

Ship's Log

\$12. DUES ARE LATE! TampaBayShipModelSociety

Meeting of January 23, 2024

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, Feb. 27, 10:30 a.m.

This regular meeting was called to order by President and Treasurer, **Steve Sobieralski**, who reported the contents of our treasury.

At our January meetings, we collect nominal dues of \$12, ratify our bylaws and elect officers. Those actions were taken. During the discussion of the election or retention of officers, **George Hecht** offered to take on the role of club Treasurer from **Steve Sobieralski**, who currently fills the offices of President and Treasurer. This offer was happily accepted by Steve, and George was duly elected as the new club Treasurer. It is Steve's intent to turn over the office officially to George at the March meeting. Hopefully everyone who has not paid 2024 dues, and intends to do so, will either pay in person at the February meeting, or will mail a check to Steve prior to March 19, which is one week before the March meeting. Please make checks payable to Steve (or Stephen) Sobieralski, and, if mailing, send to him at 2906 W. Bay Villa Ave. Tampa, FL 33611.

Bob Jeffrey, Jeff Potter and **Larry Amato** signed on and introduced themselves.

George Hecht brought up the subject and asked if anybody had knowledge of a local, WWII crash-boat cum ferry named *General Tinker*. See elsewhere, herein.



We are unlikely to see Howard Howe's, *Restless* again.
From now on she will motor the ponds. More, in pages below.

SHOW & TELL



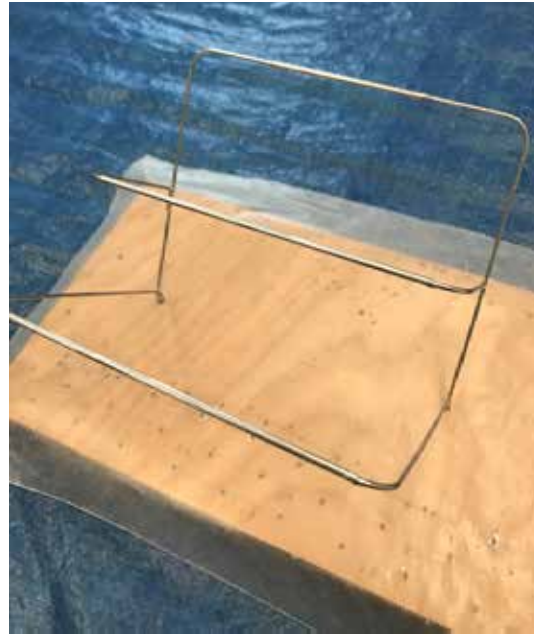
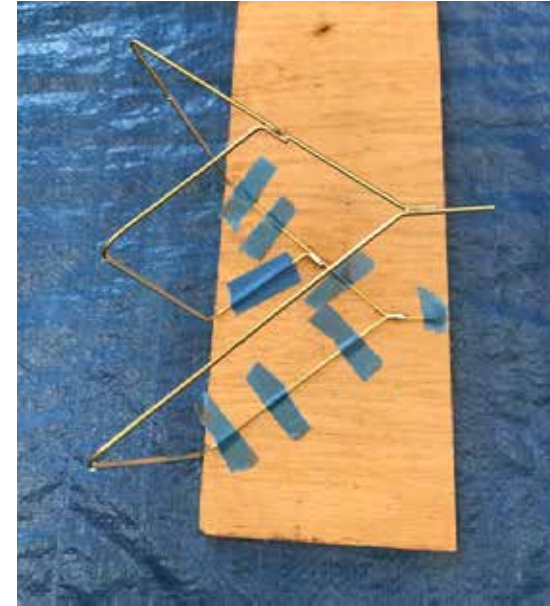
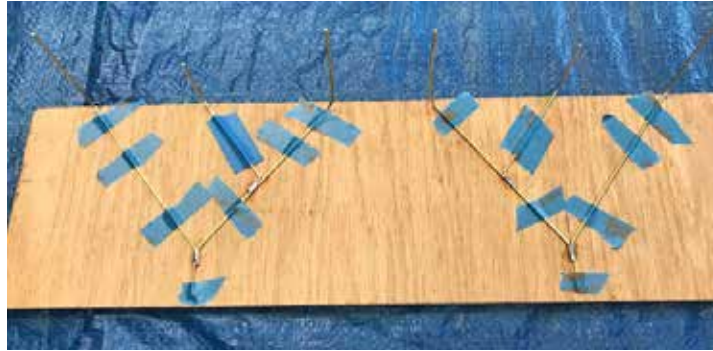
Ship's Log Tampa Bay Ship Model Society 2



Howard Howe: "Restless, the Italian AMATI Grand Banks model is finished and ready for sea trial!"

Since the last presentation in November, I have installed the bow platform with anchor, windlass, and chrome hand rail. Careful drilling and installation of the burgee flag pole with GB Flag was completed. During delivery of the real boat, my wife and lady owner stopped at a marina and was admiring a rainbow burgee for purchase until the sales person explained the flag!

Next, the die-cut dive platform with support brackets was sanded, stained, and glued in place using a vertical fixture and clamping. The *Restless* name in gold letters, was added to the transom along with home port name "Wherever USA". More details on the hull were completed with the installation of the supplied cleats around the hawse holes. I assembled and added the windshield wipers to the cabin windows and added windshields to the fly bridge. Then I installed two removable antennas on the fly bridge.



Photos "en tarpe," and that to the right, from Howard

Restless
46' Grand Banks
Amati Kit AM1607, 1/20 Scale
A Model of a Boat Linda Delivered
Model Builder Howard Howe





Ship's Log Tampa Bay Ship Model Society 3

I completed the assembly of the mast and boom after planning for sequence of assembly and adding a functional mast light with magnet wiring on the exterior of the mast. Next step was installing the mast and boom on my removable fly bridge and completing the wiring hook up. To keep the fly bridge removable the boom lines can be removed from the cleats on the aft cabin.

There was no Bimini top in the kit. From experience I know how important it is, so I created one that is removable. I soldered 1/16 brass side rails and connected with 3/32 aluminum tubing. I located an old canvas chair bag of matching color that I cut and bonded for the top. As a final step, I fabricated and installed the 15 pleated curtains for the cabin plus a kit provided chart and boat magazines. I also purchased a cloth US Flag.

The AMATI kit provides a fiberglass hull, very detailed components, and die cut sheets of parts. The assembly manual has colored pictures, part numbers shown and detailed instructions. The instructions are in Italian with some English translation. Scale drawings are provided for the die-cut components and for the model as completed. Face book videos of the early assemblies was also helpful.

Overall, I was very pleased with the AMATI Grand Banks model kit Am1607. I made a few minor assembly mistakes but most people will not know unless I tell them. It would have been helpful if there was an English version of the 600 item Parts List. However, I did learn the meaning of some Italian words using Google!



Above photos from Howard



Above photos from Howard

USS COUSTITUTION (sic): "Lew (Zerfas) brought the Chinese model to our last RC meet, but nobody could figure out how to make it run! I brought it in to see if Guy or someone would want it but no takers. So, Steve said he may find a home for it!"

Spelling may be a subtle tribute to Jacques Cousteau.





Chuck LaFave: "Little black Ship Model – I cleaned the ship and removed the rigging. My wife made the sails and I made spars and retightened the rigging. My customer was very happy."

New Subject: (2/08) "I went to look at the *Bluenose* (model) today (in Apollo Beach). The ship is large, close to 7 ft. long and a good 6 ft. high. The family that owns this model had a ship named *Bluenose* and sold the name to the owner of the *Bluenose*. (We'll have to wait for an explanation of this.)"

This boat was built by a guy that made fishing dories in the same town that the *Bluenose* was built (Lunenburg?). When I go to repair the ship I will take more pictures."



Photos from Chuck



Ship's Log Tampa Bay Ship Model Society 6



Photos from Chuck



Ship's Log Tampa Bay Ship Model Society 7

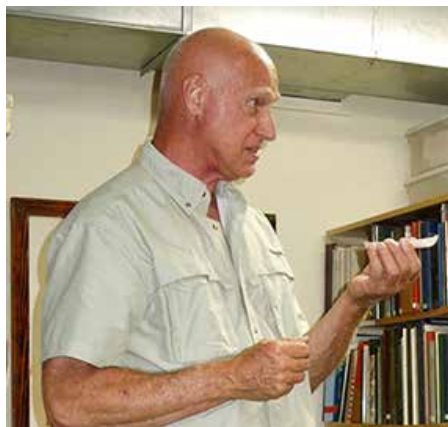
Steve McMurtry: "Charles W. Morgan is complete and cased, after 10 years of effort! I know it will be hard to believe but the *Morgan* is done. It looks great. It's a little sad that so much of the fine detail that is in the model can't really be appreciated without a magnifier or microscope.

