

Ship's Log



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Meetings

are held at **10:30 a.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 payable in **January**.

Presentations

Members and guests are encouraged to bring in or send 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, Jan. 25 10:30 a.m.

\$12. DUES ARE DUE!

TampaBayShipModelSociety

Meeting of November 23, 2021

TampaBayShipModelSociety.org

The regular November meeting was called to order by **Captain Sobieralski**. No club business was transacted.

We have to report sadly, that **Keith VanHusen**, who briefly served as TBSMS President a few years ago, has passed at age 71, in Detroit.

Dues of \$12.00 for the year 2022 are due at the January meeting and may be paid in cash or by check. If writing a check please, make it out to **Steve Sobieralski**. *Checks made out to Tampa Bay Ship Model Society cannot be accepted.*

The business of fielding requests for repairs, completing of models and restorations continues unabated. Even got a request from a fellow in Oklahoma! If any of you would like to be contacted with this work, please say so. Most owners are willing to pay or trade un-started kits. We have gotten at least one, funded by insurance. TBSMS only advises and attempts to find compatible fixers. The club accepts no liability nor responsibility, has no interest financially in transactions. We connect parties who then negotiate terms, transit and schedules.



Donated modeling materials, tools, supplies, pieces, parts, debris, jetsom, kits and books, accumulated by the club were made available for the taking by members. Much was taken, but much remains. If you are in need of strip wood, for instance, contact Sec/Ed, and I will bring it back.



Show & Tell



Howard Howe Talks Tugs:

"Perseverance had a second sea trial on 12/05/21. No water leaks! However, the starboard motor to the shaft coupler came loose! So, she had to return to dock on the port engine for repair.

No surprise, It's a boat!"



Images submitted by Howard



Howard's *Star Glo* Shrimp Boat Repair:

"Over the holidays, Irwin was contacted by **Mr Robert Bell** (of St. Pete Beach), about repair work on an antique shrimp boat model that had been fabricated for his father about 50 years ago. I was offered the opportunity to check it out. I stopped by his residence to pick up the boat and learned about the history of the shrimping industry in Pinellas County.

The model had an AC cabin light and 5 small rigging lights that were inoperative. The cabin was held to the deck with 2 straight pins on either side of the cabin and the paint along the edges. I was able to remove the pins and pry the cabin loose from the deck.

The cabin bulb was a 4-watt that I replaced after some clean up and replaced the tacks with screws that held the socket and transformer in place. The transformer output was 10 volts that was connected to the 5 small rigging bulbs in series with small wires that were soldered directed to the bulbs. No sockets used!

I found the center bulb was burned out, so I bypassed it and the other 4 bulbs worked. In the interest of keeping the boat historical and as fabricated, I decided no further light replacement was necessary. As requested, I removed the name *Jane B* on the model and replaced it with *Star Glo* using stick-on letters that I had available.

Mr. Bell came to my house to pick up the model boat and we went to Sea Hut (former Crab Trap) restaurant for lunch. He was familiar with the restaurant because his family used to sell shrimp to the owner!

Hopefully he will be able to attend one of our monthly meetings, bring the model, and provide some history."



Images submitted by Howard





Bob Johnson Sends:

"Picked up a book while browsing the stacks at our local library... '30 Florida shipwrecks' (covering 3 centuries). This info on the (Schooner Yacht) *America* was all new to me... thought you might find it interesting as well (and perhaps you already knew this stuff)."

The story concerns the intentional sinking of the famous vessel in the St. John's system, to preserve it from harm.

CA, 1862

The boat lying at the bottom of Dunn's Creek in 1862 had come a long way from her moment of glory 11 years before. Nearby residents might have been surprised to learn that that sunken vessel had excited Americans and stirred patriotic emotions the way very few ships in our history have ever done. Workers would soon raise the sunken ship from the brackish St. Johns to let her continue her 90-year history as this nation's best-known yacht, one that is still commemorated in the world's most famous yachting race.

