

Ship's Log



President Steve Sobieralski

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Treasurer OPEN

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Meetings

are held at **10:30 a.m.** on the fourth Tuesday of each month except December (none).

Location

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

Objectives

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

Membership

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

Presentations

Members and guests are encouraged to bring in or send projects current and past, plans, modeling problems or maritime-related items of interest for discussion, or inclusion in the monthly *Ship's Log*.

Next Meeting
Tuesday Jan. 27th, 10:30 a.m.

\$12.00 DUES ARE DUE!

TampaBayShipModelSociety

Meeting of November 25th, 2025

TampaBayShipModelSociety.org

The meeting was opened by the president, **Steve Sobieralski**, who started things off with an update on the progress of transferring the stewardship of the club account from our late treasurer **George Hecht**. Steve recounted the details of his latest visit to the Largo branch of the Pinellas Federal Credit Union, where he met with Assistant Branch Manager Amy Hocking.

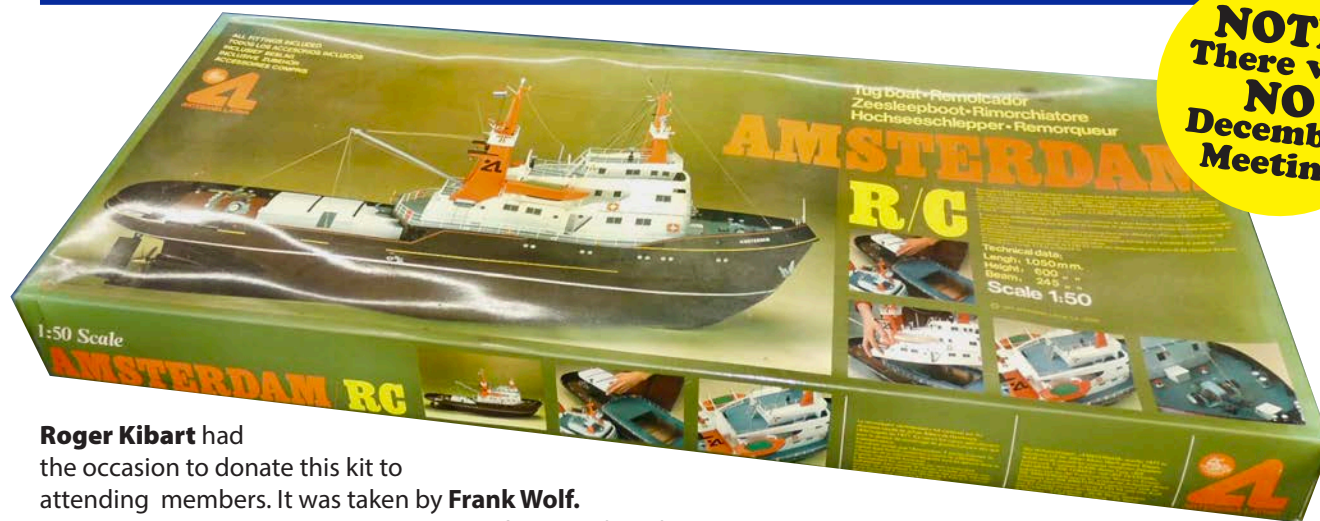
He was told that in addition to a copy of George's death certificate, which he presented, a copy of the club meeting notes showing that a vote was taken by the club to allow Steve to take control of the account is required. A motion was made to that effect and seconded, and the motion was carried by a unanimous voice vote.

Steve will go back to the credit union and establish himself as the holder of the account. Since Steve has already served as Treasurer and lives in Tampa, which is not very convenient to any of the PFCU locations, he is hopeful that someone else may be willing to take over the office when elections are held for club officers, at the January meeting.

Attendance was 15 SOBs (Souls on Board), 14 members and one guest. This was our last meeting of 2025. Members are reminded that at our January meeting annual dues of \$12.00 will be due and elections will be held. Merry Christmas and Happy New Year to all!

Ed Brut then described the efforts that he and some others have been making to help George's wife Jane, prepare for a garage sale to be held on December 6, from 8:00 am to 1:00 pm at their home 408 Kerry Dr, Clearwater FL 3765. There will be tools and much guy stuff for sale, but a sale of George's models and kits will be held at a later date.

Sec/Ed's Rules of the Game: Whether you are able to attend or not, feel free to send photos and notes on your current project, pieces and parts, product recommendations, tips, tricks, tools, notices of events, book reports and other appropriate maritime content. If you don't like your picture, send me another. Your participation is essential.



Roger Kibart had the occasion to donate this kit to attending members. It was taken by **Frank Wolf**. Somebody commented that it was a terrific pitch, for a free item!



Roger Kibart: "I brought a model kit that I and **Howard Howe** received at a recent meeting of *Suncoast Scale Model Boat Club*.

A gentleman by the name of **Kris Winroth** who resides near Daytona Beach drove 4 hours to attend our meet. He brought with him a recently completed RC tug named **St. Corona** and first time in the water, completed sea trials at the Seminole Pond. During our great conversation with Kris he mentioned that he also brought a model kit that he purchased a long time ago and that he had no interest in completing. Kris graciously asked Howard and me if we were interested in the kit but we both declined due to current projects but also because of the 1/50 scale size – **Amsterdam**. The completed model measures approx. 48" – a monster. I told Kris that if he simply wanted it to go to a serious modeler we would help him find a new home by bringing it to our wonderful club (TBSMS).

