

# Ship's Log



**President & Treasurer Steve Sobieralski**  
2906 Bay Villa Ave. Tampa, FL 33611  
ssobier@verizon.net

**Secy/Newsletter Editor Irwin Schuster**  
8503 Portage Ave. Tampa, FL 33647-1707  
813 866-1442 irwin.schuster@verizon.net

**Webmaster Phillip Schuster.** Contact Sec/Ed

## 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 **\$00.** 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, Jan. 26 7:00 p.m.**

**ZOOM**

**\$ - No DUES ARE DUE! You are off the hook. Enjoy.**

# TampaBayShipModelSociety

**NON-Meeting of November 24, 2020**

**TampaBayShipModelSociety.org**

The regular November, in-person meeting was canceled so no business was conducted or reported.

**ZOOM!** A Zoom meeting was held, hosted by **Fairlie Brinkley** and conducted by **Skipper Sobieralski**.  
**We shall do the same again, on January 26th, at 7:00 p.m. Give it a try!**

As you have been advised, No dues will be collected for calendar year 2021. The couple who have paid in advance will be credited with membership for 2022. **Note the Bylaws** I hope to remember to attach. If you want them changed, submit your proposal and the officers will react accordingly. That goes for seeking to control the bridge, as well. I suspect that all of the current leadership team will arrange for a peaceful transition of power.



**(LIVE)**  
**January**  
**CANCELED**  
**Meeting**

Pogo would have named this, "**The Pride of Chokoloskee.**" She lives in the Smallwood Store on the edge of the 'Glades.'  
All a feller needs to git along, plus a few luxury items thrown in.





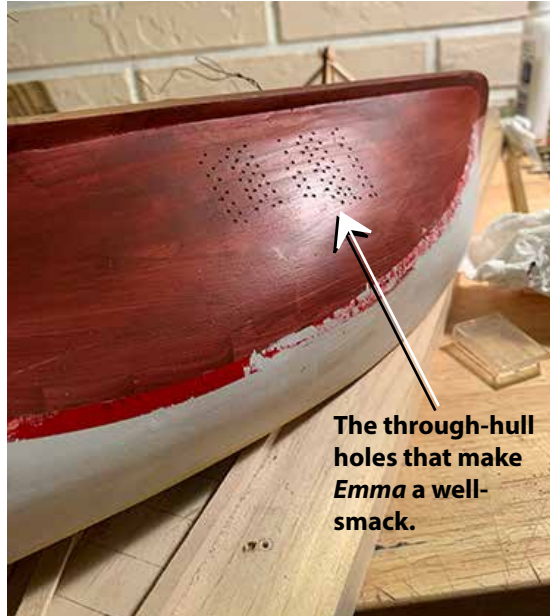
## Show & Tell

**Guy Hancock on Emma C. Berry:** "I have started painting the outside of the hull on the *Emma C. Berry* and after a disaster with red plastic striping tape that disintegrated I used blue masking tape. For final finishing I need something better and am wondering what tape you would suggest. I'll need to mask between the bottom and topsides, and also along the covering board. The topsides and bulwarks are black, and the covering board is cream. I'm thinking of maybe painting a thin half-round styrene strip and gluing it in place to get much sharper and more uniform lines than what I could achieve with masking."

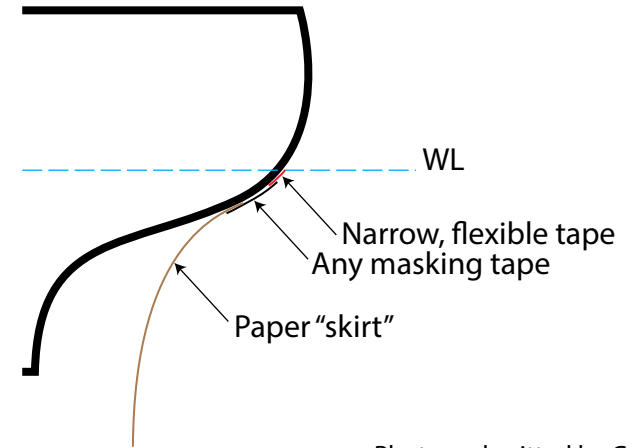
The second question is about a case. I had one made for the *Sakonnet Daysailer*, and it is 1/4" glass with UV catalyzed glue. It looks great, but in the future I'll try 1/8". I need to make a base for the case, and am wondering how you would suggest fastening the glass and base together?"

Hi Irwin and Fairlie, I had bad experience trying to score and break plastic panels I bought at Home Depot. I also scratched them by accident, and the glue job was messy and did not look good. That experience and Irwin's suggestions about it have me favoring glass. I have a ship case kit with the wood corners all grooved to accept glass or plastic. To make the smaller case I went to Oscar's glass in Largo. They cut the glass, polished the edges, and glued it using UV light activated adhesive. Next time I will get 1/8" glass instead of 1/4". I think they prefer the thicker glass as it is easier to glue. The case cost \$80.

The picture shows it on the wood base that I made. I intend to stain and varnish the base, and use silicone caulk to glue the glass onto the base. I have not decided if the model should be set on an angle as in this picture or lined up traditionally. I'll probably just glue the model to the base, I am afraid that screws might split the thin stand."



The through-hull holes that make *Emma* a well-smack.



Photos submitted by Guy





## Irwin Schuster on another Pond Yacht restoration:

One more pond boat came to me for repair. This one about 29" on deck, and apparently built from a kit. There is a printed deck, plank-on-bulkhead hull and jointed mast. Mast and boom are slotted to accept the sails, which have stitched, acetate batten pockets. Brass bottle-screws, travelers and tiller mechanism are impressively machined and assembled. Further evidence is displayed in the definitive book, *Sunday Sailers*, where a near identical hull, but 36" is shown.

BUT, research has not disclosed a manufacturer. Not on the www, nor talking to a variety of top folks in the Pond Yacht game. I have found small, kitted sailers, but not any that looked like this one.

There was a hole, about  $5/16 \times 1/2$ " punched in the hull which was not hard to repair. I strung a wood backing bit, fished it through and glued it in place. Then the short plank patch was inserted flush and stained. I washed the stained jib and spray-starched and pressed the main (still on the mast and boom).

I needed to fill in a missing donut-shaped bows-er, and tried two materials: paper and Sculpy®, polymer clay. This model is not intended to see the water again and both worked for my purpose. In both cases, I wrapped a ribbon of material around an appropriate-sized mandrel (a plastic pen barrel), using Elmer's white for the paper, until I achieved the size I needed. Being thinner, the paper is more controllable for both thickness and diameter. Flatten the surfaces by rubbing on sandpaper, drill the three holes, round off and finish.

I cleaned the whole hull with alcohol, sprayed the keel with copper paint and shellacked all. I touched up green trim stripes and re-rigged as best I could, using the existing elements of screw eyes and travelers. I made a stand and she is gone. As before, the owner is asked to donate to a charity of my choice. Win-win-win (and deductible to the owner).