Eleven years before that, in 1851, a 31-year-old naval architect, George Steers, had helped build a schooner yacht in New York City under the supervision of Commodore John Stevens and the New York Yacht Club. Steers's purpose was to show the world in general and the English in particular that American designers could build the fastest boats on the ocean. When finished, she looked like no other boat of the time. She measured 170 tons, was 101 feet long, and had a beam of 23 feet. Her huge spars stretched 79 and 81 feet, and her main boom 58 feet. Besides four staterooms she had a large fore cabin with 14 berths. More amazing was her long bow and her ability to carry a tall rig, and the small wake she left behind made onlookers disbelieve her speed, until they saw her pass the competition.

Soon after her May launch the *America* sailed for England to enter a yacht race in conjunction with the 1851 Crystal Palace exposition, becoming the first

vessel to ever cross an ocean for international competition. After she arrived in England, workmen covered her dull gray paint with a glossy black coat. She entered an open regatta held by the Royal Yacht Squadron, not for money (no one would bet against her once they saw how fast she was) but for an ornate bottomless ewer known as the Royal Yacht Squadron 100 Guineas Cup, so named for what it cost to have it made. The 53-mile race for the 17 British yachts and one American entry was to be around the Isle of Wight through treacherous waters. *Punch* magazine printed a parody of a famous American ditty that summed up the race; its first two verses are as follows:

Yankee Doodle sent to Town
His goods for exhibition;
Everybody ran him down,
And laughed at his position;
They thought him all the world behind,
A goney, muff or noodle;
Laugh on, good people — never mind
Says quiet Yankee Doodle.

Yankee Doodle had a craft,
A rather tidy clipper,
And he challenged, while they laughed,
The Britishers to whip her.
Their whole yacht squadron she outsped,
And that on their own water;
Of all the lot she went ahead
And they came nowhere arter.

Toward the end of the race, legend has it that Queen Victoria asked those around her which boat was leading and which was second. The answer: "Your Majesty, there is no second." After the race one Maryland family named their newborn daughter *America* in honor of the most popular heroine of the day. The young upstart American yacht had far outstripped her competitors and laid claim to the cup, renamed the *America's Cup*, that would remain in American hands until the Australians won it in 1983, only to lose it back to the United States four years later.

After the race, the boat's owners sold the *America* for \$25,000 to an Englishman. With a change of name to *Camilla* and several British owners, she eventually wound up in the American Civil War on the side of the Confederacy with yet another name change, to *Meribit*. Southern forces used the speedboat to

All images provided by Bob.



blockade runner to Nassau and Bermuda, but even she could not continue to outrun the ever-tightening blockade of the Union's South Atlantic Squadron. She

In January 1862 the yacht made a final entry into Jacksonville. Charles Boswell's book, *The America*, quoted an eyewitness description of that dash (p. 158):

One moonlight night at Mayport, when the Federal gunboats were just far enough outside for their black hulls to be faintly visible, there came up out of the east on a wholesale sailing breeze a yacht with every stitch of canvas set and drawing. The foam was cut from her bows like a knife would do it and was thrown high over her deck and on her sails. There came a flash and a boom from a gunboat and a shot crossed her bow, followed by more flashes and shots; but on the gallant craft came, spar and rigging untouched, heeling over now and then and righting herself gracefully. She passed inside the bar safely and when she went by the point seemed to be flying. She went up to Jacksonville.

She remained at Jacksonville until mid-March, when the Confederate troops stationed there burned seven sawmills and some four million feet of lumber, confiscated whatever metal they could find for use in making armor, and left hurriedly at the approach of enemy troops. Union forces were about to enter the city by the St. Johns, and the Confederates did not want to meet them. On March 11, 1862, Confederate forces took the yacht up the river beyond Palatka to Dunn's Creek and sank the proud vessel in order to keep her out of the hands of the enemy. When local officials told the Union forces about the disappearance of the yacht, Lt. Thomas Stevens searched the river and finally found her in the creek. After a week of hard labor Union forces raised her and returned her to Jacksonville. She was renamed *America* and joined the Union blockade off the southern coast where she captured one prize. Her service on both sides of that conflict was appropriate since much of the nation had applauded her when she beat the best of the English ships in 1851.