There is one boat bearer on each davit. These support the whaleboats when they are stowed for travel. They are held in place with 2 pintles on each bearer and 3 gudgeons on each davit. This allows for a high storage position when under weigh and a lower one when loading and deploying the boats for a hunt. There is a seizing on each bearer to prevent chaffing between the boat keel and the bearer. There is also an iron rod that holds the bearer out at 90 degrees from the hull. This support is unhooked so the bearer can be folded back against the hull when launching the boats.

In addition to the triple-purchase blocks between the davit and the lifting eye on each end of the boat, there is a lashing at each davit that runs from the very bottom of the davit to a cleat above the gunwale of the boat to secure it while under way.

The cutting stage is a removable platform that is used when flaying a captured whale. It is cantilevered out from the starboard rail and supported by a pair of lines tied off on posts.

I equipped the boats in various stages of readiness for a hunt. Much of the interesting detail wound up being covered up by so much equipment. The line tubs are open top and are



Photos from Steve



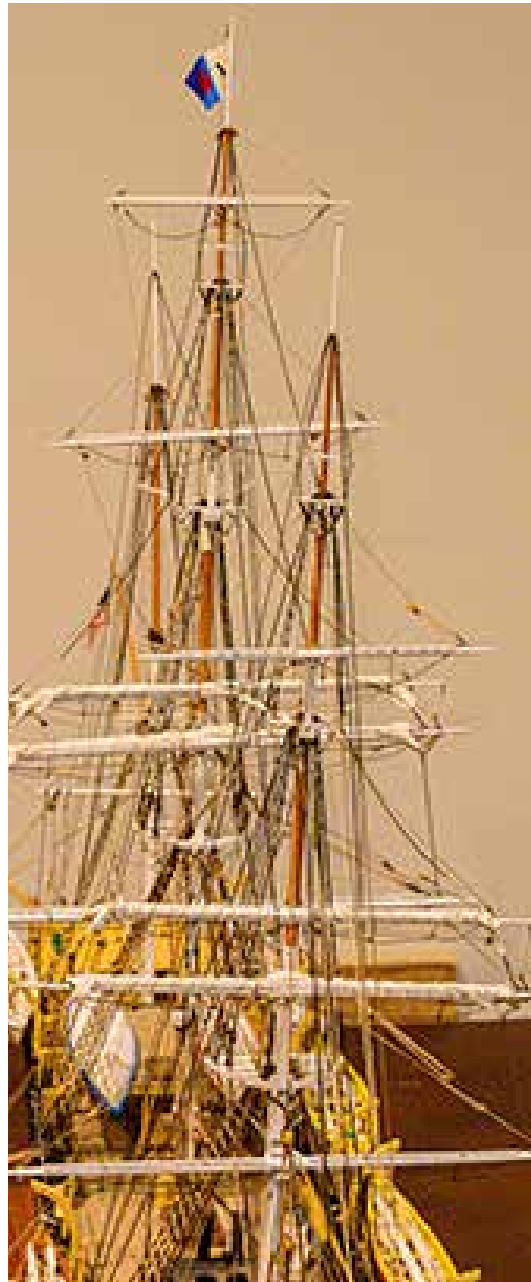
coiled full of the line attached to the harpoons to tie the boat to the fleeing whale. I made only the top layer of each coil. I first soaked the rope for the coil in 50% dilute clear acrylic paint. I achieved the flat coil by pinning one end of the rope in a center hole with a needle in a piece of aluminum rod, placing a piece of waxed paper and then a small disc of thin cardboard over the needle and then gently wrapping the coil to the proper diameter. Very tedious.

Each boat has a compliment of harpoons, lances and boat hooks. When you look at a fully loaded boat it is amazing that there is room for a crew of 6, on top of all this gear.

I made the company flag on the top of the main mast from silkspan. The blue field and red circle are air-brushed on with a tape mask. I traced the outline of the 'W' on a light table and filled it in with a black sharpie. The 1861 US flag was purchased and is cloth. It came from a source in the UK and took almost 3 months to arrive. Both were wetted with dilute acrylic paint and shaped. They are also attached to the halyards using the same paint.

I decided to make a few of the tools used during the trying process. There is a hook, a bailing cup, a fork and a strainer arranged around the tryworks.

The mounting plate is cherry and the stanchions are brass. The case was a Christmas present – last Christmas. We hoisted some bubbly for the launch. *Hard to believe it's finally done!*



Photos from Steve



Ship's Log Tampa Bay Ship Model Society 9



Photos from Steve



Ed Brut: Seaplanes, Floatplanes, Amphibians, Flying boats, all a type of aircraft which use the sea and waterways as their airfields.

As with most things I did not start out to collect things, it just sort of happened. From an interest in both aircraft and ships the combinations of both soon came about. I started building an H-4 Hughes Hercules or better known as the "Spruce Goose" for my wife's mother in TWA markings for Her desk (She worked for a division of Howard Hughes' company) to finishing a 3D printed World War 1 British seaplane the Felixstowe F.2. I have over the years "Collected" a selection of the many types of Seaplanes; many were purchased die cast models or plastic kits or ornaments or just odd models I picked up over the years.

Among them are WW1 Sopwith baby fighter on floats, Grumman goose in US Coast Guard markings, Boeing's flying Clipper ship, PBY Catalina "Black Cat", Curtiss R3C Schneider Cup race planes

and Italian speed record holder Macchi M.C.72 with its counter-rotating propellers. WW1 Macchi M.5 seaplane fighters, Fairey Swordfish "Old Stringbag," WW2 aircraft that sank more Axis shipping than any other Allied aircraft. Walrus observation seaplane found on many British cruisers and battleships. Many of the others I have identified as nothing more than planes on floats or seaplanes or flying boats.

On a query about Schneider Cup race planes being on floats, it was in fact all about rules below is the Wikipedia reason: Aircraft taking part had to be seaworthy, having to float for six hours and travel about 550 yards (503m) on water. Twice during the flight, they had to land on or, "come in contact" with the water (which allowed contestants to carry out a fast-bouncing maneuver). If the pontoons took on water, the flight had to continue with the added weight." Fast with floats, is what it took.



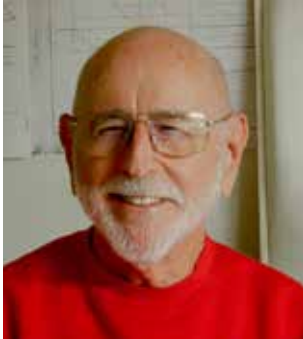


Guy Hancock:

Google has this to say:

Hurricane Ian, *Boats Gone Bad*, by Capt Paul DeGaeta Released in April 2023, the official NOAA report revealed Hurricane Ian as a Cat 5 hurricane not long before it made landfall on September 28, 2022 at Charlotte Harbor. The state's 15th ever Cat 4 or higher hurricane caused over \$112 Billion in damage and 150+ deaths. Ian is Florida's deadliest Hurricane in 87 years. The slow-moving massive Hurricane Ian that spaghetti models had heading for Tampa, gave another Hurricane Charley-like head fake. The Cat 4/5 storm mowed over Southwest Florida's Gulf Coast beaches and devastated the canal development communities built across the area during the 1950s and 1960s. For decades, this was the mecca of retirees' dreams of Florida: a boat tied off behind their home in "paradise." Few considered the scenario Ian provided. Ian was different from the other hurricanes. The storm surge weather forecasters warned about for decades but never showed, finally did. It is estimated that 7,000 vessels were damaged, sunk or made delict by Hurricane Ian's deadly surge. From 10-foot kayaks to 100-foot yachts, Hurricane Ian battered and piled up *Boats Gone Bad* in the oddest places. It destroyed marinas and put 90% of the San Carlos Island shrimp fleet ashore like crab trap markers on the tide. Over six months, the author recorded a sampling of this damage from Naples to Englewood with more than 700 photographs. They show where Ian left *Boats Gone Bad*, on pool decks, on top of houses and vehicles, in the middle of streets. The book also features five survivor stories. The author has survived each of the six Southwest Florida hurricanes whose names have been retired (Donna, Andrew, Charley, Wilma, Irma, and Ian), experiencing the inner eye wall of four of them. He holds a USCG 1600 Ton Masters License, and survived five other hurricanes on vessels. During Hurricane Bob, he was aboard a National Historic Landmark Schooner he owned, *Victory Chimes*, in Maine, as it passed over. His 40-year career as a captain provides a unique access and perspective throughout Hurricane Ian *Boats Gone Bad*.



