

Ship's Log

\$12. DUES ARE DUE!

TampaBayShipModelSociety

Meeting of November 22, 2022

TampaBayShipModelSociety.org

President & Treasurer Steve Sobieralski

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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 of \$12 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. 24, 10:30 a.m.

The final meeting of 2022 was called to order by President and Treasurer, **Steve Sobieralski**, who acknowledged a visitor, **Dennis Hanschmann of Largo**. Dennis moved to the area from Philadelphia in 1995 and has built a *Sovereign of the Seas*, and a *Bounty*.

The HOUR of the meeting came up for discussion, and your Sec/Ed. conducted an online poll. One round dozen responded and only one expressed a preference for 10:00, although three responded with ambivalence.

Note that dues of \$12. are due at the upcoming meeting. Cash is cool and checks should be made out to **Steve Sobieralski**, personally, and noted as, "TBSMS 2023 Dues."

Steve mentioned that our rent/contribution to the church for the meeting room has risen.

SeaWatch Books has asked the Society about placing an ad in this publication. At what cost? The subject is under discussion with SeaWatch. It was suggested from the floor, that the amount could be whatever our rent increase is.

A convenient solution!

MEETING TIME
10:30 a.m.

\$12. DUES ARE DUE!



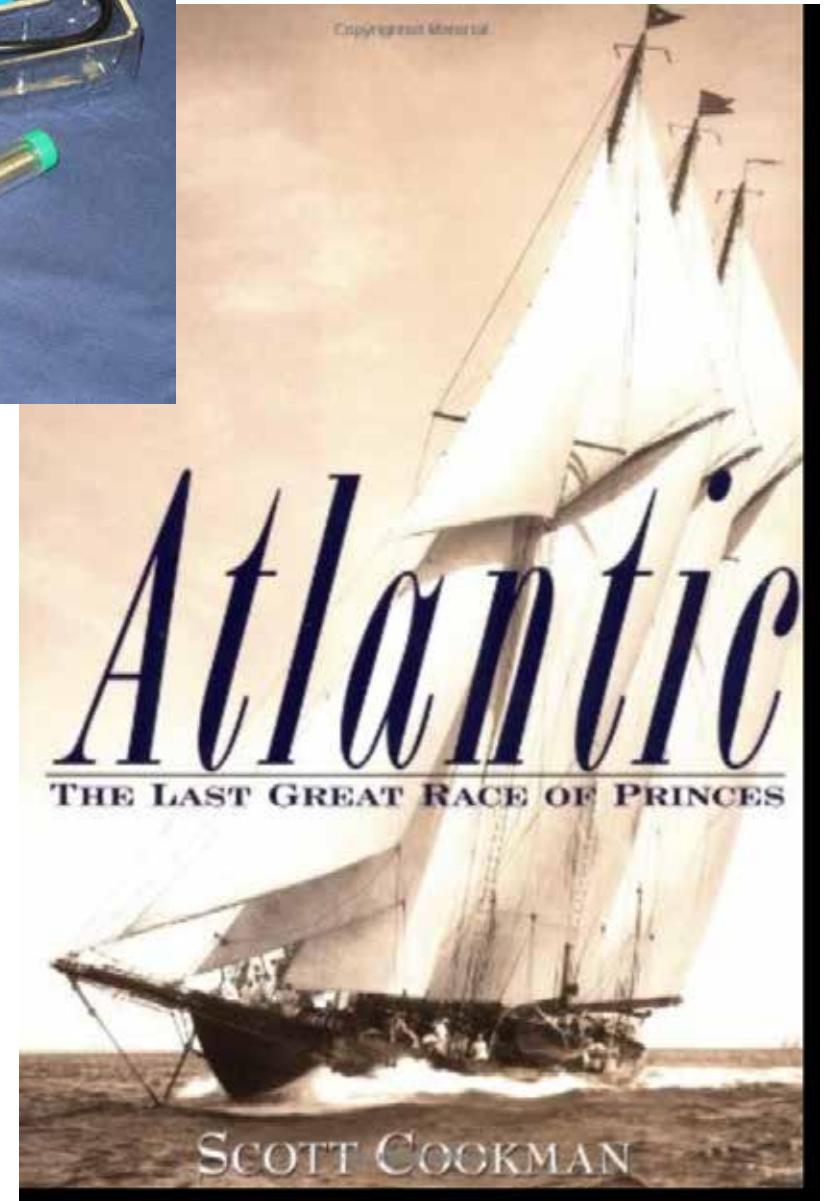
Skipper Sobieralski finished and delivered a commission to complete a USS Hoggatt Bay



Brad Murray Reports:

"Because the naked schooner remains naked I brought my new 90W digital soldering iron. With brass tube masts, bronze rod top masts and bow sprit, and copper wire standing rigging mastery of soldering will be mandatory. Of course the path from novice to master is long so at my age I'll settle for 'good enough' and 'you can't see it from the lighthouse' level of finish.

Sailboat races have been characterized as exciting as watching paint dry but Scott Cookman in his book 'Atlantic' (2002) crafts a story around what was THE greatest race ever. He sets the context of the geo-political-economic scene in 1905 and weaves the story of the race into that era. Eight American millionaire heirs, aristocrats of the dollar, two real British aristocrats and Germany's last emperor match their extraordinary yachts and hired gun super-skipper against the North Atlantic. Throw in a mid-ocean four day gale with the vain pride of nations sparring to be top dog in the quest for maritime supremacy and you get a hell-of-a yarn. Cookman crafts a story of a 'watching grass grow' yawn of a yacht race into a page turner not to be missed by any armchair sailor.





