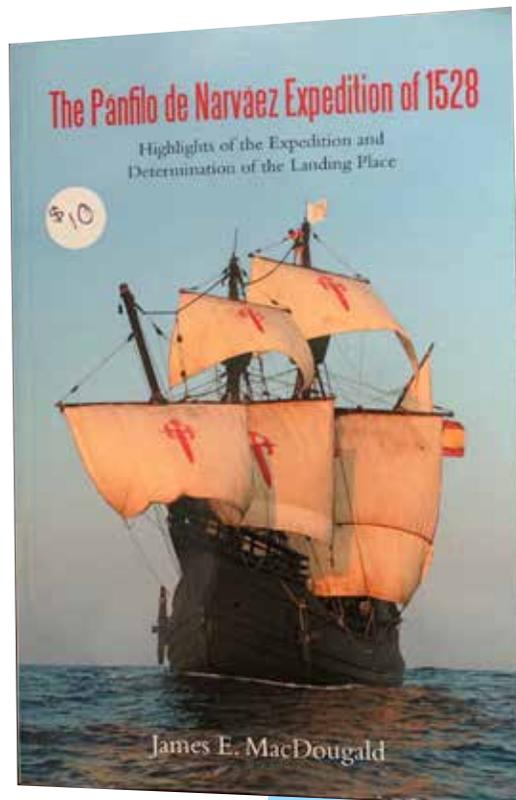
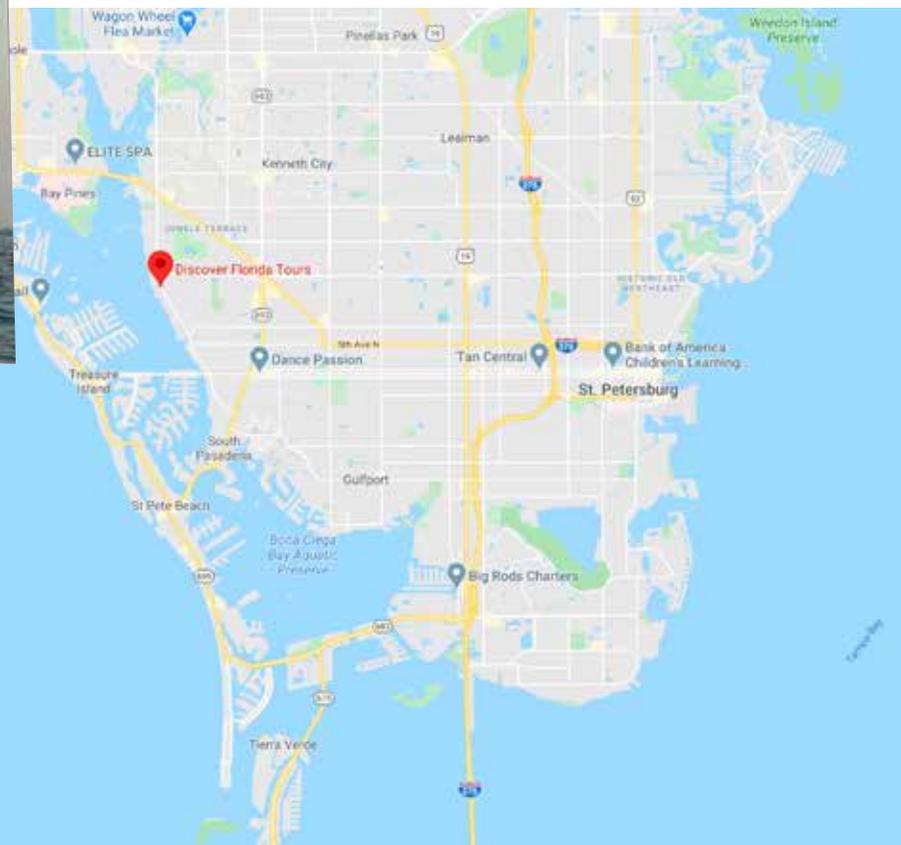


Photo submitted by Guy

Captured from the www





Vic Lehner's *La Renommée*: "Thought you might like to see a few pictures of my model ship "*La Renommée*". There is nearly no historical information on this ship. It was launched in France, but the date and name of the shipyard are unknown. This type of frigate is very important in the evolution of 5 rank ships, as written by E.H.H. Archibald in his book "*The Wooden Fighting Ship*". It was captured by the English in 1747, who liked its design well enough to build a series of frigates equipped with only 30 guns of large caliber placed on the second deck. It took me about two years to build."