After my detailed description of the model I asked for a show of hands of those interested and to my delight quickly awarded ownership to **Frank Wolf**, one of our newest members.

Thank you again for your dedication to the hobby and willingness to find a home for this great kit. And thank you again Kris for thinking of *Suncoast Scale Model Club* and for your generosity.



Kris Winroth's RC Tug, **St. Corona** on sea trials.

Below, Roger, with Kris and his donated craft. Apparently nobody at *Suncoast Scale Model Boat Club* had space in their warehouse of Someday Inventory, to store it.



1/50 scale size – **Amsterdam**.
ARTESANIA LATINA 1971 - wood





Howard Howe: "*Calypso* – During the past month, I have been working on the assembly of the main mast and started the rail assembly for the different decks. I added lights to the mast and a mooring light at the bow.

The lights are all functional now and can be operated from the 3V internal battery system or from an adapter and timer when boat is on display. To reduce the bright chip lights showing through the hull, I have added some black paper on the interior walls of the plastic hull.

I spray-painted the brass railing post and started installation on the wheel house top deck. Each post with its holes was aligned using a short piece of the bass rod to ensure correct orientation. At least it is gluing and not soldering the rod to post. Also, I got the post and railing installed on the top deck of the upper cabin.

The decks in the kit were marked for the post locations however the base of the brass post had to be shortened to prevent protrusion through the deck that interferes with the next assembly.





Before installing the railing on the forward deck, it is necessary to assemble and paint the bitts, cleats, and chocks. See picture of the bitt components that required enlarging the holes in the plate before assembly and then predrilling the deck for the protruding posts. Four of them are assembled, painted and installed. Next, I will proceed with the forward deck hand railing and continue with the main mast details and support. Then I can continue with the helicopter, its flight deck, submarines and dinghy boats! Still a lot of assembly details to complete.

I have established my final plans for access to the wiring, batteries, and ballast. The upper cabin and deck are removable and secured in place with two screws. The forward deck with the wheel house has also been temporarily secured with two screws. I thought about bonding it to the plastic hull, but there are too many things that can go wrong with an RC boat (like a real boat), so I will continue to keep the interior accessible with adequate sealing!"



2 Photos on blue, from Howard

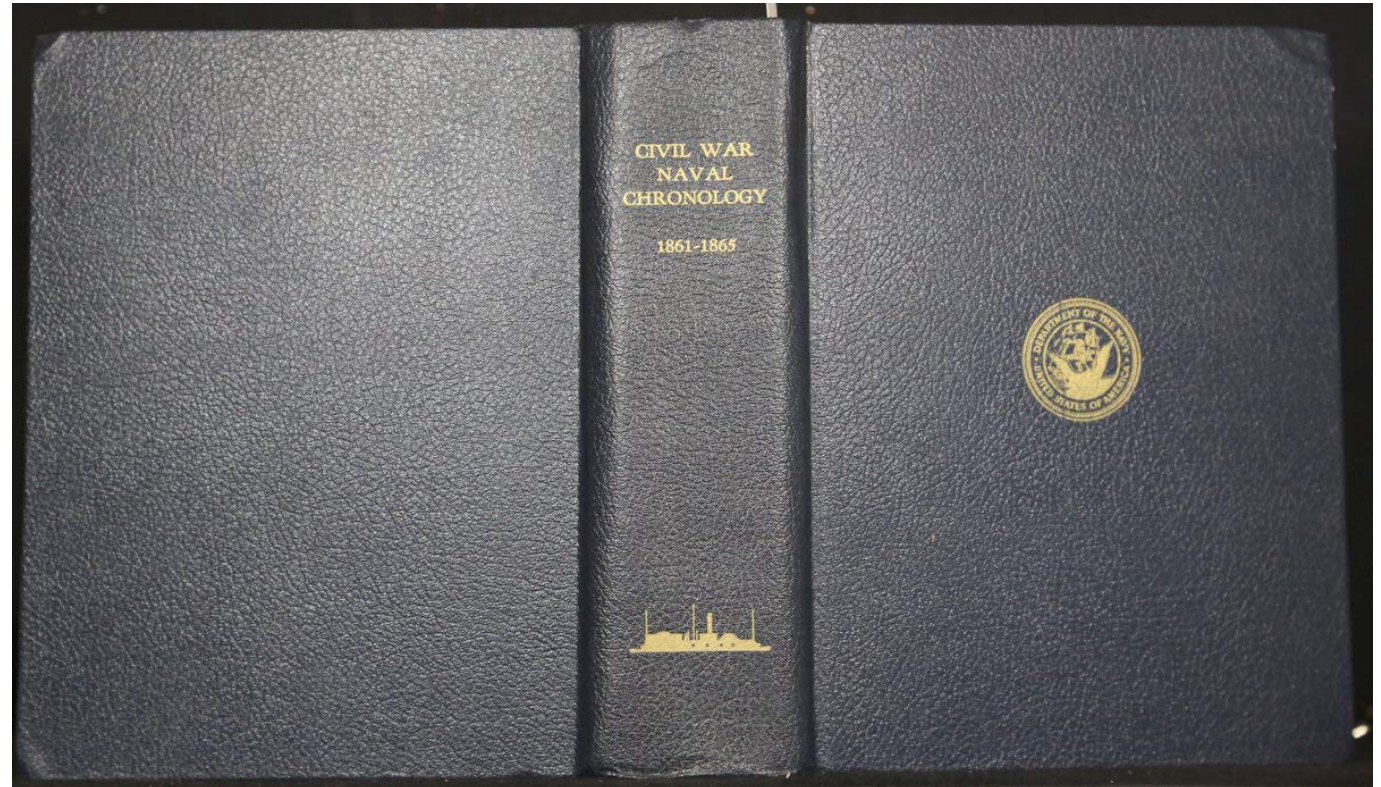


Ed Brut: "For Show and Tell I brought in a book with some information for Irwin's latest research project on the Confederate blockade runner *Scottish Chief*, of October 16-17, 1863. Two ships loading cotton up the Hillsboro River from Tampa, were intercepted by a Union naval contingent. *Scottish Chief* and *Kate Daled* both were destroyed. [Landing Party 5 dead, 10 wounded, 5 prisoners]