After the war she served as a training ship at the Naval Academy in Annapolis. In 1870, in the first defense of the cup she had won in 1851, a Naval Academy crew sailed her in the race but could finish

no better than fourth, a respectable showing for the 19-year-old vessel. She spent the next 19 years as a private yacht for General Benjamin F. Butler, who entered her in numerous New England regattas. After he died in 1893, some yachtsmen established the America Restoration Fund Committee, bought the boat, repaired her for being towed to Annapolis, and returned her in 1921 to the Naval Academy as a gift of gratitude for the fame she had brought America on that windy day in 1851. Authorities exhibited her at the Academy until the start of World War II, when financial constraints relegated her to storage. On March 29, 1942, a blizzard at the Annapolis Yacht Yard collapsed the shed that housed the yacht, destroying her beyond repair.

In 1857, the *America's* original owners deeded the America's Cup to the New York Yacht Club and asked that it be an international challenge trophy. In order



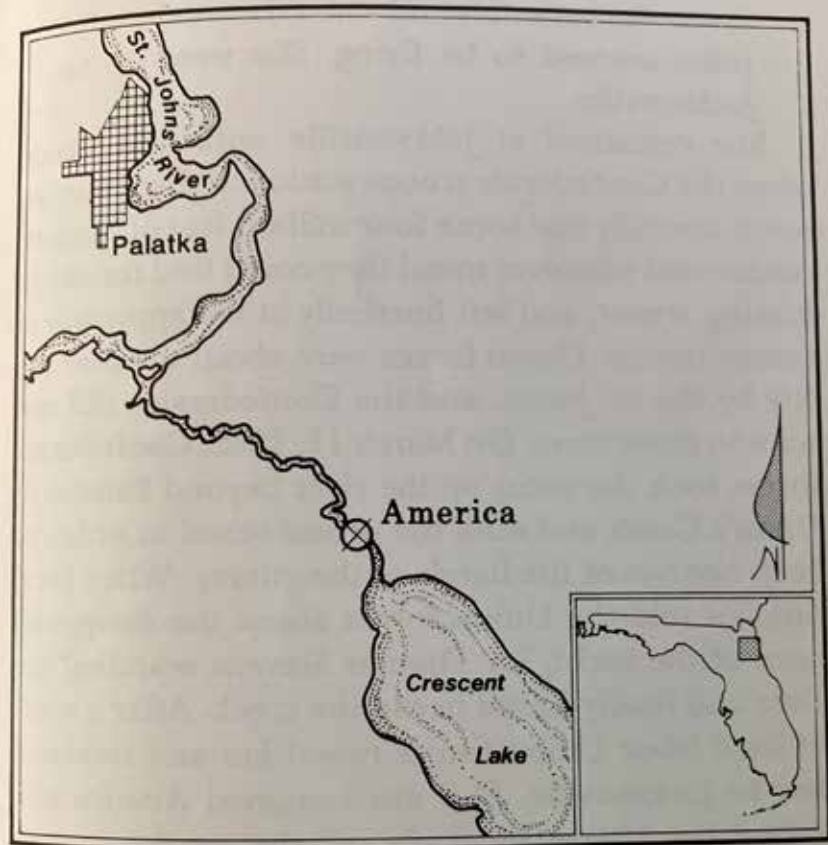
to ensure that only seaworthy yachts compete for the cup, the original owners required any challenger to cross the ocean under sail on her own bottom, a condition that was rescinded in 1958 to allow smaller yachts to compete and not have to sail across the ocean. The world's most famous yachting race continues to commemorate this nation's best-known yacht.