Pat O'Neal sent a view of his workbench with some half models he made to add a bit of maritime flavor to his restaurant (Sally O'Neal's Pizza) in South Tampa. Pat has attended classes at WoodenBoat in Brooklin, ME.

Shadow and *Schemer* and another, maybe *Wave* or *Madge*.



Shadow

Type: Keel Sloop

Designed by: Nat Herreshoff

Launch: 1870-11-26

Construction: Wood

LOA: 37' 1" (11.30m)

LWL: 34' 2" (10.41m)

Beam: 14' 4" (4.37m)

Draft: 5' 4" (1.63m)

Sail Area: 1,336sq ft (124.1sq m)

Displ.: 31,200 lbs (14,152 kg)

Final disposition: Burned in Great Chelsea Fire of April 12, 1908.





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Fairlie Brinkley Reports on Burchard Galleries Dec. 10th Auction:

"LARGE 'ROYAL LOUIS' ship model by **ARTHUR ORTNER**: 5:32 Scale model of the 1779 Royal Louis French 3-Decker First Rate Ship. This handcrafted piece of art is wonderfully detailed and in great condition, meticulously constructed by Master Chief Arthur Ortner, who was a Navy Seabee in WWII, Korea, & Vietnam. Ship resides on a wood base with a plexiglass case. Approx. 40" X 20.5" X 38" H.

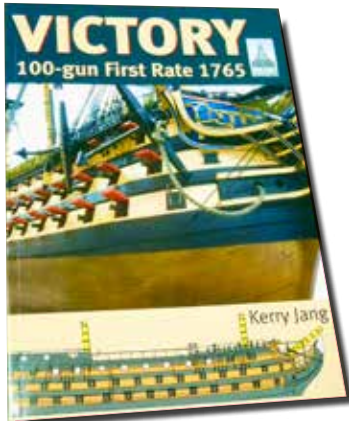
For an interesting read, Copy & Paste into your Browser; <https://donmooreswartales.com/2018/10/31/arthur-ortner/> The model sold for \$2,100 + fees."





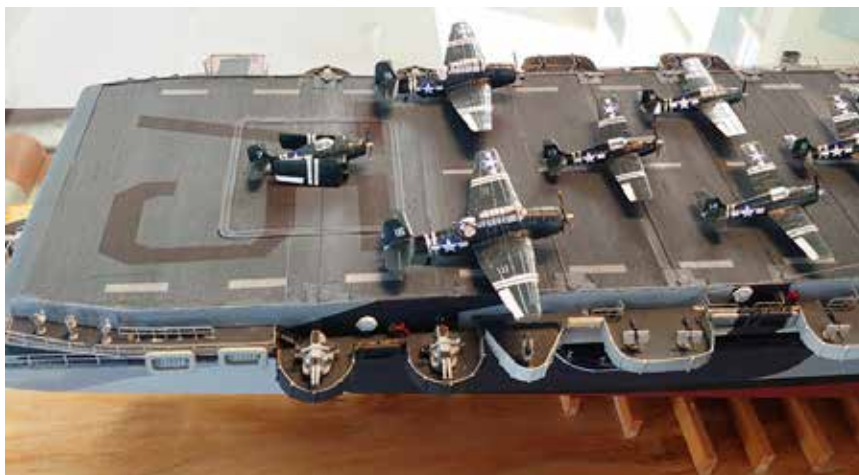
Skipper Sobieralski described the Kerry Jang book on HMS Victory:

"For November Show and Tell I brought in a recently acquired new book on HMS *Victory* by Kerry Jang, who has previously authored books on modeling both modern and age of sail ships. HMS *Victory* is published by SeaForth and is the latest in their ShipCraft series. It is the first to feature a wooden sailing ship as the subject and follows the pattern of previous ShipCraft books in giving the history of the ship and describing changes in the ship's appearance throughout her career. It also addresses modeling the ship, including information on available kits in various scales (both wood and plastic), after-market products and photographs of several high quality finished models of the *Victory*. I found the chronological presentation of the changes in the ship's appearance throughout her life to be especially welcome as most books on *Victory* concentrate on her appearance at the battle of Trafalgar and pay little attention to other periods.



USS Hoggatt Bay:

Subsequent to our November meeting I completed and delivered the model of the USS *Hoggatt Bay*, which I had been building for a gentleman whose father served on her during WWII. I had brought the almost complete model to the October meeting and that month's Ship's Log contains a detailed write up. Attached are a few photos of the completed model.





Guy Hancock on final details of *Emma C. Berry*: "I have been painting this figure to add to the diorama of the *Emma C. Berry*. It will have a pipe in his hands so it appears he is knocking the residue out of the bowl in preparation for another smoke."

The case for the *Berry* is about ready for varnishing and assembly. The acrylic panels were cut at Lowe's and I can finish any final trimming on my table saw.

The nameplate for the *Phantom* is finished after many failures to transfer the lettering from paper to brass. The laser printed text was covered with clear packing tape. The tape was soaked in water and the paper rubbed off. After drying, the tape was applied to the brass. The corners were rounded on a belt sander and holes drilled for brass pins to mount it on the case."



