

Ship's Log

Tampa Bay Ship Model Society

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ
Meeting of April 26, 2016 tbsms.org

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Meetings

are typically held at 7:00 p.m. on the fourth
Tuesday of each month except December (none).

Location

is the lower level of Trinity Lutheran Church,
411-5th St. N., St. Petersburg. From I-275, Exit at
I-375 East to second exit (4th Ave. N.). Proceed to
traffic light at 5th St. N., turning left. Church is on
right. Parking is to the left of the church.

Objectives

This Society is an organization of model builders,
historians and artists who encourage the con-
struction of nautical models, creation of marine
art, and research in maritime history, at every level
of expertise, through the exchange of ideas and
presentations.

Membership

There is no charge to attend meetings, and all
interested parties are invited. Annual dues are
\$12. payable in **January**.

Presentations

Members and guests are encouraged to bring in
projects past and current, plans, modeling prob-
lems or maritime-related items of interest for dis-
cussion, or inclusion in the Ship's Log.

Next Meeting
Tuesday, May 24, 7:00 p.m.



Howard Howe's photos of his
working RC shrimper, Linda Lou,
patterned after Linder Lou, below
left, now, beyond the reach of the
sea gods.



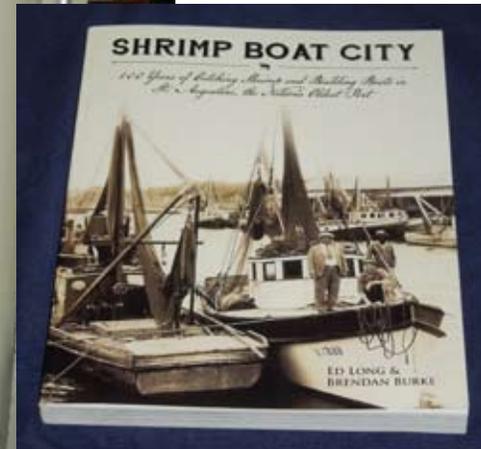


Show & Tell

Howard Howe reports on his Shrimper, *Linda Lou*, modeled after a vessel now gone, called *Linder Lou*. "The swamp coolers" are gone and have been replaced by a radar and inflatable lifeboat for the safety of the crew. On April 2nd, I drove through a rainstorm to attend a presentation in Cortez at the Florida Maritime Museum by Brendan Burke, co-author of "Shrimp Boat City". I subsequently purchased the book from the St. Augustine Lighthouse & Museum. It is a very informative book about the history of the shrimp boat building industry in St. Augustine. From the late 40's through the 80's, it was the trawler building capital of the world.

I had asked Brendan Burke if he had any pictures of the real *Linder Lou*, hull No 2052. After some searching he responded with the 1978 picture of the 73 footer, being delivered. Wow, now it is time to modify my model boat. I repainted sections of the scaffolding with flat black, but kept the blue trim. I added the 13 vertical boards to the outside of the gunwale to protect the hull from the trawl boards. Why 13 vertical slats? I guess no one at the factory was superstitious.

Subsequently, Howard added this, from Burke: *"Beautiful! You are most welcome. As for the vertical guards, I once tried to do a study of the number of guards for each size of boat DESCO made, over time. I was unable to find a specific pattern as to why 13 or 14. Most 73' boats, as the Linder Lou, had 14. If you look closely in the photo, the forward most guard is just not painted, but the bare wood casts a shadow. Not sure why no paint, perhaps damaged in her second launching and replaced with a new, unpainted one. The guards are mostly there to keep the boats from catching on each other as they ride a wake at the dock. This area is where the boats come in contact to each other when moored-alongside and without these, their horizontal guards might catch on each other and tear out. Nice boat, time to go catch some minnows!"*



Howard studied the shrimpers of NE Florida, where St.Aug claimed to be the trawler-building center of the universe.

Glenn Smith showed his start on restoring **Harry Woodend's** boyhood venture into scale yachting. His question was, what to seal the hull with, under the eventual finish coat. **Tim Roberts** suggested a shellac formulation such as ZINSSER.