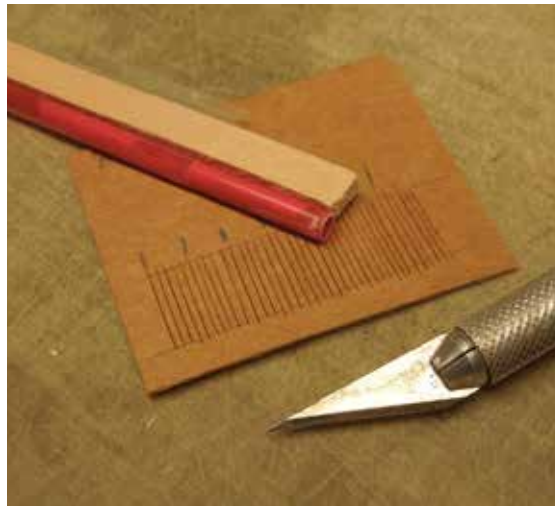
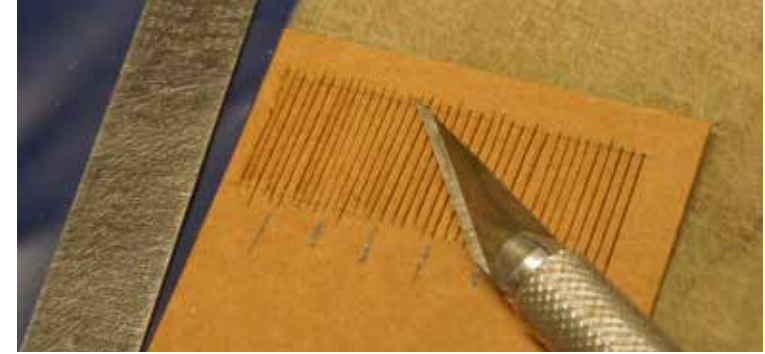


Irwin Schuster (Sec/Ed):

For the 45' Cedar Key schooner, *Annie*, I needed a couple dozen half mast hoops.

At scale, they are about 0.02 x 0.04", and a bit less than 1/4" across the cord (OD). I tried flat copper wire, acetate, veneer with poor results. I finally settled on Kraft Bag paper; 3-layers, cross-laminated.

I used Mod-Podge as the adhesive. Laminated flat, slit to 0.040" then re-wet and draped over a fixture made of a red, plastic drinking straw. When the slit, Kraft laminate was dry, I sprayed it with shellac, then sliced off the semi-circles. Of course, I made a dozen extra and selected out the winners. They will be glued to the leading edges of the masts.

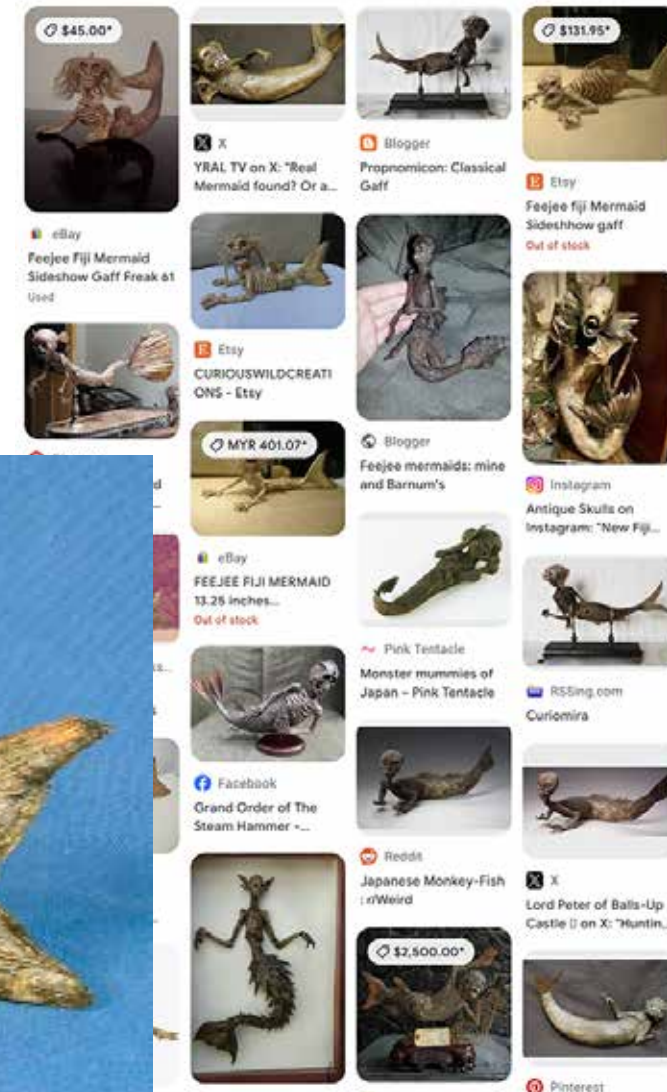




Next, I showed "The FeeJee (sic) Mermaid" I repaired for **Chuck LaFave's** piratical collector client. A search, conducted by dragging a photo onto Google, revealed this name and the history of the modern original. That goes back to an artifact that was bought in China in the 1830's, by a ship owner, obviously convinced that a monkey head skillfully stitched to a fish body was genuine, or at least such a convincing fake that he could monetize it. He had to sell his ship to pay the bill! At any rate, P.T. Barnum bought it (not this one) at a later date. Chuck told that these "tourist" mermaids go back much further.

This particular piece is a very nice example, more skillfully made than others I have seen (on the whirled wild web).

Back to the artifact. Her right wrist was nearly severed, and various cracks had opened up. I repaired with JB-Weld, which carves and sands well, and accepts acrylic paint. The item is colored with such variegation it was quite easy to blend black and a couple of browns. Finally, I oversprayed with matte Krylon.





Brad Murray: "The embroidery of the *Flying Cloud*, having been done by a person convalescing from consumption, is not particularly old; about the 1930's. The extreme clipper, launched in 1851, set a maiden voyage record of 89 days NYC-San Fran. Three years later it bettered that with a record that stood for 135 yrs. The captain's wife was the navigator who, applying the precepts of Matthew Fontaine Maury, a founder of modern oceanography, distinguished herself in a profession largely dominated by men.

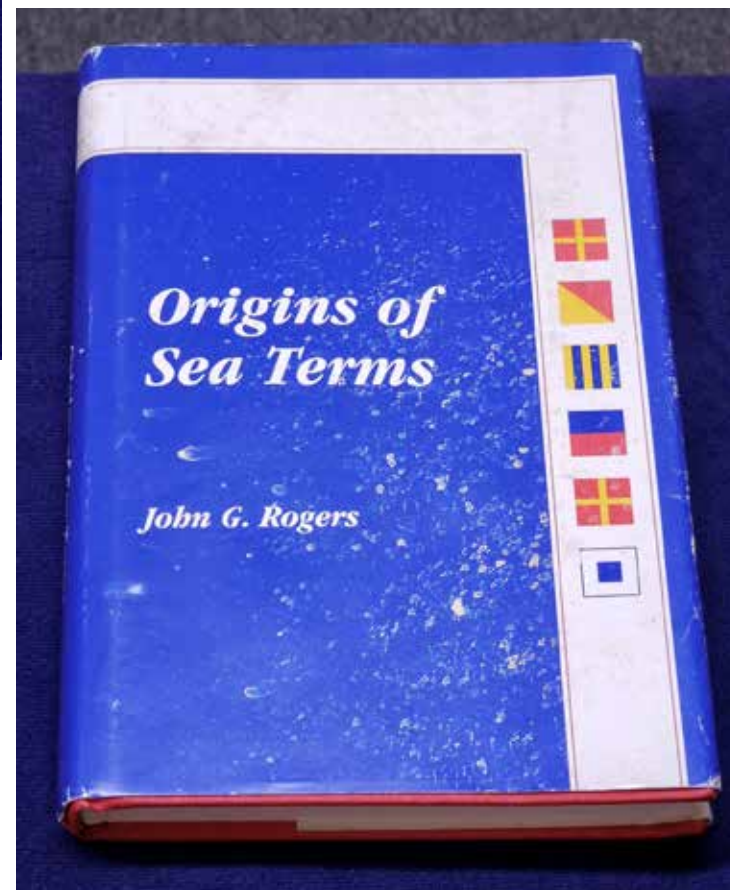
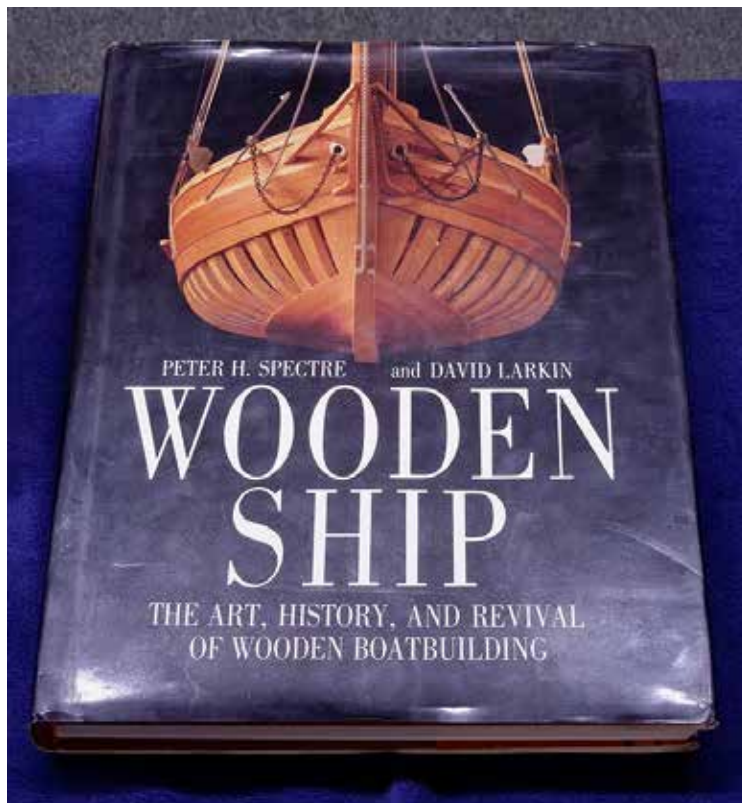
The book 'Wooden Ship: (next page), The Art. History and Revival of Wooden Boat-building' is a spectacular and informative look at the history of boat building by means of 200 full-color photographs. The text presents the story from dugouts and dinghies to warships and work-boats. Many of the photographs are of models, making the book of interest to ship modelers.