REFERENCES

Boswell, Charles. *The America*. New York: David McKay, 1967.

Bruzek, Joseph C. "The U.S. Schooner Yacht AMERICA." *U.S. Naval Institute Proceedings*. Sept. 1967: 159-73.

Robinson, Bill. "America," *Legendary Yachts*. New York: David McKay, 1971. pp. 29-45.



Location: Dunn's Creek, where Confederate forces sank the America, connects the St. Johns River with Crescent Lake southeast of Palatka.



Bob Johnson on a RR Tug:

"I 'launched' the tug model yesterday on my Port of Palm Beach model railroad. Pretty sure the Port never had tugs nor the West Palm Beach Terminal Company which ran the trains at the Port (and also the West India Fruit and Steam

But, it's my railroad and I like tugs!"

Bob also brought and described a pair of books: ***Shipwrecks Along The Atlantic Coast, and Howard Hughes and his Flying Boat.***





George Hecht Reports on (another) Tug: "This little gem started out as a ROBBE (remember them?) kit of a small harbor tug. It looked rather plain so I made it into a small buoy pick-up boat. The model is R/C.

This was one of the first using a Kort nozzle instead of a rudder, for steering. It came with a full light kit, i.e., running lights spotlight and deck light. The deck crane and the tools came from a 1/24 scale truck kit. The scale seemed to match the boat scale. The buoy was part of a key-chain from one of the boat shows I went to. It was free and fine with me. I painted it orange and thought it made the model look larger. I built this back in 1985 or so, and it (still) runs well!"





Chuck Restores by the Half-Dozen: "Uncle Chuck Model Ship Repair"

"This boat was built in 1929. The family of the boat owned a business and a man needed a job. All the owner had was shoveling coal which helped to support his family. The worker built this boat and gave it to his boss, in gratitude. A mast maker saw the model and hired the worker to build model ship for him. I had all new sails made."

Some of the Restoration Projects:

Candelaria - finish
Cutty Sark - finish
Mantel model - restore
Pres. Madison - re-rig
Ann McKim - restore
Victory - Repair
Jade junk (?)
Renee Toy+Dio (?)
Gambier Bay - finish



This is a 53" mantle model from Punta Gorda.
"The cotton sails were so old that just touching them they started to tear, and when I ran water over to clean them, the water was black, below."
Photos submitted by Chuck.



More Chuck Restorations:

Puritan has been completed and delivered.

"Clipper *Ann McKim*: I replaced 80% of the rigging and put new glass in the case.

And a *Constitution*... I'm building the ship from the deck up and rigging. The masts had to be reworked. I'm adding the 60 plus deadeyes."

Chuck has a *Victory* to repair and a *Cutty Sark* scheduled!



Dismasted and restored *Puritan*. Chuck also added a stabilizing baseplate.



Two photos above submitted by Chuck



Chuck is completing this vessel for former member, Canadian snowbird, Dennis Mobbs

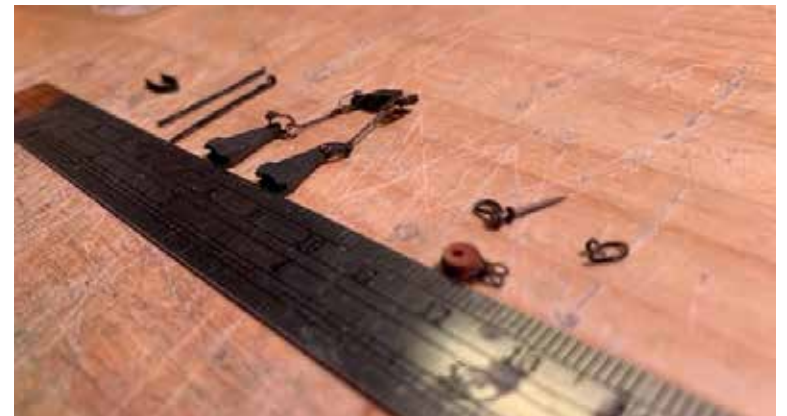
Photos submitted by Chuck

The rest of us don't have to do anything. Chuck is carrying the whole club!