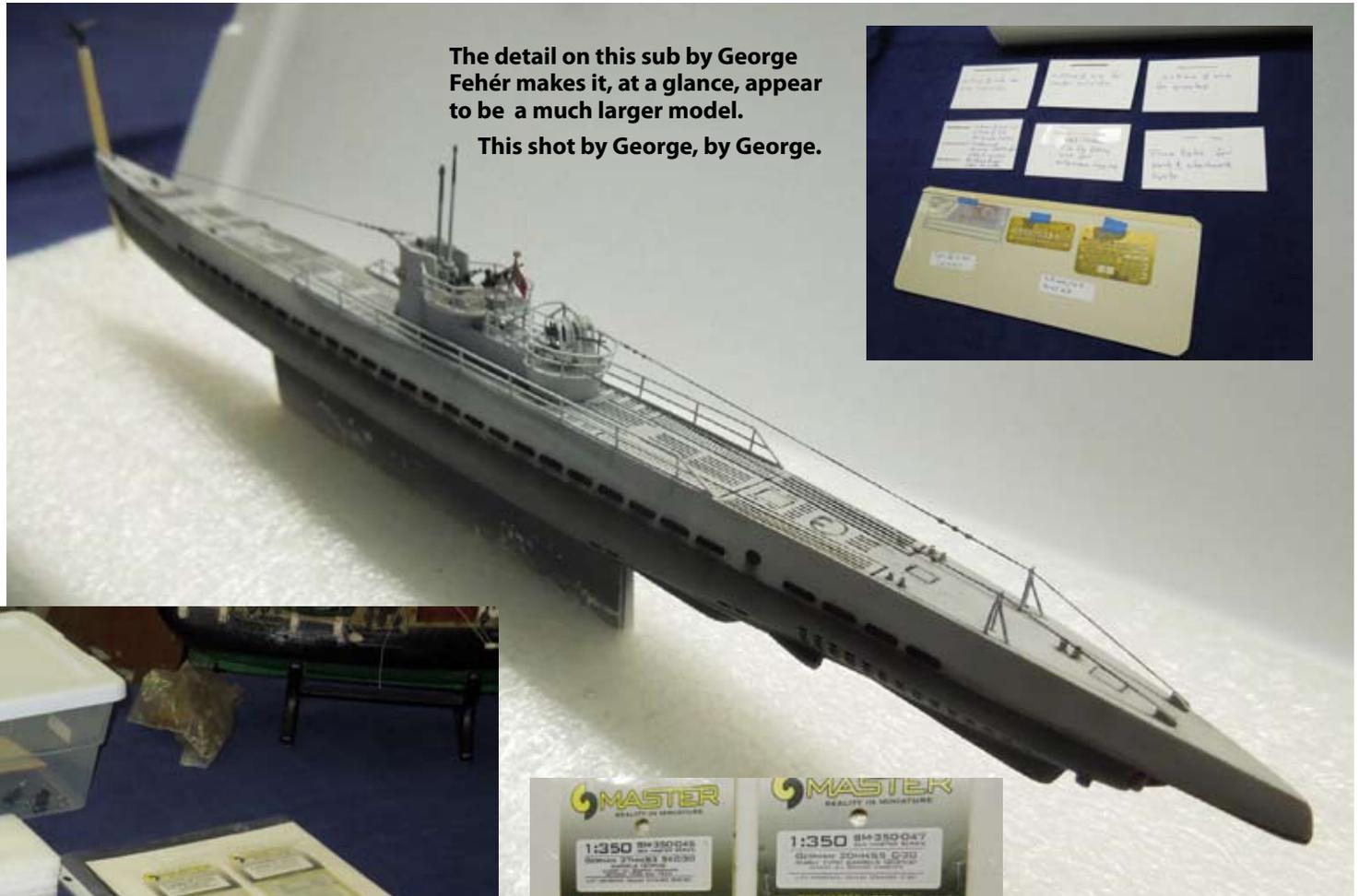
Glenn says, "I brought in this model of a sloop that was provided by Harry Woodend. The model is beautifully done but is 60-70 years old and is definitely showing its age. I asked the club members for help in the restoration, initially of the paint job of the hull, filling in gouges, cracks and other blemishes. A number of members provided interesting and detailed suggestions and directions for filling and painting of the hull for which I am grateful. I will bring in the model next month to get feedback on my initial efforts. Again, I am very pleased with the expert advise so willing offered by so many of the club members."



Glen Smith is restoring a handsome yacht originally created by Harry Woodend.