I found some reference in about 4 paragraphs documenting the operation, but sorry no pictures for Irwin's use. The Civil War Naval Chronology 1861-1865 (III-148, 16-17), is a day-by-day documentation of the operations of the Union Navy; in a bound volume of 5 paperback editions originally published in the Centennial years after the Civil War.

An interesting book with everything from naval dispatches, pictures, etching's, movement orders, maps, eye witness accounts, battle orders and after-action reports, all compiled by the Naval History Division of the US Navy.

A significant event, 9 January 1862, Flag Officer D. G. Farragut was appointed to command the Western Gulf Blockading Squadron-the beginning of the New Orleans campaign. My birthday of some 90 years in the future !!!!!!!."



5.7 lb. - an unusual metric for that business (but online, I suppose a "shipping" consideration), and in hardcover for \$16.34

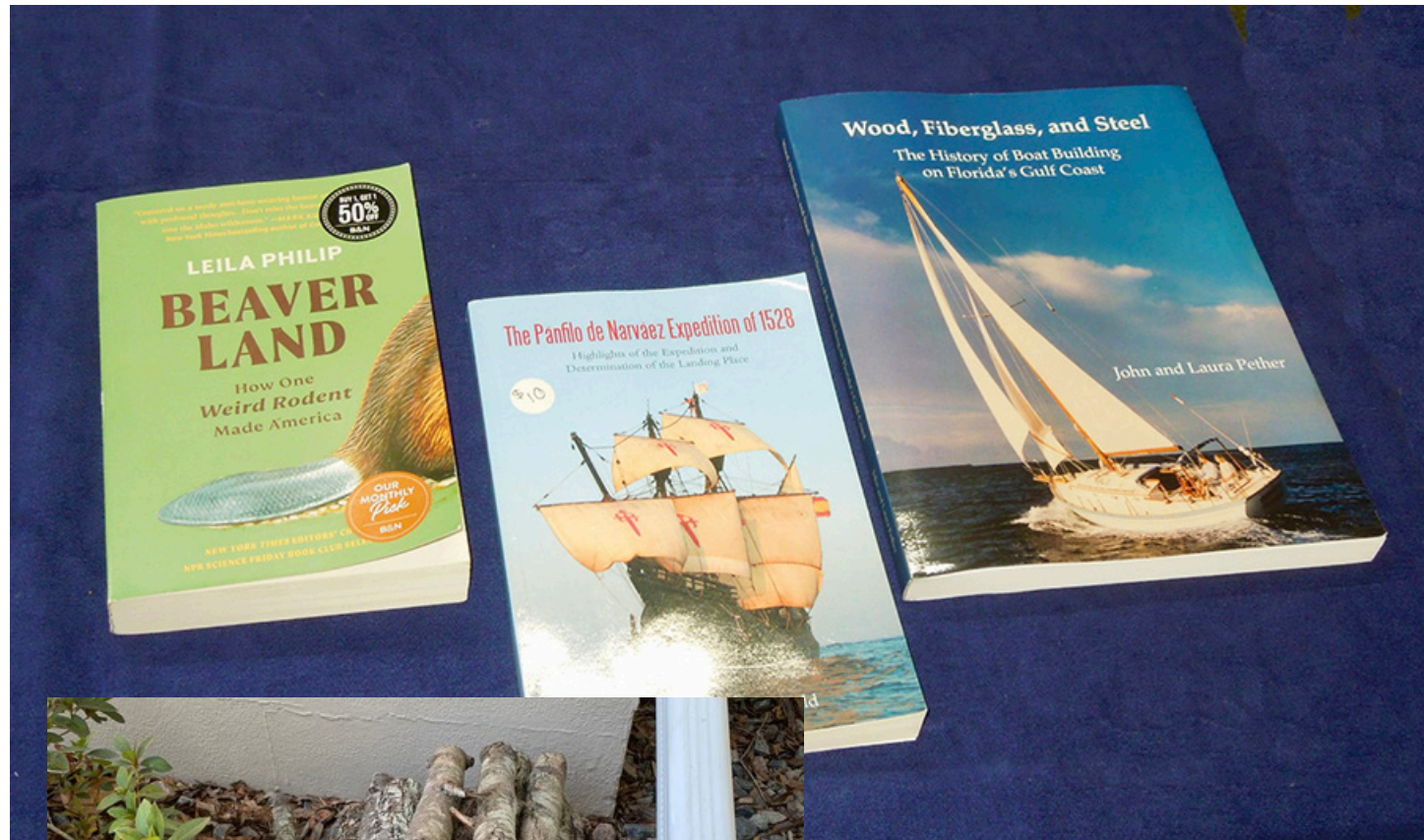


Guy Hancock: "Guy Hancock: "I brought three books to the meeting. One was *"Beaver Land, How One Weird Rodent Made America"* about beavers in North America and how they were almost extinct but have been brought back in many places. They provide many benefits in water control and conservation. The author is a biologist and presents all sides from trappers to preservationists.

