

Ship's Log



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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 ~~\$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 monthly *Ship's Log*.

Next Meeting
Tuesday, Feb. 23 7:00 p.m.

ZOOM

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

TampaBayShipModelSociety

NON-Meeting of January 26, 2021

TampaBayShipModelSociety.org

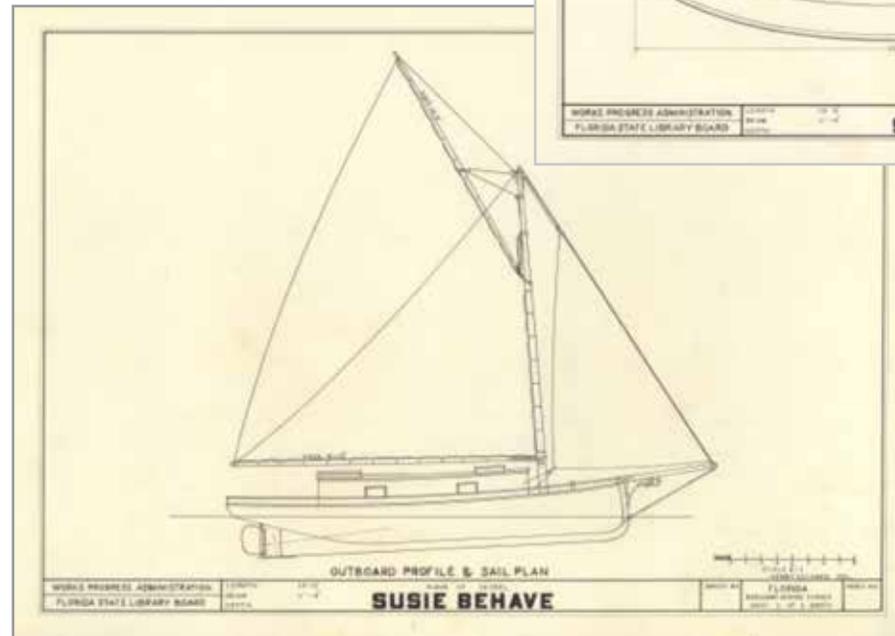
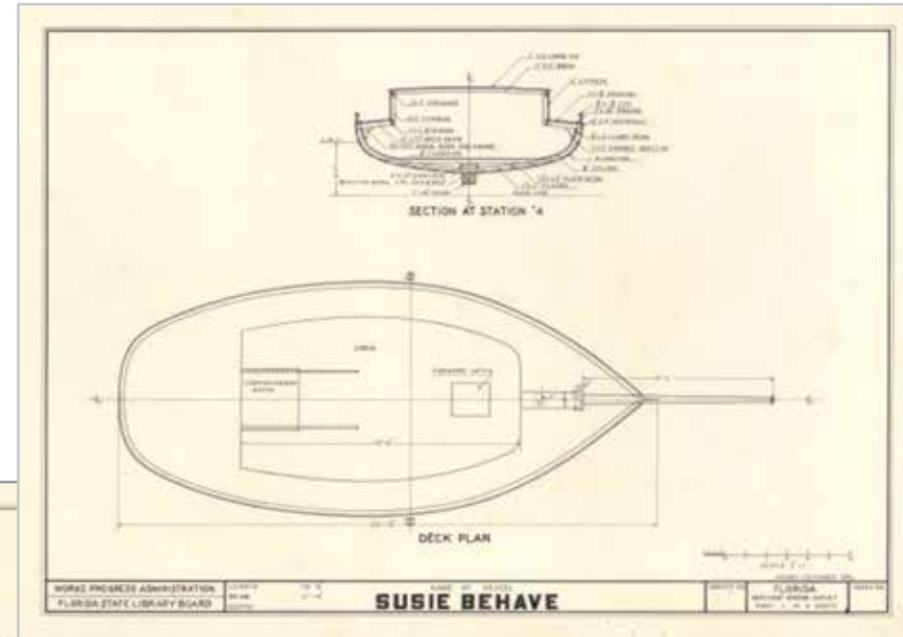
The regular January, in-person meeting was canceled so only boilerplate business was conducted. No member raised issues with the Bylaws or ran, walked, hobbled or crawled for election, so there was no need for peaceful transition of power. Reiteration: NO dues will be collected for calendar year 2021.

ZOOM! A Zoom meeting was held, hosted by **Fairlie Brinkley** and conducted by **Skipper Sobieralski**. **We shall do the same again, on February 23th, at 7:00 p.m. Give it a try!** Notice will be sent as to how.

Please continue to submit progress on nautical projects, book reviews, maritime history, etc., and tack on a selfie for old fashion facial recognition by the rest.

Samples of the kinds of drawings found in the Historical American Merchant Marine Survey (HAMMS) documentation.

See MORE on page 12 !