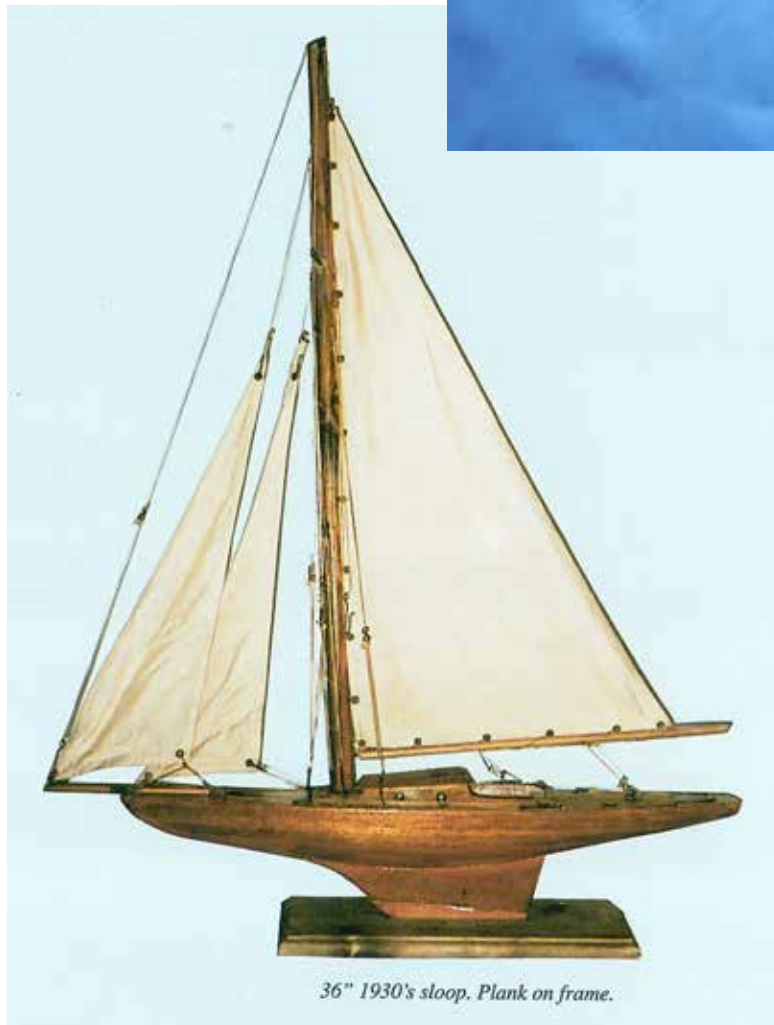
RH Photos by Irwin





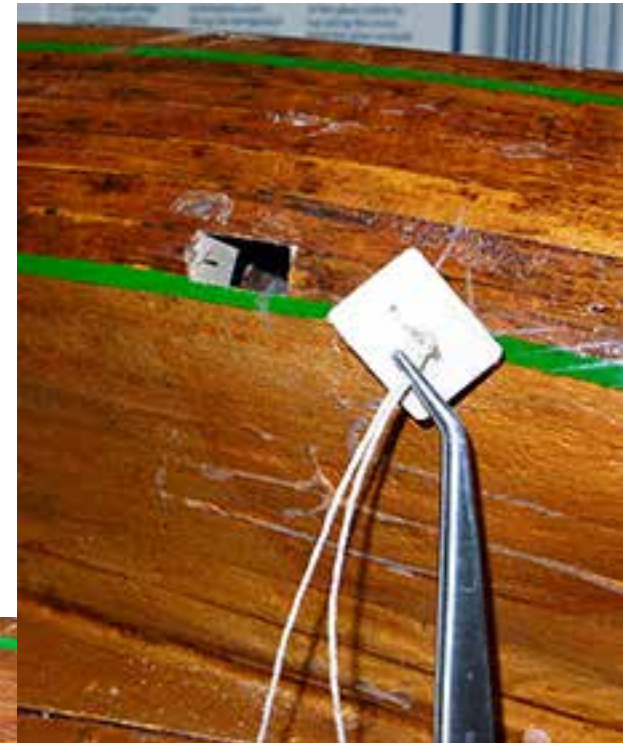
Photos on right by Irwin

BELOW, the very similar, plank on frame, 36" model found in "Sunday Sailors," leading me to believe these were sister ships produced in kit form. Planks-on-bulkhead and jointed mast, for packaging efficiency,



*36" 1930's sloop. Plank on frame.*

After the ragged hole was squared up, I fished through and glued a backer, then clipped the string and inserted a bit of plank. Planking had been sanded very thin.





**Irwin Schuster on Finishing the Rush-ton Vesper-Argonaut:** This handsome canoe is a product of J. Henry Rushton (1843-1906), New York State canoe designer and builder, who operated around the turn of the century (the one before Y2K); simply elegant and eminently functional craft; production with customization. In 2014, I visited the Antique Boat Museum in Clayton, NY and the Adirondack Museum on Blue Mountain Lake, and saw live samples. That was likely the inspiration for this project, which was started in 2018. Prior to that, in 2009, I had created an illustration of her. With the presentation technique I currently prefer, a good bit of the work was done.

I call the style a rigged half model. The justification is, boats are (almost) universally symmetrical and my High School drafting teacher advised that there is no reason to draw both sides of such a subject. Mr. Cunningham has saved me a lot of work over the intervening ~70 years.

Illustrations created on the computer are easily scaled and manipulated, and in this case I lifted the sails apart from the spars and superimposed them onto a color photo that I had modified to sepia. Then the titles and various graphics were added, and all printed out to a comfortable size. I am not a slave to any particular scale. There are reasons for that but not in this instance. This model is about 1/20. I produced a series of cherry lifts, then soaked, bent them to the sheer curve and laminated them to simulate planking runs. The lifts allowed me to cut out the cockpit shape more easily but were otherwise a waste of effort as they are barely noticeable.

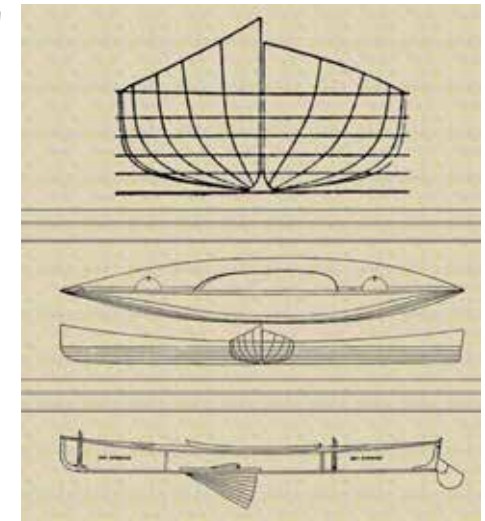
Photos by Irwin



Encased in rough cedar, glazed shadow box



My 2009 Illustration



The plan. No surprise there.

**In summation:**

1. "Live and learn" is a goal. In actuality, "Live, learn, forget and/or make brand new mistakes," is my experience.
2. In art and modeling, if you choose a beautiful subject and do a reasonable job, you will get undue credit. Just accept it.

Seneca Ray Stoddard and his Vesper







So, carving shaped the hull and veneer was employed for hiking board, king plank, coaming, hatch covers and simulated keel and stems. Thin sheet aluminum was used for the Radix CB and rudder parts. The maroon sheer plank with gold decoration at the bow is laser-printed paper. All was complete in April 2019, including the case, when other projects took precedence. And, I was unsure as to how to deal with the attachment of half spars to the sails. On the model they were glued and pinned to the print on the "Masonite" backboard, but I had planned to lace them. Most photos show them as pocketed, like battens. In retrospect, I should have painted them to match the sails.

There is this thing we call "Artistic License" that real boat builders cannot use. I love it! Remember I told that these boats were customized? All kinds of options were available and eventually research revealed a sample of what I wanted to do. I loose-footed and sprit-boomed my way around the lacing issue, but it took a year and a half of mulling. Or, you can interpret the spars as battens on both sides, riveted through. Truly, few canoes, even of the same model, were exactly alike, and modified over time as well, such that vigorous rationalization, with imaginative artistic license, allowed me to rest.