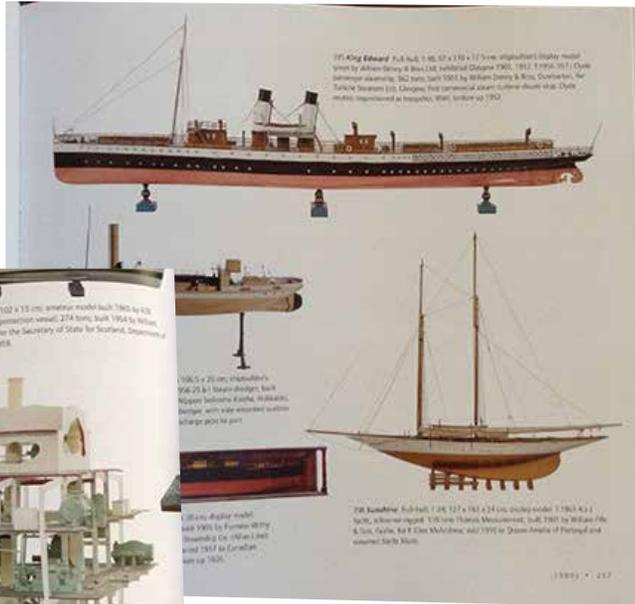
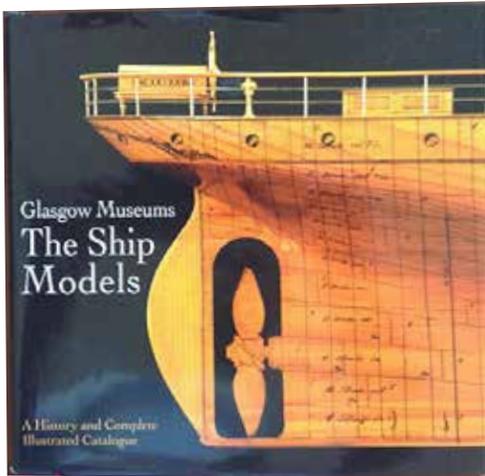


Photos submitted by Vic



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Bob Johnson, on "Glasgow Museums, The Ship Models" Catalog: "Photos attached of the recently released book on the ship models displayed in Glasgow, Scotland museums. It is an impressive and inspirational read... something any model builder should find worthy of purchasing. I bought mine from AMAZON for \$41 plus tax...free shipping with PRIME. It is a large book ...11" X 11" and about 370 pages...and print quality is to a very high standard."



Photos submitted by Bob



Brad Murray RC-1: After fitting the radio board, some extra blocking for the shrouds and carlins at the deck opening I dry fit the pre-cut deck and found it was over sized in some places and under in others by as much as 1/8". Putty and paint would have sufficed but I choose to add covering boards. The job is taking on the aspect of a prison model where extra work helps pass the time. The kit included little steel eyes to terminate the sheets and shrouds, which were also steel wire. Maybe appropriate for a rust bucket but not my little yacht.

My cache of hoarded hardware included five small brass eyebolts with nuts but no washers. The back stay and jib club eyes needed their nuts to be captive at the inaccessible ends so these needed to be fit before the deck was glued down. The dowels glued to the underside of the deck ease the sheet leads, rudimentary turning blocks. Hoping I hadn't forgotten anything I glued the deck down.

