

Ship's Log

TampaBayShipModelSociety

Meeting of May, 2025

TampaBayShipModelSociety.org

President 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, June 24, 10:30 a.m.

President Sobieralski called the regular May, 2025 meeting to order, on time.

Ed Brut reported again on IPMS Pelikan Club's **PELICON** events and more up-coming.

Skylar Lebron of USF Radio was present and interviewed a few members. No further info as to when the material will be aired.

Moving on, to S&T >>>>>



Charlie Gravallese' *Confederacy*, nearing completion



Ed Brut: "Ed Brut: "As most modelers know their latest model is their favorite, I had to bring in a past model as no new endeavor is currently on my bench.

In the small plexi box is my pirate gun diorama. Copied from the Black Sails series on cable, it is a scratch-built deck and gun-nel with gunport. Around the naval gun is its ammunition from round shot, canister rounds and chain shot. Accompanying the gun are various ship board items, rope, handling block and tackle, bucket, ram rods, powder kegs, lantern and a ship's bell.

Also shown is a rechargeable reciprocating sander ES-A, by a Chinese company DSPIAE. This handy small tool is a sander with many changeable sanding pads, there are 8 tips and each comes with pre-cut self-adhesive sanding paper of 6 different grits, 180, 280, 400, 800, and 1000.

Vee, rounded radius, flat, and triangle shapes in several different sizes come with the tool. It is USB charged and has 3 sanding speeds. As a tool hound I could not pass it up. On Ebay and other places, prices vary, shop around.

DSPIAE is a producer of many hobby tools."





Libby Brut: "I brought for the first time, a figure with a sea shore theme.

My dolphins with rider, flat figures. A flat is a figure with only the front shown and the thickness is less than ¼ inch thick. The figure has a very small amount of relief and all shadows, highlights and detail are rendered in paint, much as a canvas painting. I enjoy this type of hobby as it requires no assembly."



This image from Bruts.



Howard Howe: "Howard Howe on F/V Saga: "Since one of my favorite models for show and tell and RC operation is F/V Saga, I brought it in and encouraged Roger to bring in his Northwestern model. That worked out well because we did a team interview with Tyler Labron, USF News. We explained to him that kits for our boats were not available because Disney sponsored the "Deadliest Catch" TV program and had a monopoly that blocked any models of the program boats. I found and purchased a generic Alaska Crab Boat Kit. Then from pictures on the TV program, I modified and created my F/V Saga. I think Roger also scratch built his from research and the TV programs. Tyler also asked questions about how we got interested in model building. We explained that through friends and being a club member, you learn techniques from others and get encouragement. It's a great hobby and challenging! It keeps our minds working!"



Image below from Howard.





Howard Howe: "After completing the *Barbara-Lee* model, I had made arrangements with Michelle Wyatt, the owner of the full-scale boat to deliver it to her and make a short presentation while doing a luncheon cruise.

On Saturday May 31, family members and I drove over to Sanford and got set up on her boat with the model and poster board displays. The owner provided the three of us and my two friends from Daytona with the luncheon cruise.

Using a microphone and table for display, my presentation about building the model went well. I just had to talk over some of the noisy people that had their own conversations going on!

The highlight of the presentation was when the lights came on and the paddle wheel turned! After the presentation, we moved the model to a side wall stairway where the owner had a glass case fabricated for the model to be displayed on her boat!

After the cruise and for my upcoming birthday, we went to Daytona and spent several days sightseeing and visiting locations where I grew up. It is hard to believe the changes that have occurred in 70 years! Glad I remember the way it used to be!"



These Image from Howard.





Guy Hancock: "Guy Hancock: "I brought the Capt. John Smith's shallop kit by Pavel Nikitin, that I purchased a couple of years ago. One thing I learned from this kit is the laser cut parts all have to be sanded to remove the char.

The kit was very detailed, with laser-cut or photo-etched brass parts for such things as hinges and gudgeons. I decided to paint the hull because it was otherwise too dark to see the details.

The case was made following a tutorial by Olha Batchvarov on YouTube. The last addition was a 1/32 figure which I customized from a package of more modern figures. The only painting of Capt. Smith I could find was in his military uniform, but he probably would not have worn it during this commercial expedition and out of practicality. I put the figure inside the shallop just to give scale. Maps showing his voyages to map the Chesapeake in 1607 and 1608 are on the base."