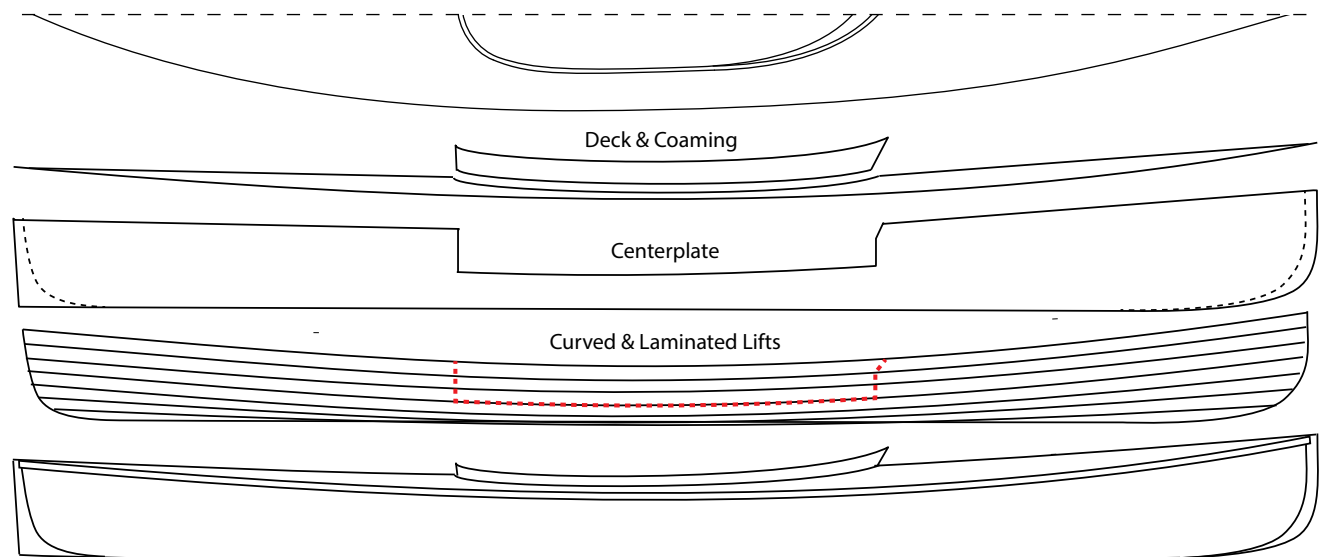
What else? The figure is of Seneca Ray Stoddard, naturalist, outdoorsman, and photographer, rendered in polymer clay, posed to give a sense of scale. The rest of the story: I was motivated to finish up because I had printed a build date of 2019 on the background, and thought that finishing in 2021 would shred what few vestiges remain of my cred.



The printed background-field onto which the 3D elements are assembled



Rushton *Vesper-Argonaut*, finished and rigged prior to encasement



How the Hull It Was Made



# Ship's Log Tampa Bay Ship Model Society 7



**Bob Johnson:** "Here are a series of photos of an early 1960's vintage Marblehead 50/800 class hull undergoing restoration by my brother, Richard Johnson (in Newbury, MA). The boat was made by the towing tank operator at MIT who was an avid designer, builder and competitor in this class of model sailboats. I purchased it as shown (no deck, keel, rudder or rig) for \$5, for which I recall my brother reimbursed me.

Like the similar one I have, it has sat collecting dust for well over 50 years. This year my brother decided to completely refinish the hull inside and out, and add a deck and keel of his design. The keel is made of wood and can be used as a pattern to cast a lead portion if ever desired. Unlike the original, the bottom has been painted white to add contrast and better define its appearance as if it was in the water.

Given the intrinsic beauty of the model, it now is displayed in his home hanging from two polished bent metal "loops" with my "sister ship" still gathering dust in my garage, plus for anyone else who has a forlorn old model waiting to be resurrected.



Photos submitted by Bob



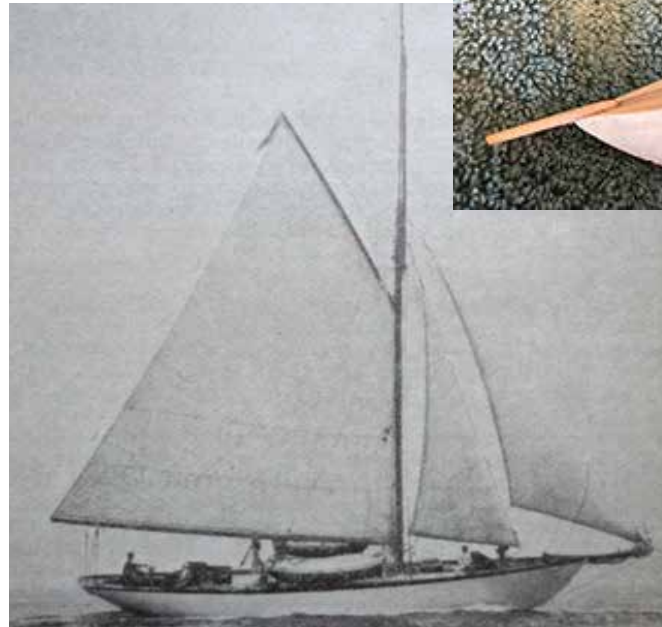


**Bob Johnson** is also looking into Cutter-Yacht *Flying Cloud*. Herreshoff hull #703. "The contract for build was signed on September 24, 1910, and *Flying Cloud* was launched on April 15, 1911. She originally was a gaff-rigged cutter with 2,106 sq. ft. of sail area – 1911 was early for HMCo. and Marconi rigs, but they weren't far off in their future! Mr. Bell at the time could have been Egbert Beall, C. E. Beall, or E. H. Beall, according to our records. She only drew 7'4" at launching according to the original HMCo. construction record, but must have been modified later in a manner that increased her draft - the yachting registers in the 1950s and 1960s list her at 8'6" or so. I can imagine that sure was a liability in shoal waters with no depth sounder!"

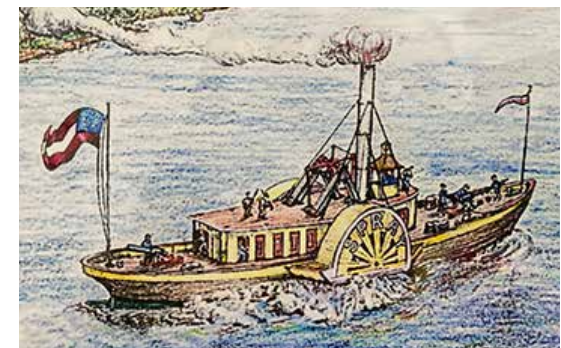
Bob has contacted MIT-Hart and Herreshoff.

**Bob starts:** "Started a water-line model of the *Flying Cloud* using the profile photo (but with updated rig) and dimensions provided. Then a model of my 12" "Pup" catboat ...both in HO scale (1/87) for the layout... then I hope to take photos of the model RR layout and write an article for a magazine.

THEN (perhaps) I may make a model of the side wheeler (*Spray* which I would give to Hank). My "to do" list of models keeps growing, which is a good thing I guess. People talk of boredom..what do they mean?"



"FYI. Just getting started...hull roughed in, still some TLC yet to do. 8" long."







