

# Ship's Log

# \$12. DUES ARE PAST DUE! TampaBayShipModelSociety

Meeting of Jan. 24, 2023

[TampaBayShipModelSociety.org](http://TampaBayShipModelSociety.org)

The first meeting of 2023 was called to order by President and Treasurer, **Steve Sobieralski**, who acknowledged the visit of **Al Vacaro**, an IPMS/Pelikan club member.

The bylaws were confirmed as dictated by the bylaws, and the current slate of officers, too, by default, without signs of mutiny except perhaps by those in office.

The team of **Brut & Hecht** rose to promote *The Pelicon'23 Model Show and Contest* which will be held on March 18th, 2023 at the Hampton Inn & Suites Tampa Northwest/Oldsmar 4017 Tampa Road, Oldsmar. (9:00 to 5:00, Visit: > [pelikanclub.org/3-pelikon2017/](http://pelikanclub.org/3-pelikon2017/) < \$6 advance ticketing, \$8 at the door. Up to 5 models are welcome **(\$15.)**

**Howard Howe** reported that the DeLand tug, *Tiger*, has to winter in place, due to low water.

**Yoohoo!** You who have not paid your dues, please do.

Checks **MUST** be to **Steve Sobieralski personally!**

The club has been notified of a donation of about 45 nautical and ship modeling books from the Campbell family in Boca Raton. That's a LOT of weight. Our jolly courier, **Chuck LaFave**, has offered to go east and fetch them.

And with that, the action moved on, to S&T...



## President & Treasurer Steve Sobieralski

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

## 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*.

**MEETING TIME  
10:30 a.m.**

**\$12. DUES ARE DUE!**



*La Gros Ventre*, by Vic Lehner

**Next Meeting**  
Tuesday, Feb. 28, 10:30 a.m.



**Vic Lehner showed his *La Gros Ventre* (the big belly), scratch, 1/48:** "I secured plans and material in fall of 2020 and started building her on January of 2021. She is scratch built (See next page for the numbered pictures).

**The first picture** shows the starboard side of the ship providing the guts of the ship and where I am at today in building her.

There are over 20,000 wood treenails in her now, the main capstan works, the interior walls are planked and treenailed, there are six riders that can be seen on picture one.

**The second picture** shows the some of the inside details: Watch keeping officers bench, officers quarters with beds, weapon racks, hatchway to access storerooms.

**The third picture** shows the layout of the hold in the stern of the ship: gun powder room at forward end of the corridor, the room above the gun powder room are food storerooms, vegetable storerooms are above the food storerooms, hatchway access to the gun powder room, far right is the start of the orlop deck.

Not seen in this picture but there are the barrels of gun powder and the extra cannon barrels in the gun powder room, or the space reserved for the master gunner. The hatchway to this space is located below watch-keeper bench on picture two.

**The fourth picture** reflects what she looks like planked up.





# Ship's Log Tampa Bay Ship Model Society 3



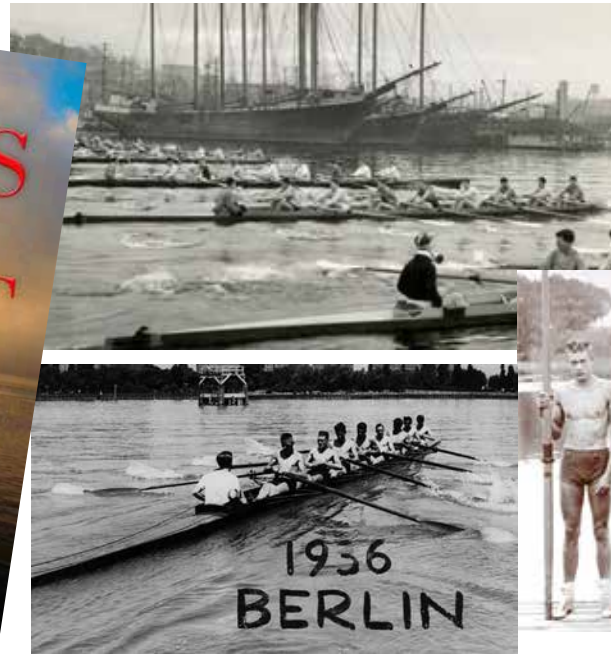
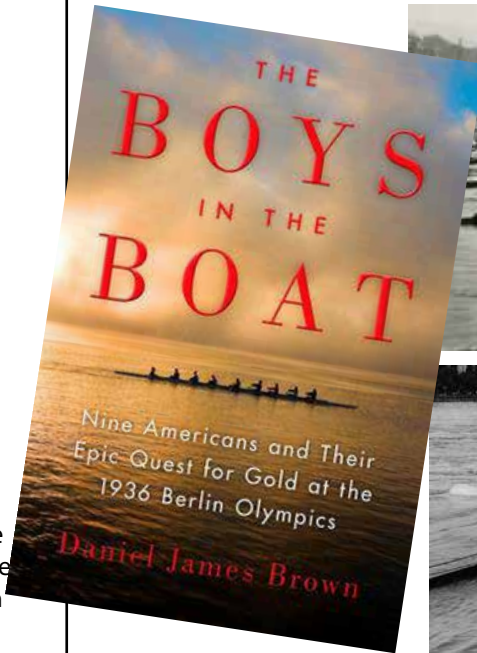
Vic sent these photos



### Brad Murray Reports:

"Winter book review; 'The Boys in the Boat' by Daniel James Brown (2013). The numerous reviews of this book contain a smorgasbord of superlatives. So, all I have to say is: READ IT! This quote is not a spoiler but a teaser..."it occurred to me that when Hitler watched Joe and the boys fight their way back from the rear of the field to sweep ahead of Italy and Germany...he saw, but did not recognize, heralds of his doom...hundreds of thousands of boys just like them...decent and unassuming,... loyal, committed, and perseverant - would return to Germany dressed in olive drab, hunting him down."

Computer generated vinyl graphics and goofy logos deface most recreational boats including my own. My solitary push back is the port-of-call name board. The font, not unique but from my own hand. The layout, not digitized but eyeballed. Carved and painted in an assuredly non-professional, but totally satisfying manner. When finally fastened to the back of the boat it will most likely be the only piece of wood on the mighty 'MEOW', my brandy new power cat."



These two photos submitted by Brad





**Irwin Schuster (Sec/Ed) on Sydney Harbor Skiffs:** (18 Footer, Sydney Harbor Skiff History, 26 January, 1892)

The father (of the type) was Mark Foy, a local businessman who loved sailing and believed Sydney Harbor to be the world's best aquatic playground. He was disappointed that, unlike many other sports, sailing attracted practically no public interest. The races of the time were over a 12-mile course and were out of sight for up to two hours.

Determined to change this situation, he and a few friends came up with a series of initiatives he believed would popularize sailing as an exciting spectator sport.

1. Racing must be exciting and faster.
2. Boats had to be more colorful and more easily identified than by a number on the Sails.
3. Race winner should be decided on a first-past-the-post basis.