RC-2: The hardware package incongruously held stainless and brass pieces along with the useless steel junk. The spreader hardware is all brass and the mainsail is held to the mast with seven little 5/8" SST cotter pins that capture a luff wire through their eyes. At the top of the mast a piece of brass stock creates a crane to keep the backstay away from the sail. I made two U shaped brass saddles, one to act as the mast step and the other to act as tangs for the upper shrouds. Except at the top and bottom I gave the mast a teardrop section. For the gooseneck I used a SST swivel held to the mast with a loop of copper wire. The two booms needed help. Screwing steel eyes into the ends unshaped dowels; no good. First they received a decent taper with ferrules at each end. They were slotted and the swivels were riveted with escutcheon pins. Nylon coated knot-able leader wire will make up the standing and running rigging. As befitting a yacht for a lady the included suit of white sails wouldn't do. She has been accessorized with a suit of rainbow sails from WINDJAMMIN Sails.



Photos submitted by Brad



Steve Sobieralski on

USS *Mobjack*: "These are photos of one of my current works in progress, the ex-USS *Mobjack* (AGP 7), a WWII PT boat tender that was turned over to the US Dept. of Commerce in 1946. Renamed *Pioneer* (OSS 31), the ship went on to have a 20-year service life with the US Coast and Geodetic Survey as an oceanographic survey ship. The model is 1/350 scale and is based on the Iron SHIPWRIGHTS kit of the USS *Barnegat*, name-ship of a class of seaplane and PT boat tenders of which the *Mobjack* was a member.

I have a personal connection to the *Pioneer*, and I look forward to relating that at our next meeting, which will hopefully be soon. In the meantime everybody stay safe and healthy and build some models!"



Photos submitted by Steve



Chuck LaFave on *Royal William*: "Here is my 3-month update on the *Royal William* EUROMODEL (1/72) built by calt4 (Chuck's building log name). My fingers are sore from cutting out windows; I only have 12 more to go. I drill a hole in the window, cast the cut out by hand, then clean and paint the frame white, and finally coat the windows with Elmer's glue before finish-painting.

The hull is now double-planked, sanded and the bottom painted white. I have made a quite a few mistakes but been able to save most of them. Now I'm working on the hardest part of the build next to the rigging. The backend holds a lot of cast parts. I put in a wood dowel and drill bit to take up the weight. My "deck one" came out not too bad except when I clamp the pieces in, they move a little without my noticing!

The second deck was going pretty good until I put deck three on. When I added two sets of windows one broke so one side looks good the other side is so-so. I made three before I got it right.

Sorry that my work bench is so dirty."



Photos submitted by Chuck



George Fehér sent Conquering COVID Confinement with "Connie:"

My dear old "Connie", although not necessarily the love-build of my life, does deserve some attention once in a while. I have been building her cross-section on-and-off since 2003, little by little, as one challenge was overcome and another started.

With most of my current projects nearing completion, I was drawn to "making progress" on *Old Ironsides*; although, admittedly not much when I read my 2016 progress report ... crying out loud!!! ... But, I am motivated.

This year, so far, I added the spar deck beams, hanging knees and diagonal knees. Already made and painted the lodging knees, ledges, diagonal bracing ledges and the fore and aft bracing beams. These will be added once the fife rail is made and fitted through the spar deck and into the gun deck."