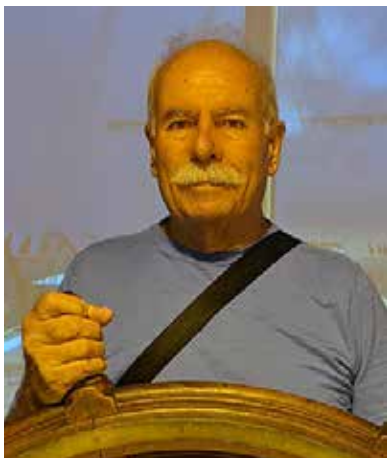




Chuck LaFave: *"Yacht Mary"*

- Launched in 1660 by the Dutch East India Co.
- Purchased by the City of Amsterdam and presented as a gift to Charles II of England upon his restoration to the throne
- It was the fore-runner of pleasure yachts of which Charles II owned and raced many
- The English word "Yacht" comes from the Dutch word "Jagen" which means to hunt (as a pirate or pirate chaser would)
- She had a very shallow draft and needed the "leeboards" instead of a deep keel
- The leeboards could be raised and lowered depending on the point of sailing
- When Charles II acquired a faster yacht, HMY *Mary* was used to transport diplomats and civil servants between Holyhead, England and Dublin, Ireland
- She sank in 1675 after hitting rocks off the coast of England
- Her discovery by SCUBA divers in 1971 led Britain to pass the Protection of Wrecks Act in 1974
- I built this ship a few years ago, but have replaced the sails, which were looking bad
- I'm giving the ship to a clubhouse in Naples"





Brad Murray: "Brad Murray: "Without going too far back, the history of artificial lighting goes like this: whale oil, kerosene, electrification. From the 1850's on the whaling industry was in decline. One of the main suppliers of whale boats, John Beetle of New Bedford, made the transition by designing and building a small catboat in 1921. In 1926 the Nantucket Yacht Club ordered a fleet for its youth sailing program. They ordered the sails to be dyed different colors so the parents could differentiate the boats from the clubhouse lawn. Thus, was born the Rainbow Fleet. As the Island's fame and affluence grew, so has the fleet, presently numbering around seventy. In 1930 an enterprising entrepreneur roped the child helmed cats together and towed them around Brant Point for a photo-op. The resulting postcard became part of the iconography of the island. That's the backstory behind my most enjoyable project; the carousel





whirlygig of the Rainbow Fleet rounding Brant Point Light. Our estimable editor informed me that cats, the four-legged variety, are the cause of many ship model repair jobs. Our klutzy cat, Topsy, broke several of the thin (1/32) ply floating tenons that attach the boats to the rim. I couldn't reuse the original slots, so I needed to cut new ones for the new bronze, cat proof tenons. I made a jig of 3/8 ply to clamp the boats while plunge cutting a fresh slot. After reassembly I'm confident it is now cat-proofed."





Charlie Gravalesse on *Confederacy* of 1779: "So, coming down the home stretch. Over the past few months, I have been working on the many details relative to the forecastle and quarterdeck. Some of the items completed include installation of ship's wheel, the three stub masts, galley stove smoke stack, binnacles, dead eyes, and many more sundry fittings. The galley stack is made up from nine separate pieces of brass, all cut exactly to spec sizes and then separately soldered together.

I used silver solder with two different melting points and also heat sinks to prevent the already soldered pieces from separating when heat was applied to following joints. I decided to leave the stack bright brass as a way to draw a viewer's eyes to that part of the model where many intricate details exist around and below the stack. In reality, the stack was probably painted black.

As can be seen, the three masts are banded as was the practice on large warships of this era.