Another book, *"The Panfilo de Narvaez Expedition of 1528"* was about the Spanish exploration of Tampa Bay and research to determine where they first landed. Some of the history comes from the diary of one sailor who survived the expedition and returned to Spain.

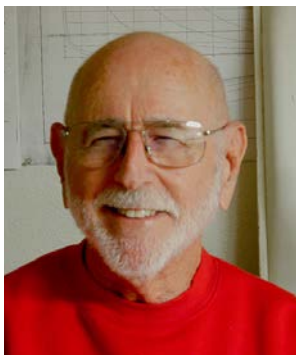
The third, *"Wood, Fiberglass, and Steel, The History of Boat Building on Florida's Gulf Coast,"* was a book about boat manufacturers in the Tampa Bay region. I enjoyed reading the history of some of the companies whose boats I lusted after over the past 50 years.

I was gifted a stack of pear branches, cut recently on a farm in Georgia. The information I've found so far suggests splitting the sticks after cutting to 12" lengths and letting them dry for a year. I'm also happy to share this wood with anyone who wants some, because I will certainly not be able to use all of it. They are 2-3" in diameter.



[Sec/Ed] *"Wood, Fiberglass, and Steel, The History of Boat Building on Florida's Gulf Coast,"* is a founding document of the Gulf Coast Maritime Museum, described by Jim Bigham.

At this time, it appears that GCM will be a "virtual" operation with a website and newsletter, sponsoring events. It is not known what will happen to the inventory of small craft currently in its care.



Irwin Schuster (Sec/Ed):

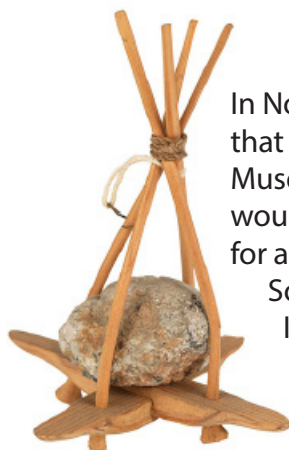
displayed the completed 1892, shadow-boxed, *Annie* of Cedar Key. Briefly, a half-model produced from a single B/W photo sent me by **Bob Johnson**. Sails are printed along with a local chart. Hull and spars are 3D with blocks, lines, sail lacing on the surface, threaded through the backboard.

I also brought a couple kitted anchors and a pair of books on the subject, loaned to **Frank Wolf**.

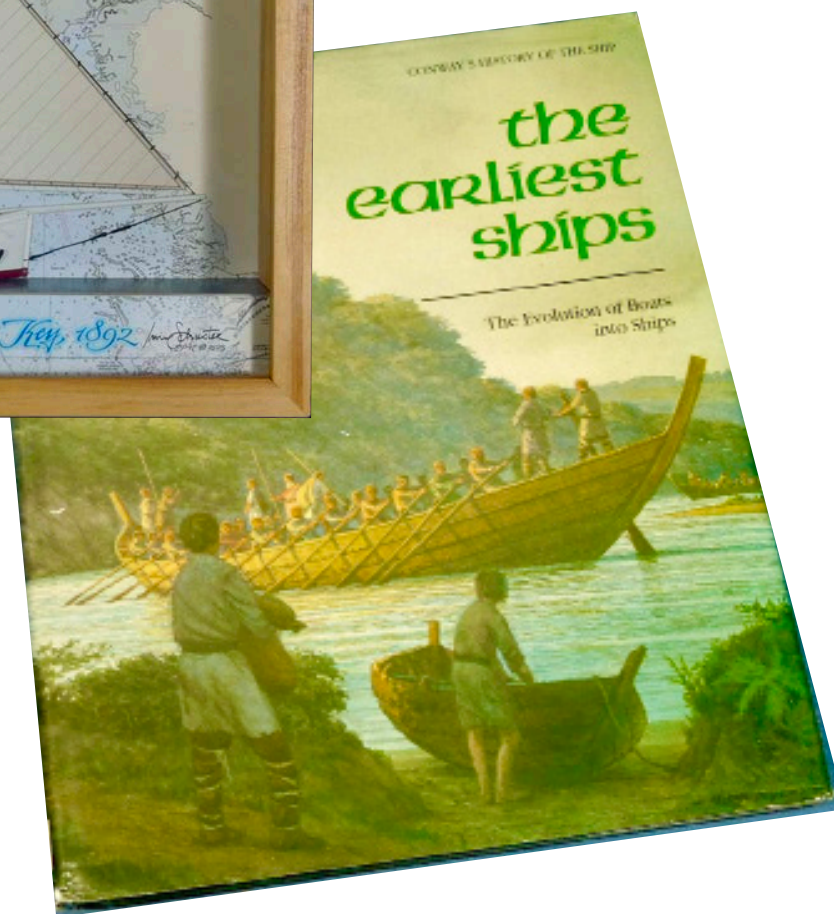
Another book was shown and described, that being "*Conway's History of the Ship: The Earliest Ships – The Evolution of Boats into Ships*," written and edited by a whole crew of fellows. I commented that their view of the first boats was Northern Eurocentric, ballasted way toward the Nordic area, claiming that reindeer antlers, whalebone and hides, bound and stitched came first. I believe that some guys likely crossed the Tigris and Euphrates on hollowed logs, the Nile on reed bundles, and the Congo on rafts, a bit before.