The major problem with Foy's plan was producing a faster racer, but he solved this with the first of the 18-footers, which was an open, centerboard boat with a very light hull, an 8-foot (2.4m). It carried a crew of 14 (compared to the previous boats with 25 crew) and had a huge spread of sail which gave it a sensational aquaplaning speed downwind.

Each boat was to have a colorful emblem on its mainsail - a tradition which continues to this day, although now almost exclusively the logo of a corporate sponsor.

When Foy tried to enter his boats with the Anniversary Regatta Commit-

tee of 1892, they were rejected as the committee believed that "such badges were not in keeping with the dignity of the oldest regatta in the southern hemisphere," so, Foy ran his own regatta and paid for it, himself.

High-pressure publicity given to Foy's plans paid big dividends. On regatta day, Clark Island (Sydney Harbour) was packed to capacity, while moored ferries and jetties provided additional accommodation - as did every vantage point along the foreshores of Sydney Harbor. A triangular three miles course was plotted and a "staggered" start introduced (where the best boats started after the slower boats) to bunch the fleet for a spectacular, downwind run to the finish at Clark Island.

At the start there had been less than three minutes between all boats in the fleet. At the finish there were a dozen boats racing for the line in a bow-to-bow finish. The public got its money's worth and the colored badges of the 18-footers were an instant success and that continues.

The first era in the history of the 18-footers was known as the "Big Boat Era" and is generally accepted to include a transition from 22 and 24-footers at the turn of the century. These 'big boats' carried crews of 18-25 crewmen and had enormously heavy spars and gear. The 18-footer, with a 8ft beam, was manned by a reduced crew of 10-15 men but carried not much less sail area than the bigger boats. These 18-footers carried mainsail, balloonier, ringtail, topsail, topsail

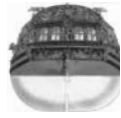
head spinnaker and (at times) water-sails. For spectators, they didn't differ much from the bigger boats but were much less costly to build and maintain. *Britannia* was one of the most famous boats during the "Big Boat Era," which was built by her owner-skipper 'Wee' Georgie Robinson in 1919, and raced on Sydney Harbour for more than 20 years: 18 ft, 7.5 ft beam x 2.3 ft deep. She carried approximately 3,200 square feet of sail and 11-15 crewmen.

During this period there were tremendous sail carriers. Argument amongst 18-ft supporters as to the largest sail area ever carried will never end, but one of the biggest was *Zanita*, sailed by Bill "Pluggie" Martin. In 1910 she carried approximately 3,500sf. Her main was 32 feet on the boom. Her sails included main, ringtail, topsail,

balloonier, water sail and spinnaker. In the early 1930s, the fleet began to dwindle when rising costs and the difficulty of maintaining big crews made owners reluctant to replace old boats with new ones. During these 'heady' times there were seven ferries following the race every Sunday. Each carried a commentator, manager, and other officials - one of whom was stationed in the wheel house of each steamer to help the captain decide where to go to get the best possible view for the people on board. When WWII broke out, authorities in Sydney stopped the League racing on the main harbor but continued their races on the river until early 1946.

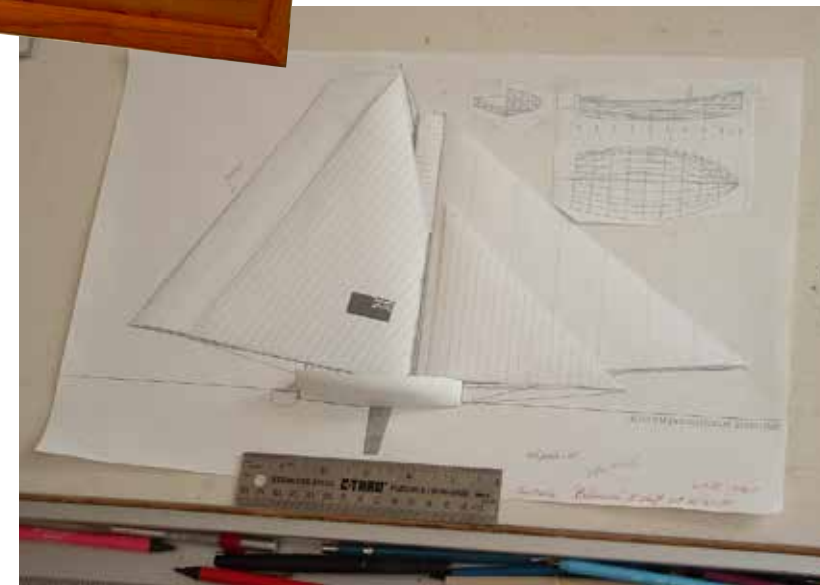
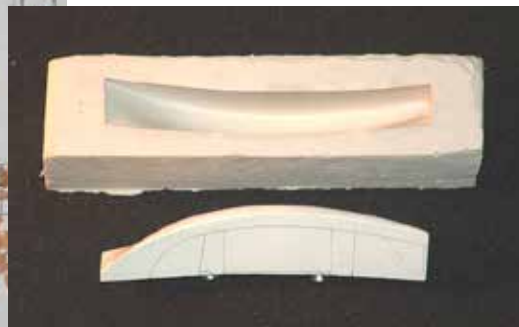
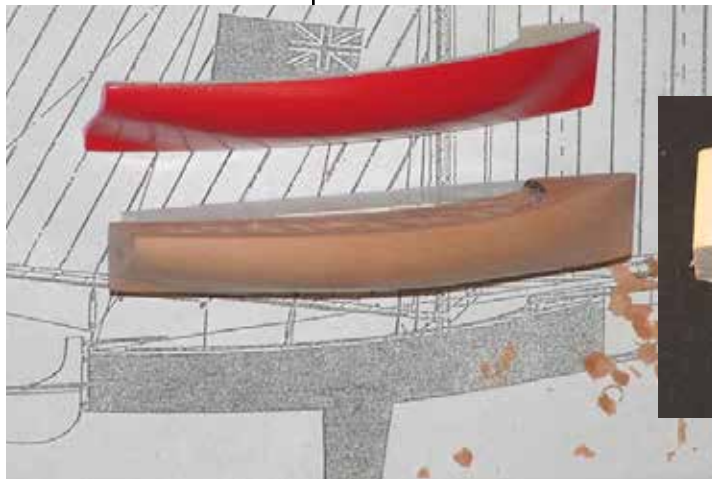
All this is fully documented in "The Blue-water Bushmen," by Bruce Stannard, 1981.





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My model of *Britannia*, built in 2007, was an early experiment in rigged halves. The sails are adhesive parchment printed on desktop laser printer and overlapped, with half spars. The glass front is laser engraved. For reasons unknown to me now, I carved a plug hull, made a plaster mold and cast a hull of Bondo. I finished it and for reasons (again) unknown to me now, rejected it and carved another. There must be a message in that story but it, too, is unknown to me now. My scale choice is likewise, a mystery (about 1/54).