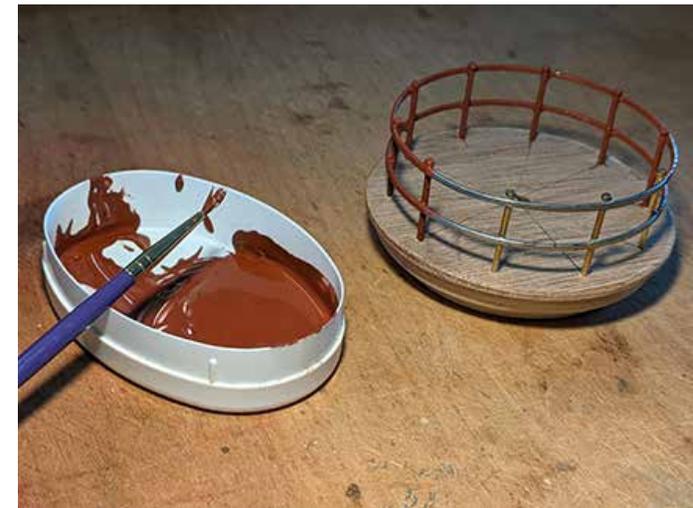


(LIVE)
February
CANCELED
Meeting



Show & Tell

Brad Murray reports on the Rainbow Fleet Whirligig: "The cap on the column of the lighthouse supports the gallery. The lantern has ten sides and the gallery handrail has ten posts. It was pure serendipity that the rim of a common can of beans is the right diameter for the handrail and mid-rail. I struck a circle, laid out a pentagon (5 point star) bisected each of the sides, drew radial lines through those points out to the circle and had the locations for the posts which are 1 1/4" brass finish nails. The rails are CA'd to the posts and further secured with three coats of paint. I cut a toilet paper roll to be able to visually check the scale of the lantern height. (Passed) Club member and architect **Byron Rosenbaum** describing a model of his home said his solution for windows was to make the entire wall from a piece of glass, mask the windows and paint the wall on the glass. Seemed like a neat solution for the 10-sided lantern. All I need is to source some thin picture glass, cut 10 little strips and avoid cutting myself in the process. It's not boatbuilding or ship modeling but a lighthouse is a pleasant diversion.



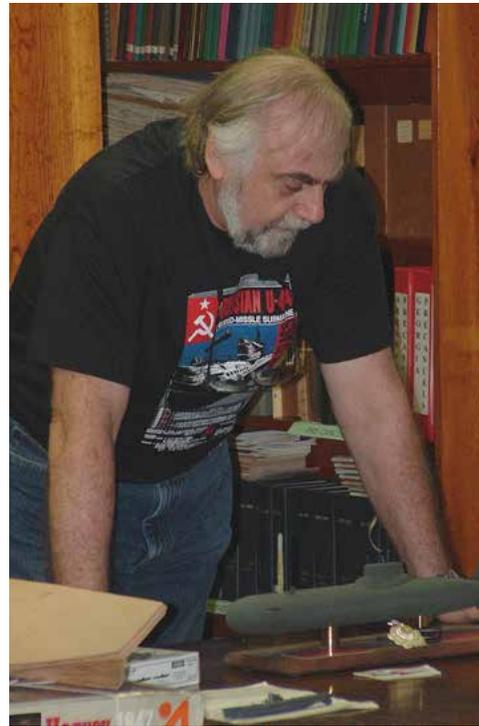
Photos submitted by Brad



Admirable Brut Protests too much – 1-26-21 ARMING THE FLEET – the continuance: “Back some time ago, when we had meetings before C-19. I “showed and telled” a number of ship and land-based artillery pieces. I did not start out as a collector of them but always had an interest. Over the years I have amassed more than 100 kits and models. This month I purchased a few more pieces which compliment a few pieces I had obtained many years ago. A bit of history: The Anglo-American Historical Society in Britain, an organization similar to THE DANBURY MINT here in the U.S. produced a set of historically important artillery models in 1/32 (54mm) scale of pewter. The set consisted of 24 unique pieces made from 1986 through 1988. The models covered from ancient times in China to a *Rapier* SAGW missile battery of current history. It was a subscription where you received one piece per month. Of the 24 pieces, I originally got 3 pieces from a friend: a French mortar, a civil war Napoleon and a British Armstrong breech-loading field piece, pictured.

This week I purchased 10 more pieces of the set off Ebay. Pictured are three of the ten, “Kings of the Battlefield”, a recognizable British 64 lb. ship’s cannonade, a German land-based mortar and an ancient iron siege cannon.

The last picture is of the complete set by the Anglo-American Historical Society. My goal was never to collect the whole set as many were of no interest to me but the price was right and they all are a nice touch to ‘My Non-Collection.’”



Gun Photos submitted by Ed





Lew Zerfas says: "Interesting article on the U.S.S. Fort Henry in your latest newsletter!

For about 20 years we had a Civil War reenacting group here in the Tampa Bay Area called the U.S. *Fort Henry*. We participated in reenactments around the state and a few out of state events as a naval landing party and would set up camp with the "Federals". Originally called the "Sergeant's Guard," I changed the name to the U.S.S. *Fort Henry* back in 1994 as much research on gunboats around the Tampa Bay Area.

A little over a year ago, the Crystal River Boat Builders had a dedication for the model in your article's photographs. I was invited in a replica uniform of the captain (Lt. Cmdr. E. Y. McCauley), which I wore at events. In one of your article's photos you can see the photo of McCauley, that I donated to the museum.

Many years ago, I was going to build a model to the same scale but I had too many projects going at the time. I sent a copy of my drawings to the museum when I heard they were going to build the model. Interestingly enough, the U.S.S. *Fort Henry* was destroyed by fire only about a mile from where I went to high school [Hunter's Point, Long Island] (97 years later, I must add).

Over the years I had accumulated information on ferry-gunboats and pretty much all I have is on my web site pages which is at: http://lewsmodelboats.org/F_1_history.htm Perhaps you could share this with other members should they be interested in these unusual Civil War "gunboats".

This is an overview from Lew's Site:

Twenty New York ferryboats were purchased, not conscripted, by the U.S. Navy and served in almost every squadron, even as far away as Texas. The first ferry was sold to the Navy in September, 1861, and the last one in August, 1863. The displacement ranged from 226 tons (110 feet LWL) up to 892 tons (213 feet LWL). The price the Navy paid ranged from \$19,000 to \$100,000. Some of the ferries were taken out of service and sold to the Navy while a few were under construction and went directly from the builders yards to the Navy yards. Eleven of these gunboats retained the name given to them as ferries. Of the remaining nine, some were renamed, and the rest were new builds.