The Annie, now complete, makes 35 models in my home, and 8 (I think), elsewhere.



In November I challenged that a Killick from the Royal Museums at Greenwich would make a nice model for an afternoon's "work." So, I did. This is theirs. I'll show you mine next week.



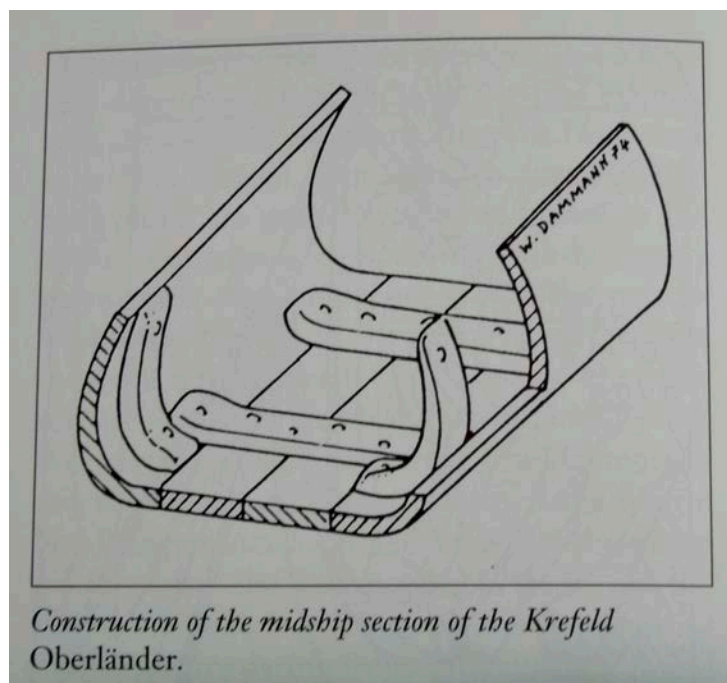
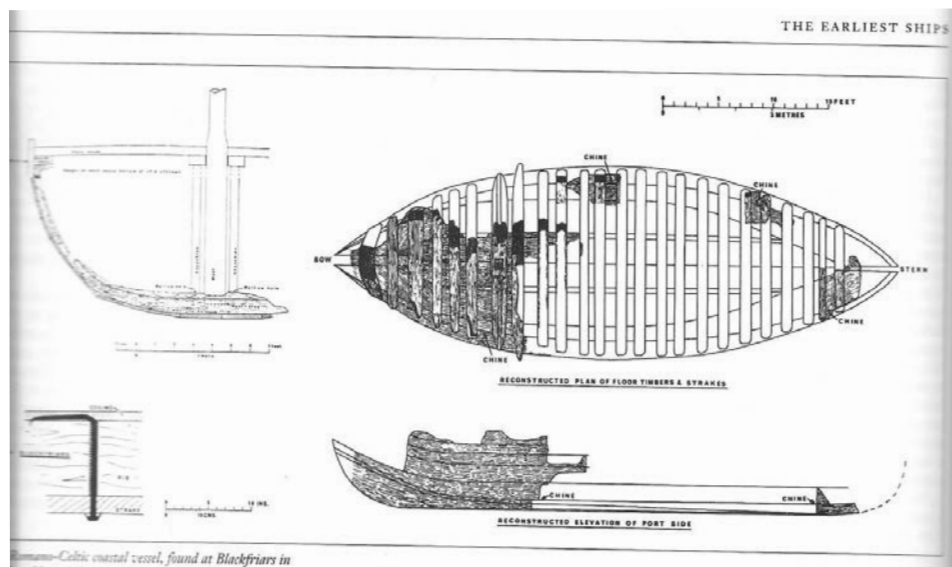


Cold preserved and moist heat decomposed, their efforts. Anyway, the book goes into exhaustive and exhausting detail on wood ship development.

I was surprised at how much plank stitching went into very large craft across the world, up until the industrial era! Another is how huge logs from old growth were split to form the chines of large barges, with planks filling in, to increase beam. Split by whacking on wood and rock wedges with stones. All precipitated by the desire for commerce up and down rivers.

And then there is the structure-first vs. shell-first methodologies to be described. A great deal of the reference material is in rock art, coin images and on ceramics.

Some claim Ben Franklin spoke of "how much is deduced from so little evidence." That goes here, too. Ships are extrapolated when only a few planks remain. But it is scholarly and of interest if you can stay awake.



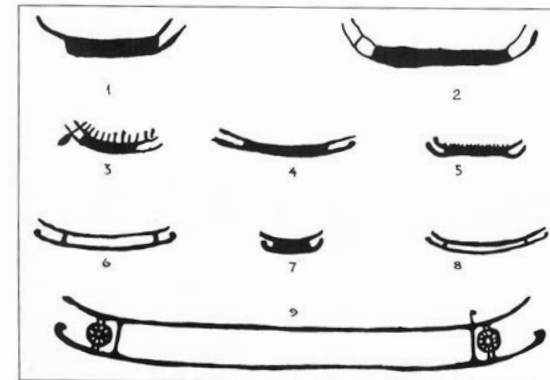
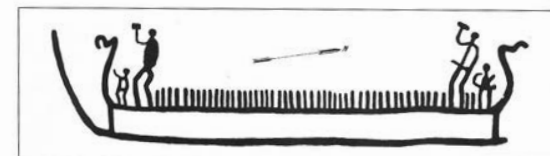
Construction of the midship section of the Krefeld Oberländer.