'The Book Rescuers' is home to a massive collection of used books housed on a mile of shelves in a warehouse in Pinellas Park. Needing some audio books for a road trip to the eclipse in April, Carol and I wandered in. The audio section was meager but it sufficed our meager needs. I inquired about anything of a nautical nature and was pointed to two different sections. As shelf space is at a premium at home, restraint and self-denial were the order of the day. I always wanted a glossary of nautical language. The 'Origin of Sea Terms' filled the bill in a skinny volume. I also picked up a copy of 'The Saga of Cimba' by Richard Maury, a descendant of the aforementioned Matthew Maury.


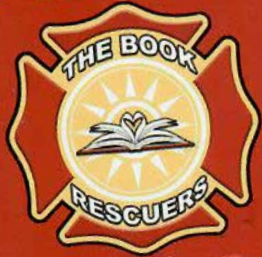
The Book Rescuer' is the last stop for books before the landfill. The majority are \$1-3, vintage/ coffee table \$5, antiquarian \$8.



Over 1 Mile of Shelving
95% Only \$1-3
Including:
Kids Books, Paperbacks,
Hardcovers, Leatherbacks,
DVDs, Blu-Ray, CDs, Vinyl,
Sheet Music, VHS, Education

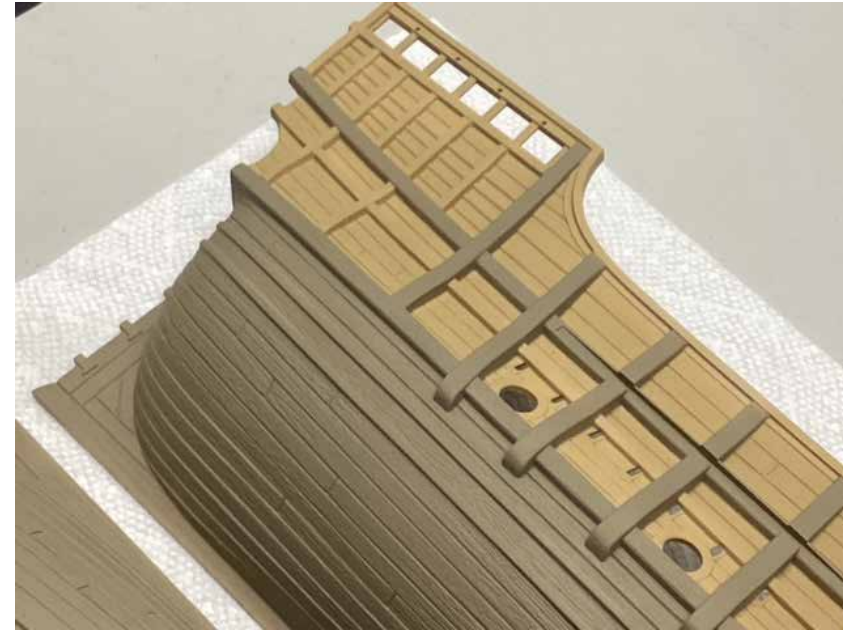
Vintage (50yrs+) & Coffee Table - \$5
Antiquarian (100yrs+) - \$8

OPEN 7 DAYS A WEEK
10410 66th St #6 Pinellas Park 33782





Tony Ivone of Ocala (Friend of the Club:)
"I build model sailing ships and belong to IPMS Ocala. My latest project is the *Santa Maria* in 1/60 scale. It's a IMAI vintage kit. I scrap most of the plastic parts that are supplied with the kit (masts, yards, dead-eyes, blocks, etc.), and fabricate replacements. Line tension on the plastic masts and yards bend them, but the wood allows you to add the tension without bending. I research the actual rigging of each model to get it correct.
Presently I'm in need of 16 single stropping and chainplates for 7mm old-style deadeyes. I have built sailing ships on and off for over 60 years, and at 86, hope to finish this one!
Later: Thanks for your interest in trying to help me."



Photos from Tony



Doug Hamilton: "My contribution to the January 23 meeting was the RPG Models, 1/35 scale *Phalanx Close in Weapon System (CWIZ)*. Manufactured in China, the kit accurately depicts the MK 15 shipboard weapon found on most modern US and allied warships, to shoot down approaching enemy missiles and aircraft and keep small boats at arms length. With a rate of fire listed at 4000 rounds a minute this is a formidable defense weapon designed to keep warships safe in almost any combat environment.

The kit is molded in plastic and contains five frets of photo-etched (P/E) brass. Brass rod is also included to fabricate the six rotating barrels and a preformed brass muzzle shield.

The molding is first rate and shows the recent trend in well-molded detail. The brass P/E is packed with clear mylar covering the sheets to prevent damage or scratching in transit. The kit I'm working on has upgraded armor included to provide accuracy to the lower sections and control arms that mount the gun, radar, and related equipment.

The weak part of the kit is the instructions. Some of the location points for attaching the smaller parts is nebulous in nature. A few times I've had to remove parts I've already attached because I've found the correct mounting point shown in subsequent steps.

The instructions for the add-on armor isn't listed in order of assembly so also creates confusion in assembly. The removal and re-installation of parts has been maddening to say the least. The radar suite located at the top of



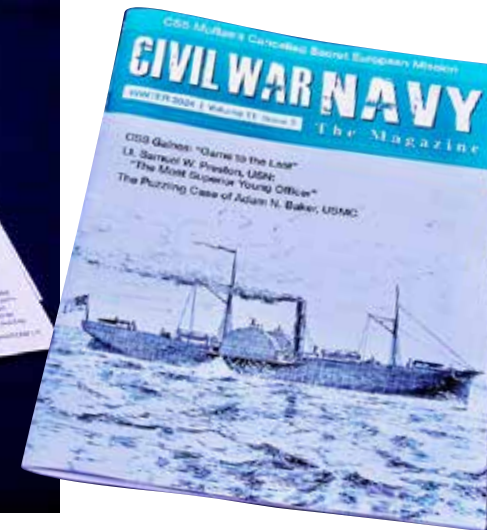


the frame contains what appears to be a dish and other related parts to mount it. I searched the internet carefully and wasn't able to find any pictures of the interior spaces to verify whether it's an accurate representation of what's in there. A brass cover was supplied that, after shaping to fit the cylinder, was glued in place. The spurious radar dish has been removed and the brass cover permanently installed to cover the space.

All in all the kit is moving forward toward completion at a pace that seems plodding and slow. But I will endeavor to persevere until it's done!! The fit of the parts are good, and the completed sections look accurate. I've completed it's base and am considering how it will be attached to the base later on in the build. Stay tuned for more updates!!

I also brought the most recent issue, Winter 2024 of *Civil War Navies*, the magazine which contains my article of my USS *Choctaw* build. The magazine is of very high quality, well written and edited. Another article in this issue relates to an unusual case of a Civil War Marine, written by David Sullivan, an author whose work I'm very familiar with and admire.

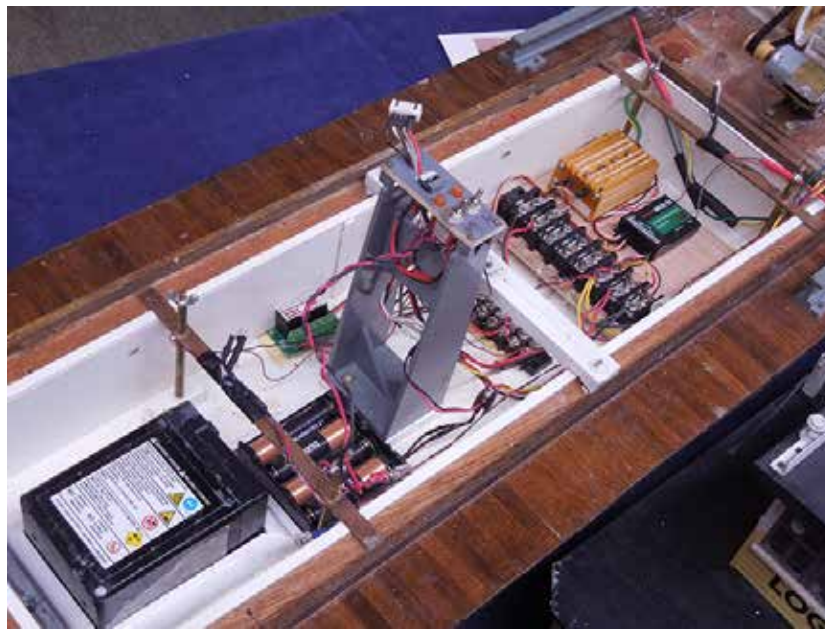
Mr. Sullivan is a retired Marine who spent a considerable amount of time attached to the Marine Corps History Department located at MCB Quantico VA. He authored a four-volume set that highlights the history of the USMC during the Civil War, and a volume related to the uniform regs that were in place then. All his books are very well researched and informative. I'm happy to share the pages by this man and his work.