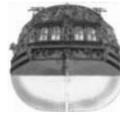
George Fehér displayed progress on a diorama featuring a resin German sub kit by GULFSTREAM, with aftermarket etched brass details and guns. Eventually the diorama will have an attendant Schnellboot of (obviously) the same scale. This very fine work, below what most of us can see without assistance, is so small that George rightly says, he cannot paint some because it will overcome the detail features. The 6-7" dia. German periscope is 0.48 mm (0.019" dia. for us anti-metric heathens). George used a sewing needle for it, because of its nice taper.... and did spray paint the guns.



The detail on this sub by George Fehér makes it, at a glance, appear to be a much larger model.

This shot by George, by George.





Dennis Dori spoke on his ownership of *Esmeralda*, an elegant class sailboat. He has done a lot of searching on the design, and sent this, a while back, from his letter to a club contact:

"Attached are pictures of my mid 20's era 25 ft. wooden one design sailboat named *ESMERALDA*. The connection of *ESMERALDA* to the Grosse Pointe (MI) Yacht Club is that back in 1926 & 27 your club commissioned Mr. T. Bingley Benson and the Oakville Yacht Building Company of Oakville, Ontario to build 16 of what was then called a "C-Boat", or at least that's what the Royal Canadian Yacht Club of Toronto call the 12 boats they had in their fleet.

I bought the boat, which was moored in Chicago's Monroe St. Harbor, from a young man living in Oak Park, Illinois back in the early 70's. I owned *ESMERALDA* for three years while taking one whole year to restore her. I'm sorry to say *ESMERALDA* met a very ugly demise. A Mr. Jack Gorman, one of Chicago's boat brokers, took *ESMERALDA* in trade for one of his plastic boats (A big mistake on my part). One day after passing by Jack's yard in Oak Park, *ESMERALDA* was no longer on his lot. I noticed in his showroom window a sales counter that was made from the bow section of my dear old boat *ESMERALDA*. Jack told me that he chopped up the rest of the boat and sold off the lead from the keel and junked all the bronze fittings. Man, what a crime that was!

The reason I'm trying to attain more information about my dear old *ESMERALDA* is now that I'm retired I'd like start a project of building a scale model of her. Below is an update of where I'm so far, but I could sure use some more help. Especially figuring out how 6 of these Canadian built one-design boats showed up in the Chicago Harbor System.

..... All I had to go on was what the previous owner told me back in 1972. The only thing the young man I bought the boat from told me was that *ESMERALDA* was a one-design racing sailboat built in 1941. Possibly part of a fleet of one design racing sailboats that were known as "Canadian Eagles", or depending on who you were talking to as "American Eagles". When I bought *ESMERALDA* there were at least six of these boats still in the Chicago harbor system. I knew of two other "Canadian/American Eagles" in the Monroe St. Harbor, one in Jackson Park Harbor and one in Eubank's Boat Yard on the Southside of Chicago. I never found the sixth boat. Sorry to say that all but mine were in pretty sad shape.



The first thing I learned yesterday (at the time) was that *ESMERALDA* was not built in 1941, but some 14 to 18 years earlier. The designer was T. Bingley Benson, a member of the Royal Canadian Yacht Club. In 1922 the Royal Canadian Yacht Club wanted to build a new class of one-design boats. They turned to Mr. Benson, so by the spring of 1923 Mr. Benson and the Gidley Boat Company of Penetanguishene, (Ontario) Canada built and launched nine of the new class of one design boats called "C-Boats" for the upcoming season. Three more "C-Boats" were built a little later under the watchful eye of Mr. Benson in the club's own boat building shop. One of the stipulations required of an owner of a "C-Boat" was to name it with a name starting with a "C" such as CLIP, CANUCK, COCKTAIL, etc."

Dennis will keep us apprised of his progress on his model which, at the moment, will be 37" on deck, and possibly RC.