Splitting dugouts to add beam with bottom planks, is the essential key to the transition from boats to ships.

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objects like bronze horns (lures) date them to the Bronze Age. The carvings show cattle, ploughing scenes, processions, etc. If we exclude plain cupmarks, the most numerous motif is ships and boats. The carvings differ, but many of them show a characteristic profile (see illustration of Bakkehaugen Skjeberg boats). They have been interpreted as skin-boats, one of the most ardent advocates being the Norwegian archaeologist Sverre Marstrand. Many of them show crew members, either as figures or plain lines. In some cases the number of lines is so large that one wonders if the carver was boasting, or





Paul Cohen: "The LINDBERGH *Tirpitz* (1/350) model ship represents a blend of history and practical plastic model ship building. Built from the original classic LINDBERGH kit (without the motor kit), the model captures the imposing presence of the German battleship *Tirpitz*, sister ship to the famed *Bismarck*.

While the kit itself provides the foundation, finishing techniques elevate the build into a nice display piece. The hull and superstructure were painted using spray (rattle) can paint, a choice that ensured even coverage across the large surfaces while avoiding brush marks that can detract from realism. This approach also allowed for subtle layering of tones, giving depth to the grays and enhancing the ship's scale appearance.

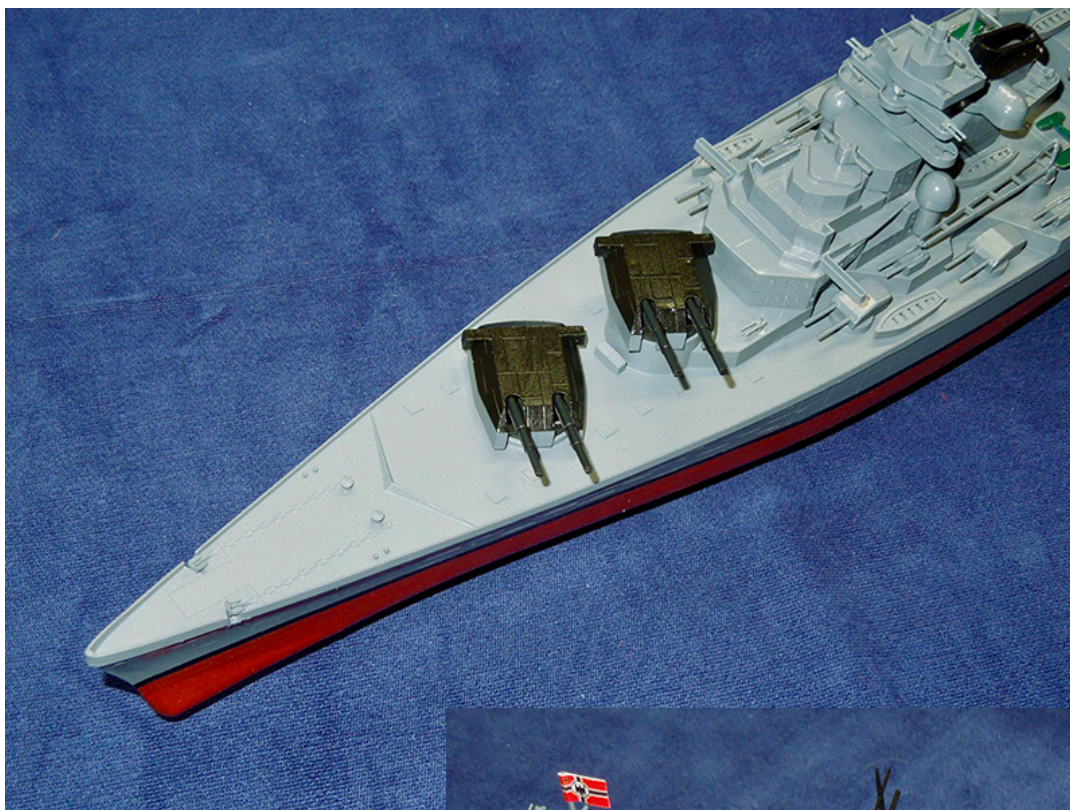
One distinctive detail is the black boot stripe, a critical feature in naval camouflage and hull presentation. Rather than attempting to mask and paint this fine line, 1/8" black automotive pin stripe tape was employed.





This solution provided crisp, consistent edges and a clean finish. The tape adhered cleanly along the hull's curvature and did not peel away from the hull.

Together, these techniques highlight the balance between traditional modeling skills and creative adaptation of materials. The use of spray can paint, and automotive pin stripe demonstrates how accessible tools can yield respectable results when applied thoughtfully. The finished LINDBERGH *Tirpitz* stands not only as a tribute to naval history but also as an example of how modeling techniques can transform a standard kit into a quality representation."





Fairlie Brinkley: "I brought a half hull I recently purchased at a St. Pete auction. No one could identify the small scale model. Its anonymity lives on."