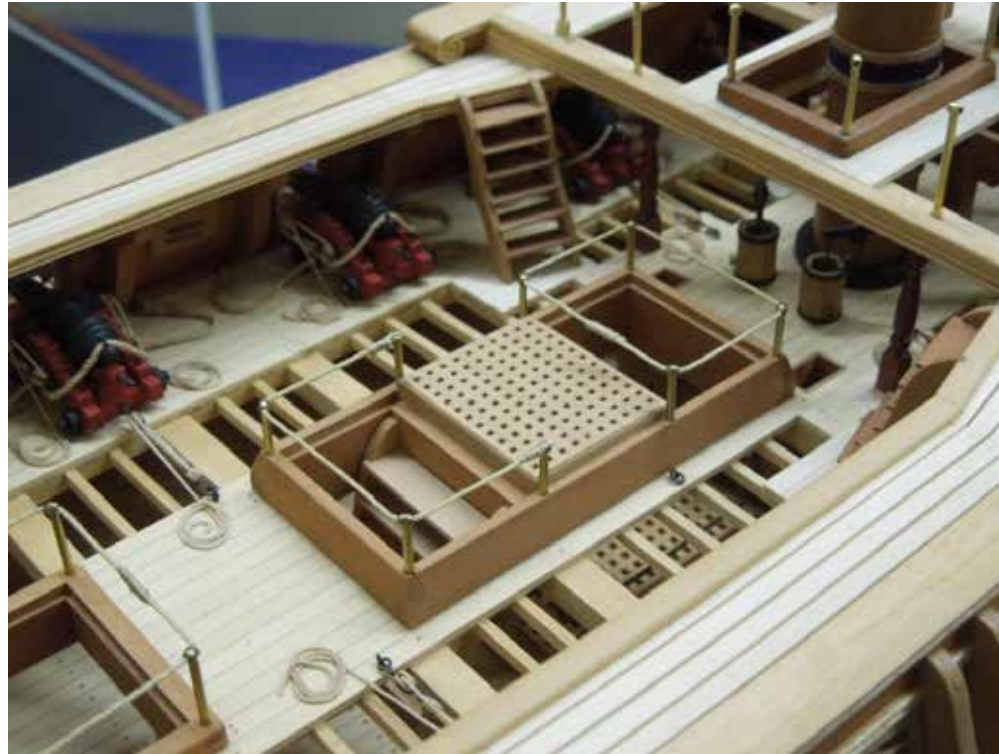


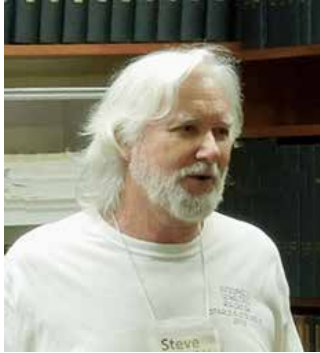


Because the lower mast diameters were quite large, forming them from a single tree trunk was not a realistic option. Instead, the shipwrights made these thick masts by building them up from square sections wood stock joined together with a series of complex self-locking joints. The masts were shaped to the correct diameter, (by hand), and were then banded with heavy rope and stout wooden hoops. After being at sea for a short time, moisture would cause the wood components of the masts to expand thus making a very tight and strong assembly.

I have also recently completed installing the ebony dead eyes, all 56, along with their associated chain plates and backing links, all made from brass and then chemically blackened.

Currently I am working to build the various railings and hammock nettings to be installed in the mid-ship gangway area. Then the final two projects are making two anchors and the various decorative carvings for the stern transom. I am looking forward to making the anchors but apprehensive about the stern carvings which are complex and require the carving of several teeny tiny human and animal likenesses."





Steve Sobieralski: "HMTBD (Torpedo Boat Destroyers), later HMS *Velox*, was one of the first three steam turbine powered destroyers accepted for service in the British navy. Launched in 1902 and commissioned in 1904, *Velox* was an early example of this type of warship, which were initially known as torpedo boat destroyers, since their main mission was to protect the battle fleet from attack by torpedo boats.

With a length of 215 ft, a displacement of 400 tons, a top speed of 27 kts, and a crew of 63, she was a rather small ship and her superstructure and accommodations were minimal. Her armament consisted of one 12-pdr gun forward, five 6-pdr guns amidships and aft, and two torpedo tubes. Her turbine engines were considered experimental, but they soon proved their superiority over conventional reciprocating engines in terms of smoothness, fuel economy and ability to maintain high speeds for long periods of time,

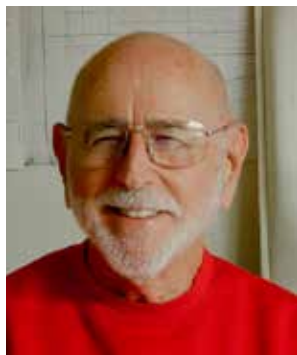
Three years later turbine engines were installed in the revolutionary battleship HMS *Dreadnought*. In an attempt to improve maneuverability another experimental feature was a bow mounted rudder.