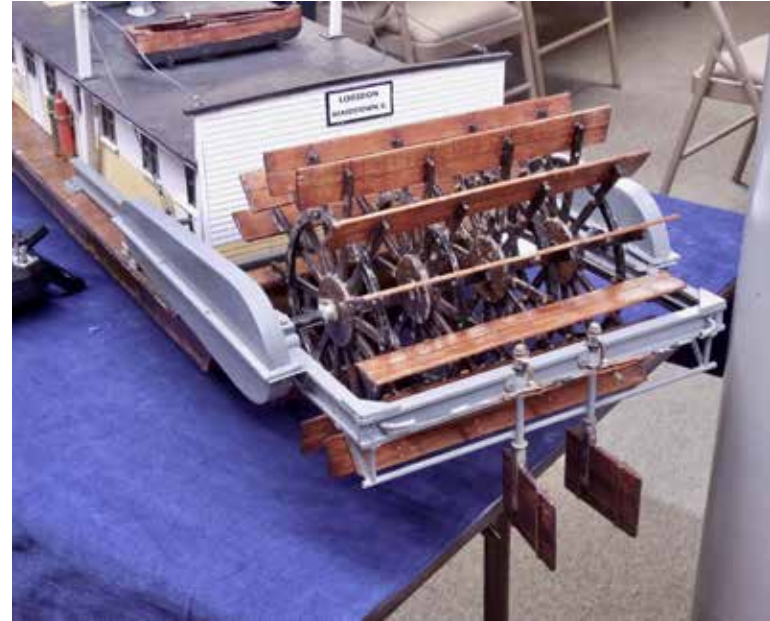
Johnny Johnson: presented his scratch, stern-wheeler towboat *Logsdon*, of Beardstown, IL. Length 72 feet, Breadth 15 feet. Built 1940, retired between 1970 and 1978.

Encyclopedia Dubuque says: *LOGSDON*. Historic towboat exhibited by the NATIONAL RIVERS HALL OF FAME, the *Logsdon* was acquired by donation in November 1989. The *Logsdon* spent most of its existence in service on the Illinois River where it pushed pile-driving equipment. Constructed in 1941 by Curt Logsdon of Beardstown, Illinois, the *Logsdon* featured a hull made of Washington state red fir that was used to combat the effects of water pollution. All parts for the boat came from the Beardstown area except for a hub for the paddlewheel, a SUPERIOR diesel direct-reversing engine, and drive train which were purchased on the East Coast.





Ship's Log Tampa Bay Ship Model Society 20





Ship's Log Tampa Bay Ship Model Society 21

George Hecht: It seems that the local IPMS club "Das Pelikan*," has chosen to have its members create a model of each and every aircraft that was ever assigned to MacDill AFB.

Then, as an extension of that mission, boats as well. George drew the short straw and caught WWII crash-boat, *Brig.-Gen. William Mitchell* and MacDill ferry *General Tinker*.

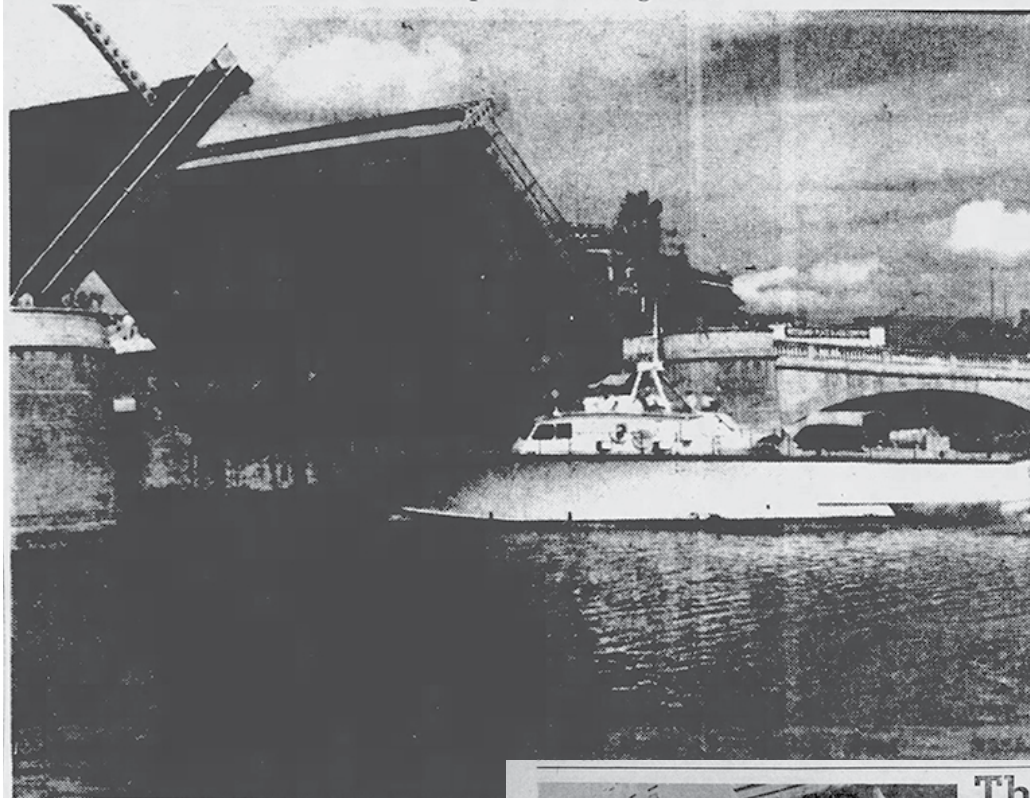
Society Captain, Steve Sobieralski helped out with the clippings shown: "On Hecht's project, (I) Did a newspaper search for the *General Tinker* and MacDill crash boats. I've attached some photos I found.

General Tinker was MacDill's first commandant and was killed in a B-24 attacking the Japanese fleet at Midway."

Unfortunately, the clippings do not suite our format well. There is no order to these images.

We will look forward to a summary. *George's term!

MacDill Crash Boats in Gasparilla Regatta



The P-583, coursing under the Platt St. bridge which will take part in the Gasparilla water parade Feb. 10. At least two and maybe three of the crash boats will enter the parade. Capt. Amos M. Mote, commanding officer of the Rescue Boat Squadron, announced.

(Jan. 24, 1947) The P-583, coursing under the Platt St. bridge, is one of the crash rescue boats from MacDill Field which will take part in the Gasparilla water parade Feb. 10. At least two and maybe three of the crash boats will enter the parade. Capt. Amos M. Mote, commanding officer of the Rescue Boat Squadron, announced.

Images from Steve Sobieralski

Whirly-Bird to the Rescue



OLD AND NEW—MacDill Air Force Base's helicopter hovers low to "rescue" a lone "survivor," while a crash boat—which the 'copter will rescue—stands by. Main reason for the transition from sea to air-rescue is the rapidity with which a helicopter can get to a crash scene. Shown above is an "H19B," which can carry six litter patients. —Air Force Photo.

MacDill to Substitute Crash Rescue Boats With Modern-Day Helicopters

Early in 1953, for example, a Navy pilot bailed out at about 15,000 feet over Fort Tampa. A job—the 8th Crash Rescue Boat Flight will be out of boats and modern-day helicopters. Coast Guard men were on hand before the pilot landed. The Air Force's helicopter, the H19B, or the Coast Guard counterpart, the HO4S, is operated by a two-man crew, and it can carry a maximum of eight passengers or six litters. Its top speed is 130 miles an hour, and it cruises at about 100 miles an hour. The five to eight-man operated rescue boat's top speed, however, is 35 miles an hour, and its cruising speed is about 23 miles an hour. According to Capt. Robert Flowers, of base operations and MacDill's lone 'copter pilot, this is one of the main reasons behind the abolishment of water craft in rescue work. A helicopter would reach an accident scene 15 miles away in about seven minutes, but it would require the crash boat 33 minutes to arrive—the difference could spell life or death, officials say. High-Speed Ballots Today jet crews carry a minimum of survival equipment, and injuries have increased as a result of high-speed ballouts. The time element in rescue thus has taken on even greater importance. Air-borne rescue is believed the best answer. Another reason for supplanting the boat flight is the personnel shortage problem. Two men operate the 'copters, but at least six are required to be kept the 63 to 85-foot craft afloat and ship-shape. But, to the two officers and 42 enlisted men at the 8th Rescue, no explanation can warrant the death of their beloved boats. "Leave my wife, my pay and my AFSC (Air Force Specialty Code or job description, referring to his boat's name," was the response given by one of the older, "salter" former "swabbies" at the boat docks.