[Sec/Ed; **Brevity Award**]

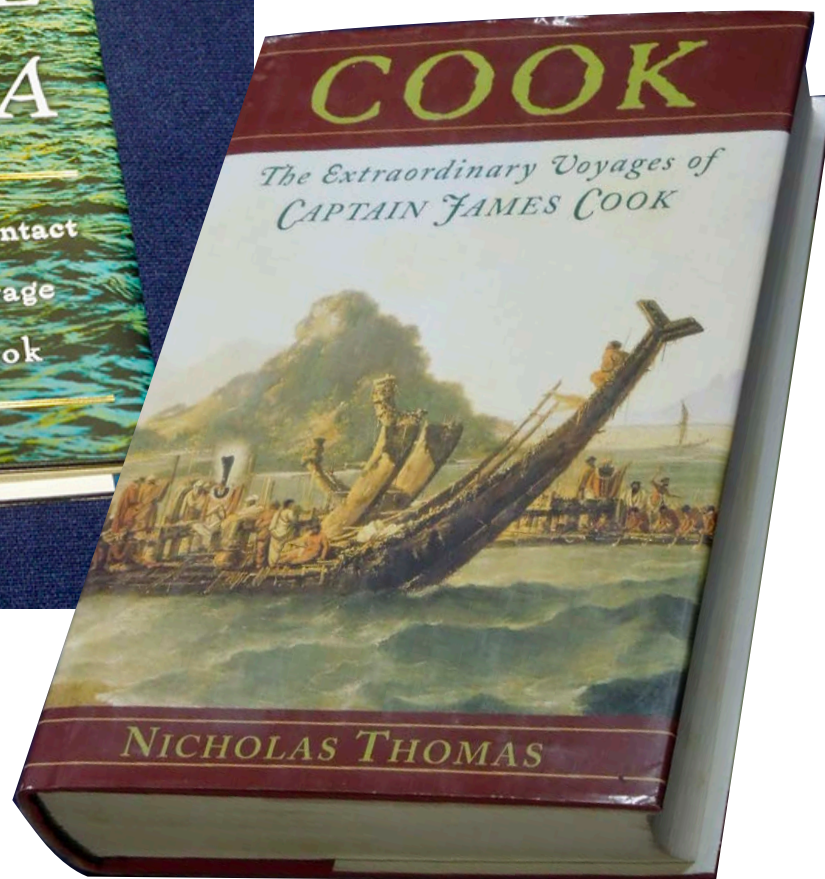
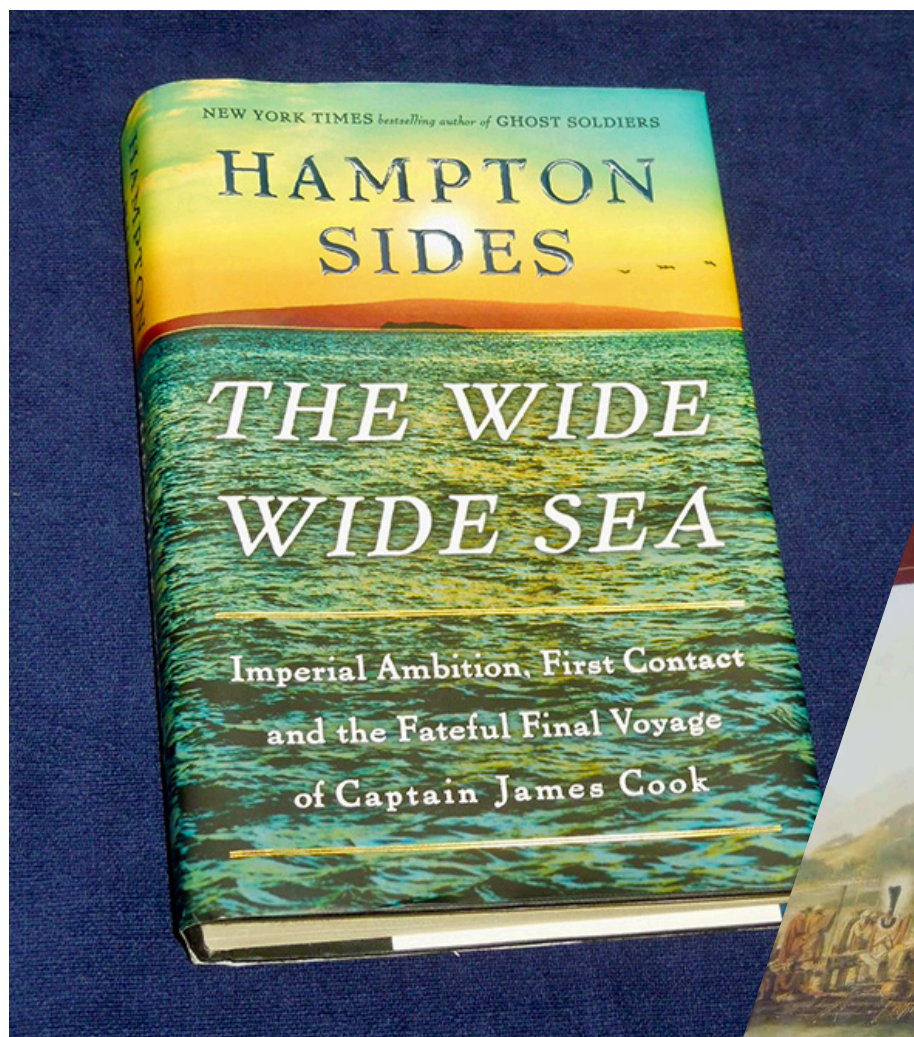


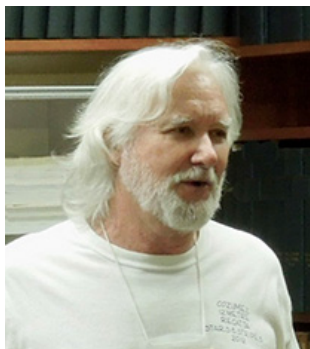


George G. Fehér Reviewed two Cook Books: "*Cook, The Extraordinary Voyages of Captain James Cook*," by Nicholas Thomas – 2003, and "*The Wide Wide Sea*" by Hampton Sides (*Imperial Ambition, First Contact and the Fateful Final Voyage of Captain James Cook*), 2024.