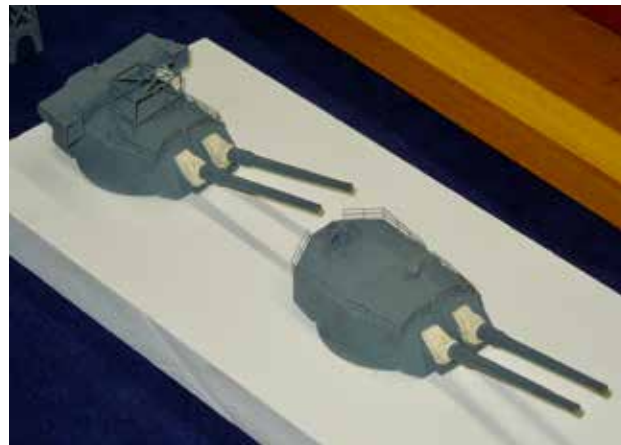
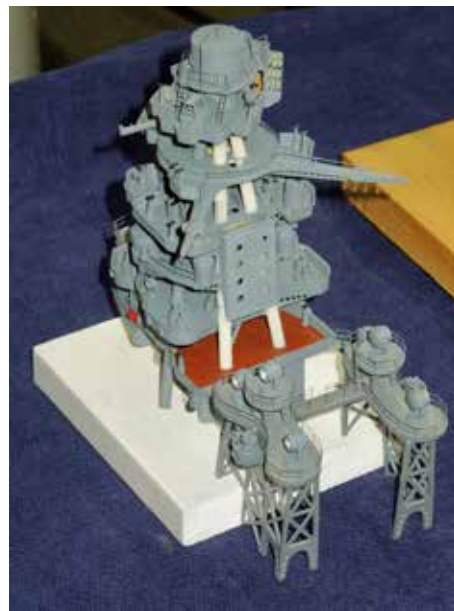
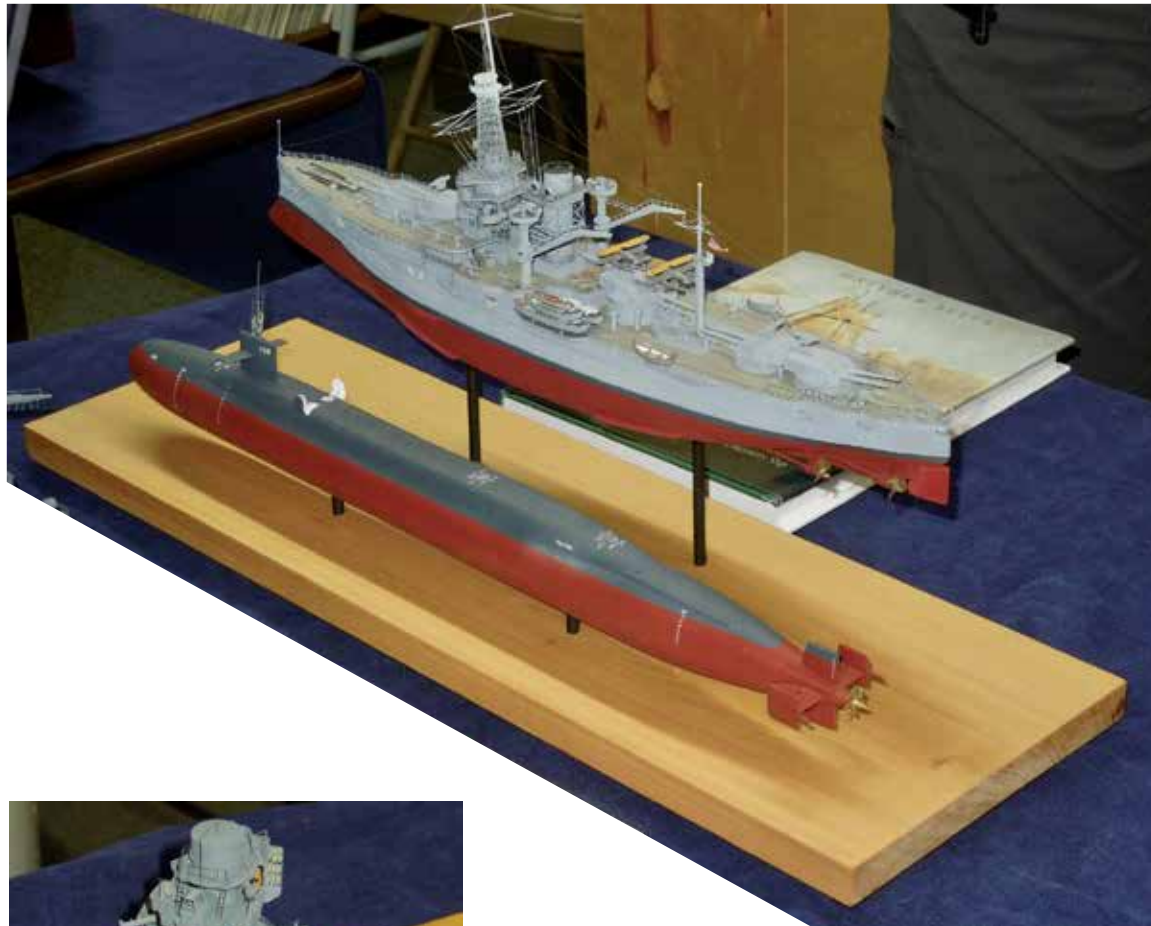




**Skipper Sobieralski displayed USS Florida (BB 30) and USS Florida (SSBN 768):** "For the January meeting I brought in my completed dual presentation of the battleship USS Florida (BB 30) and the ballistic missile submarine USS Florida (SSBN 728), both in 1/350 scale. These models represent the fifth and sixth US Navy ships to carry the state's name. Both were capital ships in their time, the battleship during the early 20th century, the submarine from the later 20th century and into the 21st.

USS Florida (BB 30) was the lead ship of the Florida class of dreadnought battleships. She had one sister ship, USS Utah.

Florida was commissioned into the US Navy on 15 September 1911. She was 521 ft long overall, had a beam of 88 ft 3 in, a draft of 28 ft 6 in and displaced 23,403 tons at full load. The ship was powered by four steam turbines and twelve coal-fired boilers generating a top speed of 20.75 knots and had a crew of 1,001 officers and men. Armament was a main battery of ten 12-inch guns in five twin turrets on the centerline and a secondary battery of sixteen 5-inch guns mounted in



**Nagato:** I also brought some in-progress components from my current project, a 1/200 scale model of the Japanese battleship Nagato. These included the bridge structure, searchlight platforms and two of her four 16" gun turrets. More on this as work on the model progresses.



casemates along the side of the hull. As was standard for capital ships of the period, she carried a pair of 21-inch torpedo tubes, submerged in her hull on the broadside. She served in WWI and was present at the surrender of the German High Seas Fleet at the war's end in 1918.

In June 1924 *Florida* was taken out of service for modernization at the Boston Navy Yard, which lasted until November 1926. During the reconstruction her deck armor was strengthened and anti-torpedo blisters were installed to increase her resistance to underwater damage. Her secondary battery was rearranged to improve its efficiency, and four of her 5-inch guns, which were mounted in sponsons and unworkable in even moderate weather, were removed. She was also reboilered with four oil-fired models, her turbines were replaced with new geared turbines and her two funnels were trunked into one stack. The rear lattice mast was replaced with a pole mast, which was moved further aft. Her two submerged torpedo tubes were also removed and she received a catapult for launching spotting aircraft.