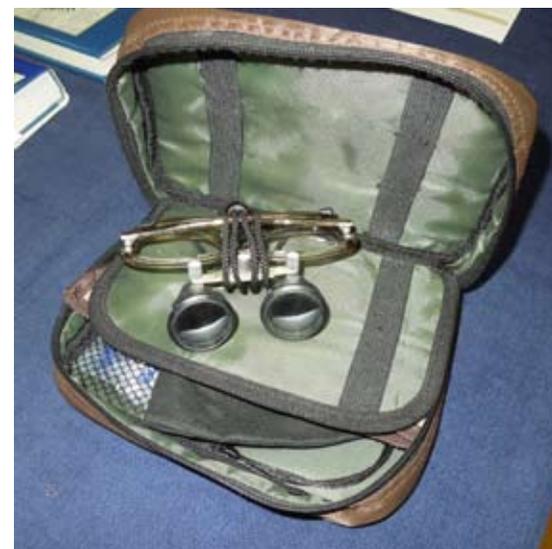
Please return to C.H.J. Snider, Evening Telegram, Toronto.

The Royal Canadian Yacht Club's Fourth Division, of C-class sloops rating 15 under the Universal Rule, was not affected by the change to International Rating in 1928, as the class is a one-design one, and going very strong on the Lakes. The R.C.Y.C. has twelve of these little sloops, and many are owned outside of that club. Detroit has fifteen, and the Royal Hamilton Yacht Club is contemplating the establishing of this class (of which four samples are here shown) for 1929.





Roman Barzana displayed a series of heads carved in epoxy, that will become a crew for a Danish fishing boat. The figures will be about 4.25" tall. The vessel will be of carved foam and sheet styrene. It is a coastal boat that is run aground after the day's work is done. Usually having a crew of two or three. So why so many heads? Roman will select his favorites and keep the rest in abeyance (his is made of mahogany, but I hear they come in a variety of materials).



Roman visits occasionally to show the crew how to carve small figures, figureheads and such. These are large scale for him. He also researches, draws and occasionally builds boat models.

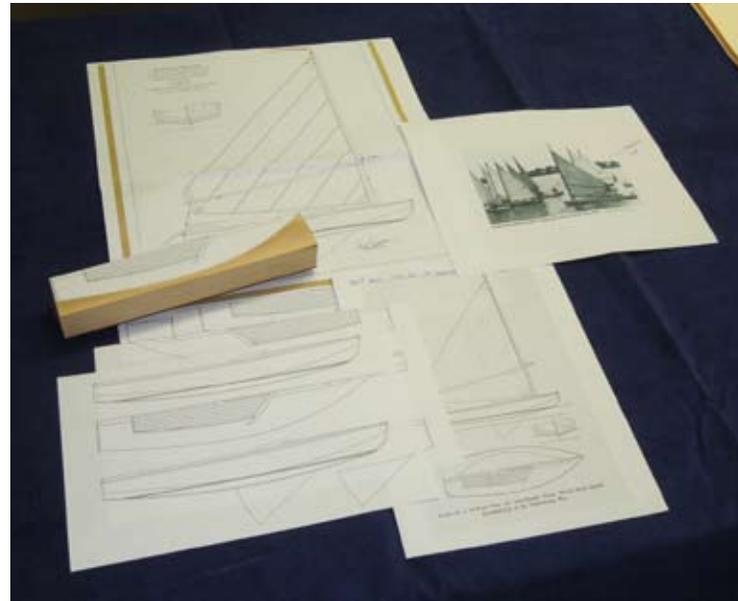
Photo directly above sent by Guy Hancock.