## Ed Brut discourses on Florida History:

**USS FT. HENRY**, CIVIL WAR ERA BLOCKADE RUNNER-HUNTER  
"The Terror on Florida's Gulf Coast." "In our last ZOOM meeting Irwin mentioned a model ship seen at the Cedar Key Historical Society Museum in Cedar Key named USS Ft Henry. Henry, being the place the Revolutionary war fame and my home town in Illinois, It peaked my interest to do a little research. Due to communications the actual name of the vessel is USS Ft Henry.

Below is a little bit of her history as I have found. She is what I would call an Anti-Blockade Runner. A replica of USS Ft Henry is on display at the Cedar Key Historical Society was built by the Crystal River Boat Builders club.

Ref: Civil War Naval Chronology 1861-1865 compiled by Naval history Division Navy Department.

A bit about my source reference. A paper bond book published in 1961 and ending in 1965 (in celebration of the 100th year anniversary of the Civil War) in five paperback parts covering one year of the naval history day by day. Mine is a 3 Inch bond volume published in 1971 (for 25 dollars).the format is in the form of daily dispatches of what happened to the US Navy during the war in very brief descriptions. But that is not all it has hundreds of pictures, detailed sketches, maps, songs, and personal stories spread throughout.

The steam powered side wheel vessel was one on 6 ferryboats ordered by the Union Ferry Company in New York. She was 150 ft. in length and 32 ft. on beam at 552 registered tonnage. She was believed to be fitted with an inclined single piston engine by built by Henry Esler & Co. of New York, though this is unconfirmed. As with many Union Navy ships of the Civil War era she was purchased and commissioned on 3 April 1862, renamed the USS Ft Henry after a captured Confederate fort on the Tennessee river. Considered a fast and well armed gunboat with two 9-nch smooth-bore cannon and four 32-pounder guns at a speed of 8 to 12 knots. She was unarmed. She was in my opinion, a good match for any Confederate Navy gunboat of the time. Her assignment to the East Gulf Blockading squadron placed her in the path of many a confederate blockade runners supplying the confederate states with all needs including gunpowder and arms and munitions, in trade for cotton. Blockade duty was in the vicinity of St. George Sound and the Cedar Keys.

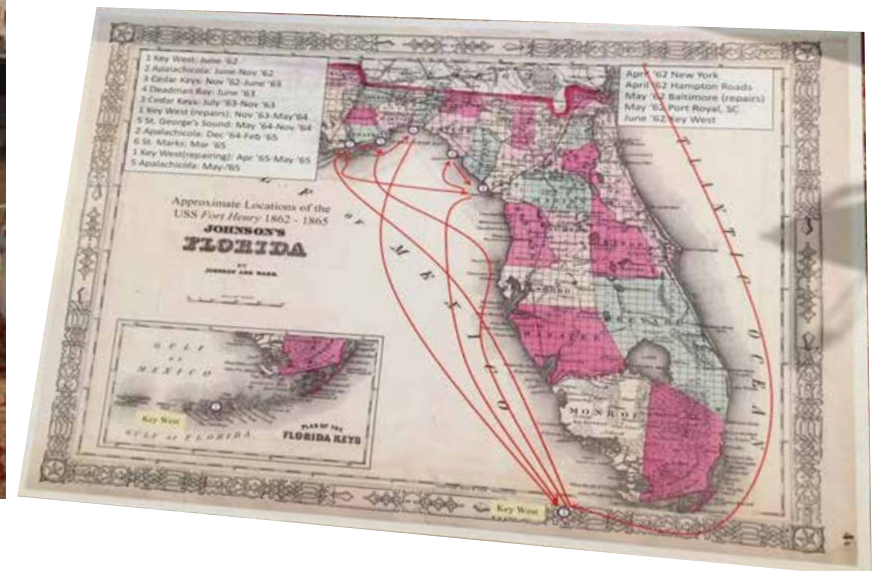


Tonnage: 552  
Displacement: 519 tons  
Length: 150 ft 6 in (45.87 m)  
Beam: 32 ft (9.8 m)  
Draft: 11 ft 9 in (3.58 m)

Propulsion:  
Steam engine; side-wheels.  
Armament:: Two 9" smooth-bore guns & Four 32-pounder guns



Photos by Irwin (at Cedar Key)





## Naval service of record:

15 Oct 1862 reconnoiter Apalachicola River and captured the sloop G.L. Brockenborough seized cargo of cotton.

25 march 1863 under command of acting Lt Edward Y. McCauley captured blockade running sloop Ranger from Havana, off Cedar Keys Fla.

2nd through the 9th April 1863 with Marines and sailors commanded by Lt. McCauley reconnoiter the Bayport, Fla. Area. Forced two sloops and two small schooner to run aground, seeking to avoid destruction. Sloop Helen caring corn was captured and burned, and the union boat crews engaged and forced evacuation of a defending Confederate land battery. The retreating defense soldiers burned a schooner with a cargo of cotton. The following week the expedition took her to Chas-sahowitzka, Crystal, Homosassa, Withlacoochee, Waccassassa and the Suwannee rivers caring the blockade power of the Union Navy where deeper draft vessels could not pass.

22 May 1863 captured the sloop Isabella in Waccassassa bay.

28 June 1863 armed boats of Ft Henry capture schooner Anna Maria in Steinhatchee River and seized a cargo of cotton.

3 July 1863 Ft Henry captured the sloop Emma north of Sea Horse Key with cargo of tar and confederate mail.

20 July 1863 Fort Henry sent her launch to reconnoiter the Crystal River, an expedition in which two of her men were killed by fire from the shore

On 6 August 1863 off St Martin's Reef Fla. She captured the sloop Southern Star with her cargo of turpentine

14 August 1863 Intelligence reports indicate the steamer CSS Alabama to sail from Havana on the 12th and running the blockade probably between Mobile and Tampa Bay and St. Marks. Several other vessels were to accompany her or attempt running the blockade were Nita, Montgomery, Isabel, Fannie, and Warrior. This had been a warning to Lt commander McCauley by Rear Admiral Bailey "you will therefore keep a sharp lookout for any of these vessels". The CSS Alabama is still the greatest naval raider in all history. For the USS Ft Henry to engage her would have been a quick fight lost.

She sailed north in June 1865, arriving at New York City 19 June, where she was decommissioned 8 July 1865. She returned to civilian service and was lost in a fire in 1868.

Foot note: The CSS Alabama location on 5 Aug. 1863 she was off the coast of Good Hope. 20 Aug 1863 she was in the Bay of Angra Pequena on the African Coast, not all naval intelligence was good."



Photos submitted by Ed



## Ed Brut's CONTINUING "TALE OF THE GUN" 12-24-20, part 97 or whatever...

"I trust all had a great Holiday season and are ready for a better New Year.

The latest endeavor in my modeling was a small box in my pirate gun diorama.

I decided to make a stowage box for the grape/canister shot munitions. The box is only 7/8" square 5/16" tall with an egg crate inside to separate the nine rounds. Made of walnut to match the rest of the wood used on the diorama. Added a pair of rope handles and I now have a "Grape Crate", say that 10 times quick. Maybe this year I will finish this project.....maybe."





## Modeler's Aphorisms:

### Mike Graff:

"Anyone can build a model ship, it just takes a bit of time and patience.

... or ...

The USS Constitution is a GREAT model to start with!"

### Bob Johnson:

"If it cannot be seen on the finished model, do not bother with it".

(I suspect some modelers will not agree with this, but it works for me.)

### Brad Murray:

"The act of modeling allows the perception of the passage of time to be suspended."

### Guy Hancock:

"Your first attempt at making something from scratch is a practice round."