*Florida* remained in service only a few years in her modernized form, and under the terms of the London Naval Treaty of 1930 she was decommissioned and was broken up in 1931. The ship's bell was saved and for many years was installed at Florida Field in Gainesville, where it was traditionally rung at the conclusion of Gator football team victories. It was removed

from the stadium in 1992 and is now housed in the lobby of the Museum of Florida History. Her sister ship, the USS *Utah*, was disarmed and retained as a training and target ship. She was present at Pearl Harbor on December 7, 1941 and was sunk by Japanese aircraft who mistook her for an aircraft carrier. Her wreck is still in place and can be visited.

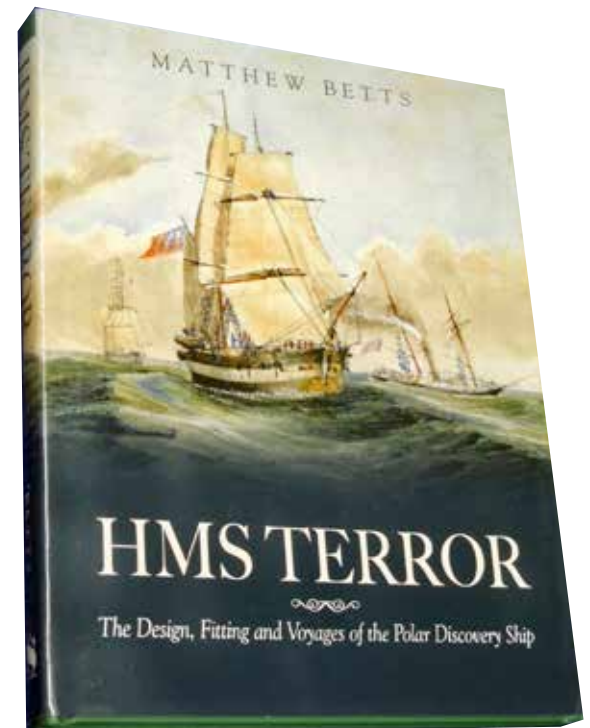
The model is actually Iron Shipwrights' 1/350 resin kit of the *Utah*. The two ships were very similar, but there were some minor differences, particularly in the bridge area. The ship is shown as she appeared in 1930, shortly before her decommissioning.

USS *Florida* (SSBN 728) is the third of 18 Ohio class nuclear powered ballistic missile submarines. She was launched in 1981, 50 years after the retirement of her battleship namesake, and is 560 ft long overall, had a beam of 42 ft, a draft of 35 ft 6 in surfaced and displaces up to 16,764 tons surfaced and 18,750 submerged. The ship is powered by two steam turbines and one nuclear generating a reported top speed of 25 knots and has a crew of 155 officers and men. Armament is four 21-inch torpedo tubes, and as a ballistic missile submarine she carried 24 Trident missiles with nuclear warheads. In 2003-2006 she, along with three of her sisters, was converted to SSGNs capable of conducting conventional land attack and special operations. 22 of the Trident tubes were converted to house vertical launch cruise missiles and the other two to swimmer lockout chambers for

SEALs and other special operators. She continues to serve in this configuration as SSGN 728.

The model is a plastic kit from Dragon and shows her in her original SSBN role in approximately 2000. In relation to the battleship model she is mounted at approximately periscope depth. Mounting the two USS *Floridas*, past and present, together visually demonstrates the progression of ship design and naval technology over 70 years, and is a homage to the state I have lived in for 62 of my 72 years.

**HMS *Terror*: The Design, Fitting and Voyages of a Polar Discovery Ship:** "This book, by Mathew Betts, documents the history, design, modification, and fitting of HMS *Terror*, which, along with HMS *Erebus*, was lost on the ill-fated 1845 Franklin Expedition to transit the Northwest Passage. It provides a complete account of *Terror's* career and a full set of accurate plans showing her final 1845 configuration.







**Guy Hancock on Captain John Smith's Shallop:** "I showed my partial build of Capt. John Smith's shallop, a kit by Pavel Nikitin of Ukraine. I saw the kit on YouTube, demonstrated by Olga Batcherov. It arrived in about a month and is well-designed. The assembly jigs and kit pieces are all laser cut.

I started assembling the frames, after sanding and filing off all the laser char as well as beveling all the cuts for the lapstrake planks. The bevel lines are marked on the pieces. The frames can move a little in the jig so I assembled some on the keel in that jig. I also had some difficulty fitting the canted frames at the bow and stern, including trying to put at least one in the wrong end. The frames are numbered from stern to bow, and marked left and right. Not all of the notches in the frames and floors aligned, so I had to trim a few when adding the planks. I wet the planks and microwaved them for a minute or two before clamping them on the frame because they twist a lot, especially at the stern.

After each plank dries, I glue it using PVA and switch to the opposite side for the next plank. Olga's video shows her using a soldering iron to make the PVA glue dry almost instantly. I did not try that but used gel CA in a few places, and thin CA in some others.

In 1607 the shallop was carried from England disassembled in the *Susan Constant*. There is a replica of her in Jamestown. The replica is quite brightly painted in red, blue, white, brown, green, yellow, and black. The replica of the shallop is natural or treated with preservatives and is all a dark walnut color. I assume that both replicas were thoroughly researched, but think my model will look better with some color. I am considering a simpler color scheme using a couple of the colors from the *Susan Constant*.

I wanted to add that I have upped my game, graduating to 2 planks per day! The reason is that the planks in the kit are all pre-shaped. The frames and planks were designed in a 3-d CAD program so no additional shaping is needed."



Images of full scale vessels appropriated from the www for educational purposes





## Howard Howe proceeds with

**F/V Saga:** "Fabrication of the F/V *Saga* model continues with assembly and modification of the generic Alaska crab boat kit that I purchased from Barracuda RC Boats USA.

After completing the main hull assembly with some modifications. I fiberglass the hull and prepared for painting. Then I designed and fabricated the forward deck assembly from photos taken of the "Deadliest Catch" TV show.

This deck assembly is removable and contains the operational flood light, regulation lights, and anchor provided in the kit. I created the other parts mostly from plastic.

The light switch and electronics are under the removable cabin. The wood in the kit for the open deck area was stenciled for the wood and metal sections. I traced over the lines and carefully stained the sections differently.