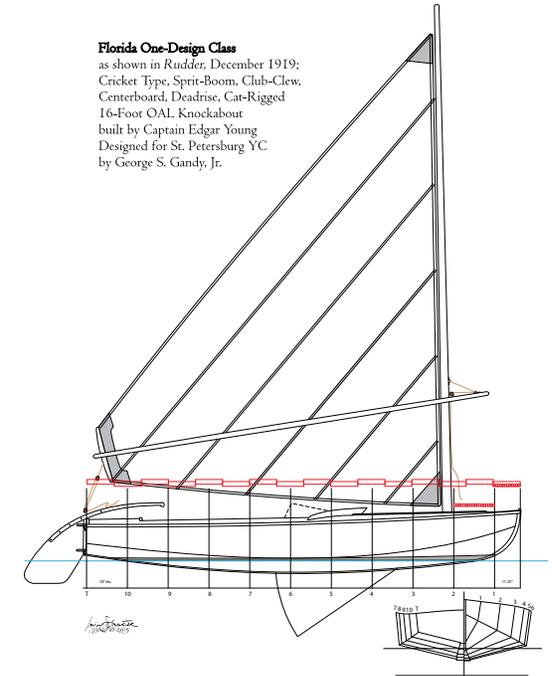


I, **Sec/Ed** brought a blank for building a half-model of a 16' sailing class called a Florida One-Design, built for the St. Pete YC with an armada in Miami as well. Florida One-Design Class as shown in *Rudder*, December 1919; *Cricket* Type, Sprit-Boom, Club-Clew, Centerboard, Deadrise, Cat-Rigged, 16-Foot OAL Knockabout built by Captain Edgar Young and Designed for St. Petersburg YC by George S. "Gidge" Gandy, Jr. (of the cross bay bridge family). For away folks, three bridges cross Tampa Bay East and West: Gandy Bridge is the oldest and southernmost, with Howard Frankland next and Courtney Campbell Causeway at the top of the water. The blank is Loquat, Paduak for the boot-top, and Mahogany under. Loquat is HARD, but finishes like FG. Extremely fine grain.

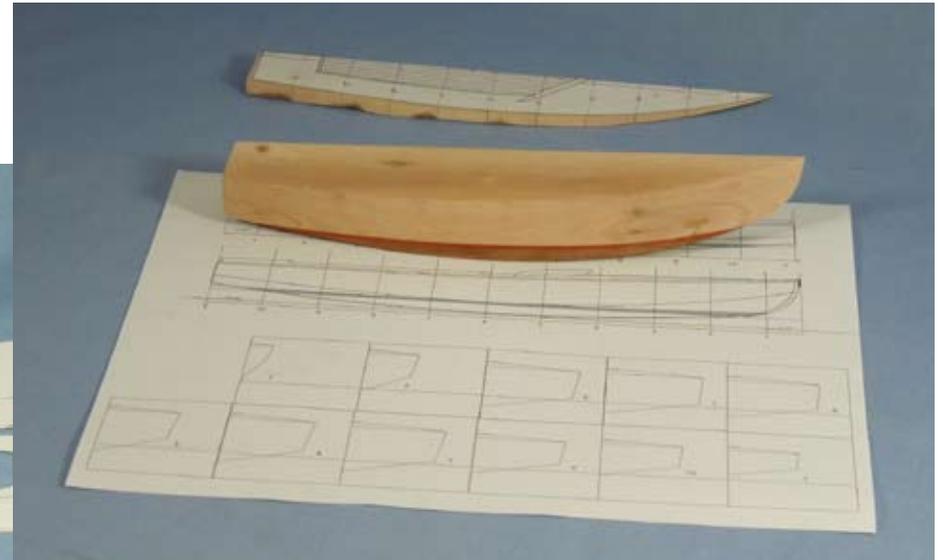
I have unfortunate center heartwood showing, and if it is too disturbing, I will paint the hull white. The deck will be canvassed with linen, and eventually, the background, title block and sail will be printed altogether, for the mounting panel, with spars and rigging in 3D. The background may include a photo of the SPYC if enough will show to be recognizable.



The process. The Loquat above the waterline is hard, but manageable, and polishes without any finish. But it will be varnished (or painted if the varnish highlights a poorly chosen grain element).