All of the "New York ferries" required additional work in order to serve as gunboats. They were often stripped of civilian amenities and modified for war service. The open ends of the "drive through" decks were enclosed to serve as quarters for the gunboat crew which was significantly larger than a normal ferry's crew. Bulkheads were added around the perimeter of the double ends. Some of the bulkheads were sophisticated fold-down barriers while others were simply sandbags. Naval guns were typically added to both ends. The small double-enders typically had twelve and twenty pounders. Many of the medium and larger gunboats had thirty-two pounders or larger guns, often in combination with 8-inch or 9-inch smooth bores. One gunboat mounted two 11-inch, smooth bore guns.

These double-ended gunboats were assigned to various divisions of the Union Navy, North Atlantic (NABS), South Atlantic (SABS), West Gulf (WGBS), and East Gulf (EGBS) Blockading Squadrons. Several were assigned to the Potomac Flotilla (PF, part of the NABS) and were on station in the waters around Chesapeake Bay. Five of these ferry-gunboats sailed down the east coast, around Key West and up into the Gulf of Mexico to serve in the two squadrons there. With a shallow draft, typically six to nine feet (depending on the size of the gunboat), they had the ability to navigate a narrow waterway without having to turn around. The converted ferry was ideal for river and close to shore service.

The following names the twenty gunboats sorted by the squadrons they served in:

North Atlantic Blockading Squadron

- U.S.S. Commodore Barney
- U.S.S. Commodore Jones
- U.S.S. Commodore Morris
- U.S.S. Commodore Perry
- U.S.S. Commodore Read
- U.S.S. Commodore Hull
- U.S.S. Hunchback
- U.S.S. Morse
- U.S.S. Shokokon
- U.S.S. Southfield
- U.S.S. Stepping Stones
- U.S.S. Whitehall
- U.S.S. Wyandank

South Atlantic Blockading Squadron

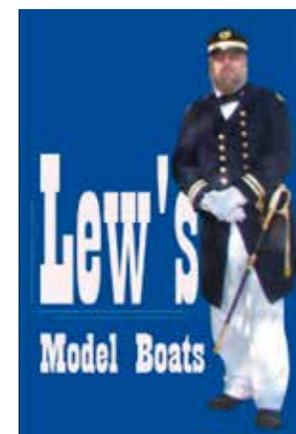
- U.S.S. Commodore McDonough
- U.S.S. Ellen

West Gulf Blockading Squadron

- U.S.S. Clifton
- U.S.S. John P. Jackson
- U.S.S. Westfield

East Gulf Blockading Squadron

- U.S.S. Fort Henry
- U.S.S. Somerset



Length: 150' – Displacement: 1.038 million lbs. – Draft: 11.75' – Beam: 32'
No photos of this ship have been located.



Dan Smith sent: "Sometime in 1889 a new queen began her reign on the Indian River, under the Indian River Steamboat Co. banner. She was the St. Lucie. The vessel was built in Wilmington, Delaware for a cost of \$30,00, and sailed under the commands of Capt. William Lee and Capt. Steve A. Bravo. She had 14 staterooms and a large hurricane deck, and she could travel at 10.5 kts. over the water. She drew only 35 inches of water and was able to travel almost anywhere in the Indian River Lagoon. St. Lucie was 122 ft. long and had a beam of 24 ft.

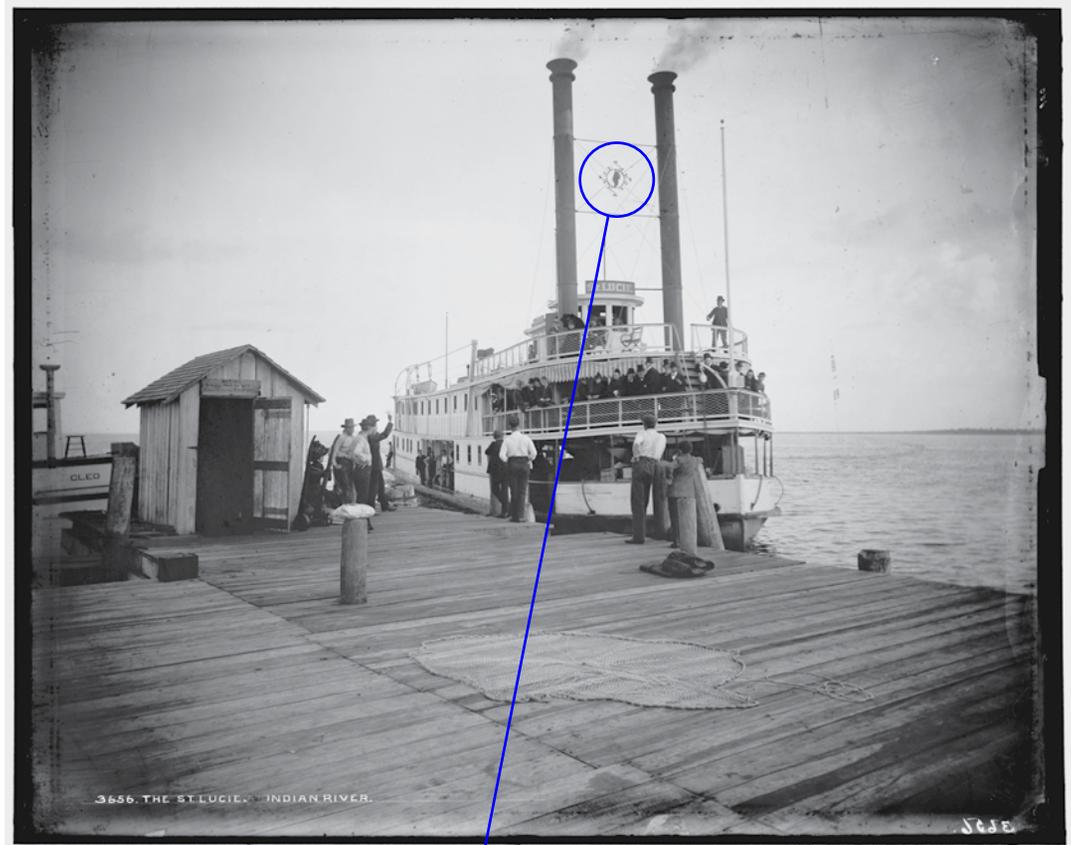
On 12 Jan. 1889, the Jacksonville Times-Union gave a glowing, detailed description of the St. Lucie: 'She is built on the same plane of many Ohio River steamers, having three decks. She is a stern-wheel vessel propelled by two high-pressure engines situated aft on the main deck. The forward part of this deck is occupied by the boiler, and freight is stowed between.