### Howard Howe:

"A completed model without a protective case is a magnet for dust collection."

### HH: An Old Sailors Toast!

"There are good ships  
And there are wood ships,  
These are ships that sail the seas...  
But the best ships are friendships  
And may they always be!"

### Ed Brut:

"Measure twice, cut once.....or have extra material..... "

...and, "Damn the torpedoes and full speed ahead."

### Vic Lehner:

"If drinking wine while working on your model and your work goes poorly, have another glass and don't whine about it because things won't improve."

### Irwin Schuster:

"A cheap brush is junk the day you buy it and does not improve with use."

"Didja ever notice that while we sleep, nap or doze, the projects we really want to do shuffle around and rise to the top of the list, barring, of course, the HD which curiously stands for both Honey-Do and Home Depot."

**Roger Kibart:** Both of these can be attributed to "Jim N" a modeler friend of mine.

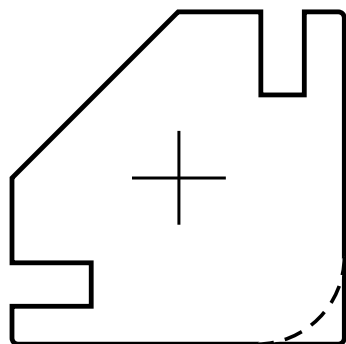
"You don't make mistakes in model building. They are design modifications."

"In model making there are no mistakes that can't be fixed."

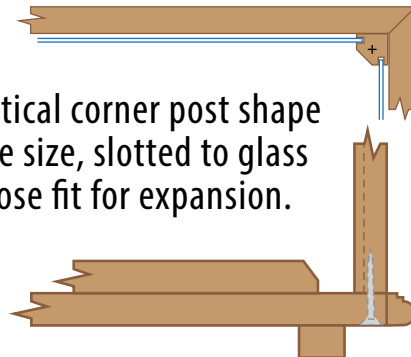
### Originals:

"Model making is a form of meditation: It brings peace of mind, relaxation, living in the moment. And when a project is completed the greatest feeling of pride and accomplishment."

"Model making is frustrating, agonizing, time consuming and tedious. Yet there are few other hobbies that provide such personal reward and pride when a model is completed."



Standard vertical corner post shape scaled to case size, slotted to glass thickness, loose fit for expansion.



A pretty straight-forward, four-poster case can be made with a table saw. To fancy it up, move the slots inboard a bit and chuck it in a lathe. Ply top & bottom, trimmed with molding from your lumber store.

**Fairlie Brinkley** plans a case for the clipper *Flying Cloud* that Chuck LaFave restored.

Photo submitted by Fairlie





## Howard Howe: Progress on Tug, *Imara*

The old CALDERCRAFT *Imara* Tug Boat model is beginning to get a new start in life. As reported last month, the rudder and propellers were missing from the donated kit. Most of the other parts appear to be available. I ordered a pair of counter rotating brass propellers from Harbor Models to fit the existing shafts and fabricated a brass rudder.

The motors had been installed by the previous owner, so after verifying operation with 12V supply, I proceeded with the shaft/tube alignment through the hull and the propeller tube. A frame external supports. A three-handed operation required! All components and hardware were then bolted and bonded to the hull with J-B Weld epoxy.

I took the advice of a former model builder and fabricated a removable rudder bearing that is bolted in place and will allow for the rudder to be removed in case of an operational accident.

The next sequence of build is the side reinforcing, cross beams, and sub-decks. This will be followed by hull trimming for the wash ports and other hull openings above the deck.

During December, I was able to decipher the model instructions and complete the hull interior wood structure and sub decks for electronics and batteries. Some items have been temporarily installed with screws to provide later access for changes or additional items if required for the RC capability.



An image of the assembled kit





# Ship's Log Tampa Bay Ship Model Society 13

## Walker Roberts Recounts Club History (2009):

"What I can offer on the history of the club is limited as most of the dates have slipped my memory. The club was started about 1974 by Tom Curtis, a Naval reservist whose unit had been activated during the Vietnam War for riverine patrolling. His major role in Vietnam was to serve as a diver. I discovered the club after its third or fourth meeting. The club met variously at schools and office buildings in Tampa. During the early years most members were from Tampa, but as time went by the reach broadened. Contact with clubs in Sarasota and Tarpon Springs was sporadic with almost no attendance across clubs. For many years the club was positively impacted by the 1975 tall ships parade, the visits to Tampa of the USS Constitution, a lively national interest in maritime history, etc. The meetings for the first ten years were large with thirty or forty members attending. I soon became secretary and must have served in that role for 20 years until Art (Nyberg)\* took over. Art would have taken over in the late 1980s probably. Curtis remained president during the same period as I was secretary. The club was shaken when Tom died in an accident while on reserve duty with the Navy in Jacksonville, maybe 1989.

The club program during the 70s and 80s was similar to the current program. Members were stimulated by showing and discussing their work and by viewing the work of others. Most of the members worked from kits and there was a general sharing of techniques. There were also model shows at irregular times where members could help demonstrate the club's activities by letting the general public see finished models, work in progress, etc. The shows were seen by Tom and me as our major advertising. One of the major influences on the club during this period was Jack Kitzerow. Jack was a world class modeler and much of his work appeared in *Nautical Research Guild Journal*. Local newspapers showed his work in full-page picture stories two or three times. Some of his work may still be visible on line at [alginermacgregor.com](http://alginermacgregor.com) (I may have some digital files of this, but they would be difficult to find).

(I may have some digital files of this, but they would be difficult to find.) He had been a professional graphics artist and the skills he possessed were visible in his work. Jack was strictly scale sail in his orientation, as was most in the club, but Steve brought his extremely well done modern war ships to leaven the loaf. Jack died about 1995. As the mid 80s arrived, interest in the club was more difficult to maintain. The enthusiasm generated by the tall ships parade declined. Howard Chapelle, the Smithsonian curator and inspiration for maritime history nationwide, died. The Nautical Research Guild stagnated. Local model shops, once prolific, disappeared and with them their offering of kits. And, generally, the amount of news and buzz stimulated by east coast museums slowly dissipated.

The model building contests held at the Newport News museum ceased (hopefully they have restarted, but if so I have not heard about it) and generally interest in maritime history declined. The club was nurtured by two major forces, those of the maritime historians and those of the model builders. Largely I represented the former and Kitzerow and Steve the latter. The interest in model building has continued to be the foundation of the club. Having lived through the difficult days, the continued strength of the club is amazing. There was a period of instability after Tom and I more or less retired/disappeared. I still went to meetings, but the officer turnover was material.

There was no stable secretary until Art arrived. Steve (Sobieralski) did it under duress. I left Tampa in 1999, and Jack died before that. The exact date is nothing I have on record. It is somewhat confused by the fact that his wife died somewhat before him, and I may be substituting her for him. His wife's death was more relevant to the club than his as club members served as support for him, while his death occurred after he had quit attending meetings and was just a statistical event. His son, last I knew, worked in St. Pete, and I believe he inherited Jack's models. You will have membership problems because hobbies have shifted away from collecting and crafting.