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The Soldiers Go To Sea

FERRY BOATS aren't new to the nation's transportation system, but to the army—that's another story and one that has been developed in Tampa with service between the city and MacDill field.

Faced with a growing transportation problem for the field's military personnel and civilian employees to cover the 10-mile trip to and from Tampa, the army purchased the old Bee line ferry that for years made the Sarasota-Egmont run, and rechristened it the "General Clarence L. Tinker" after MacDill's first commandant, who died a hero's death at Midway. It now crosses Tampa Bay a half dozen times a day, carrying from 300 to 700 each time. Each trip takes about an hour and passage is free to all authorized personnel.

PHOTOGRAPHS BY ARMY AIR FORCES, MACDILL FIELD



Military police of MacDill field check to see that only the soldiers, civilian employees and authorized visitors board the General Clarence L. Tinker fer Tampa.



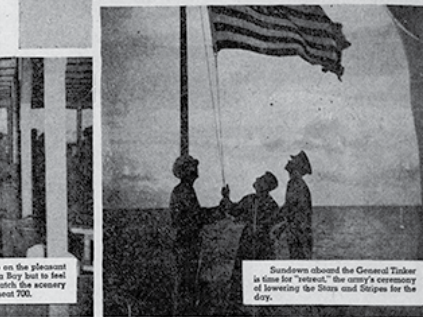
A crew of six MacDill soldiers helps civilian man the boat. Here Private Hugo L. Greenwood, Greenwood, L. L., assistant engineer, performs duty of officer.



Nothing much to do on the pleasant hour's trip across Tampa Bay but to feel the wind drift by and watch the scenery slip by. The ferry will cost 700.



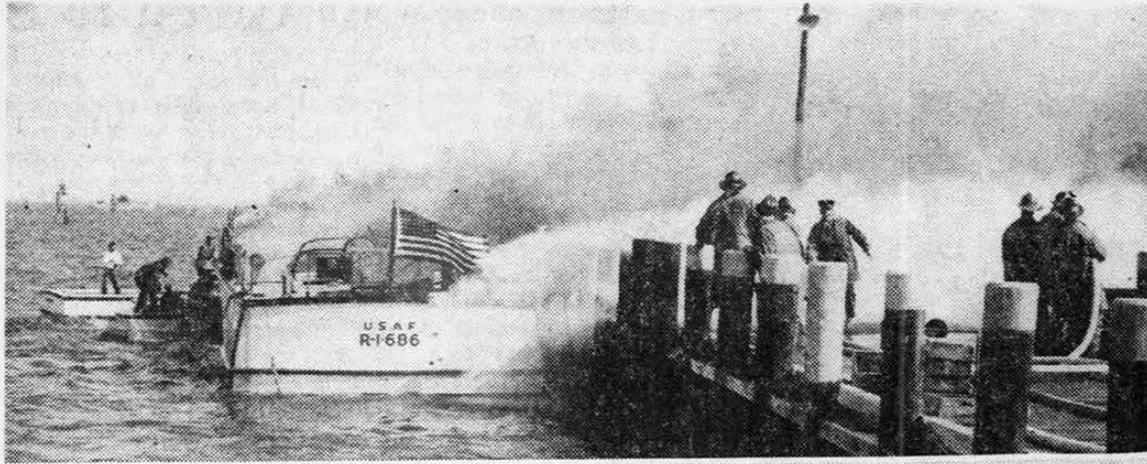
Here the ship docks on the Bayshore in Tampa and the boys have a chance for a night's entertainment.



Sundown aboard the General Tinker is time for "retreat," the army's ceremony of lowering the Stars and Stripes for the day.



Explosions And Fire Destroy Crash Boat



Images from Steve Sobieralski

GI AND WACS TAKE BEACH 'VOYAGE'

MacDill field's ferry turned into a GI excursion boat yesterday.

The "General Tinker," which plies daily between MacDill field and Tampa providing free work transportation for soldiers and civilian employes at the field, has been off the run while getting a new coat of white paint.

Yesterday, the chugging little ferry-boat went to sea with a load of 300 soldiers and WACS, bound on an outing at Pass-a-Grille beach.

2 1/2 Hour Trip

The trip required two hours and a half, and during the voyage the passengers amused themselves in many ways. A musician who had carried along a chaplain's field organ got together with a guitarist and turned out impromptu music.

After others wearied of watching the shore and the seagulls, they dozed on benches, played cards, or read the Sunday paper.

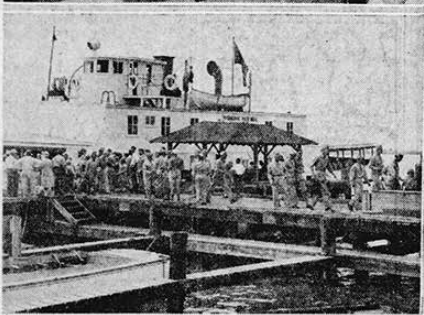
For the WACS came the biggest thrill of all. After wearing GI khaki for months and months at a stretch, they were permitted to shift into more informal civilian play suits. Dressing rooms were at a premium until they all had an opportunity to shift to slacks.

Refreshments Sold

Sandwiches and refreshments were sold at the miniature post exchange. For many it was the first trip to the beaches and excitement was keen as the ferry neared shore. An officer gave a lecture on safety rules, then the crowd broke for the beach.

For several hours the 300 soldiers and WACS lolled on the beach, ate sandwiches, and took life easy. Then back they got into the ferry for the homeward trip.

The General Tinker will be back on the regular Tampa-MacDill run today, but will become an excursion boat again next Sunday.



—Tribune Photo
MACDILL FIELD'S "CRASH" BOAT—The "Brig-Gen. William Mitchell," MacDill field's new "crash" boat, made its first official appearance in Tampa yesterday, bringing Brig.-Gen. Clarence L. Tinker and his staff to the Tampa Yacht and Country club for opening of fall social season. The boat was named for the famous air corps general who was court-martialed for advocating a unified and bigger air force.

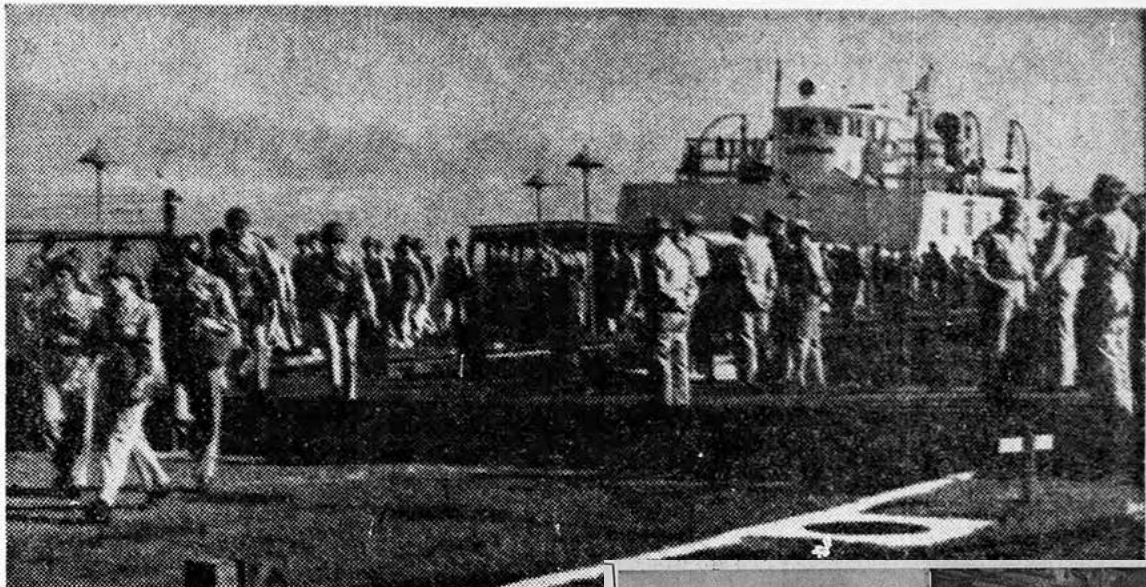
Casino RADIO Shop
Get estimates on
General RADIO Repairs

16th St. & 8th Ave.