By a flight of stairs the saloon is reached, the cabin extending almost the length of the boat. The forward and after parts of the cabin are peasant sitting rooms, comfortably fitted with easy chairs of rattan, and antique oak card tables. On either side of the central portion of the saloons are the staterooms, the space between being used as a dining hall and promenade. The woodwork of the saloon is painted white and trimmed with gilt. The staterooms are 6x6 and very

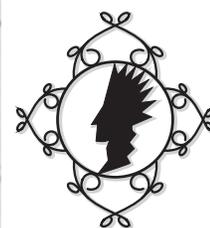
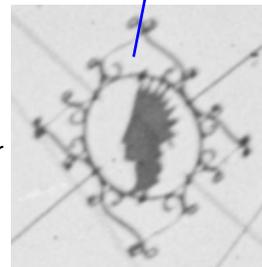
comfortably fitted up. Each contains two berths with woven wire springs and soft, comfortable mattresses and pillows. The ceilings of the decks are lined with life preservers. For the daylight hours the passengers could take advantage of the hurricane deck, which is more spacious than is customary for steamers for northern waters, and offers a pleasant promenade. Here are located deck chairs and tables to make the passengers comfortable and in addition, bright colored awnings are hung around this deck, which offers protection from rain and other elements."

Dan on the image: "We can be sure it's before the 1906 hrcn (hurricane in Weather-speak) in the Keys. I think the photo is by Wm. Henry Jackson, and he was working in Fla. about 1895 (Detroit Photographic Co.)." Our **Phil Stager's** research confirms that. "The 1906 Key's hurricane destroyed the boat. 100 Workers had been sent down to help build Flagler's railroad, and 35 of them were drowned. Estimated 200 were lost over all in that storm."

Indian River is not a river but an inlet on the Atlantic side, extending southward from the Ponce de Leon inlet in New Smyrna Beach behind Canaveral, along the western shore of Merritt Island, and continues southward to St. Lucie Inlet, Jupiter and Stuart."



1. **St. Lucie [at Eden], Indian River**
 [between 1880 and 1897] | 1 negative | Jackson, William Henry, 1843-1942
 LC-D4-3656 [P&P] | LC-DIG-det-4a03574 (digital file from original)



[Sec/Ed] Research turned up no company identification on the Indian River Steamboat Co., but this icon tween the stacks.

Blurb above sent by Phil. Photo submitted by Dan.

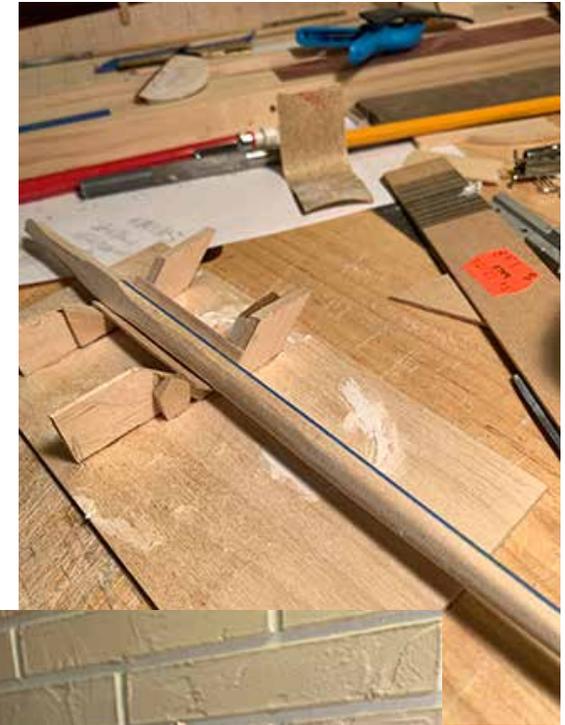


Guy Hancock updates *Emma C.*

Berry: "This month I finished the covering boards which are 1.5 mm thick and have a groove on the inboard side and a painted stripe on the outboard sides. I made the stripe using painters tape that was cut into .5 mm wide strips to mask the cream color so the rest could be painted black. The strips were cut using a plastic tool intended for making thin planks. It holds an X-Acto blade and is adjusted with a screw. Of the 4 sections, one took a couple of tries before I was satisfied. Steve suggested using TAMIYA tape, and I believe I looked at it but it does not come in the very thin width I needed. That was before figuring out how to use the plank cutter to cut thin strips.

Brass pins held the sections in place with some rubber bands helping. I sanded, masked, and repainted the outboard edge of the covering board several times after sanding it flush with the planking and lower strake of the bulwarks. The bowsprit started as a 5/16" square piece of basswood that has been 8-sided at the heel, then 16-sided in the middle and rounded for the outboard 1/3. I made a jig to hold it for the 8-siding, which was done with a sanding board or file. It will be painted cream, black and white in different sections."