Having bought a "package deal", Guy has a lot of similar figures he offered for the taking.





Howard Howe forwards: "I'm pleased to report barring any unforeseen circumstances, hurricanes, or distracting Black Friday bargains, DeLand's US Army tugboat ST479 *Tiger* will leave Green Cove Springs mid-morning the day after Thanksgiving and sail for the first time in many years (on her own Scania auxiliary engine) down to Palatka. The next morning she will leave for the Georgetown area, and on Sunday morning we will leave Georgetown and cross Lake George. We anticipate no problems with that.... water is still very high. Our team is experienced and knowledgeable, and we also have a smaller boat with crew coming along to serve as a tender/support vessel which also will allow us to anchor in the river out of harm's way and then easily get to shore. We will comply with any no-wake rule but that should be lifted by Friday, and would only possibly impact us at Astor.

We will anchor out of traffic just to the North of Astor. We plan to return her to West Volusia after the New Year at some point when the water will have gone down, and Margareta and John Higgins can possibly fly over from England for the final return of this amazing survivor home...back near where she was built in 1944 on Lake Beresford. She's a tangible reminder for all of the efforts of over 500 local residents here, and the many thousands more who built these all-steel US Army tugboats in over 40 factories spread over the country from Florida to California during WW2.

Should you choose to come see her in motion please keep in mind she is a large vessel... please keep your distance! Her final short voyage to West Volusia will be well publicized... She's Getting Closer To Home!"

Dan Friend
President/Military Curator



Photo: hometownnewsvolusia.com



Howard Howe on F/V *Saga*:

"After completing the installation of the RC components, wiring and checking operation, the two bottom sheets from the kit were attached. This required a lot of trial fitting and using CA glue in a sequence of bonding and clamping. I then fabricated and installed the brass rudders and checked the dual operation with the servo.

Satisfied that all components were accessible for removal or adjustment, I proceeded to start the frame and rib enclosure. I had to design the small panels for the angled upper side bow pieces that make "*Saga*" different from the generic crab boat. Then I proceeded to install the four 3 ply flexible side sheets that I had modified per the "*Saga*" shape. This again required trial fitting in a sequence of gluing and clamping!

After lot of sanding, I applied the BONDO All-Purpose Putty to create a smooth exterior surface. Once the cream hardener is mixed with the putty there is only a 3 to 4 minute working time. So, pre-planning is critical! 15 minute set up time before sanding. Then the process starts all over for another area.

Next step is to fiberglass the hull with 1.5 oz cloth and finish resin. Also design and fabricate the structural parts that are unique to "*Saga*" but not included in the generic kit. Irwin has provided me with choice of "*Saga*" decals for later."