Florida One-Design Class
as shown in *Rudder*, December 1919;
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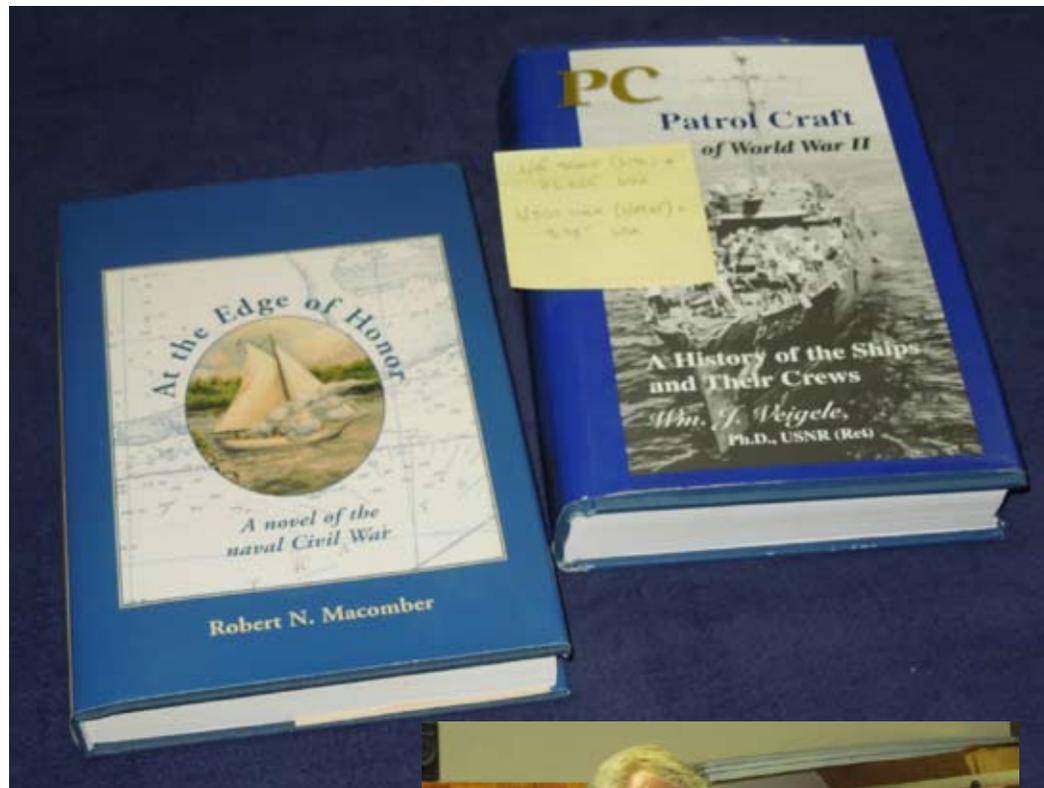
Tim Roberts, while sailing down the coast, attended a lecture of the Florida Commodores Association, raising money for Florida Olympic sailors. He also spoke on a couple of books he displayed: One of the Honor Series; by Robert Macomber, featuring Captain Peter Wake, set in Florida, 1863 > 1890+. The first, "At the Edge of Honor." The other was on Patrol Yachts, in the Spanish-American War, ca. 1898. Some 38 yachts were pressed into service....

Tim writes: "This is a brief overview of a presentation by author Robert Macomber titled "Yachts That Went to War - 1898". While in Punta Gorda the weekend of April 23rd, I had the pleasure to attend a lecture by Robert Macomber, author of the Peter Wake "Honor" series. Peter Wake is the fictional character whose adventures begin in 1863 during the Civil War and continue into 1892 in Macomber's latest book "The Assassin's Honor".

The presentation "Yachts That Went to War - 1898" was about private yachts that were procured for the US Navy by the War Shipping Commission. During the Spanish American War 38 private yachts were retained. 13 of them were large (in excess of 100' LOA) and the lecture focused on four of the largest. They were Yacht *Comanche* built in 1892, later changed to the USS *Frolic*, 165' x 25' x 10'; the Yacht *Thespia* built in 1898, which became the USS *Hist* of 123' x 23' x 9'10"; the Yacht *Josephine* / USS *Vixen* 182' LOA, built in 1896; and the Yacht *Mayflower* which became PY 1 (patrol yacht 1) USS *Mayflower*, 273 x 36 x 17.

Of these the USS *Mayflower* was clearly Mr. Macomber's favorite. She came into service the first day of the Spanish American War, 20 April 1898. Later she was the yacht of the Governor of Puerto Rico and the flagship of the commanding admiral in the 1903 Panama Revolt. In 1904 she became the Presidential Yacht *Mayflower* for President Roosevelt and was sold by Herbert Hoover in 1929. In 1942 she was re-purchased by the War Shipping Commission, transferred to the US Coast Guard and put in service in the Gulf of Mexico as a sub chaser. In 1948 after being decommissioned, the *Mayflower* delivered 1,200 Holocaust survivors from Italy to Israel. In 1952 she was purchased by the Israeli Navy and used as a training ship. In 1959 she was sold for scrap after serving in three wars.

Any of these four patrol yachts, and many of the others too, would make great model subjects and I'm sure the research alone would give many hours of enjoyment."



Skipper, sailor, soldier, scholar, speaker, Tim Roberts told the tale of two tomes on yachts impressed into service of our country, as detailed by Robert Macomber.