Photos submitted
by Guy

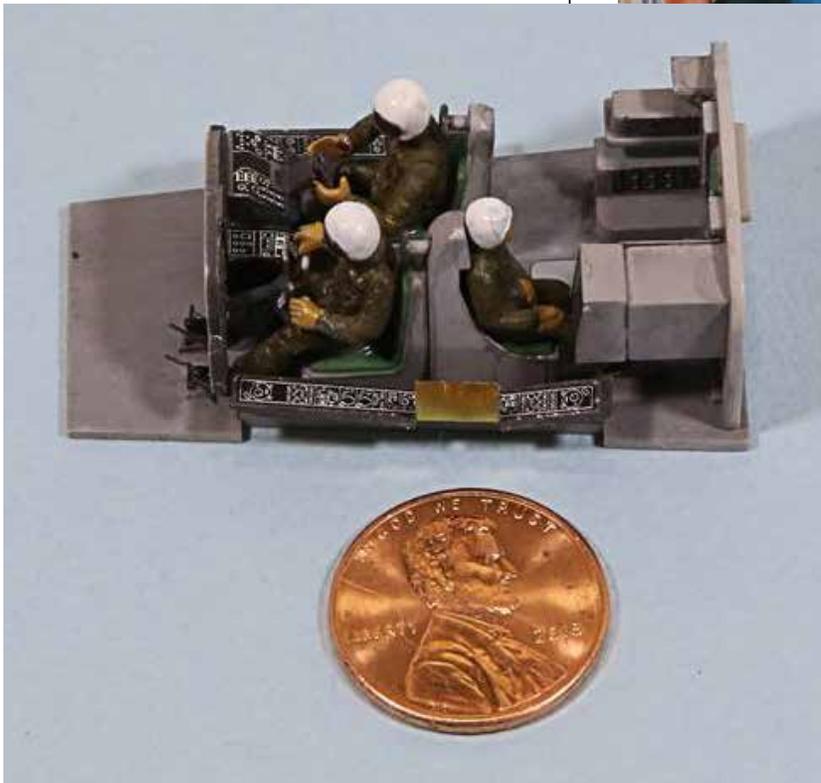




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George Fehér on his latest A-3 Skywarrior:

"Highlighting the panel lines on the A-3 Skywarrior
The crew in 1:72 scale."



Photos submitted by George





Bob Johnson on Yacht Flying Cloud:

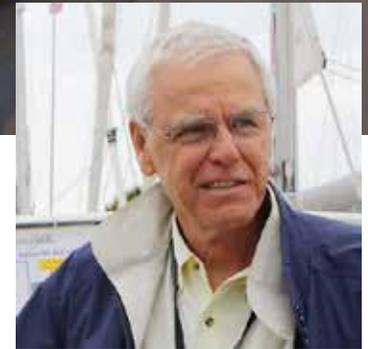
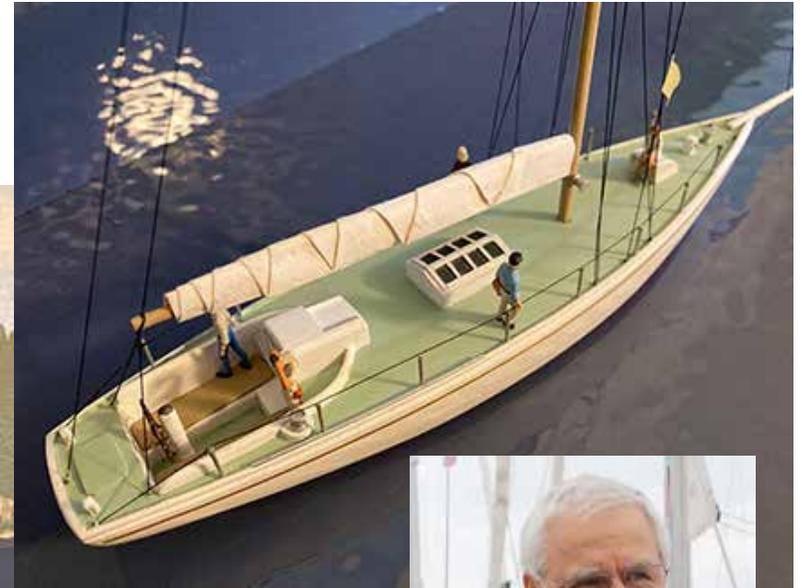
"Finished my waterline model today of the *Flying Cloud*, built to HO scale (1:87) to be part of my Port of Palm Beach Terminal model railroad. Shown with a yellow quarantine flag flying arriving at the Port facility (C. 1960) ready to clear customs upon returning from a trip to the Bahamas (I was a teenage crew member aboard the *Cloud* on this trip).

I made the model (about 8" long) shaped from a piece of scrap pine. Was not able to get the lines drawing at this date, but major dimensions and an old photo were available (thanks again for your help re this) allowing me to create what is probably a fairly accurate rendition of the yacht (plus I am familiar with the design characteristics of Nat Herreshoff). I may add some smaller details at a later date, but as it is it looks pretty close to what I recall.

The *Cloud* was built (wood construction) at the Herreshoff yard in Bristol (RI) in C.1910 and owned by three different members of the same family over her lifespan, which ended about 1970 when she sank at the dock in the West Palm Beach area and was subsequently scrapped. I was told she had made 3 circumnavigations of the world during the years before I sailed on her...lots of related stuff was stowed below so perhaps this was a verifiable fact.

The *Cloud* was a gaff rigged cutter when new, and sometime later converted to the more modern "Marconi" rig with a 75' mast. The sails were still natural fiber (cotton) when I crewed on her and VERY heavy. Hull length was about 58' with a beam of about 14'...narrow by today's cruising boat standards but pretty to look at. Draft was stated ranging from 7 to 9 feet, and I suspect the deeper number was correct as we ran aground with some regularity.

The furling mainsail is made of artist drawing paper cut to scale size, wetted and flaked over the boom...looks pretty much as I recall how we did things. Also added some HO scale figures which provide a scale reference."



Photos submitted by Bob





Bob Johnson Reviews the History of the Port of Palm Beach Terminal: "Not sure I ever sent these historic photos of the Port of Palm Beach Terminal facility...thought you might find them interesting. I copied them from the 100th anniversary book published by the Port in 2016.