Guy Hancock's Adventures in Blackening Brass:

"I have made numerous brass parts such as rudder gudgeons, chainplates, and used Jax blackening on them. I have had good luck in the past but these get very black in under a minute but it rubs off. Over several different attempts I sanded the brass, soaked in hot soapy water, rinsed, soaked in acetone, soaked in white vinegar for 30+ minutes, rinsed with tap water, dried, then put in the Jax solution. Could distilled water rinse make a difference, or should I get a different blackening agent to try?"



Images submitted by Guy



Ed Brut's Cutting Remarks:

"As the members know my like for polishing brass..... not.

I have for your inspection a Model 1860 US Naval Cutlass, Civil War era.

During the war over 25,000 were made by the AMES MFG. COMPANY of Chicopee, Mass. The design comes to us from the French Model 1833, similar but not exactly the same. The 1860 has a shorter blade with a brass hand guard and pommel (there is that Brass word again).

The weapon was shorter than most sabers as for use on board ship at close quarters. The blade was also heavier to allow for cutting of lines if needed.

They were used as a side arm for naval sailors through the Spanish American War. You will find them, still worn today, at naval dress ceremonies.

Originals by AMES MFG. sell at auction, depending on condition, at \$500 to 1,500. One special design, a few years back, with U S N cut out in the hilt hand guard sold for more than \$8,600.

Mine has the famous British owned colony as the manufacturer engraved on the blade..... INDIA."





Steve Sobieralski on HMS VELOX and USS WARD: "For the November meeting I brought in two models, both of early 20th century destroyers and both "re-treads" in that they have been previously presented at past TBSMS meetings.

The first, HMS *Velox*, was one of the first three steam turbine powered destroyers accepted for service in the British navy. Launched in 1902 and commissioned in 1904, *Velox* was an early example of this type of warship, which were initially known as torpedo boat destroyers as their main mission was to protect the battle fleet from attack by torpedo boats. With a length of 215 ft, a displacement of 400 tons, a top speed of 27 kts, and a crew of 63, she was a rather small ship and her superstructure and accommodations were minimal. Her armament consisted of one 12 pdr gun forward, five 6 pdr guns amidships and aft, and two torpedo tubes.

Since torpedo boat attacks were expected to occur mostly at night the ships were painted black overall, but the crews were allowed to dress them up a bit by painting some areas light gray, with the proviso that enough black paint was to be carried on board to paint out the gray areas if imminent action was expected.

Velox served into WWI, but was no longer considered a front line unit when she was sunk by a mine in October 1915.