Tim, at right, before going all "Samson" with his coif.



& MORE!



Ship's Log Tampa Bay Ship Model Society 8

A PARTNER OF THE FLORIDA MARITIME MUSEUM AT CORTEZ

The month had a number of enquiries by folks with maritime goals.

Carl McManus, Email Address: spacecityfl@gmail.com

"I have an entry level ship model kit for the Gloucester schooner *Elsie*. I am seeking someone who would be interested in building it. The ship has historical significance in my family. I am not seeking a museum quality build. This is for home display on a limited budget. Perhaps a hobbyist or someone starting out in modeling might want to pursue a project like this. I live in Florida in case you have members in the Orlando region. Thanks!! Carl"

Sec/Ed: Probably MODEL SHIPWAYS MS2005 1/96, solid hull, advertised as three sheets of plans by Erik Ronnberg and later updated. The 32 page instructions are extremely thorough and well illustrated (IN ENGLISH). Length is given as 21.5" with height as 16". Entry Level.

Last I heard, our **Keith VanHusen** was in negotiations to sell his EXISTING *Elsie* to Mr. McManus and solve the problem in a flash.

And Another. "Hello. I am looking for model ship builders interested in some 1/2 completed ship projects. We have inherited several ship kits from family, which were started but never completed.

I have 3 kits with the hulls of the ships constructed and the remaining pieces in the original boxes. It does appear that all of the instructions are also enclosed.

They are:

1. The USS *Constitution*, 54 Gun United States Frigate, made in Italy
2. The *Charles W. Morgan*, New Bedford Whaling Bark 1841, Kit # 2140 by MODEL SHIPWAYS
3. The HMS *Bounty*, VASCELLO ARMATO, Made in Italy by AMATI
4. A small War Brig *Fair American*, 1780 Man-O-War by AUTHENTIC MODELS, Holland

Each of these were a labor of love for my father-in-law and our family would love to see these go to people who would appreciate working on them. We are NOT looking for any money, just a great home for some models that are of no use to us.

As your organization meets in Tampa, we have family in Brandon so I could arrange to bring all the items to one of your meeting times if the kits are something that any of your members might wish to complete.

Please advise if your organization would be interested. Thank you very much for your time and consideration.

Jan Ward

Sec/Ed: I sent the info around, but got no positive response. Whoops! This just in:

"**Hello Irwin. Just wanted to let you know** that I was successful in finding new homes for the hulls and ship kit parts. Glad they are going to some who will continue the craft. Thanks again for your willingness to help." – Jan

This kind of thing is getting to be routine, and we help where we can.

From our member (Mrs) **Terry Glander**

Hi Irwin,

"It is cold and rainy in Ohio. Do you happen to know anything about immigration ships from Germany to the US? I am specifically trying to find a picture of the *Albert*, which sailed from Germany to the U.S. around 1847. All I know is that it is supposed to have 3 masts. (According to my genealogist cousin, this is how my grandparents emigrated). Drawings or deck detail would be excellent. I nosed around on the internet but I have not been able to find anything. Hopefully, I will get some time to work on my ship in the bottle." – Terry

Sec/Ed was able to find *Prinz / Prince Albert* launched at the appropriate time, and a painting shows that ship to be a three-master. That is all we could come up with. No deck detail. Anybody?

LAST, SS Mascotte.... And, there is another quest afoot: *SS Mascotte*, as *Sec/Ed* has advised. **Keith VanHusen** has agreed to build a model, in principle, and to investigate obtaining the plans that are hinted to be available. Friend of the club, **Carrie Caignet**, Florida Maritime Historian has done some research on *Mascotte* and will collaborate.

Briefly, an image of a ship appears on the city seals of both Tampa and the City of *Mascotte*, FL, but neither reflect the vessel according to post cards from the period, 1885 to ~1900. The ship was commissioned by Henry Plant, a prominent developer and promoter of Tampa, and figured in the history of the period. It would seem likely there is a comprehensive history of the ship, but none has turned up so far. We will try to get that done, for the public record. We probably have all the images existing, but really want the plans.

CLASSIFIED: Got something you don't need or want? Or, something you need or just want? Tell me about it and I'll put it here.

THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, *Nautical Research Journal*, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.

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