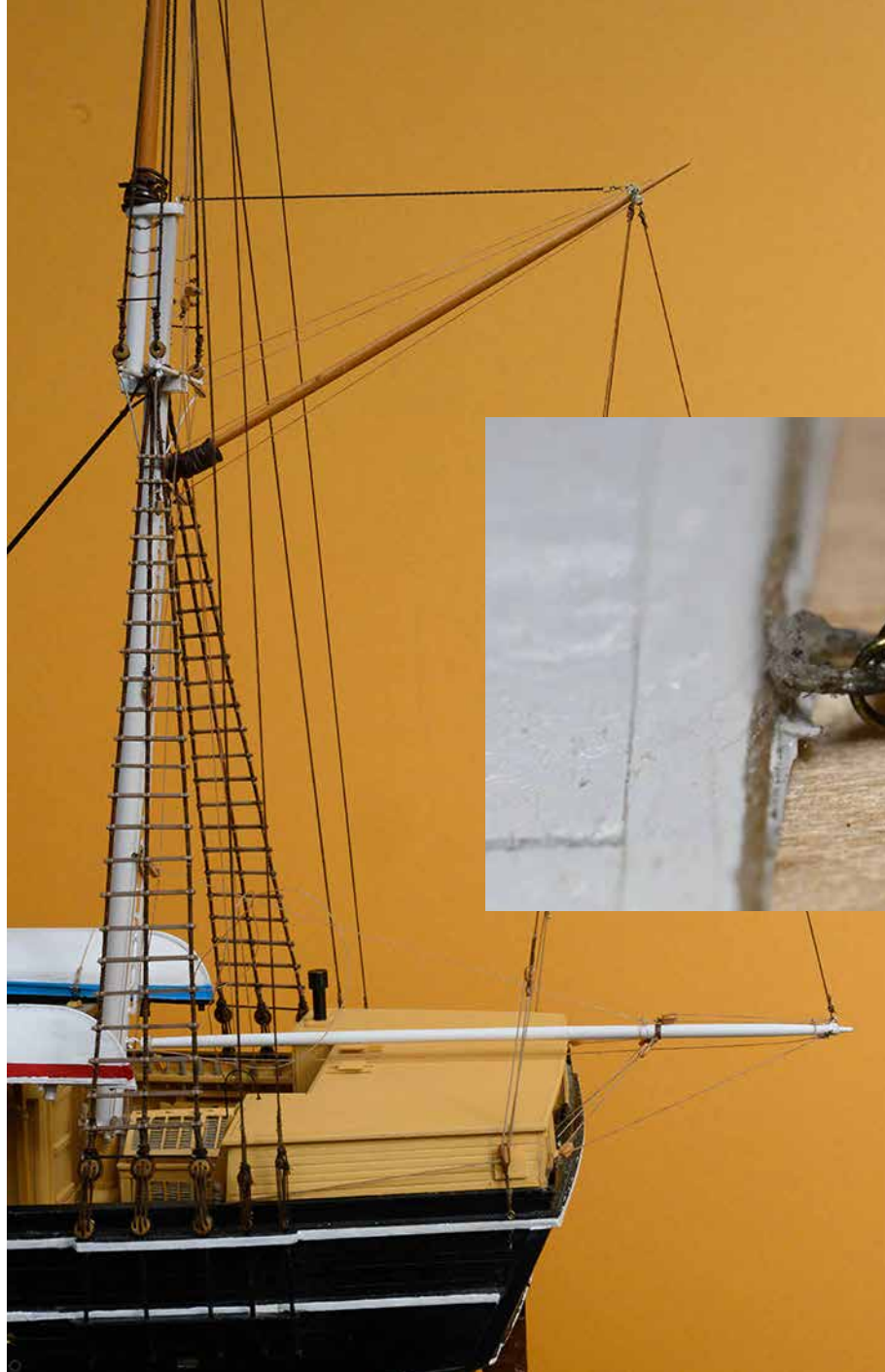
Howard sent the two photos above



Steve McMurtry weighs in from the mountains of southern Tennessee: "Happy New Year to All !!!" It has been some time since my last update. I've been making so much progress I haven't taken the time to report.

I'm in real danger of getting the rigging complete. I made a decision to rig from the top down rather than the opposite. I don't know if this is the proper way but it seems easier to fish all the running lines down the masts and through all the fairleads without all the lower spars in place.

My first install was the spanker boom and gaff. The gaff has a 50 link topping lift. All of the running lines have sisterhook attachments. I've made about 100 of these little monsters and will probably have to make at least that many more. They are not difficult but VERY tedious. I'm finding that some of my previous rigging is beginning to





lose tension and sag a bit. If anyone can shed to light to prevent this I'll be eternally grateful. To compensate for this I have taken to run and belay the lines I am putting on now but not final gluing them in place. This gives me the chance to tighten or loosen as needed before the final tie off.

I now have the main royal, main topgallant and fore topgallant yards completely rigged. The most difficult task by far was attaching the sisterhooks of the fixed topping lifts to the collars around the masts. Working with such small pieces in free space without an way to steady may hands resulted in some salty language. These spars have no sails rigged.

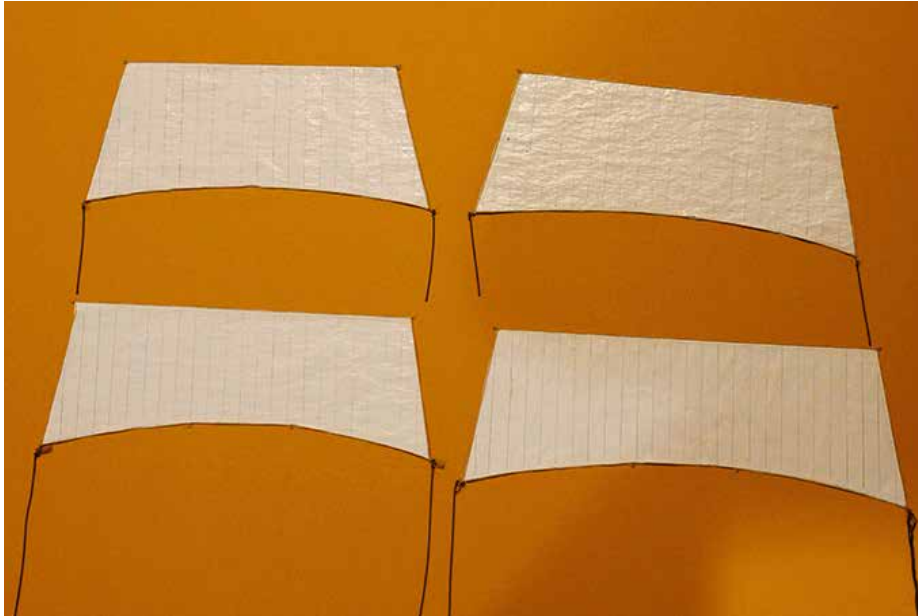
I decided to rig furling sails on the upper and lower topsail yards. I used the same basic technique of create the sails as I did with the jibs. These had the additional detail of cringles for the clew and buntlines. I bent the sails to the jackstays using a needle and 0.004 fly tying floss. I installed every possible bit of rigging, footropes and blocks as possible before bending and furling the sails. Furling went easier than I had hoped. I mounted the yard in a fixture to hold it in the correct position then soaked the sail with a fine mist spray. I used some photos of the real *Morgan* to understand how the furling sail should look. The scale sail packed surprisingly tight and looks, I think, pretty realistic.