There are sections of the

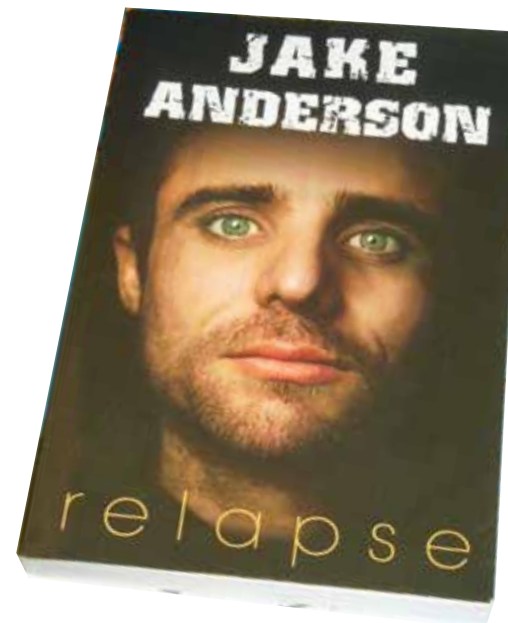
deck that are removal for internal access. After careful masking the deck, I primed and painted the hull using Testors spray and the matching 1/4 oz bottles of expensive paint now owned by Rustoleum!

Pros and Cons about the kit: Die-cut and laser generated parts are accurate and detailed. Wood parts fit together accurately with tongue and groove. 3-ply wood with soft center is very flexible. However, the flexible wood assembly requires a fixture to hold shape when bonding. The longer flat pieces require a stiffener board inside to maintain flatness. The soft end grain wood does not paint well.

Overall, I am happy with the kit! Looking forward to completing and crabbing!

Jake Anderson, the captain of F/V *Saga* has an autobiography titled "Relapse" that provides interesting reading. There is also a web site that describes the modifications and improvements that he made to the vessel in 2016. *Saga* is appropriately named!

Update on Army Tugboat ST479 *Tiger*. She made it to Astor on the St. Johns River under her own power with her auxiliary engine last November. However, plans to continue to DeLand are on hold until later this summer because she was stuck in the mud when the higher water receded!"





**Steve McMurtry reports on his C.W. Morgan:** "It's party time in Tennessee!!

I have completed all the running rigging on the *Morgan*.

I took great care to install every possible block and line on the yards before Shipping them onto the masts. A small amount of the running line was omitted because I did not bend all the sails on the model. I was able to refer to my photos of the real ship in Mystic to see what lines they had and where they were tied off. These were mostly halyards, sheets, buntlines and clew lines.

I had to make slight adjustment to the lay of the furled sails on the upper and lower topmast yards to get them to dress properly. This was easy. I just wet the loose tails with water and a paint brush until they softened enough to move.

There were a lot more sister-hooks and shackles used in this portion of the rig. I think I've made at least 100 pairs of hooks and 50+ shackles. The good news is I'm getting efficient at it.





I've been using 3 different shades of line in the final rig; a- dark brown for semi-standing lines, a medium brown for things like pendants and fixed lifts, and a light tan for the active running lines.

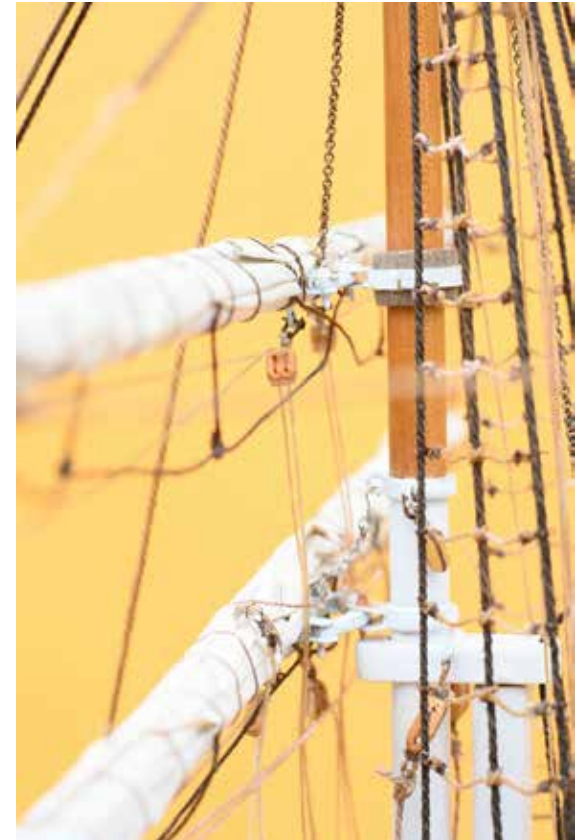
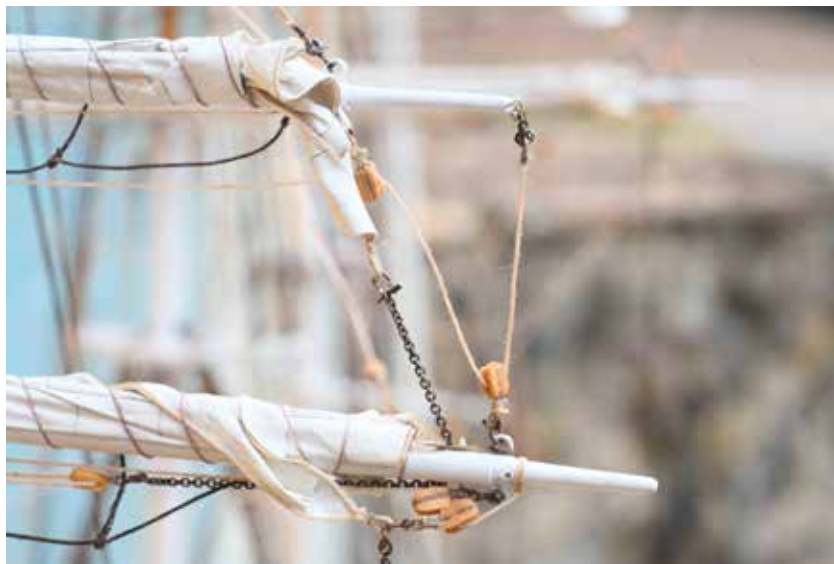
I also varied the color of the blocks using the lightest colors – mostly boxwood – on the higher places and darker colors – oiled swiss pear – on the lower locations.

I was forced to install shackles on the ends of several of the chains on the model. This wasn't easy but, after some intense conversation they were all in.

I learned a new lesson the hard way as I got well into the rigging process. I stopped fixing and gluing the ends of the lines to their belaying location. This allows me to adjust the tension once everything is in place. Between just normal stretching and relaxation of the ropes and my bumping, hooking tweezers and generally being clumsy, many of the lines became slack. I will still have to cut the lanyards off several of the stays to get them back to proper tensions. I will save this task for last when everything else is done.

Now I am beginning to place all the small details that were left because they would be obstructive during the rigging process, and the whaleboat davits and all related hardware and rigging. Finally, I have to complete all the whaleboat details and get them mounted.

It's exciting to see her look like a real rigged ship at last."



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



### Bob Johnson tells of a different *Sovereign*:

"Here's a photo. I bought this half-hull model from its builder while working at a boat show (in Spain), somewhat of an impulse purchase but no regrets as it is beautifully made and I look at it every day over the window by our kitchen table.

It is strip planked on frames, edge glued, and after probably 20 years of our ownership it still looks like a plastic molding. Beautiful craftsmanship, beautiful ship. I will note again that these extreme clipper ships typically had what appear (to me) to be somewhat small rudders, but that apparently worked well.