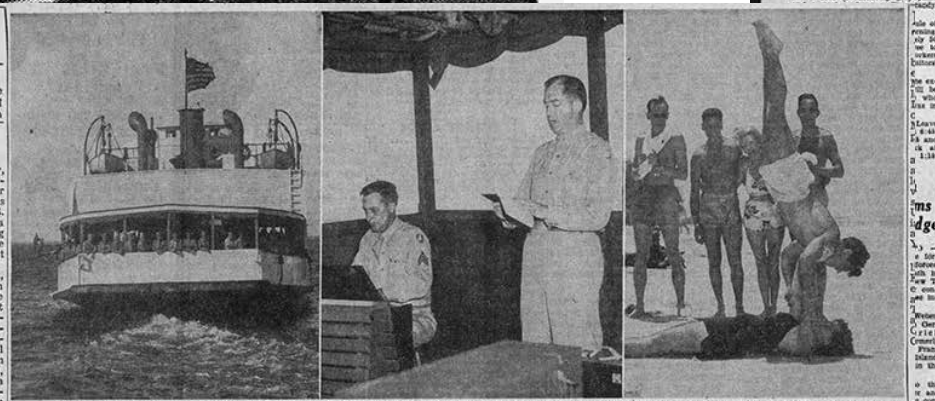
—Army Photos
GI'S FROLIC ON ARMY PROTOTYPE OF SHOWBOAT—MacDill field's ferry boat, "The General Tinker," which has run back and forth between Tampa and MacDill with never-ceasing regularity for months, broke the routine yesterday. The ferry became a pleasure cruiser, carrying more than 300 soldiers and WACS to a beach outing at Pass-a-Grille. Playing the army chaplain's portable field organ is Corp. Harry K. Rowe while Pvt. Philip Resch wags a guitar aboard ship (upper left). Changing on the boat from the work-a-day uniforms to civilian slacks, WACS (upper right) carry along bicycles for beach riding. After jamming aboard the ferry (lower left) many soldiers and WACS flopped into benches (lower right) for a quick nap.



Ship's Log Tampa Bay Ship Model Society 23



NEW TROOPS ARRIVE AT MACDILL—In order conserving rubber, gasoline and wear and tear on trucks, inaugurated a new system of transporting newly arrived troops MacDill's passenger ferry boat, which is capable of carrying a group of newly arrived officers and enlisted men are at MacDill's docks.



MacDill Field soldiers aboard the General Tinker, MacDill ferryboat, are on their way to sunshine and a swim at Pass-a-Grille. A chaplain and volunteer organist hold half-hour church services on the boat because the excursion began at 9 A. M., before regular chapel. On the beach, WACs and soldiers, some of whom have not swum in salt water before, entertain each other with gymnastics, get nice sun burns. —Army Air Forces Photo.

Milian-Fleinniken Marriage Told

Mr. and Mrs. Gabriel Milian, 2308 Arch St., have announced the marriage of their daughter, Miss Ida Milian, to Army Air Forces Lt. Jack F. Fleinniken, son of Mr. and Mrs. V. F. Fleinniken, Nixa, Mo. The wedding was solemnized March 18 at the Davis Island Coast Guard Chapel, where Chaplain W. G. Menzies performed the ceremony. The couple is residing at Columbus, Ohio, where Lieutenant Fleinniken is in training to be an instructor.

Junior Musicales Sets Honor Program

Joining in National Music Week, the Junior Musicales will present its honor program at 8 o'clock tomorrow night at Federated Clubs Bldg. when all awards for perfect attendance records will be given. A gold lyre pin for a record of five years perfect attendance also will be presented.

MacDill Ferry Revives Old Pass-a-Grille Excursions

Old-time Tampans, and not very old-time, at that, can remember when their trips to the beach were made via boat to Pass-a-Grille. There are stories aplenty about the parties and dances aboard excursion boats that were a part of the romance of many prominent couples. Each Sunday the MacDill Field ferryboat, the Gen. Clarence L. Tinker, toots its whistle at 9 A. M. and WACs and soldiers are off for a day at the beach.

Miss Friederich Will Wed Tomorrow

Miss Mildred Friederich, daughter of Mr. and Mrs. Lambert A. Friederich, 4611 N. A. St., will become the bride of Capt. Siegfried Berthelshof, assistant staff surgeon of Third Bomber Command at 5 o'clock tomorrow afternoon at Sacred Heart Church. Father A. Goodepode, S. J., will officiate.

Miss Friederich Will Wed Tomorrow

A program of nuptial music will be presented by Mrs. Guy Goodrich, soloist, and Mrs. Martin Butler, organist.

Marjorie Stofor Weds Rexford Smith

Miss Marjorie Clara Stofor, daughter of Mr. and Mrs. H. L. Stofor, 2707 Royce Ct., became the bride of H. A. 1/c Rexford E. Smith, USN, son of Mrs. Louisa Smith, 109 W. Amelia Ave., in a simple ceremony Thursday afternoon at the parsonage of Palm Ave. Baptist Church. The Rev. Frank T. Anderson officiated.

Nebraska Ave. W. S. C. S. Has Meeting, Luncheon

The Women's Society of Christian Service of Nebraska Ave. M. E. Church met this week at the church, with a review of Christian homes throughout the world given by various members. Mrs. Claude Williams gave the devotional.

Marjorie Stofor Weds Rexford Smith

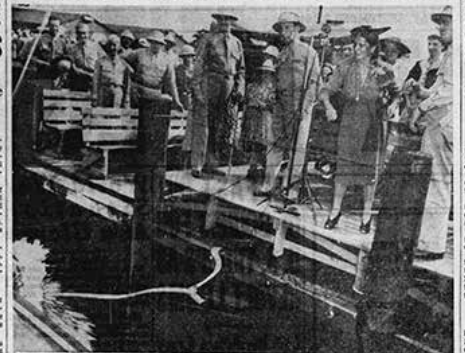
The bride chose a white crepe suit, which was accented by an iris corage, and blouse, gloves and tiny feather hat of iris blue. Other accessories were white. Miss Jean Hasty attended the bride as maid of honor. The best

MACDILL BEGINS FERRY SERVICE FOR SOLDIERS

Boat Is Named for Late Maj. Gen. Tinker

MacDill Field began its free transportation service yesterday for military and civilian personnel with the rechristening of a ferryboat which will operate between the field and downtown Tampa. The boat was named in honor of Maj. Gen. Clarence L. Tinker, last commanding officer of the field, and was christened by the widow, Mrs. Clarence L. Tinker, by her widow, Mrs. Madeline Tinker in a ceremony at the field.

General's Widow Christens Ferry



Top: Mrs. Clarence L. Tinker, widow of the army air force hero who was killed in the Pacific, bursts bottle of champagne at the new MacDill field ferry and christens it, after first two attempts to break bottle failed. Gen. Clayton H. Wash in command of third air force, is at left of her. Middle: The Gen. Clarence L. Tinker sets sail. Bottom: Four men from MacDill get a souvenir of the ceremony, the champagne bottle.

Images from Steve Sobieralski



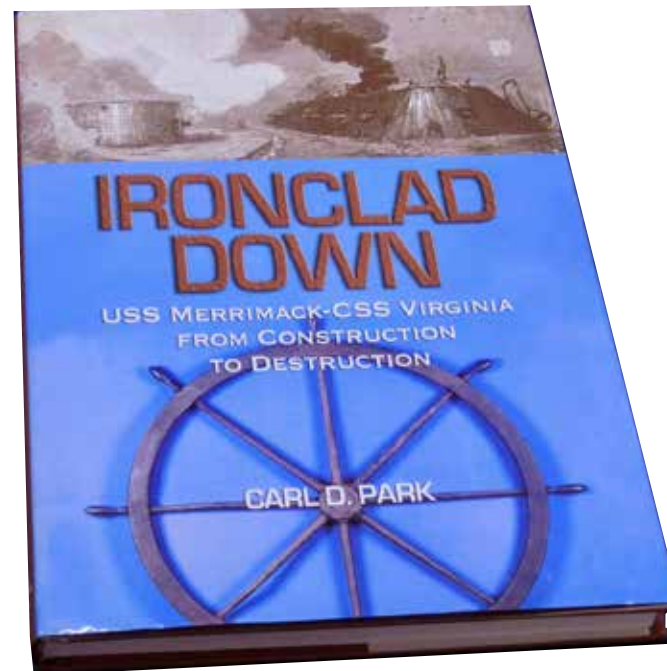
Skipper Steve Sobieralski:
 1 CSS *Virginia* Kit. "I brought in a kit I purchased many years ago, but had come to the realization that I was probably never going to build it. The kit is the CSS *Virginia* (ex-USS *Merrimack*) which was, of course, the foe of the USS *Monitor* in the first battle between ironclad warships fought in 1862. The kit was manufactured by FLAGSHIP MODELS in 1/192 scale and is a resin kit with cast metal and PE details. At the time the kit was released it was touted as being the most accurate model available of the *Virginia*. I have been very impressed with TBSMS member **Doug Hamilton's** work on Civil War era ship models, and so have decided to pass the kit on to him and I eagerly look forward to seeing what he does with it.