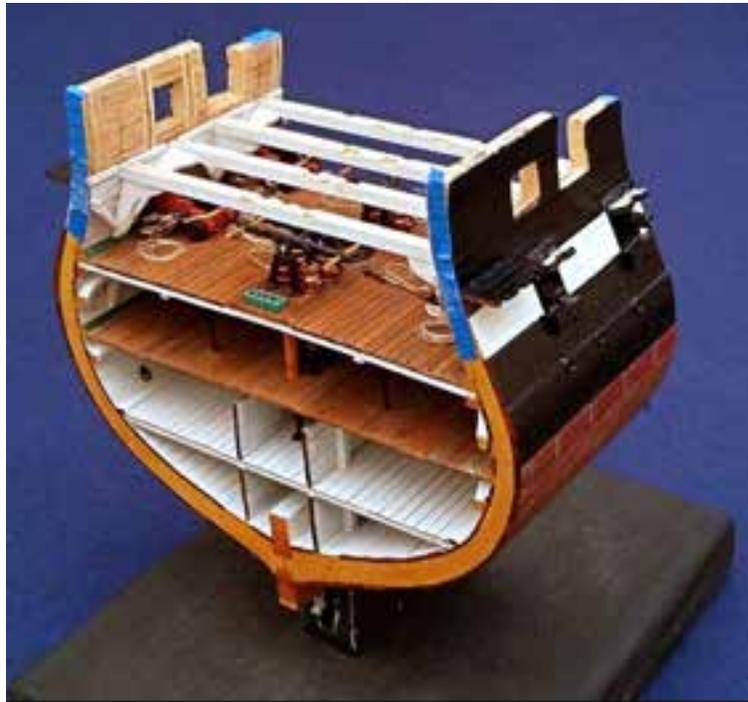


Photo submitted by George

Past President, Keith VanHusen submits on *Edmund Fitzgerald*: "The entire model is made of poster board and thin basswood especially on the keel for strength. The fore pilothouse is of cut plastic and poster board, aft cabin also. The hatches are of bass, stack of maple, also some two-face tape was used to wrap the hull, with super glue, not done yet but it's on its way." Keith is around Detroit these days. *Creatively innovative experimentalist!*



Photos submitted by Keith





I., Your Sec/Ed restores Liz Wright:

Elizabeth Wright is the name agreed upon for the folk art ship after the lady, my client's mother, who bought the artifact. The family does not know why. That's the way it is with compulsive collectors. Things grab you.

At any rate, the three-master barque has been stripped, cleaned up and a few missing parts replaced with matching or conjectural elements where blank spots indicate some thing existed. Spars are refinished and as I write this, she is all rigged ready for mounting the yards.

Rigging Sequence:

1. Dress the yards with blocks and lines (off the masts).
2. Rig bowsprit
3. Fore & aft standing rigging
4. Port & Starboard standing rigging
5. Hang spars with running rigging
6. Belay running rigging
7. Hang boats in davits

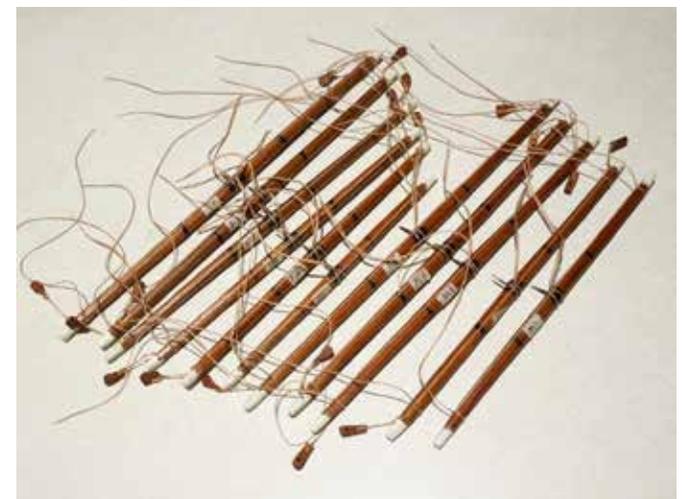
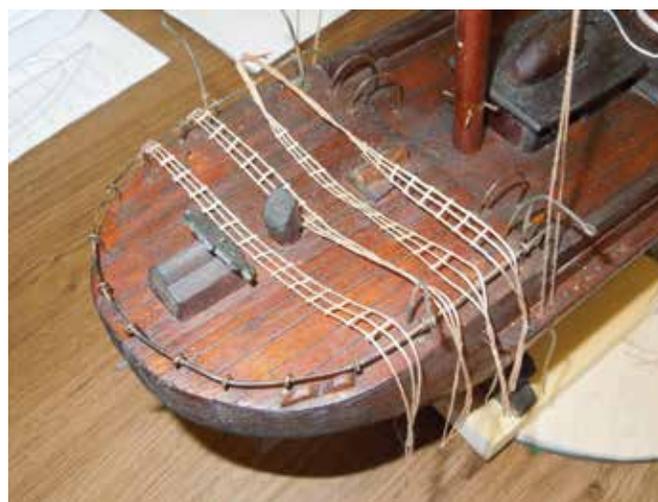
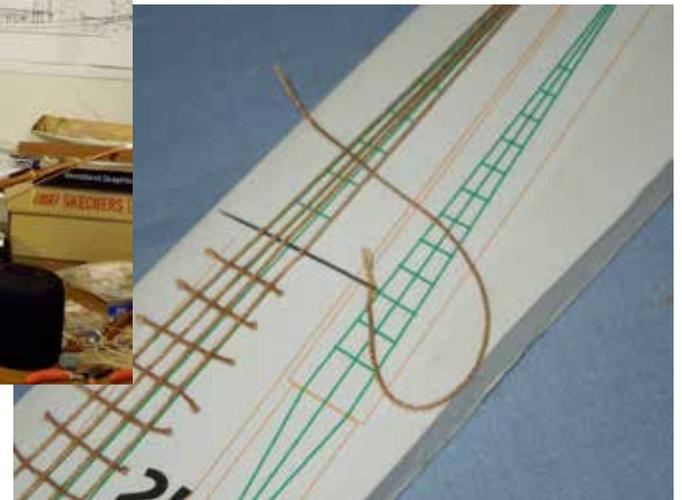
The rule on these jobs is not to improve on the craftsmanship, but match the level of the original builder. That applies strictly to historical vessels. For decorative models, not so much. After all, you must do what the owner wants. And, if she wants to leave it up to you, that's a license to do... In this case I plan to add a pennant, for color.