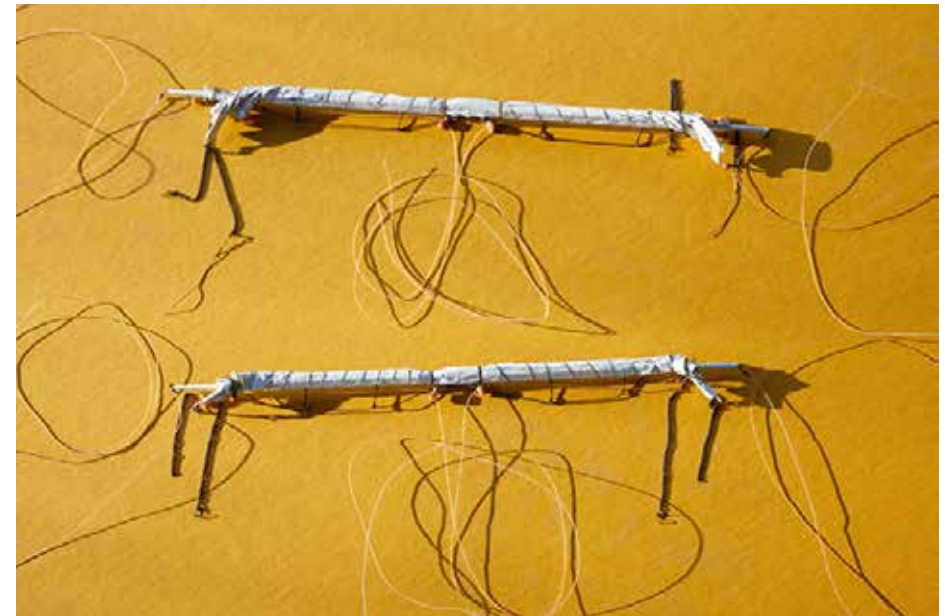
Steve sent these photos of his *Charles W. Morgan*

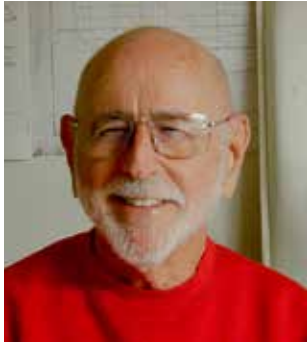


A challenge with these 4 sails was to get the corners where the sheets attach, to drape properly so they will look right when on the masts.
I'm ready to ship the topsail yards now and go on to the main course yards.



That will about complete all the running rigging. The final task will be to put the finishing touches on all the whaleboats and install all the davits and their related parts & rig."





Irwin Schuster (Sec/Ed)
Progress on the Chas. Cohill
Delaware Racing Catboat:

I have not had great success in my life, as a solderer. I have a collection of ancient irons and torches, all of which, I thought, must be faulty. The 3D boomkin of the *Cohill* presented a challenge, but I decided to give it one try. It is an "A" shape.

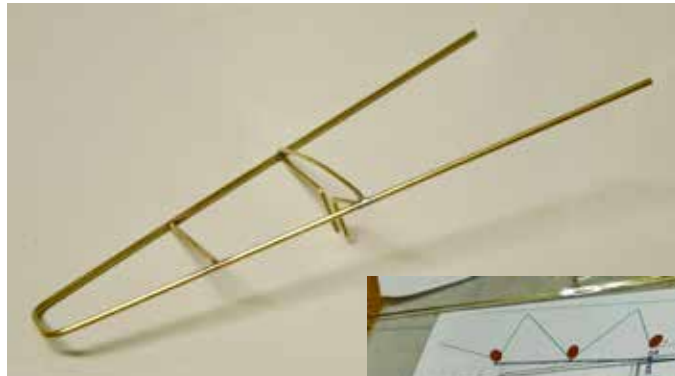
Process:

- Super clean the brass mechanically and chemically
- Pin down the parts. I used masking tape
- Liberal flux. I used Craftsman paste (MADE IN U.S.A.)
- Over-heat! I used an old Weller 80 | 140W pistol type
- Add solder. I used basic 50/50 Waxman wire

It worked! The shaped 3D component that serves as a traveler also attached satisfactorily.

Next, hanging the rudder.

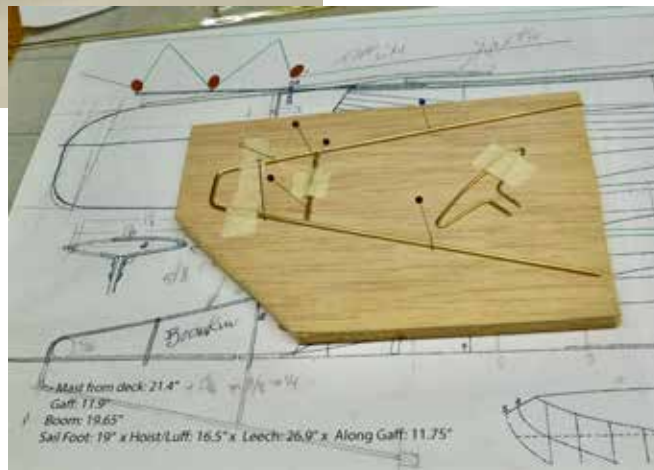
Last, I brought and recommended a pallet knife as well, for spackle and filler application.



Above, *Chas. Cohill* with pintles in place. Gudgeons are next.

Left, the successfully soldered boomkin. **WooHooo!**

Right, pallet knife with my favorite filler, by RUSTOLEUM. Hard to find.