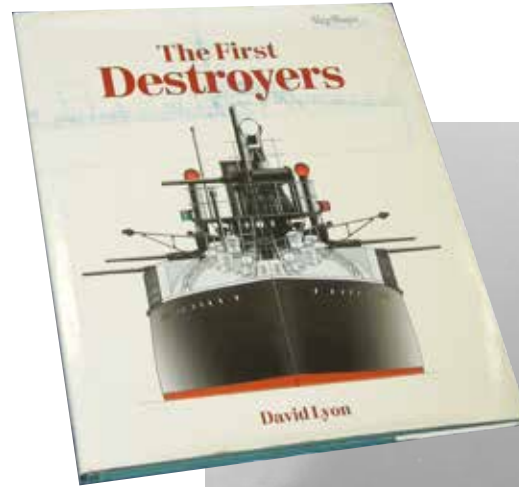




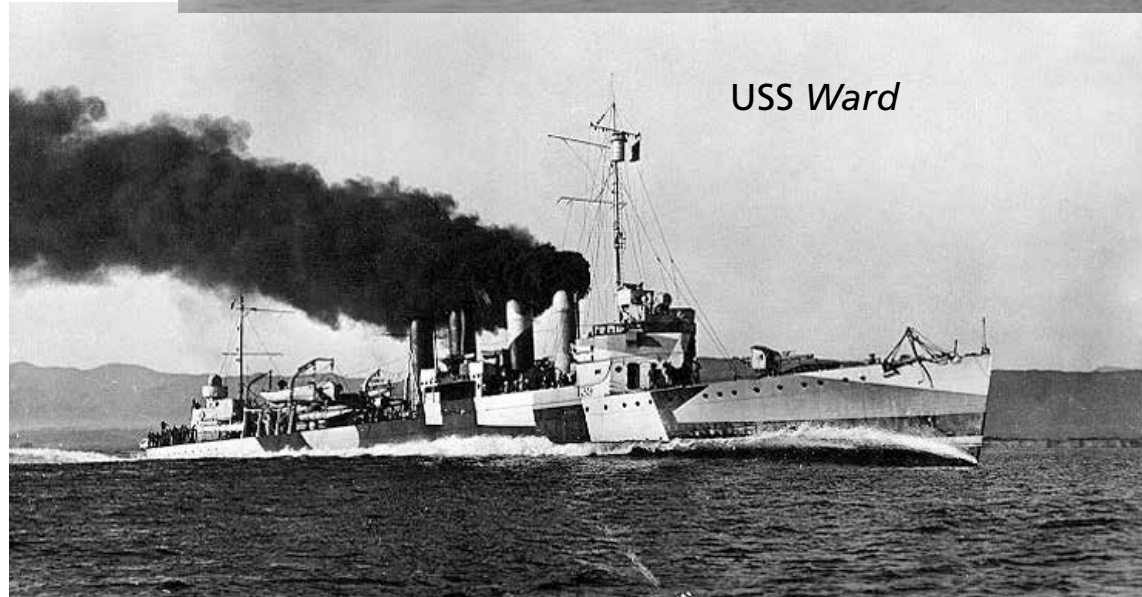
The model of *Velox* is scratch built using styrene plastic sheet, strips, tubes and various other shapes as well as some commercially sourced fittings. The scale is 1/96 or 1/8"=1'. I used a set of plans which came with the book *The First Destroyers* by David Lyons.

The second model is the *USS Ward*, an American destroyer that was built for WWI, but did not see combat until WWII. Since the *Ward* is the same scale as the *Velox*, she makes an interesting comparison and demonstrates how destroyers had grown in size and capability in the 14 years between the commissioning of the *Velox* in 1904 and the *Ward* in 1918. Also, since the meeting was held exactly two weeks prior to the 80th anniversary of the attack on Pearl Harbor, which was where the *Ward* won fame, it seemed a fitting time to bring her back in. At 315 ft in length, 1,400 tons displacement, a 35 kt top speed and a crew of 231, the *Ward* was substantially larger, more capable and more seaworthy than the *Velox*. In addition, with her armament of four 4" guns, 12 torpedo tubes, a 3" anti-aircraft gun and depth charges, her mission had expanded from protecting the battle fleet from surface threats to also defending against aircraft and submarines. And in the early morning hours of December 7, 1941 the *Ward* did just that when she sank one of the five Japanese midget submarines that were part of the attack on Pearl Harbor.

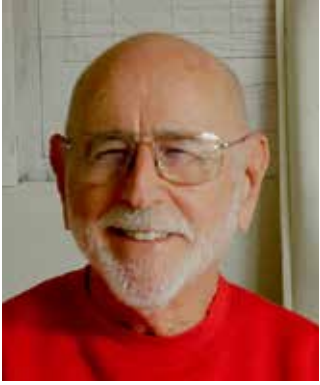
The model of *Ward* was built from a highly detailed, limited edition kit produced by TEHNOART, a Latvian company which is now sadly defunct. The model of the submarine she sank was scratch built using wood and plastic."