There is a variance between what existed on the model and typical practice. For instance, there is no indication that a dolphin striker was present. There were no pin rails. Lines are belayed to N-S-E-W nails near the foot of each mast. There were no deadeyes. That's the way she was and that's the way she will remain.

As all the masts were broken away from the deck, I have no idea if yards were rigged square to the centerline, but I plan to set them angled (I think).



Same-weight line ratlines needed through the shrouds. Intersections touched with 50/50 dilute Elmer's. Only one weight and color was used on the original.





Bob Johnson 50/800 Marblehead Model Yacht:

"Here's the Marblehead class pond boat I mentioned... built in the late 50's or early 60's by the fellow that was responsible for the towing tank at school (MIT). He was always making new models but had two old hulls available, this one and another without a keel...I recall that in 1965-66 I paid \$10 for this (with sails and rig...mast has been lost along the way over the last 50+ years) and a \$5 for the other, which I gave (or probably sold) to my brother (perhaps like \$100 and \$50 today?... an extravagance for me at the time). My model was likely raced on Redds Pond in Marblehead (ground zero for the class), as the builder was quite active in racing. As you undoubtedly know (but others may not), the only rules (to my knowledge) are a maximum length of 50" and 800 square inches of sail area...a "development class" which produced a lot of interesting boats (much like the Moth and Suicide classes in full scale...regrettably mostly a memory now). They have a recess on the stem for rubber bumpers as they hit the walls of the pond from time to time (they were manually reset by their owners from the pond's perimeter for each new leg on the course). No RC at the time... perhaps today it is allowed?

The hull is plank-on-frame, beautifully fitted (spiled) and fastened to very slim frames with what appear to be toothpicks...scale treenails I suppose (or "trenails or trunnels"). The deck is thin plywood, and all wood surfaces are varnished in and out... now in crazed condition. Ballast/displacement ratio is well over 90%. At this early date I do not believe anyone was making a deeper, higher aspect-ratio fin of something like aluminum with ALL the lead being in a bulb at its base. I recall asking at a design seminar (when I was a student in those days) why full scale (racing) yachts didn't use a keel geometry similar to this concept and received the (ridiculous) answer that it only worked for models and "did not scale up"...lost interest in the speaker at that point."



Photo submitted by Bob.

The M or Marblehead Class, sometimes called the "50/800", is a medium size high performance development class. It's original concept in the 1930's was to produce the largest model that would conveniently fit in the standard American car of the time. The class is a development class with the main restrictions being a hull length of 50 inches and a sail area of 800 square inches. The class has been highly developed over the years to produce a high performance model that can be sailed in a wide range of conditions, assuming the owner has the appropriate rigs. Today's M weighs around ten pounds and carries an 85 inch rig in most conditions. The hull and rigs tend to use advanced materials and techniques. Boats are available from several suppliers who can provide them from basic kit form to fully assembled. There is also an active used boat market at the local level.