This was designed/ built by Donald McKay and per the info I have was considered to be his finest clipper ship. A speed of 22 knots was claimed, which must have been quite a thrill to experience. I can't imagine what it would have been like to be above on the yardarms furling or unfurling sails in those conditions; a good thing.

Also of possible interest to the group is the card of the model maker in Spain, possibly known by some? (The embossed mark at the top is a flag printed with MARISTANY (in reverse).

[In 1854, *Sovereign of the Seas* recorded the fastest speed ever for a sailing ship, logging 22 knots. Built by famous ship builder Donald McKay (*Flying Cloud*, *Stag Hound*, *Great Republic*, *Lightning*), possibly the most famous ship builder, the East Boston-built *Sovereign of the Seas* was the first ship to travel 400 miles in 24 hours (16.67 mph).]

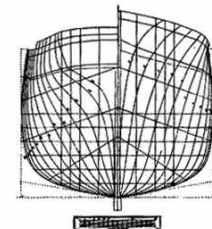
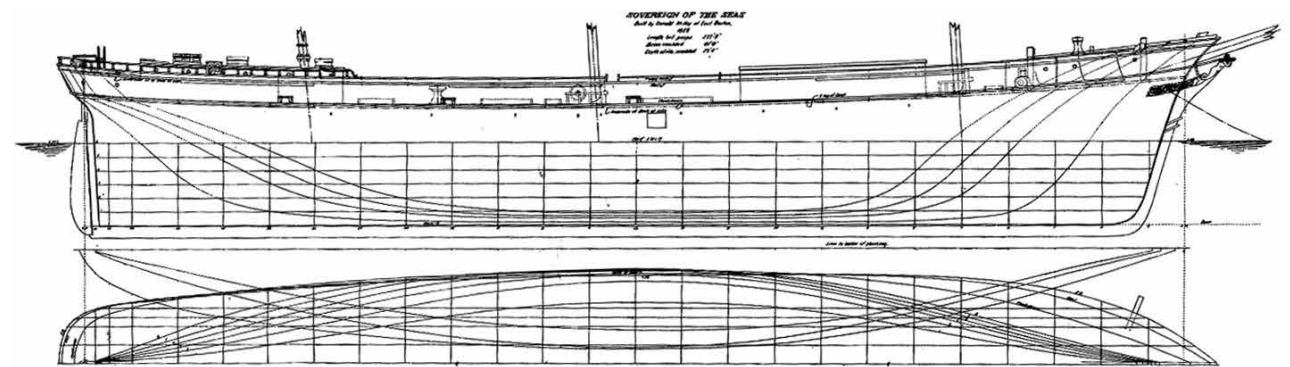


Plate 109. The noted McKay-built clipper SOVEREIGN OF THE SEAS, for which a speed of 22 knots was claimed. Considered by many contemporary writers to have been McKay's finest clipper ship.



**Ed Bruton on Midget Subs:** "I received a book for a Christmas present titled, Midget Submarines of the Second World War by Paul Kemp and ShipShape publishing. I am at present still building a 1/35 scale British X-Craft midget submarine used by the Royal Navy, a kit I have shown in a previous club meeting.

The book covers Human Torpedoes, Submersibles and Midget Submarines used by the British, German, Japanese and Italian Navies of World War Two. The book of 125 pages has many illustrations, pictures and diagrams, and includes a two-sided, 3-view plan sheet for the British X-Craft and the German Seehund boats in large 1/24th scale.

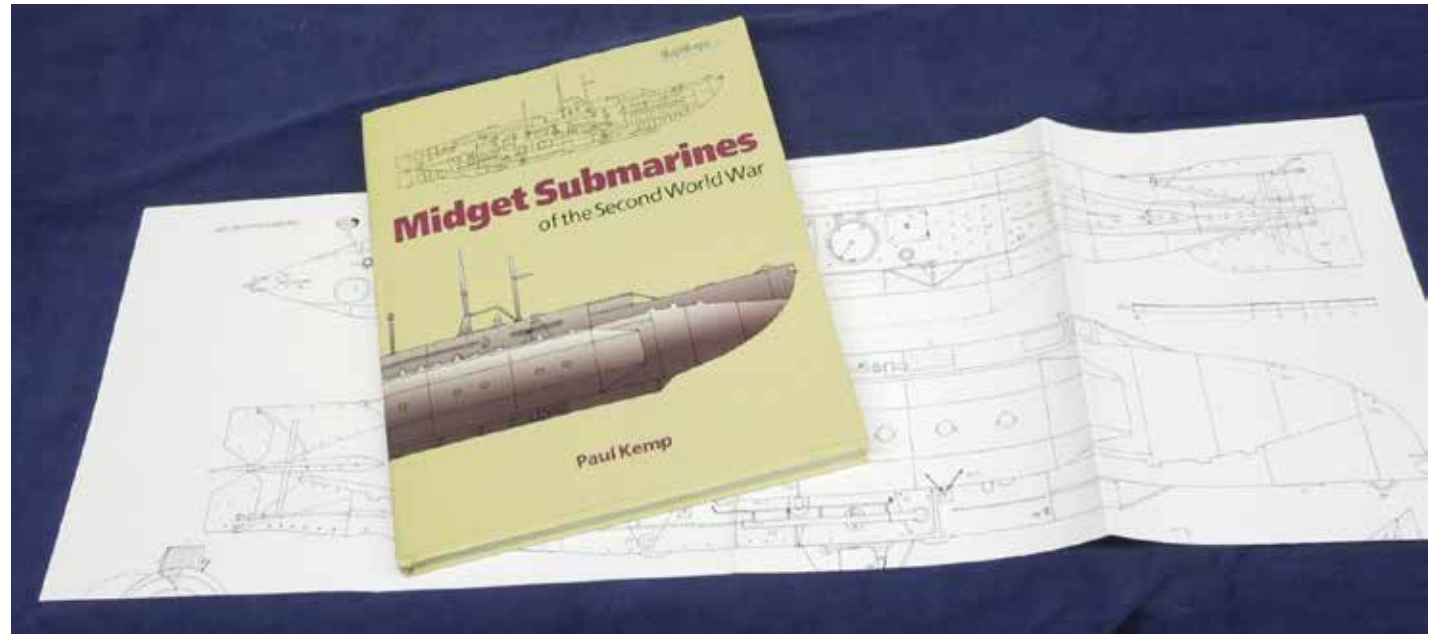
The book will go well with the construction of my 1/35th scale boat."

**Pelicon 23 Model contest and show:**

The Pelicon'23 Model Show and Contest will be on March 18th, 2023 at the Hampton Inn & Suites Tampa Northwest/Oldsmar 4017 Tampa Road, in Oldsmar.

Use the link below for information on the show and vendor tables. <http://www.peliconcontests.com>

This is a one-day show and contest for all types of scale models. The vendor room is almost sold out so there should be plenty to spend your hobby dollars on.