HMS *Velox*



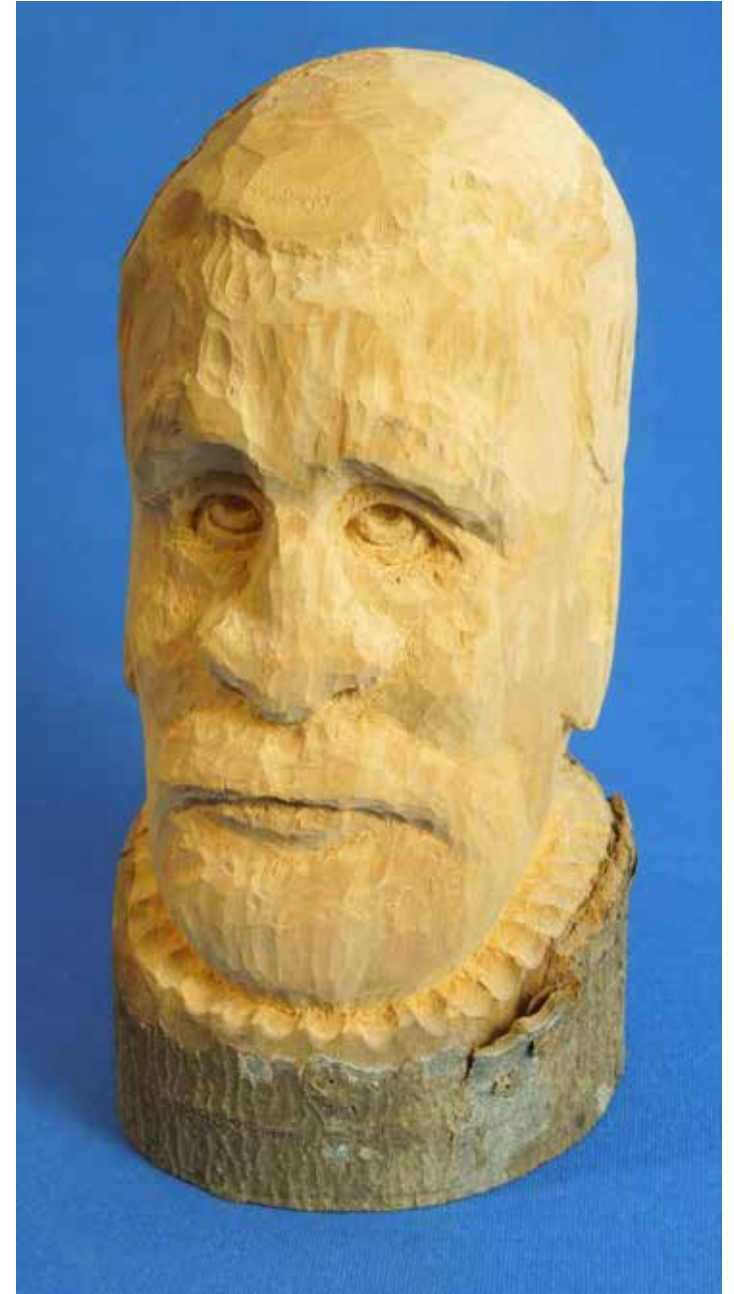
USS *Ward*



Irwin Schuster, Sec/Ed, on Carving: The bust was intended to be Columbus, with a properly reverent visage. I imagine he prayed a lot.

I know not what wood I used. It appears to be oaky and the crack appeared later, and continues to widen. The only message here is to use thoroughly dried lumber. When this happens in arty tables and bowls, the opening is sometimes filled with a colorful polymer and incorporated in the story of the piece.

About 6" high. I don't recall when. Sign and date your work.





Brad Murray Woodworks:

"The Ships Log of July, 2020 covered the construction, finishing and rationale for including this lock-down project in the Log. Since then the kitten has become a rather large CAT which necessitated raising up the feeding station. A couple of risers were made of the same teak and finished with the same mat water-based urethane varnish. Tipsy can now comfortably feed and grow LARGER!"