My model RR layout is a "representation" of what the aerial views show as I have other photos that document how often things were changing during the 1950's. I did my best to include what was there at various points during this decade up to 1960 or so, including the railroad equipment and ship that carried the cars to and from Cuba. The Terminal's rail yard connected to the Florida East Coast RR (just inland from the Port) where it shipped and received freight from all over the US via the FEC's large yard in Jacksonville. Lots of interesting history with the freight service (rail and sea).

The first image is an aerial view of the facility probably taken in late 1940's (based on cars on US 1); second photo probably a bit earlier. Peanut Island at top left... looks like dredging of PB inlet underway (sand dredged up was used to create Peanut Island). Third shot of large yacht

Island (probably before WW2). Palm Beach inlet was moved and deepened until a third and last time. I remember having sodas at Steen's café along the beach on Singer Island in the late 50's and seeing photos on their walls of at the long warehouse in the 1930's. The last aerial shot of the area shows an island shaped like the state of Florida...prior to being filled in to become Singer car races (on Singer Island) probably taken in the late 40's...supposedly this race was ultimately moved to Sebring to become the iconic 12 HR Grand Prix in the early 50's.

The large square rigged ships (both the same?) are of interest but I have no info regarding them. My only guess is that they may be the USCG's *Eagle* which she received after WW2 (taken from Germany). Peanut Island was a USCG base probably created about this time, so maybe the Cadets sailed her to FL? I don't imagine including a model of the ship(s).

Note also how undeveloped the Lake Worth side of Palm Beach was during these (pre-air conditioning) years."



Photos submitted by Bob



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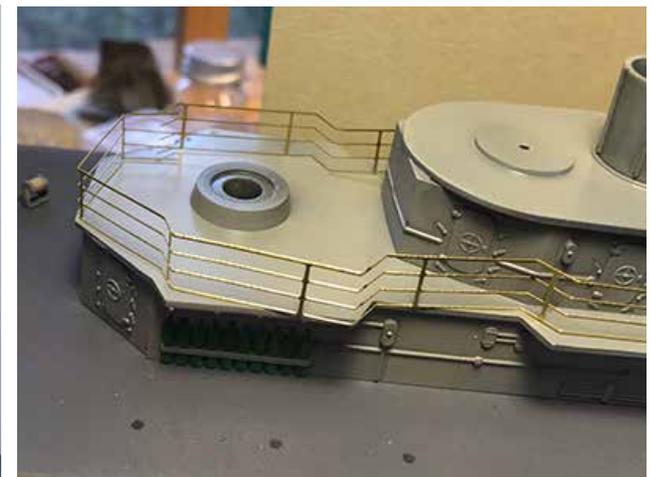
TBSMS has taken possession of materials to save them from the dump. The goods appear to be largely R/C products. **Chuck LaFave** picked them up and is taking inventory. Disposition is unknown at this time, but we will share them out.





Roger Griffith Does a DD:

"Been working on a LINDBERGH destroyer that I had in my attic for 10 years. I added a bunch of photoetch brass and scratch styrene parts to turn a poor quality crappy kit into a mediocre crappy kit I used the class builders plans to duplicate the rigging and antennas. Am now in progress of making the brass photoetch safety rails. I try to make the rails that have curves and bends before painting them. Straight sections will be painted first before cutting to fit. This is a Fletcher Class destroyer of WW2 vintage. I built it as the USS Eaton DD 510 on which I served for a while when I first joined the Navy. Eaton was decommissioned after the war but was re-commissioned for Vietnam war service as a DDE. She was later sunk as a target in the 80s."



Photos submitted by Roger



HAMMS & FLAMMS (Historic American Merchant Marine Survey & Florida...)

"Ve are Hamms & Flamms, and Ve Vant to Pomp you OP!" – Irwin Schuster

In 1935, the year I, your humble scribbler was born, the Federal Government Works Project Administration was trying to find projects-jobs for out-of-work men. A fellow named Eric Steinlein who was interested in boats approached the operation with his idea to catalog existing watercraft and was taken up on it. Steinlein, a salesman by trade, got the Smithsonian involved and HAMMS was formed with the help of Frank Taylor, Curator of the Smithsonian Watercraft Collection. Howard I. Chapelle took over that job in 1957.

Steinlein headed the project with Taylor second in command and WPA put up the funding for the some 100 employees who were all "on relief." The U.S. coasts and shores were sectioned and local supervisor-managers assigned. Among those, Chapelle handled New England, while one H.L. Long of Jacksonville, had Florida.

The surveyors were to be marine architects, draftsmen, model-makers, artists, shipyard workers and like, as available. The output was not very consistent in plans or descriptions, from team to team, for the reasons of relatively primitive communications of the period, and the rapidity of the organizational effort and execution. The results are certainly better than no documents at all, but in some cases incomplete and here and there, the orthographic views are not reconcilable. In their defense, these folks worked in the field, on rotted hulks, boats afloat, hogged on land, down-rigged, and incomplete, themselves. They likely used folding yard-sticks!

For instance Pompano, a Gulf market sharpie built in 1884, went aground and abandoned in 1921, was surveyed around 1937-8. HAMMS notes include the remark that she was "cheaply constructed." How much of her would have been available to measure?

HAMMS lasted only 18 months (March 1936 > October 1937), with a total expenditure of ~\$150,000! By today's standards a miracle: a program that actually ended, and under budget! \$181,000 was originally allocated.

So what was produced? Over 300 vessels (about 50 in Florida) were documented, sketched, photographed, surveyed, measured and drawn, ending up in seven, near "elephant" folios, 36" x 23". These were assembled, printed and produced in 1983, by Ayer Publishing Company in N.H. and are available today for \$500 to \$1250. Floridian-boat builder Bob Pitt donated a set to the Florida Maritime Museum in Cortez, where it may be today.

But, in Florida, the story did not end in 1937. Salesman Steinlein convinced another agency, the Federal Writers Project to fund, with support of The Florida Library Board, a continuation of the surveys in progress. Thus, FMMS was launched. The local teams completed 17 vessels into June of 1939. The official records were sparse and scattered, perhaps now collected. Search "Florida Memory."