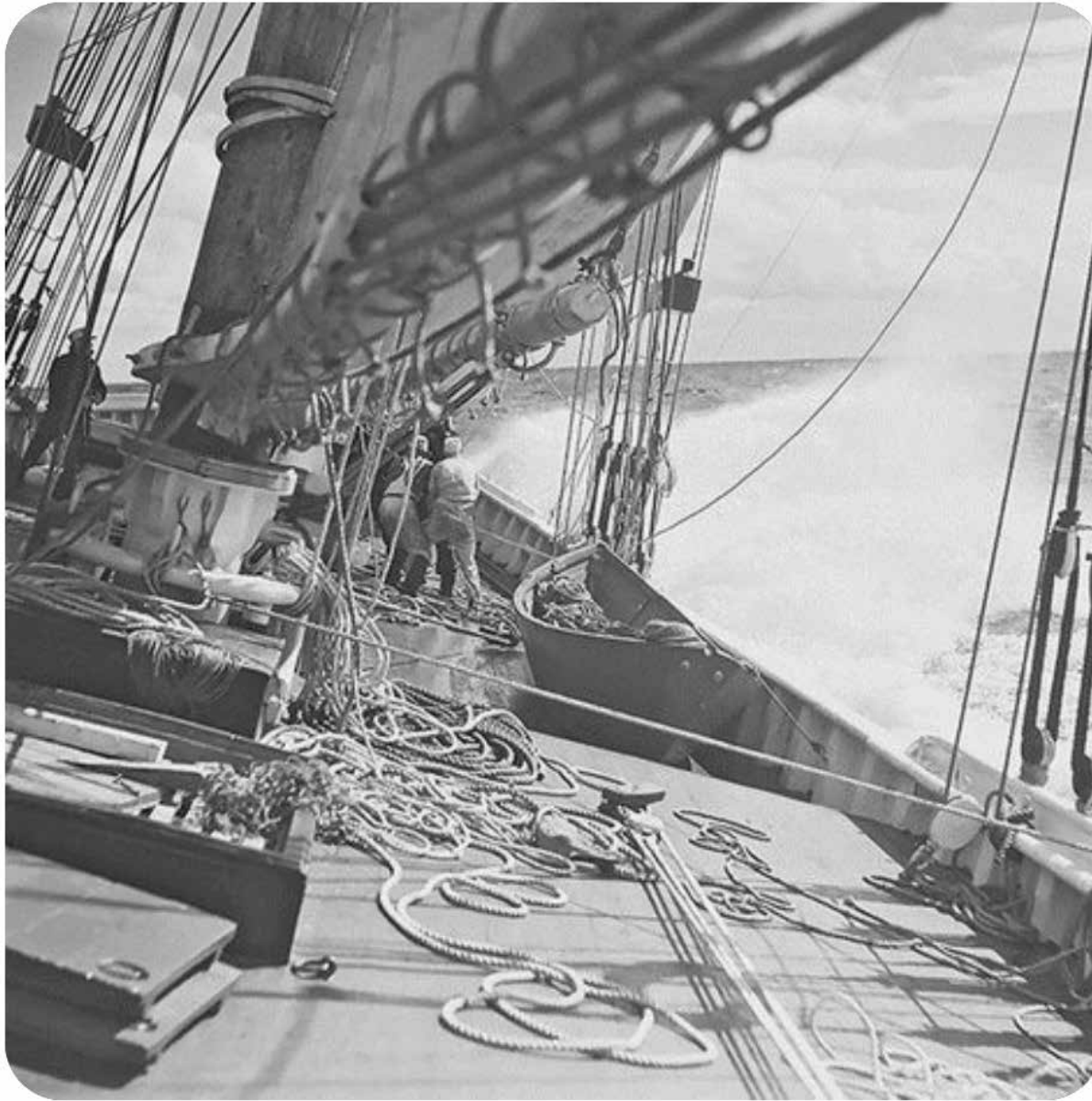
CSS *Virginia* Book: Along with the kit I also brought in the book that inspired me to buy it. This is "*Ironclad Down USS Merrimack-CSS Virginia from Design to Construction*," by Carl D. Park.

Park set out to research the ship as deeply as possible in order to build the most accurate model he could of the CSS *Virginia*. He ended up not building the model, but incorporated everything he found into this book.

The book tells the complete history of the ship from its design and construction as the US Navy steam frigate *Merrimack*, her burning at the Gosport (Norfolk) Navy Yard by retreating Union forces, her salvage and resurrection by the Confederates as the world's first completely steam-powered ironclad warship, and her scuttling by her own crew barely a month after her famous battle with the *Monitor*.

Park also goes into his hunt for contemporary drawings, the men responsible for the *Virginia's* design and reconstruction, and speculates on possible details of her structure and details, many of which not documented. It's a highly interesting and readable book that I would recommend to anyone having an interest in naval history and particularly the Civil War."





Left is claimed to be *Bluenose* (II). This and above most certainly show what decks looked like (similar to my shops). Your Editor believes y'all ought to reflect this state of disarray in your modeling efforts, for historical accuracy!



Danforth (R) may not be the best anchor after about 85 years, but it is the easiest to model!

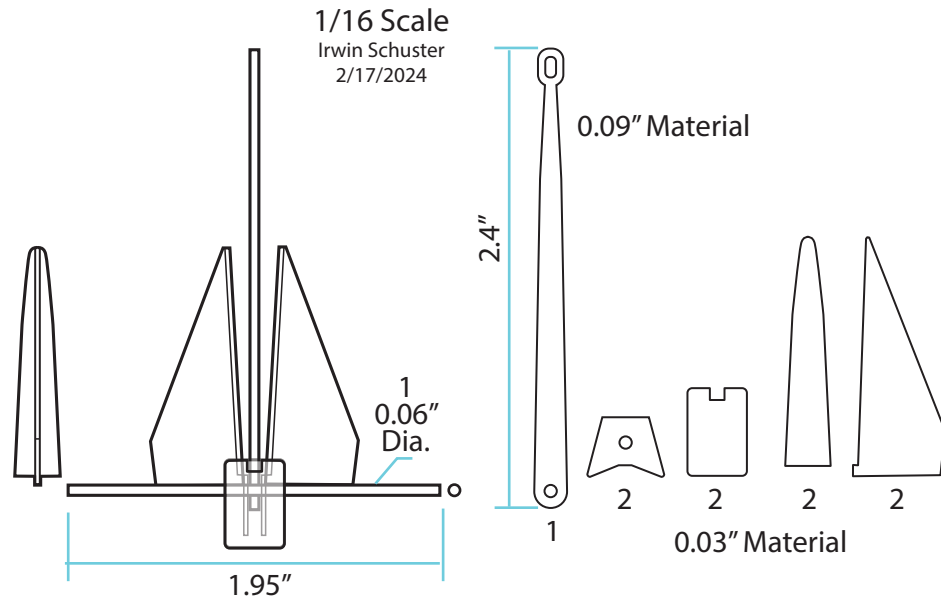
This file can be scaled to suit, holding the same proportions.

The necked detail is taken from a Danforth drawing.

Personally, I would choose the straighter shank, as in the photo.

Assembly sequence will be a challenge.

45# Danforth Anchor for 40' boat



American inventor, Richard Danforth (1885-1962), created our lightweight, versatile, and high-efficiency fluke-style anchor in 1939 for use aboard World War II landing craft. "Every Ounce Must Count", as described in the June 1943 edition of Motor Boating, has remained a staple in our design and high quality production of the world's most trusted anchor. To this day, our historic anchor continues making history at times when trust matters most.

Richard Stevens Danforth was born on July 26, 1885 in Gardiner, Maine. He graduated from Dartmouth College in 1908 and Chandler Scientific School in 1909. Danforth was a civil engineer and inventor who worked for industries on the West Coast before starting his own company in 1939. He developed the Danforth anchor the same year. The anchor was widely used during World War II for anchoring aircraft, pontoon bridges and LST boats. The Danforth anchor is an industry leader in efficiency, **offering exceptional holding power for its weight.** Our design features two large triangular flukes attached to the stock, allowing the flukes to orient toward the seabed at a 32 degree angle for maximum holding capabilities in common sea bottoms such as hard sand.

Each Danforth anchor is carefully crafted within the United States by **TIE DOWN** (Engineering of Atlanta) in our continued effort to fabricate at the highest quality possible. We utilize high tensile 4130 steel for increased strength and Hi-Tensile models are heat treated to significantly increase holding power. Each anchor is hot dip galvanized for long lasting protection.

(In the '90's, Danforth was a unit of **RULE INDUSTRIES**, Gloucester, at that time, a design client of your favorite Editor.)

& FINALLY...



Ship's Log Tampa Bay Ship Model Society 27



Believe It Oar Knot!



rocking chair woodworking plans

Lads and Ladies, you may notice that your Editor has been wont to criticize Artificial Intelligence. Well, I'm not happy with the human variety either. I just saw a cruise line ad promoting a stop at, "Portland Headlight!"



This is just way cool.
Too late, but wouldn't this and the other half make an innovative base
for Steve McMurtry's, *Charles W. Morgan*?
Or, picture four sections of it, arranged as cradles.

THE NAUTICAL RESEARCH GUILD

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