Computers have something to do with this as does social mobility, but in an environment where, if something breaks you throw it away and buy a new one, no one learns to use their hands because nothing is worth fixing. My pocket knife amazes people - they think of it as a weapon. My kids have no idea how to sharpen a knife. The use of craft tools has ceased to be truly socially acceptable - a bit low class. We have become the age of the store bought society and that will not bode well for gluing sticks together. Ever since 1980 it became clear that women directed their husbands to the club (men did not particularly seek it) as a means to keep their hands busy. The implosion of maritime history I found curious. It was as though there was no history after ships became steel. Or it may be that there was no history after sail. This is somewhat of an over statement, but not much of one. Most work on steel ships has to do with military craft, and even there the work is driven more by the artists who create the pictures than much discussion about the craft. The death of maritime history is separate from ship modeling, but not by far. The best models were always efforts to portray a piece of history in three dimensional form, and historians tended, thus, to drive the craft. I concluded that the model club was more or less a place where guys went for a night out that satisfied their wives' requirement that there be no drinking. In the 70s and early 80s there was a certain passion within the club including some vigorous debates over the "best" this or that. By the late 80s, everyone just sat around on a steel chair for an hour or so. My read was that society had other attractions and the club was fighting fate. I am amazed at your success and understand your frustrations.:



[Sec/Ed] Walker moved to the Carolinas and while his e-mail still goes through, I have not heard from him in years. He will only be remembered by Captain Sobieralski, Phil Stager and perhaps Tim Roberts. I met him only once on a visit. He dropped from the rolls in 2014.

\*Art Nyberg served as Sec/Treas until ~2004.



**Jannus-BENOIST Airboat:** "St. Petersburg, Florida, is not generally considered a city that can boast of an aviation 'first.' But on January 1, 1914, the St. Petersburg-Tampa Airboat Line was born there—the world's first scheduled airline using winged aircraft. A plaque on the entrance to St. Petersburg International Airport proclaims: 'The Birthplace of Scheduled Air Transportation.'

Traveling in that first passenger airplane made of wood, fabric and wire was a far cry from flying in today's comfortable, air-conditioned airliner. From all accounts, however, those first airline flights were not so bad, provided you did not mind sitting out in the breeze with water spraying in your face. Passengers sat on a wooden seat in the hull of a two-place seaplane that did not have a windshield and rarely flew more than five feet above the water. That is the way it was on that momentous day in sunny Florida only a decade after Orville and Wilbur Wright made their historic first flights at Kitty Hawk, N.C.

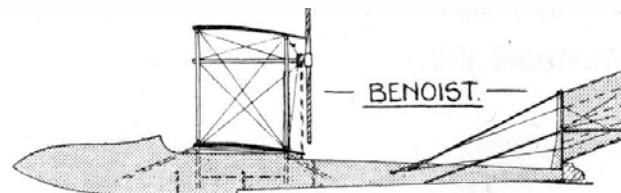
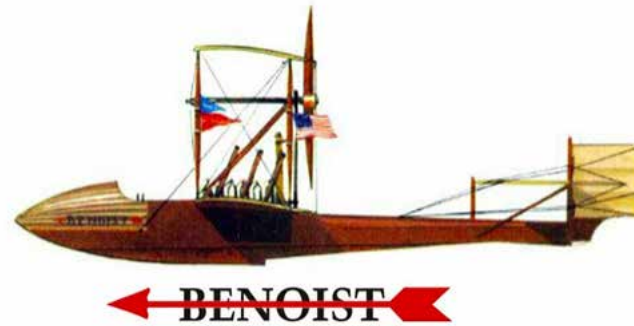
The aircraft in St. Petersburg was a BENOIST (pronounced Ben-wah, Ben-whast or Ben-weest) Model 14, built by St. Louis manufacturer Thomas W. Benoist. Best known for the sparking batteries and automobile self-starters he manufactured, Benoist also built 17 different models of land-planes and seaplanes between 1910 and 1917. His aircraft advertisement claimed: 'My plane is figured down to the last equation, and improved up to the second. Every nut, bolt, wire, wood member, and piece of cloth is examined, tried and tested before it goes into our machines.'

Some others may be built as good, but none are built better, because we use the best of everything.' An early aviation visionary, he said he often 'dreamed of the skies filled with air lanes carrying the world's passenger and freight traffic.'

The pilot on that historic January 1914 flight was Antony H. ("Tony") Jannus, a BENOIST test pilot, etc." – Wikipedia



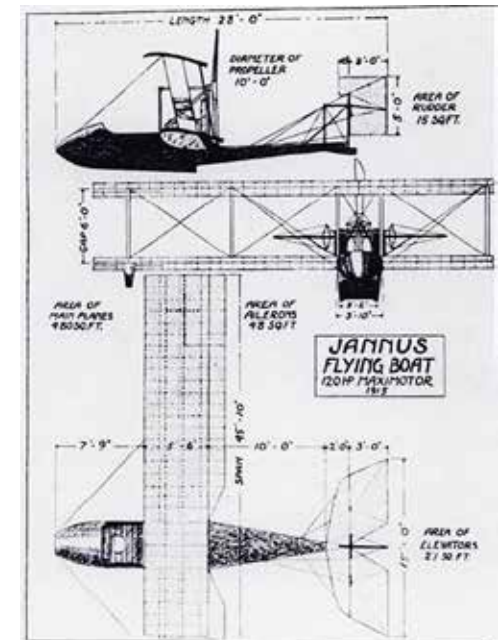
Sculpture on St. Pete waterfront. Replica is in the St. Petersburg Museum of History, nearby.



Flying boat.



Drawings and illustrations exist, but do not agree. Fantasy of Flight built a replica and probably has the most accurate plans. Sec Ed has asked, but has not been answered as yet.







**Chuck LaFave is a model Paladin:**  
**"Have Glue Will Travel."** He recently went down to Estero to fix the ships that had belonged to a woman's Dad. And, restored a model "Bluenose."