< This photo submitted by Brad



SS President Madison:

[Sec/Ed] A gent in St. Pete contacted the club to find a restorer for the rigging of this shipyard model which has been moved a few times. While your Sec/Ed advised bringing a fixer to the site, the owner chose to have the model shipped to MA, to a fellow who had been on the payroll of Mike Wall of American Marine Model Gallery in Gloucester. Mike believes he had brokered the model at some past time.

As I suggested that Wall would be a good source to advise, I consider this solution to be a win (so far). If/when the model returns ship-shape, I'll consider the matter successfully concluded.

The model is about 6', case about 7'.

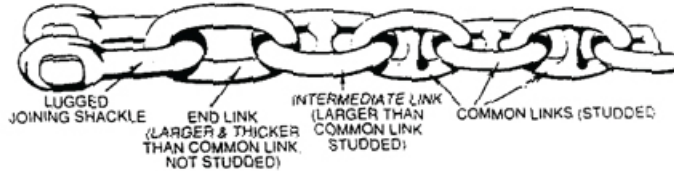
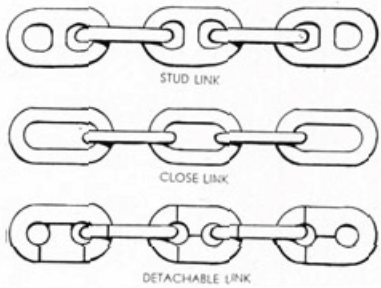


Photos submitted by Tom Reitz

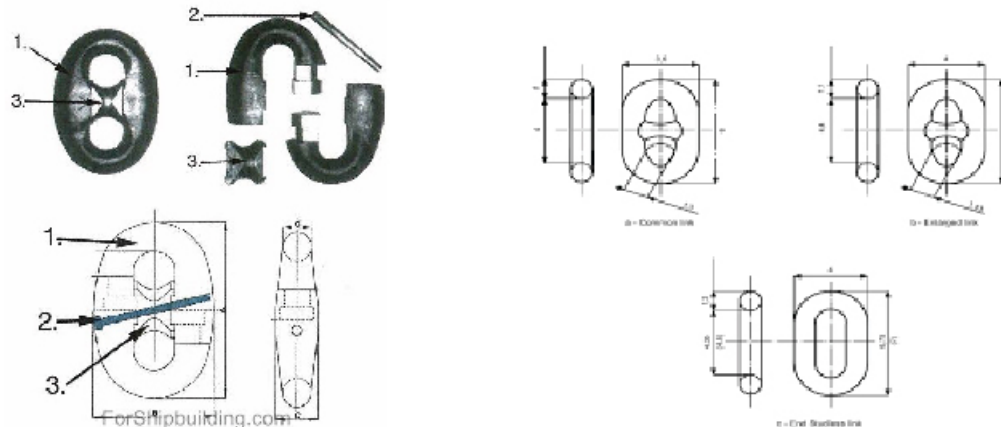




Believe It or Oar Knot!



Apparently, these are called "STUD LINKS." Some are solid and some, "Kentner" Links are detachable. I did not know that!



SIZE MATTERS

This link tells, with appropriate graphics, about the increasing size of ships. Brought to our attention by Mr. Harry Rizzo of Center of Northern York (ME) and his student volunteer, Sarah.

<https://www.hmy.com/timeline-worlds-largest-passenger-ships/>

The biggest ship in the world by gross tonnage is the crane vessel *Pioneering Spirit* at a staggering 403,342 GT. The ship was launched in 2013 and is used in the installation of oil platforms at sea.

The largest ship in the world by length is the oil tanker *Seawise Giant* at 1,504 feet (458.46 meters). It was in service from 1979 to 2009. In the decade since its retirement, no ship has surpassed its length.

HUMOR DEPARTMENT