It is a minor mystery as to why these plans and images cannot be plucked

off the www as desired, but they are available through the Ship Plan List/Maritime Collection from The Smithsonian/National Museum of American History, along with a buzzillion others. For a fee, of course. My 2002 copy lists plan prices, which are possibly different today. These, however, are current:

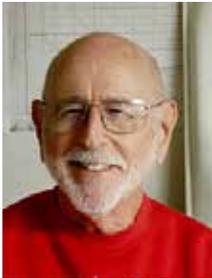
1. Ship Plans List/Maritime Collection: \$20.00
2. The Maritime Administration Collection of Ship Plans (1939-1970): \$15.00
3. The Smithsonian Collection of Warship Plans: \$15.00



Photos submitted by myself



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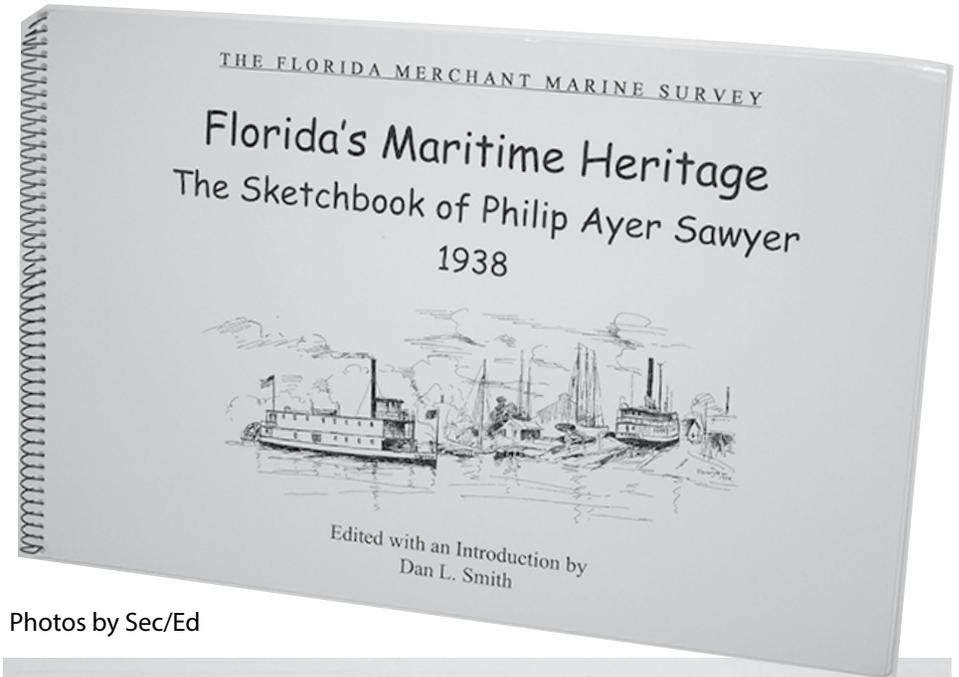


A complete HAMMS folio lives at the Florida Maritime Museum in Cortez, recently reimagined and reopened. The set was gifted by Florida boat-builder, **Bob Pitt**. Bob was the recipient of a 2014 Florida Folk Heritage Award.

One FMMS team member, an artist named Philip Ayer Sawyer, produced copious loose sketches of vessels, details, portraits of builders and owners, and waterfronts that were pulled together into a spiral book, "Florida's Maritime Heritage, The Sketchbook of Philip Ayer Sawyer 1938": 11 x 17" – 60pp, by **Dan L. Smith** in 2010. Dan is a friend of our club, a Florida native, living in Texas since 1970. He was a meteorologist by trade, with deep interest in history and maritime matters.

I capsulized the information on the preceding page from Dan's introduction in the Sawyer Sketchbook, my personal experiences with HAMMS and Smithsonian, and the www.

– Irwin Schuster



Photos by Sec/Ed

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Official Boat No.	Len.	Beam	Dep.	H.P.	Type of Boat	Occupation	Built	Where	Builder	Owners Name and Address
180608	30	9	3.4	45	Cabin	Tug	-	-	-	Clark Dredging Co. 343 S.W. 8th River St Miami, Fla.
180609	25.5	5.5	2	40	Cabin	Fishing	-	St. Myers	-	D. W. Ingalls 918 S.W. 8th Fort Myers, Fla.
180610	22	5.5	2.6	20	Open	-	-	-	-	H. J. Galloway Apopka, Fla.
180611	18	6.5	2.5	5	Open	Fishing	-	Jacksonville	-	Mr. Roosevelt Hill Jacksonville Fish Co New Berlin, Fla.
180612	34.4	12	-	-	Cabin	Fishing	-	-	-	Frank Howard 2155 N. Forsyth St. Jacksonville, Fla.
180613	23	7.5	-	16	Cabin	Fishing	-	Ocala Bay	Joe Gilson	Georger Johnson Ocala Bay, Fla.
180614	31.5	9	3	20	Aux.	Pleasure	1921	Bradenton	Bob Fogarty	Ken Curtis Captiva, Fla.
180615	25	6.3	3.3	40	Open	Fishing	-	-	-	H. J. Brown Ocala, Fla.
180616	23	7.5	4.5	45	Cabin	Traffic	-	-	-	Bussey Principal 871 N. W. 4th St. Miami, Fla.
180617	28	7	-	24	Cabin	Fishing	-	-	-	Wright Smery St. James City, Fla.
180618	34	10.3	4.5	16	Deck	Fishing	1926	Panama	A. E. White	Parfield Bros Box 528 Panama City, Fla.
180619	13	4	1.3	20	Outboard Runabout	Pleasure	1934	Jacksonville	Myself	H. A. Grogan 1457 Main St. Jacksonville, Fla.
180620	32	10.3	3	50	Cabin	Fishing	1922	Seaboard	Mr. Martin	Edson F. Arnold Fort Pierce, Fla.
180621	23	6.5	2	4	Cyl. Open	Fishing	-	-	-	Paula Goodie Fish Co. Paula Goodie, Fla.
180622	25.9	6.5	3.2	30	Cabin	Fishing-Passenger For Hire	-	Tarpon Springs	-	Herbert F. Blackburn Box 41 - Laurel, Fla.
180623	26	7.5	-	60	Cruiser	Pleasure	-	-	-	H. Linball Paula Goodie, Fla.