Ed Bruton Posing a Mini Model:

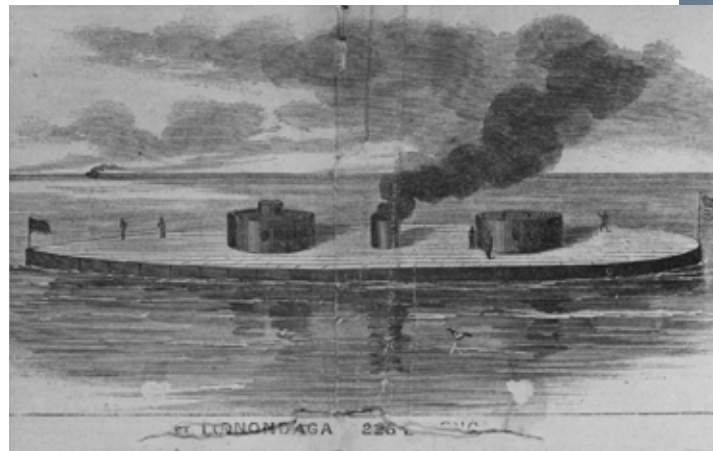
"J. Verne's novel, 20,000 Leagues Under the Sea, submarine "Nautilus". The 1954 movie with James Mason and Kirk Douglas is a favorite of mine. The submarine always reminded me of a strange twist on the ocean's tiny sea creature the Sea Horse. The small metal miniature is set into a piece of coral with fan coral around it, as a small Sea Horse might be lurking and hiding in. Added to the very small miniature were a prop guard, hatch hand wheels, small spring and a homemade propeller.

The old unbuilt kit shown is of the 1862 twin turreted monitor, USS *Onondaga*. The Resin and multimedia 1/192nd scale kit is by LONE STAR MODELS of Sugar Land, Texas. She was one of the about 60 iron clad monitor type ships built by the Northern Navy during the American Civil War. The kit can be built either full hull or waterline. The model by present day standards for resin kits is somewhat dated. It will require much work to make it presentable.

The 226 ft long river monitor was armed with a pair of 15 in. smoothbore Dahlgren guns and a pair of 150-pounder Parrott rifles, one each in its turrets. Her speed was a lumbering 7 knots. She was sold to France after the civil war and finally scrapped in 1905."



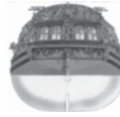
Scale





George Hecht found this 1/72 Fletcher Class, "plastic," (ABS & FG) R/C. It has come close to doubling in price since 2015. See next page for details.





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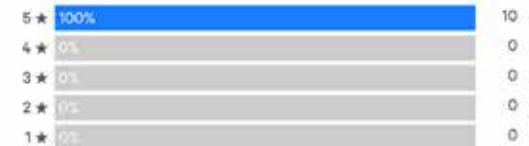
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USS Fletcher 1/72 Scale, 1580mm (62") USA Destroyer from Bancroft - RTR - BNC1003-003

Conquer the waves with Bancroft, the world's premier RC Boat brand available exclusively at Motion RC! Bancroft's line of RC vessels is as vast as the seven seas, specializing in high scale RC Warships, Yachts, Speedboats, and more! Equally at home on your mantle with its included display stand or sailing on calm lakes or pools. Bancroft vessels are made of high-quality materials including ABS, fiberglass, real wood, and photo-etched brass and steel parts.

The Fletcher class was the largest class of Destroyer built by the United States during World War II. Renowned as the backbone of the US Pacific Fleet, some went on to serve during the Korean War and into the Vietnam War.



An item of interest from the USS Constitution Model Shipwright:

What Does Scratch-Built Mean to Us?

by Rob Napier

Editor's Note: This article was reprinted from *The Broadside* (Vol. XLII, No. 5, May 2019). Given the timing – leading up to our next Model Show – it seemed appropriate.

This winter, I realized that our Guild had no specific or codified definition for important criteria we use when looking at ship models. We had no firm definition for what determines if a model is Scratch-Built or for its related qualities: Modified Scratch-Built, or Kit-Built.

I proposed to Admiral Swanson and Captain Ward that at April's regular meeting we could have a membership-wide discussion about this. The idea would be to review some other organizations' definitions of the terms, then discuss how they applied to us. By the end of the evening, I hoped the membership would be able to agree by consensus on a firm definition.

Discussion opened after the meeting's regular business. A sheet was distributed that had definitions for Scratch-Built, Modified

Scratch-Built and Kit as formulated by the Mariners' Museum for its Competition and Exhibition for Scale Ship Models. These were held in 1985, 1991, 1995, and 2000. We also considered the Mystic Seaport Museum definitions. From the floor of the meeting, members contributed ideas used by the International Plastic Model Society (IPMS).

During the meeting, our definitions became refined, and a fourth level was introduced. This was Modified Kit. We now have a clear distinction between a model that is built entirely from the contents of a kit's box and a model that is based on a kit and includes hand-made things.

In the end, the sense of the meeting seemed unanimous. We agreed that we could all live with the following definitions, and that they would be applied when members are preparing their entries in the Guild's Annual Show. Here it is:

Scratch-Built: Models employing no manufactured items except cordage, chain, and belaying pins; and fastenings such as pins and nails. Such materials as dimensioned lumber, sheet metal, tubing, wire, and milled shapes are allowed as raw materials. Photo-etched, laser-cut, cast, or parts mechanically or chemically duplicated by others from the entrant's original master or pattern shall be considered as scratch-built. Parts made by CNC or 3D-printing will be considered scratch-built if the original design files or copy masters were created by the modeler.