Photos submitted by Chuck



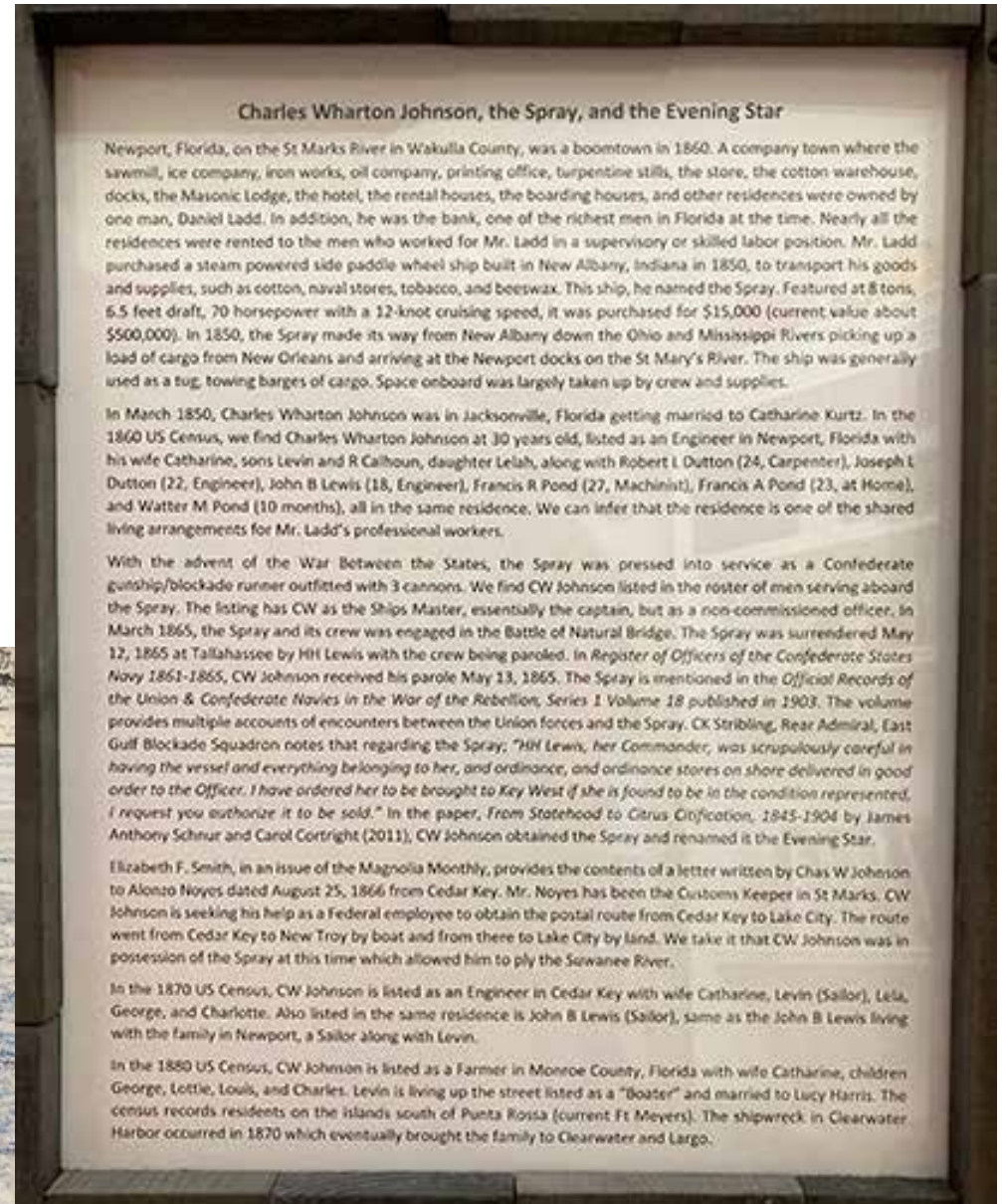
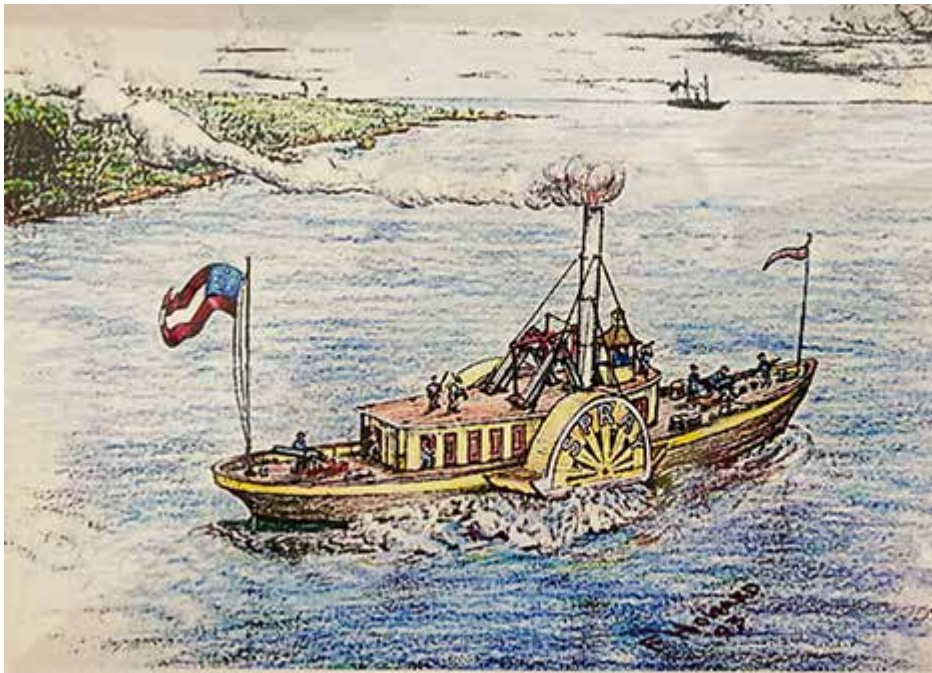




**Bob Johnson has a neighbor with family connection to a Gulf Coast Confederate ship:** "Here is some info on the *Spray*. I took these photos from a framed display our neighbor Hank Johnson received from his brother-in-law. The text is written by his B-i-L as well.

Hank says his understanding is his great grandfather bought the *Spray* at auction in Key West shortly after the end of the Civil War and used it for a U.S. mail route along the west coast of FL (St. Marks to Key West?) and the Suwannee R. Hi B-in-L is working on a very complete history of related events, so stay tuned.

Hank is a interesting guy...has family tree goes back to 1700's, one of whom was on the ship that (accidentally) discovered Bermuda and planted the Union Jack for King and Country (uninhabited at that time). His family is also one of the earliest settlers of Pinellas County. And he is a sailor...lots of common interests."



Photos submitted by Bob.





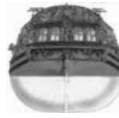
**Chuck LaFave has completed his Queen Anne style Royal Barge**

by the SYREN SHIP MODEL COMPANY.

*"A Plank on Frame ship model kit of a Queen Anne Style Royal Barge. This kit comes complete with everything you will need straight out of the box. The kit is made from all cherry wood with some additional boxwood accents. This kit comes complete with resin castings. There are two sheets of plans and printed friezes for the inboard panels and sweeps. The pedestals and sweep racks are also included. Please note that there will be no printed instructions in the box. This was done to keep cost of the kit at a minimum, but the full (on company site). There are 25 laser cut sheets of cherry and boxwood that range in size and thickness. The planks are pre-spiled and laser cut for you. Flags are included as well. This is an advanced level kit for more experienced builders. There are many small and delicate parts and features on this true plank on frame project."*



Photos submitted by Chuck



## **Skipper Steve Sobieralski's project USS Idaho:**

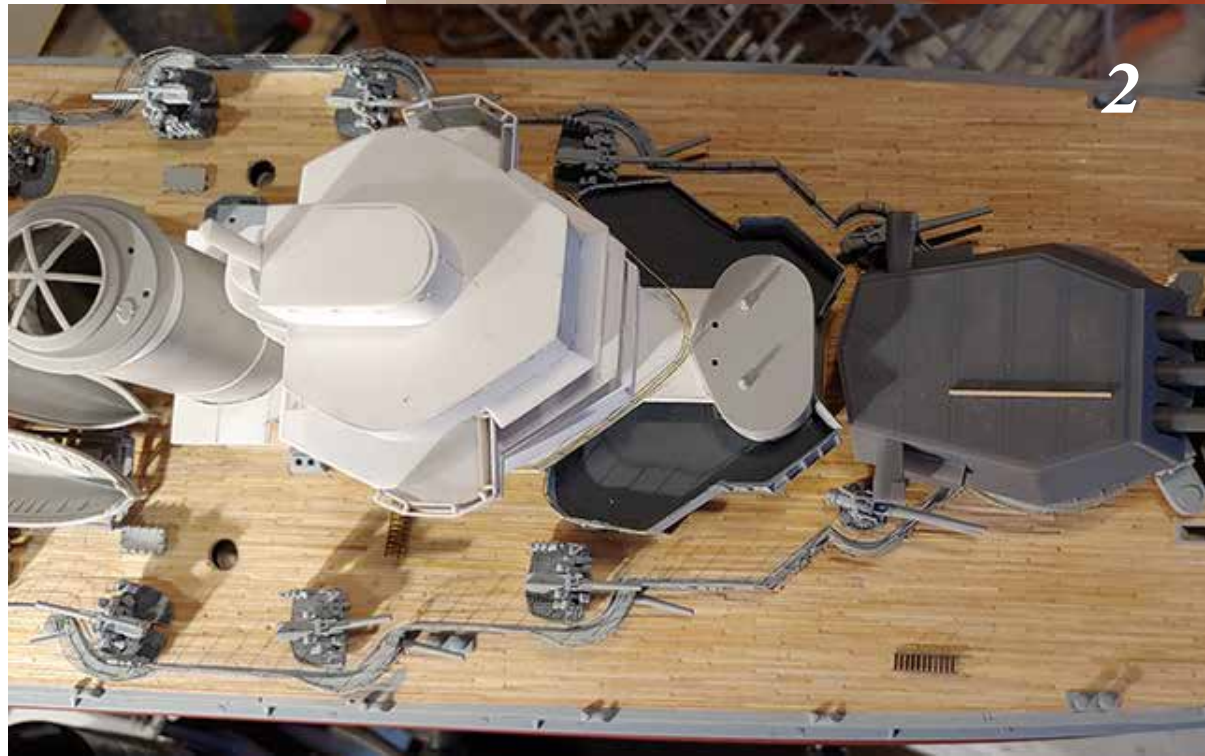
First, I want to wish everyone a Happy New Year! I hope your holidays were joyful and safe. Hopefully this time next year, if not sooner, we will be back to some semblance of "normal".