A sample of the listings available





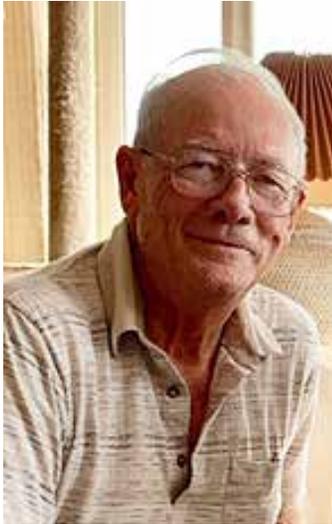
What, exactly, do those Grinders on America's Cup Racers do?

"The loads that an America's Cup boat generates are dealt with using hydraulics, so the grinders are pumping hydraulic fluid, not using muscle power to turn winches."



Photos from the www in the interests of promoting the sport!





Howard Howe writes on tug, *Imara*: "Progress continues slowly

on *Imara* Tugboat model with completion of the hull trimming for the wash ports and other hull openings above the deck. I have also completed the inner hull structure, plans for the RC components and a secure removable battery setup. The deck pieces have been trimmed to fit, but will not be installed until the inner wiring is completed. Some items have been temporarily installed with screws to provide later access for changes or additional items if required.

There was damage to the GRP molded port bow hull which I repaired with 2 oz fiberglass cloth and finish resin. Also, added cloth and resin to the interior bow on both sides. I have fabricated a custom rack for the model as shown.

The capping rails needs to be installed and then hull painting before completing the RC wiring and deck installation. Then the detail work starts. I have debated about modifying the super structure to make this model into *Perseverance* which is what happened with the original *Imara*. I will wait and see if the Mars lander named *Perseverance* is successful on Feb. 18, before making that decision!"



Photos submitted by Howard.





Steve Sobieralski Updates on 1/200 USS Idaho:

"Just a quick update, I have been working on this project for several months now, but the end is near.

Most of the scratch-built super structure is complete and I have started working on details such as the ship's boat cranes, catapults boat racks and deck fittings.

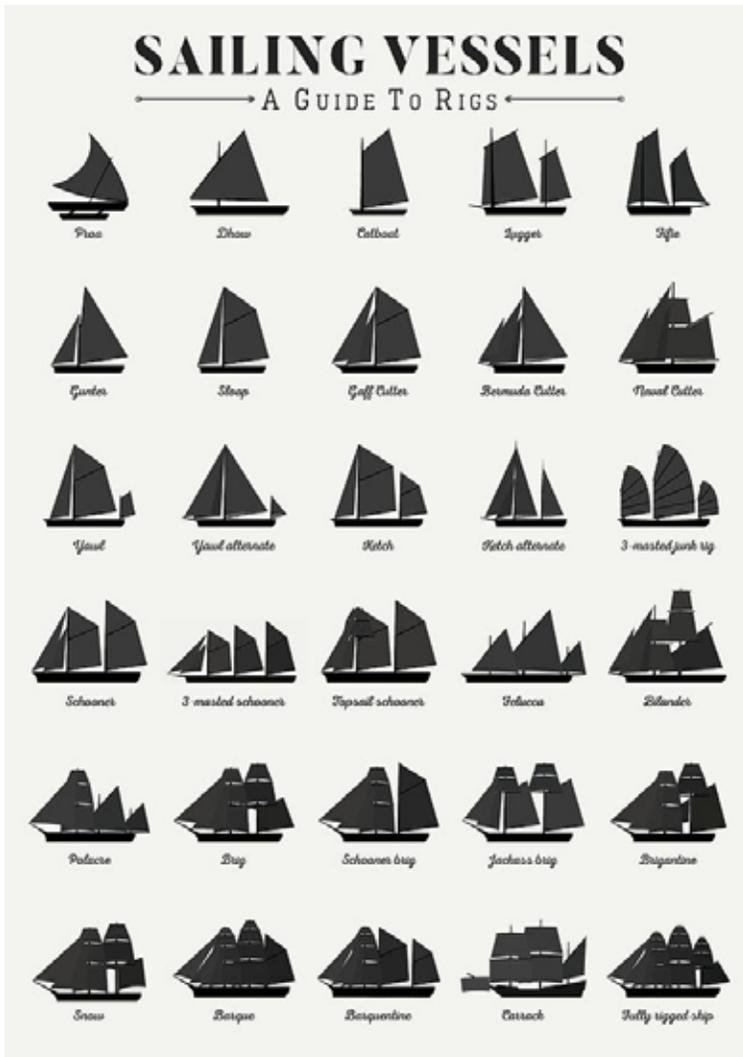
She's really beginning to look good and I am, so far, pretty pleased with how she is turning out. Still a ways to go, but with any luck she may be (mostly) finished next month."



Photos submitted by Steve



Believe It or Oar Knot!



Admirable Brut comments: "I think a commission should be established with power to determine just exactly what constitutes a ship model."

Saw Safety:

[Sec/Ed] In *The Broadside*, newsletter of the USS Constitution Model Shipwright Guild, **Bob Craig** suggests push-sticks for mini saws, using kid's after-market pencil tip erasers. It's always handy to have one more pencil around, but not the best to put it on the butt end, leaving the sharpened end pointing at you in case of kick-back.

It happens that I convinced Bob to join that club something over 20 years back. He even served as Editor of *The Broadside* for a while.