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

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

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





Irwin Schuster (Sec/Ed):

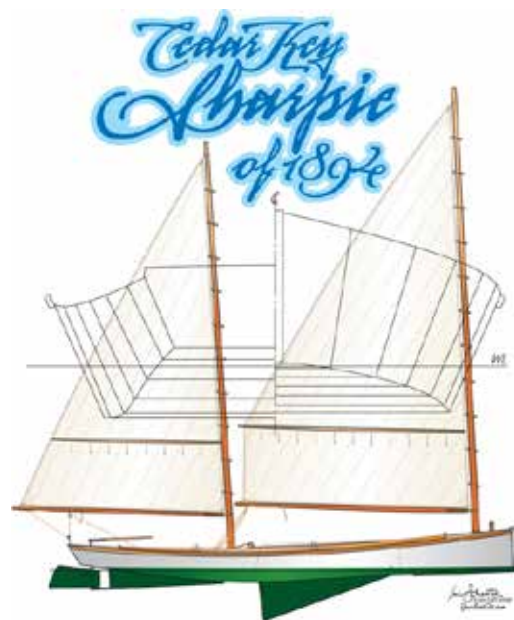
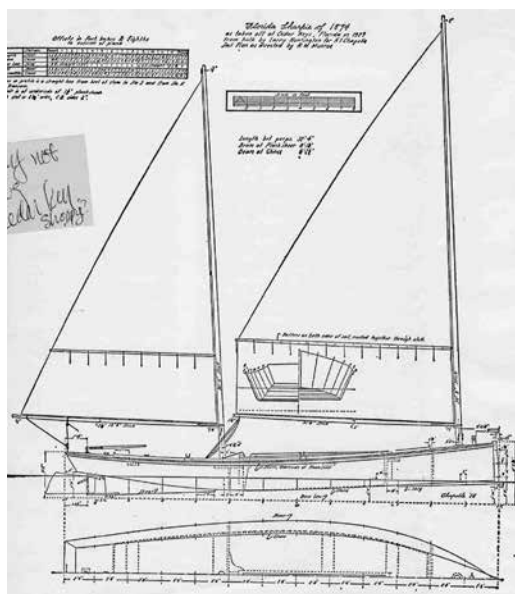
This model of a 32-foot, Florida Sharpie of 1894, was built in 1993 from Howard I. Chapelle's plan.

Chapelle's drawing was actually made by Larry Huntington, from an abandoned hull in Cedar Key, in 1927, and the rig reconstructed on advice from Commodore Ralph Munroe, of Biscayne Bay. The plan is in "American Small Sailing Craft," of 1951.

I built the 1/16 model as close as I could, to the way the original was made, of Basswood, but used Baltic Birch plywood for the sides. Young and foolish, I was not aware of the rules. In my defense, I may have intended to paint it. Sails are of dress-maker's muslin, and it was originally rigged. When faced with casing it, I down-rigged, it.

Work boat construction is as simple as it can be, with cross-planked bottom, the boat being a tool of the trade. It would generally have been fished by a man and a boy, for mullet and oysters.

It has been on display at the FLMM in Cortez until it closed for rehab. I retrieved it a few weeks ago.





Roger Kibart: "I brought his 1/42 scale model of the *"Northwestern"* – the boat made famous by the Discovery Channel show *"Deadliest Catch"*."

Along with **Howard Howe's** model of the *"Saga"* from the same series, the two highly detailed models provided an impressive display of modeling detail and dedication to our hobby.

I mentioned that I made the boat a couple years ago as a gift to my wife who has a love for the series and of Sig Hanson, its Captain. The model is a plank on bulkhead, scratch build from plans that I developed myself from photos I acquired from both the television show and from various internet sites, extrapolating measurements and details, comparing them and arriving at the scale dimensions needed to proceed with construction.

All of this is necessary because there are no kits or plans available as a result of copyright and trademark laws pertaining to all the series boats. The model took approx. a year to build.

The combined presentation by both Howard and I was greatly appreciated by the members present and concluded by a sitting ovation and applause.





Roger Kibart: "I also brought a model which is in the process of completion. It is a replica of a Lithuanian fishing vessel named *"Kapusta Galva"*. The model is derived from a BILLING BOAT model kit called the Nordsokutter *"Mary Ann,"* that was acquired at one of our club meetings "free for all" events about two years ago. I stated working on it in January.

It is a plank on frame at 1/33 scale, measuring 20" OAL, with width of 6 1/4. The real boat measured 60 by 17 1/2 feet. Built in the 1960's, it was powered by a 2-cylinder gas engine with a maximum speed of 12 knots.

I told how excited I was when I first saw the picture of the boat on the box and thought I could convert it to replicate a Lithuanian fishing boat to honor my Lithuanian heritage, and explained that I started the building process completing the hull and deck without first inspecting the entire contents of the box – only to find out that the kit had been scavenged since none of the fittings needed to complete the build were in the box. Probably the reason that the kit was never completed and offered as a giveaway. After further online investigation, I found that at one time some kits were purposely created without fittings by Billing to possibly reduce the price, but were available separately at an additional cost of over \$125- just for the fittings. I continued the build and will persevere to final completion making the needed components from scratch or improvising as best that I can.