In the time since our last Ship's Log I have spent my ship modeling time continuing work on my 1/200 model of the USS *Idaho*. This is a "kit-bash" of the 1/200 TRUMPETER kit of the USS *Arizona*. With the exception of the bow, the hulls of the *Arizona* and *Idaho* were very similar, so my first task had been to perform a "nose job" on the kit hull. This was described earlier and I was quite pleased with the result, the new "clipper" bow being much more aesthetically pleasing (to my eye at least) than the *Arizona's* old-fashioned ram bow. (Idaho 1)

I also spent a good bit of time completing the wood planking of the decks. This was done using individual wood "planks" 1/32"x1/32"x1" (6"x6"x16" in scale), one of which can be seen sitting atop B turret in some of the photos. The main deck, forecastle deck and the boat deck were all planked. I am not sure how many planks were used, but I am sure it was somewhere in the thousands. (Idaho 2)



Photos submitted by Steve







Aside from the bow, the main differences between *Arizona* and *Idaho* were in the main gun turrets and superstructure. I was happy to find a set of the correct turrets from "MODEL MONKEY", a company that provides a wide variety of high quality 3D printed ship model fittings and accessories. The superstructure, however, is being completely scratch built. The *Idaho* and her two sisters, *New Mexico* and *Mississippi*, were the last US battleships to undergo major reconstruction prior to WWII, and they ended up looking completely different from other US battleships. Instead of the large, three level, windowed structures housing their main and secondary gun directors, and sitting atop either tripod or cage masts, they were given tower structures with the gun directors mounted in individual armored turrets. This was similar to British practice that was first used on HMS *Nelson* and *Rodney* and would be the way forward for future battleships. (Idaho 3)

Fortunately, many smaller detail parts from the kit can be used either as-is or with slight modifications. These include the ship's funnel, secondary armament, catapults, ships boats and deck fittings. (Idaho 4)



Photos submitted by Steve

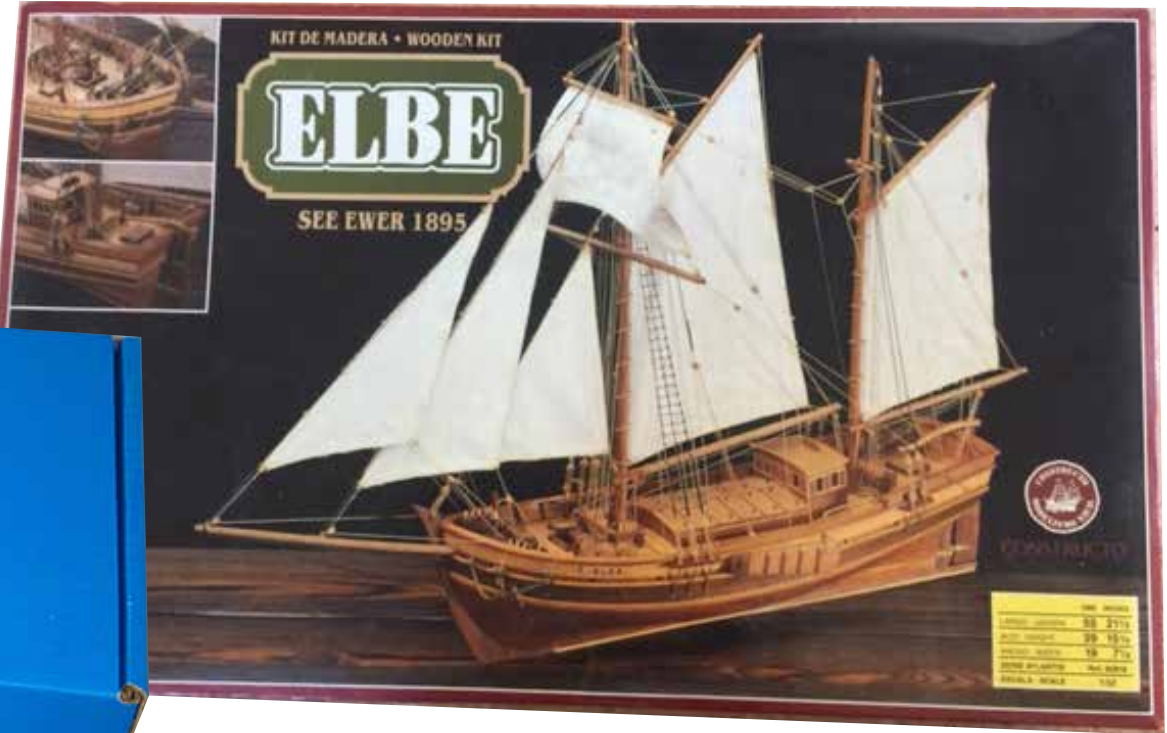
# FREE STUFF



# Ship's Log Tampa Bay Ship Model Society 20

These kits are available **FREE!**

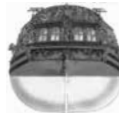
- *Elbe*, courtesy of friend of TBSMS, **Jack Smith**, currently stored by **Howard Howe**.
- **Model Shipways Guns of History Carronade** donation unrecollected, currently stored by **Sec/Ed, Schuster**.



And, please continue to visit the website of the Gulf Coast Maritime Museum: < [gulfcoastmaritime.org](http://gulfcoastmaritime.org) >.

You will find, in the BLOG postings, tracts, treatises, tales and such about vessels and builders from our area. If you have any similar stories to add, I imagine you could get them onto the site. For the time being at least, limit them to those created on the Coast.





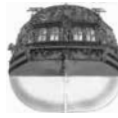
**Roger Griffith:** Here is an interesting photo that shows the details of the dead eyes and channels on the Swedish ship *Götheborg*. Also a photo of the stern of the *Edmond Fitzgerald*.

Photos submitted by Roger





**& FINALLY**



**Ship's Log Tampa Bay Ship Model Society 22**



*Believe It or Oar Knot!*



**So, you thought you had a big model, eh?  
This claims to be *Atocha*. She lies in Clearwater and is about 20' in length.  
Her guns are in a tumble, along with rigging and the owner wants guidance on re-rigging.**