The M Class has a large base, with over four hundred competitive models in existence. It is sailed in most areas of the country. Competition is available from club level to national level, and even international level. As an international class with the same rule as the rest of the world (except the measurements for AMYA are in inches and pounds), AMYA members can attend regattas abroad. They can also take advantage of several excellent foreign suppliers.



Port Tampa Library: The current neo-classical library building (4902 W. Commerce St) opened in 1926 as the FIRST BANK OF PORT TAMPA. It closed after the stock market crash of 1929. In the following years it housed a grocery store, a health clinic, a flight school, and a boutique.

In 1993 the Women's Club began a funding drive to save the old bank building, which had been vacant for many years, after members noticed a demolition notice attached to it. By 1994 the building was made a landmark, and the Club eventually raised \$5,000 to help save it. That money was given to the Friends of the PORT TAMPA CITY LIBRARY. In 1998 the 5,700-square-foot building reopened as the Port Tampa City Library, with a grand opening ceremony on June 14, 1998 — Flag Day — and the centennial of the embarkation from Port Tampa for Cuba bound troops in the Spanish–American War.

Maritime Reading Room: After the library's relocation into the Commerce Bank Building in 1998, the Maritime Reading Room was designed and opened as a display meant to "appeal to anyone with a passing, passionate, or professional interest in boats, sailing and the sea." The room houses over 350 books. Subjects range from the folkloric to the encyclopedic, to the instructional and technical. In addition to books, a number of sea-related artifacts are displayed, including scale-models of ships, navigational equipment, and antique boat parts. Because Port Tampa had been an industrial port as well as a major stop on Henry B. Plant's steamship line, the PORT TAMPA CITY LIBRARY was felt to be the most appropriate home for the collection.



Image captured from the www



James Elbert Jackson's Work in Wooden Boat Building and Repair

By Joel Jackson

- 1939 - Recruited from Grand Cayman to help build the "Western Union" in Key West, Florida. The *Western Union* was a traditional American coasting schooner that served the WESTERN UNION TELEGRAPH COMPANY for 35 years as a cable repair ship.
- 1941 – 1942 – During World War Two he was assigned to Norfolk Virginia to help build wooden hulled mine sweepers.

- 1942 – 1953 - Became part owner and manager of TAMPA STEAMWAYS CORPORATION, which was located at the foot of East Estelle Street on the Hillsborough River. Only a notch in the river's seawall remains today.
- 1953 to 1975 – He worked as the Dry Docking Superintendent for HENDRY DREDGING CORPORATION located south of Gandy Blvd. and west of South West Shore Blvd. on Tampa Bay. Managing mostly ship repair including such note worthy vessels as the "HMS *Bounty*" and the "U. S. *Constitution* (Old Iron Sides)".

- Marine Consultant – Certified with "LLOYDS OF LONDON" as a marine wood expert and surveyor.
- 1970 - Certified Charley Morgan's *Heritage* racing yacht for the America's Cup. Jackson represented LLOYDS OF LONDON for inspections during construction and the yacht's final certification.
- 1978 – 1980 – Hired by "MGM" as curator for the HMS *Bounty* while it was stationed at the St. Petersburg Pier. During that time, he supervised the replacement of the boat's upper deck.
- 1995 – James Elbert Jackson passed away at the age of 82 years old.



The schooner *Western Union* is on the National Register of Historic Places



The Western Union 1939

Built and home ported here in Key West, the *Western Union* was launched in 1939 as a working schooner. She sailed the Caribbean and South Atlantic until 1974 logging over 30,000 miles in the service of the Western Union Company. With a 24-foot beam, and drawing only seven and a half feet, the *Western Union* was designed to maintain communication cables in shallow Gulf waters. She was launched off Simonton Beach and was retired in the early 1970's. Come and hear about her storied past and adventures on the high seas.

The *Western Union* is back in Key West. We invite you to come aboard this authentic vintage tall ship and sail into history on board the officially designated flagship of Key West and the Conch Republic.