**SAVE the DATE**  
[www.PeliconContests.com](http://www.PeliconContests.com)

**Pelikan MODEL CLUB**

**Pelicon 23**  
Scale Model Convention and Contest

**Saturday, March 18th, 2023**  
**Hampton Inn & Suites Oldsmar, FL**  
4017 Tampa Rd, Oldsmar, FL 34677  
(813) 818-7202

Check us out on Facebook: **Pelican Model Club IPMS Tampa**  
Contact Donn Buerger for questions: [donn\\_buerger@yahoo.com](mailto:donn_buerger@yahoo.com)

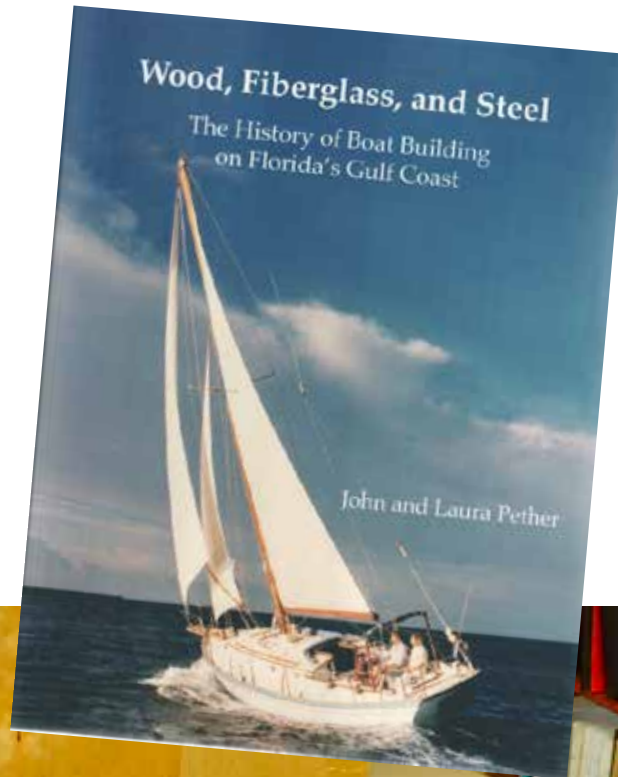


**George Hecht displayed a landing craft, US2257:** 1/16, R/C, sized to carry a Sherman Tank (Of which some versions were close to 10' wide. Over 49,000 were built).

George also remarked on a recent release by John and Laura Pether of the GCM. George is a whole lot closer to this subject than most of us.

Google Books says: "After completing over 140 interviews and three years of research, authors John and Laura Pether have provided a collection of histories concerning 269 boat builders on Florida's Gulf Coast. The stories - many of which were heretofore unwritten - unfold from south to north, from the Everglades to Pensacola, with the earliest boat builders of that region being discussed first in each chapter. Enhanced by photographs and brought to life by personal remembrances and historical newspaper accounts, *Wood, Fiberglass, and Steel: The History of Boat Building on Florida's Gulf Coast* is a fascinating tribute and depiction of how demand and technology transformed boat building methods and how the boat building industry impacted the economy and employment opportunities along the Gulf Coast."

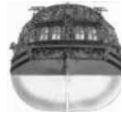
Amazon adds: "Whether the reader is interested in the era of steamships carrying cargo and passengers along the coast and rivers, the traditional lines of Greek sponge boats, the rapid build up in Tampa and the Panhandle of wood and steel vessel production for wartime use, the early development of hydroplanes, or the magic of boat building without plans - "by rack of eye," this book will inform and entertain you."



### Normandy Warship Landing Craft LCM3

- Torro Premium Edition
- 1/16 Scale Replica of an Actual Naval Landing Craft LCM
- 2.4 GHz 6 Channel Remote Control (S-FHSS)
- Fully Functioning (Moves Forward, Backward, Left and Right)
- Remote Controlled Ramp Servo Drive (Open/Closed)
- Load Cargo Up To 17 lbs. (8 KG)
- Drive: 2X 390 Brushed Motors
- Waterproof Speed Controller 50A
- Fiberglass Hull, GRP Fuselage
- Proportional Rudder Drive (Servo)
- Length: 37 in, Width: 10 in, Height: 10 in
- Battery: 7.2V 250mAh
- Radio System: 2.4GHz





# Ship's Log Tampa Bay Ship Model Society | 6

## Chuck Restores (Dark Sails):

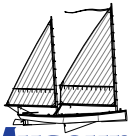
This ship about 40 plus years old clean ship added some paint and rigging was purchased in Italy.

Cereal roof images: This ship came from Boca Grande and is about 40 years old. It came from a yard sale. I washed the hull and sails, and replaced the cereal box cardboard cabin roof with wood. Last, painted life boat and more.



Photos sent by Chuck





**Gulf Coast Maritime Museum:**

A few members of TBSMS are associated with this organization, and serve on the Advisory Board: Fairlie Brinkley is Chairman of the Advisory Board, and Ed Brut and I (your Sec/Ed), serve.

On Jan. 21st we were invited down to Sarasota, to Ball Construction, home to some of the GCMC collection, formerly boat-yard of George Luzier.

**BOARD MEMBERS**

- Chad Weiss** - Chairman
- Lynne Seibert** - Vice-Chair
- Pat Ball** - Treasurer
- John Pether** - Secretary
- Dave Mulock** - Legal
- Courtney Ross** - Maritime

**ADVISORY BOARD**

- Charley Morgan** - Co-Chairman
- Fairlie Brinkley** - Co-Chairman
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- Irwin Schuster** - Graphics
- LeeAnn Gladding** - Development
- Jim Bigham** - Film/Documentary
- Sam Levine** - Videos
- Ed Brut** - Exhibit/Fabrication
- Dave Bassett** - Development
- Bill Jacobs** - Property Acquisition
- Brad Bryant** - Exhibits
- Michael Haymans** - Local History
- Gary Alderman** - Boat Collections
- John Lobkovich** - Shipwright





How many clamps does it take to build a boat?  
More than you have. More than anybody has!



Nice bandsaw.  
That's not a bandsaw...



**That's a bandsaw!**



### Irwin Schuster (Sec/Ed) reports on "Hell Around the Horn," by Rick

**Spilman:** The story is a fictionalization of a trip around Cape Horn in a steel, square-rigged, cargo-carrying windjammer, in 1905. It was an historically vicious season, and the story describes the terrible conditions seamen faced in that period. It is based on the log of a particular ship and other documents of ships rounding in that season. Cardiff to Chile loaded with coal, the Captain was part owner and had his young family aboard, so highly motivated to complete the voyage.

My impression is that the author, in an effort to include specific detail, had an open book of nautical terminology and hardware and tried to use every item on the lists at least once. "Buntlines" got a real workout.