I provided a bit of info on Lithuania, as it relates to the history of his replica boat. Lithuania, was founded during the 9th to the 10th centuries when the Baltic areas were subjected to numerous raids by the Vikings and various kings of Denmark. In the 13th century, the area was one of several Baltic states that became known as the Kingdom of Lithuania and headed by the "Grand Duchy of Lithuania." How'd ya like to get stuck with that name? It was rumored that he also is credited with founding a successful bag-making empire; "Duchy bags". Lithuania defended its independence over hundreds of years. In the 14th century it was one of the last areas of Europe to adopt Christianity. In the 15th century it became one of the largest states in Europe spreading from the Baltic Ocean to the Black Sea. During the next three to four hundred years the empire transitioned in its size, power and influence and incurred numerous defeats, success-

es and rebellions including conflicts with its neighbor, Poland. In the early 19th century, it lost its independence and came under Russian rule, became an independent democratic state in 1918 and remained independent until after World War II when it again came under communist rule of the Soviet Union, only to once again regained its independence from Russia in 1991.

I asked what does all this have to do with the model – and the answer is – absolutely nothing! Except – I thought it might be interesting to history buffs.

According to my very limited research, the Lithuanian fishing fleet in more recent times, consisted of approx. 125, mostly small coastal vessels. Fishing mainly for sardines, pike, perch, mackerel and Atlantic Cod. Research also revealed that one of Lithuania's most famous, or infamous, fishing legends was Capt. Vintinkas Mindaugas, also known as Little Vinny - who ran a small fleet off the Baltic Ocean coast, one of which was named *"Kapusta Galva"*. His reputation was tainted as a result of his being a better womanizer than a fisherman and resulted in his losing his fleet of boats after his crews mutinied for lack of pay and his insistence that you didn't need bait to catch fish. He died at 47 as a result of alcohol consumption and a brain concussion provided by a disgruntled crew member.

The only other unrecorded history of Lithuanian fishing vessels was that of a self-appointed Captain Antonikas Zinkevich, from Vilnius. Captain Zinkevich's also had a weird and questionable reputation and sort of following Mindaugas. His habit of infrequent bathing resulted in his nickname – "Stinky Zinky" and his experience was limited to operating a fleet of one decrepit and leaking boat named *"Kapusta Galva"*. The boat never left the harbor because he didn't know how to operate the boat or fish, never having greater experience than making potato pancakes. Nobody wanted to be part of his crew because he paid them by only letting them keep the fish they caught, which was none.

Zinkevich died at the helm of the *"Kapusta Galva"* at the age of 95 while in a drunken state running aground while attempting to navigate the boat himself for the first time during a storm off the rocky coast.

And that is the story of the *"Kapusta Galva"*. Translation to English – "Cabbage Head" Believe it or not!"

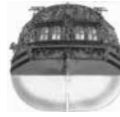


Editor's Note: I might be losing control of this thing.



George Hecht: "I've had this object for forty years. Can't remember where I got it. The system was used to make a half model look like a whole one. To me, an interesting piece of nautical history."

First-surface mirror with angled top and ends.



Ed Brut reported more on *Pelicon '25*: "The Pelikan model club held their *Pelicon '25*. model show and contest on April 26th 2025. The show had 79 contestants showing 451 models of armor, aircraft, ships, automobiles, sci-fi, dioramas and figures. They had over 60 vendor tables with over 160 spectators attending just to view the show. The ships category had 31 entrants. Several of our ship club members asked if there are any upcoming shows in our area.

Below are a few.

June 21, 2025 PAMS CON; The Polk Area Model Society club's yearly contest and show at the TECO Expo Hall, 2301 W. Oak Ave. Plant City, FL. It is a one-day show only.

October 10th through 12th, ModelPalooza show by the Orlando IPMS model club, at the Holiday Inn Resort at the Parks & Conference Center, 3011 Maingate Ln., Kissimmee, FL."



The End



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Believe It or Oar Knot!



More odd nautical subjects that are unlikely to have been modeled before, other than the original creations in the initial design process.

Above, think on the fly . . .



THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, the 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 Virtual Workshops, 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.

**JOIN
TODAY!**



For more information contact us at: www.thenrg.org or telephone 585-968-8111