Admiral of the Conch Republic, Wilhelmina Harvey christening the flagship, 1937

Vessel Specifications
Built and launched in Key West on April 7, 1939

Designer/Builder:	Mt. Heber Elroy Arch, Grand Cayman, British West Indies	Generator:	8kw diesel
Length Overall (LOA):	130 ft.	Speed:	8 knots under power, 12.2 under sail
Beam:	23 ft., 6 in.	Fuel Consumption:	6 gal./engine/hour
Draft:	7 ft., 9 in.	Displacement:	218 tons
Rig:	Gulf mainsail and foresail	Registered Tonnage:	91.91 gross
Sail Area:	5200 sq. ft.	Fuel Tanks:	4 steel; 300 gal. total
Construction:	Carvel-planked yellow pine over Madeira mahogany frames on 5-inch centers	Water Tanks:	Aluminum, 1200 gal.
Power:	Twin GM 4-71 series diesel	Ballast:	27 tons, lead
		Spars:	Solid Douglas fir
		Maximum Passengers:	76



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(Continued) My father was born in Grand Cayman. Our ancestors settled there in 1796. Being an island, it was settled mostly by seafaring families from England. Almost all of my relatives there were either sailors or boat builders.

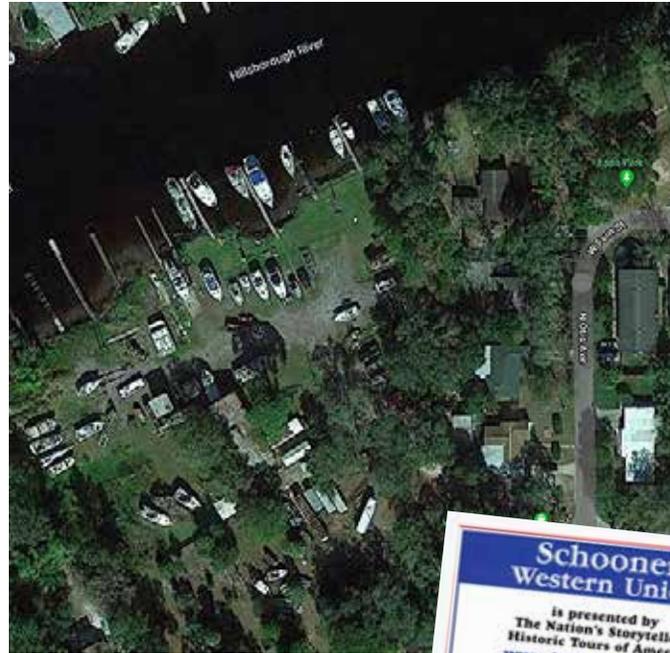
After the *Western Union* was finished, my father moved to Tampa and took a job with a boat building company. They had a contract to build mine sweepers in Norfolk, VA. He returned to Tampa in 1943 and took a job at the TAMPA STEAM WAYS. He bought 1/5 interest in the business and became its manager until 1953 when he sold out and left. He then purchased a Navy floating dry dock from a military base in New York. Unfortunately it was lost in a storm on its way to Tampa. He then took a job as dry-docking superintendent at HENDRY DREDGING in 1953 or 4.

The Cayman Island was well know for it wooden boats of all kinds. There were the "Cayman cat" boats, fishing boats, yachts and schooners. My grandfather had three schooners that carried cargo between Tampa and Cayman as well as ports in Central and South America. I recall seeing rows of wooden vessels being built there when I was a kid. My father left school at a young aged and learned the trade.

There is a lot to tell about the Steam Ways. It has a long history going back before and including the Civil War. There is a lot of information on the internet and I copied some from the Congressional Record as one of the pictures I posted on DROPBOX. I spent a lot of time at the Steam Ways when my father worked Saturdays. I did not have a camera back then but my memories of it are still vivid. There were two 120' long ways and a coal burning steam engine. My father kept notebooks listing various boats, with information on the layouts of support blocks or chocks.