Modified-Scratch: Models based on scratch-built hulls, but employing fittings designed and produced by others.

Modified Kit: Models based on commercial or third-party kits or hulls, with the addition of other commercial fittings or scratch-built parts.

Kit: Models built essentially from just the parts supplied in the box with a kit. Items such as thread, paint, and glue will be considered as acceptable exceptions.



Scuttlebutt Sailing News reports:

On the passing of maritime icon, friend of our Society and member of the National Sailing Hall of Fame, **Charley Morgan**.



Charles Morgan, (November 17, 1929-January 7, 2023), an icon in the world of sailing from the late 1940s, passed away at 93 years on January 6, 2023. His passing came just hours after his beloved wife Maurine had died.

Charley was born in Chicago in 1929 but grew up in Tampa, FL. He was a boy when his uncle took him sailing on Lake Conway near a sleepy town called

Orlando. At 10 he built his first sailboat out of discarded orange crates and sack cloth.

He attended the University of Tampa and took a job with Johnson Sails. In 1952 he founded Morgan Racing Sails in Tampa, FL. While making sails, he met yacht designer George Luzier, who got him interested in designing boats. In 1960 Jack Powell commissioned him to build the 40 foot centerboard fiberglass yawl *Paper Tiger*.

The famously successful *Paper Tiger* won the SORC Southern Ocean Racing Conference in 1961 and 1962. Because of that triumph, his prior success building racing sails, and a newly developed relationship with legendary yacht designer Olin Stephens; Morgan Racing Sails received an order to build some sails in 1962 for the Stephens-designed America's Cup defender *Columbia*.

Unable to find a builder to manufacture the *Tiger Cub*, a smaller version of *Paper Tiger*, he founded the Morgan Yacht Corporation in 1962. Early models included the *Tiger Cub* and fiberglass sloop *Morgan 34*. The Morgan Yachts line of boats quickly grew to a fleet of sizes from 22' to 54' *Morgan Marauder*. In 1968, he sold his company, which increased his wealth substantially, but continued to design and help with the company.

Charlie's interest turned to the 1970 America's Cup where he designed, built, and skippered his 12 Meter *Heritage*,

which was launched May 3, 1970. He even sailed the boat on its own bottom from St. Petersburg, Florida to Newport, Rhode Island.

There were four 12 Meters competing for the America's Cup defense in 1970: *Weatherly* (12 Meter US-17), *Intrepid* (12 Meter US-22), *Heritage* (12 Meter US-23), and *Valiant* (12 Meter US-24). *Heritage* started the trials off well with a win over *Weatherly* but was later knocked out of the trials by *Intrepid*.

In response to customer feedback while operating Morgan Yacht, he designed the shallow draft Morgan *Out Island 41*. One of the most popular boats over 40 feet overall ever built. First built in 1971 the spacious boat became popular with charter companies, becoming "the standard charter boat." Charlie left Morgan Yachts in 1972.

He found Heritage Yacht Corporation in 1975, producing trawlers and sailing yachts. He later worked for Chris-Craft, doing design work on their trawler line. He designed sailboats in the 60s for Columbia Yachts including the *Columbia 40* and *Columbia 38* as well as other yacht builders and private clients. Later in the 70s till the early 90s, he also designed for other manufacturers including the *Com-Pac 35* for Hutchins Yachts.

Sailmaker, racing sailor, yacht designer, boat builder, and America's Cup designer and competitor; Charley was accomplished in all aspects of sailing and was truly a sailing legend.



Heritage



The following is a commentary on winter, even in Florida, and contains a ship, the derelict, *Alice May*, and so qualifies as maritime history!

*There are strange things done in the mid-
night sun By the men who moil for gold;
The Arctic trails have their secret tales
That would make your blood run cold;
The Northern Lights have seen queer
sights, But the queerest they ever did see
Was that night on the marge of Lake
Lebarge I cremated Sam McGee.*

*Now Sam McGee was from Tennessee,
where the cotton blooms and blows.
Why he left his home in the South to roam
'round the Pole, God only knows.
He was always cold, but the land of gold
seemed to hold him like a spell;
Though he'd often say in his homely way
that "he'd sooner live in hell."*

*On a Christmas Day we were mushing our
way over the Dawson trail.
Talk of your cold! through the parka's fold
it stabbed like a driven nail.
If our eyes we'd close, then the lashes froze
till sometimes we couldn't see;
It wasn't much fun, but the only one to
whimper was Sam McGee.*

*And that very night, as we lay packed tight
in our robes beneath the snow, And the
dogs were fed, and the stars o'erhead were
dancing heel and toe,
He turned to me, and "Cap," says he, "I'll
cash in this trip, I guess;
And if I do, I'm asking that you won't
refuse my last request."*

*Well, he seemed so low that I couldn't say
no; then he says with a sort of moan:
"It's the cursèd cold, and it's got right hold
till I'm chilled clean through to the bone.
Yet 'tain't being dead—it's my awful dread
of the icy grave that pains;
So I want you to swear that, foul or fair,
you'll cremate my last remains."*