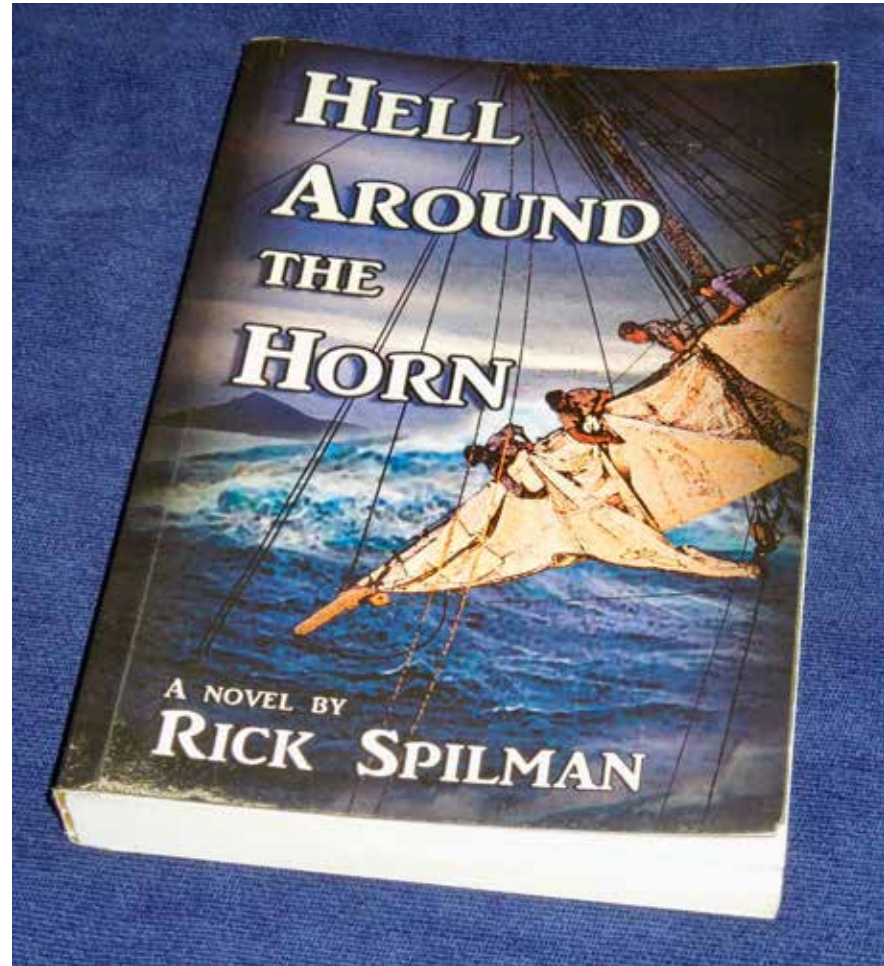
No matter what the weather conditions were, the crew on watch were ordered to be on deck, and thus were wet and cold for months. It was little better below, according to the tale, with little to no heat and cabin soles with seawater a few inches deep and sloshing. The chow starts out poor and does not improve with age.

The Captain served as surgeon, guided by a book and using the carpenter's and sailmaker's tools. One description of the sailor's life was, "like in prison, but wet." Really far worse, less comfortable, poorer food, and far more dangerous. If a man went overboard below the Horn, there was nothing that could be done without putting the ship at total risk.

To complicate the dire situation, the ship encountered a rogue wave, generally considered fictional at the time, as few survived to testify to the reality. It washed away all the ship's boats! In any case, the ship survived the passage and the wife and toddlers were returned to England on a steamer from Callao, while Lady Rebecca continued on west. One ship, leaving Cardiff at the same time, took 207 days (6.67 months) to reach port in Chile.

No sex, no drugs but rum, plenty of pitch and roll. Informative of conditions in that era.

This book was brought to the meeting by **George Fehér**.





# Ship's Log Tampa Bay Ship Model Society 20

Guest, Al Vacaro brought a small-scale, polymer, *Sovereign of the Seas*:





*Believe It or Oar Knot!*

**“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).



## Nautical books that will be donated to TBSMS

32-Gun Frigate *Essex* (Anatomy of the Ship); Portia Takakjian

The Line of Battle:

The Sailing Warship 1650-1840 (Conway's History of the Ship); Robert Gardiner and Brian Lavery Books 1&2

The Construction and Fitting of the English Man of War: 1650-1850; Peter Goodwin

The Bomb Vessel *Granado* 1742 (Anatomy of the Ship); Peter Goodwin

The Naval Cutter *Alert* 1777 (Anatomy of the Ship); Peter Goodwin

The 20 Gun Ship *Blandford* (Anatomy of the Ship); Peter Goodwin

The Armed Transport *Bounty* (Anatomy of the Ship); John McKay

The Frigate (Anatomy of the Ship) *Diana*; David White

Sailing Vessels in Authentic Early Nineteenth Century Illustrations; Edward William Cooke

Eighteenth Century Rigs and Rigging; Karl Heinz Marquardt

The Charles W. Morgan; John F. Leavitt

The Baltimore Clipper, Its origin and development; Howard Irving Chapell

Planking the Built-up Ship model: A technical and procedural guide for modelers (etc.); Model Shipways Inc.

A Scratch Modeler's Log; Henry Bridenbecker and Richard L. Ansir

32 Gun Frigate *Essex*: Building a Plank-on-Frame Model (Phoenix Publications, Inc.); Portia Takakjian

Modeling An Armed virginia sloop of 1768; Clayton A. Feldman

Ship Modeling Techniques; Portia Takakjian

Carving a classic Ship's Figurehead; Ken Hughes

Old Ironsides - An Illustrated History of USS Constitution; Thomas Horgan

18th Century War Brig *Fair American*: Building a Plank-on-Frame Mode; Clayton A. Feldman

Plank-on-Frame Models and Scale Mastmaking and Rigging Volume I; Harold A. Underhill

Plank-on-Frame Models and Scale Mastmaking and Rigging Volume II; Harold A. Underhill

Ship Modeler's Shop Notes; Merritt Edson, Editor

The 24-Gun Frigate *Pandora* 1779; John McKay

Young Sea Officer's Sheet Anchor, etc. (1963); Larry Lever Esq.

The Anatomy of Nelson's Ships; C. Nepean Longridge

Planking Techniques for Model Ship Builders; Donald Dressel

Ships of the America Revolution and their Models; Harold M. Hahn

The Galleon: The Great Ships of the Armada Era; Peter Kirsch

China Tea Clippers; George Campbell

Great Maritime Museums of the World; Peter Neill

Origin of Sea Terms; John G. Rogers

Building the Wooden Walls. The Design and Construction of the 74-Gun Ship *Valiant*; Brian Lavery

Conway's Ship Types:

The First Frigates Nine-pounder and Twelve-pounder Frigates 1748-1815; Robert Gardiner and Brian Lavery

The Mastmaking and Rigging of English Ships of War 1625 - 1860; James Lee

Steel's Elements of Mastmaking, Sailmaking and Rigging; Claude S. Gill

The Ship Model Builder's Assistant; Charles G. Davis

The Art of Rigging; George Biddlecombe

Cornell Boaters Library Handbook of Knots, Cornell Maritime Press; Raoul Graumont

Ship Models. How to Build Them; Charles G. Davis

The Built-up ship model; Charles G. Davis

Navy Board Ship Models 1650-1750; John Franklin

The Arming and Fitting of English Ships of War 1600-1815; Brian Lavery

Classic Sailing Ships; Kenneth Giggall

Ship Modeling Simplified; Frank Mastini

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