I assisted my father on all of the inspections of Charley Morgan's *Heritage* under constructions. I included a news article on Charley in the DROPBOX pictures. I also included copies of pictures my father took of the *Western Union* under construction. There was an effort to restore it in Key West so I added a few pictures of news articles on that as well. (Sec/Ed – if interested, ask and I will contrive to show these pix.)

My father loved to build wooden boats. He taught me to build them from the time I was 12 years old. I helped my father build 13 wooden boats (using CHRIS CRAFT "14' Run-about" plans), by the time I graduated from high school. I later went to Sierra Leone, West Africa with the Peace Corps where I designed small fishing boats and set up a boat building shop to train locals to build them."



Images captured from the www

Site of Tampa Steam Ways, today.

Schooner Western Union
is presented by
The Nation's Storyteller,
Historic Tours of America
www.historictours.com
1-800-TOUR-HIA

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Washington DC Welcome Center

BOSTON
Old Town Trolley Tours
Boston Tea Party Shop & Museum
Docks & Gravestones Tours

ST. AUGUSTINE
Old Town Trolley Tours
Old Jail
St. Augustine's Florida
Heritage Museum
Docks & Gravestones Tours

SAVANNAH
Old Town Trolley Tours
Docks & Gravestones Tours

KEY WEST
Old Town Trolley Tours
CATCH Your Train
Key West Appointments
Key West Express HISTORIC Museum
Scholarship Museum Group
Bare Island Streets
Harry & Truman LHM White House
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Finger Street HISTORICAL Museum
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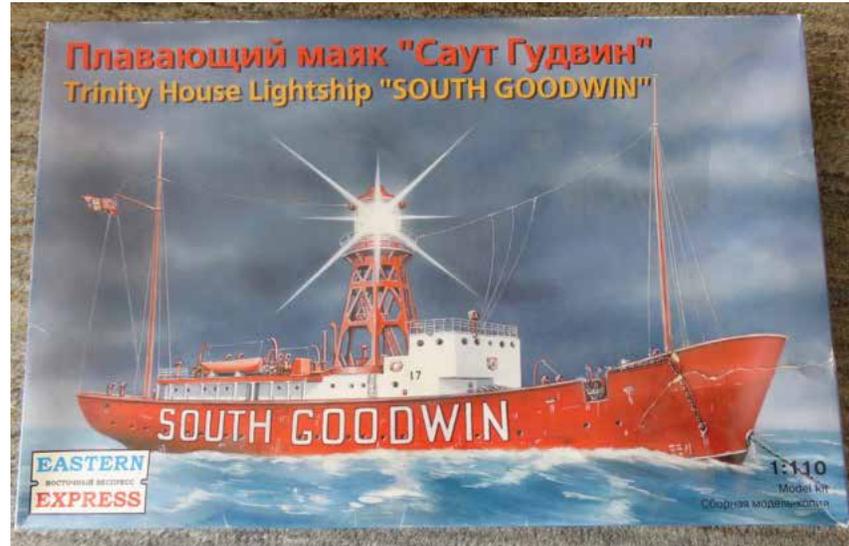


Ship's Log Tampa Bay Ship Model Society 19

For Sail: "Plastic kit of Trinity House Lightship Kit Available – by EASTERN EXPRESS. Bought in 2007 and never started. Bag was opened and some loose pieces in box but model is complete.

Price is \$40 including shipping. If interested contact Charlie Cozewith at ccozewith@att.net."

Photos submitted by Charlie



& MORE



Ship's Log Tampa Bay Ship Model Society 20



Believe It or Oar Knot!

If the *Titanic* were to sail toward you with the *Queen Mary 2* aft of her, you would see this!



Images captured from the www



If sailing vessels could fly...

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Tell me about it and I'll put it here.

<<GOLD LEAFING >>

Final Note: Did any member or other recipient of this fine publication ask me about gold-leafing?

If so, please ask again. It is an art that I have meant to try and so, took Art Ortner's materials. Happy to share if you have an application.

[Sec/Ed]

**Please make (\$12.) dues checks to:
Steve Sobieralski, noted as "2020 TBSMS Dues."
Mail to: 2906 Bay Villa Ave., Tampa, FL 33611**

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