*A pal's last need is a thing to heed, so I
swore I would not fail; And we started on
at the streak of dawn; but God! he looked
ghastly pale. He crouched on the sleigh,
and he raved all day of his home in Ten-
nessee; And before nightfall a corpse was
all that was left of Sam McGee.*

*There wasn't a breath in that land of
death, and I hurried, horror-driven,
With a corpse half hid that I couldn't get
rid, because of a promise given;
It was lashed to the sleigh, and it seemed
to say: "You may tax your brawn and
brains, But you promised true, and it's up
to you to cremate those last remains."*

*Now a promise made is a debt unpaid,
and the trail has its own stern code.
In the days to come, though my lips were
dumb, in my heart how I cursed that load.
In the long, long night, by the lone fire-
light, while the huskies, round in a ring,
Howled out their woes to the homeless
snows— O God! how I loathed the thing.*

*And every day that quiet clay seemed to
heavy and heavier grow;
And on I went, though the dogs were
spent and the grub was getting low;
The trail was bad, and I felt half mad, but I
swore I would not give in;
And I'd often sing to the hateful thing, and
it hearkened with a grin.*

*Till I came to the marge of Lake Lebarge,
and a derelict there lay;
It was jammed in the ice, but I saw in a
trice it was called the "Alice May."
And I looked at it, and I thought a bit, and I
looked at my frozen chum;
Then "Here," said I, with a sudden cry, "is
my cre-ma-tor-eum."*

*Some planks I tore from the cabin floor,
and I lit the boiler fire;
Some coal I found that was lying around,
and I heaped the fuel higher;
The flames just soared, and the furnace
roared—such a blaze you seldom see;
And I burrowed a hole in the glowing coal,
and I stuffed in Sam McGee.*

*Then I made a hike, for I didn't like to hear
him sizzle so; And the heavens scowled,
and the huskies howled, and the wind
began to blow. It was icy cold, but the hot
sweat rolled down my cheeks, and I don't
know why; And the greasy smoke in an
inky cloak went streaking down the sky.*

*I do not know how long in the snow I wres-
tled with grisly fear; But the stars came
out and they danced about ere again I
ventured near; I was sick with dread, but I
bravely said: "I'll just take a peep inside.
I guess he's cooked, and it's time I looked";
... then the door I opened wide.*

*And there sat Sam, looking cool and calm,
in the heart of the furnace roar;
And he wore a smile you could see a mile,
and he said: "Please close that door.
It's fine in here, but I greatly fear you'll let
in the cold and storm—
Since I left Plumtree, down in Tennessee,
it's the first time I've been warm."*

*There are strange things done in the mid-
night sun By the men who moil for gold;
The Arctic trails have their secret tales
That would make your blood run cold;
The Northern Lights have seen queer
sights, But the queerest they ever did see
Was that night on the marge of Lake
Lebarge I cremated Sam McGee.*

— Robert W. Service

GORGEOUS SAIL



Ship's Log Tampa Bay Ship Model Society 20





Believe It Oar Knot!

Howard Howe found this, an interview with a crewman or passenger on *Titanic*: <4u_VcmOr_aBXwGIY.mp4> If this doesn't work for you, search, "Titanic Survivors | Frank Prentice (1979).

"Tall Ships" to Visit: A flotilla of a half-dozen tall ships, including a replica of the iconic *Santa Maria*, will sail into the St. Petersburg waterfront for a festival onshore and off **March 30-April 2**.

Tall Ships America, a nonprofit dedicated to maritime heritage and youth education, is bringing its annual tour of tall ships from across the country. This is the first time in 20 years that the majestic maritime festival has included a port in St. Petersburg.

The fleet heading to St. Petersburg includes the *Nao Trinidad* from Spain, a replica of the *Santa Maria*, the largest of the three Spanish ships used by Christopher Columbus in his first voyage across the Atlantic Ocean in 1492. Five additional invited ships include *Pride of Baltimore II* (1976); *Ernestina-Morrissey* (1894); *Barque Elissa*, one of the oldest ships sailing today, having launched in 1877; Schooner *Suncoast Horizon* (Contemporary) and Schooner *When & If* (1939).



Captain Sobieralski's YouTube Findings:

"Over the Holidays I stumbled upon several YouTube videos which I thought might be of interest.

The first is, *Zen and the Art of Model Making: The Story of Philip Reed*. Philip Reed is an Englishman who has written several books on ship modeling, three on sailing vessels and one on modern warships. He is a scratch builder and the books contain very detailed descriptions of his means and methods. *Zen and the Art of Model Making* is about 15 minutes long and features Reed discussing his philosophy and approach to building ship models. There are also eight other videos, 4-12 minutes each, on individual models he has built. Five are sailing ships and three are WWII era warships. All nine videos can be found on a YouTube channel called Barney Hayter (don't ask me, the guy must be a fan).

<https://www.youtube.com/@Barneyhayter/videos>

Another interesting video is *Ships of the War of 1812* which tells the story of the war through ship models at the US Naval Academy Museum. It's about an hour and 47 minutes long.

<https://www.youtube.com/watch?v=O71kEiM2GOQ&t=29s>

I hope everyone had a happy Thanksgiving, Christmas and New Years and is looking forward to a great 2023!