I found both books quite enjoyable to read; both had extensive research behind them, neither was dull. While Cook chronicles the three voyages of the master explorer in the eighteenth century, *The Wide Wide Sea* focuses on his last voyage from 1776 to 1780. All of Captain Cook's voyages reached into the scarcely known parts of the world; the Northwest Passage, western Canada, the upper portion of Antarctica, and of course the Pacific Islands.

Cook was a meticulous note keeper and mapper; his works enlightened the "civilized" world.





President Steve Sobieralski:

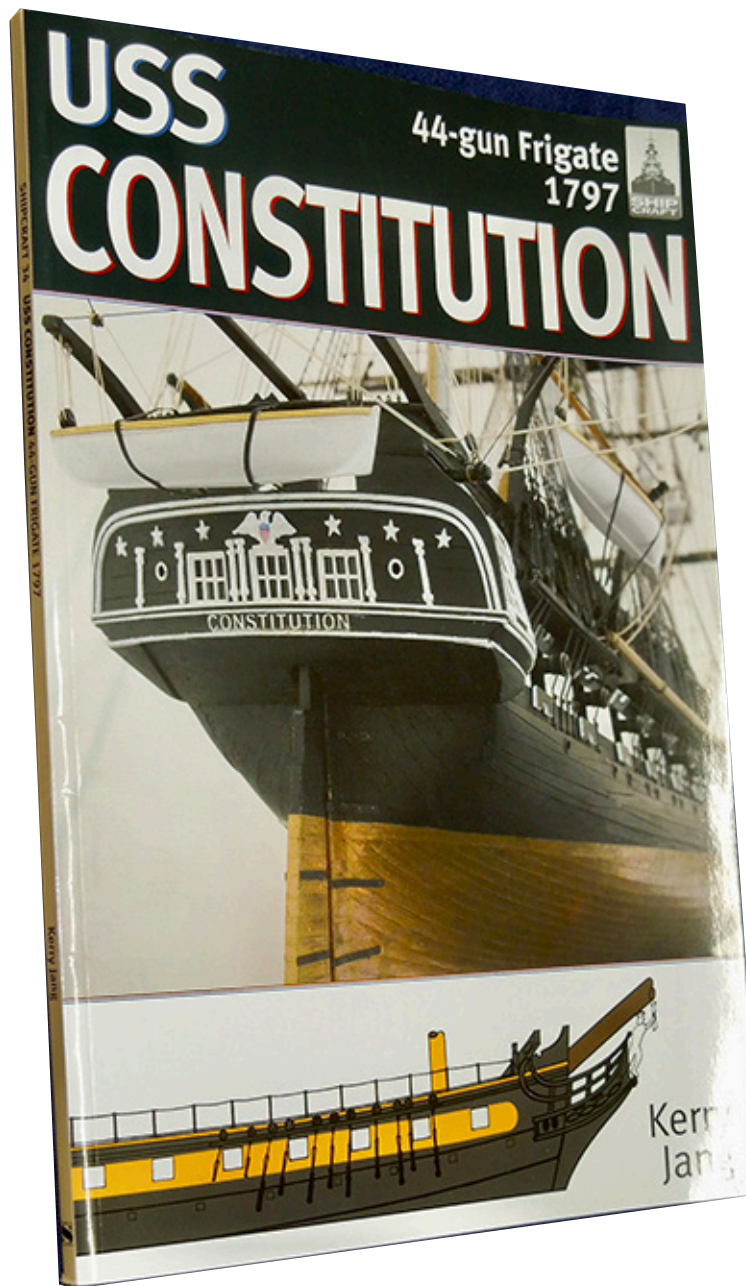
"I brought in a recent book purchase entitled *USS Constitution 44-Gun Frigate 1797*, the latest edition in the ShipCraft series. In the publisher's words: "The aim of this innovative series is to provide model makers and warship enthusiasts with a new standard of primarily visual reference to both the full size ships and their models, using detailed line drawings, plans and photographs, many in full colour."

By far the majority of books in the series have focused on 20th century warships of the British, German, Japanese and US navies. Only recently have age-of-sail ships been covered, *USS Constitution* being the third, joining *HMS Victory* and *The Armed Transport Bounty*, all written by Kerry Jang, Canadian author and model builder.

This book follows the traditional ShipCraft format, beginning with the ship's historical background, including design,

construction and launch, followed by highlights of the ship's career. Next comes reviews of various available kits of the ship as well as after-market products. In this case the reviews include both plastic and wood kits of the Constitution. Following is a modeler's showcase section featuring some very nice completed models of the ship. Finally, there is an illustrated discussion of the ship's appearance over the years and a bibliography of sources.

Over the years I have purchased most of the titles in this series and have found them to be both interesting and useful. The addition of 18th-19th century sailing ships is welcome and should increase the appeal of the series."



\$12.00 DUES ARE DUE!

For now, people can mail checks made out to Steve at this address:

Stephen Sobieralski
2906 W Bay Villa Ave.
Tampa, FL 33611

NO checks made out to Tampa Bay Ship Model Society, please.

Of course cash at the meeting is also acceptable.



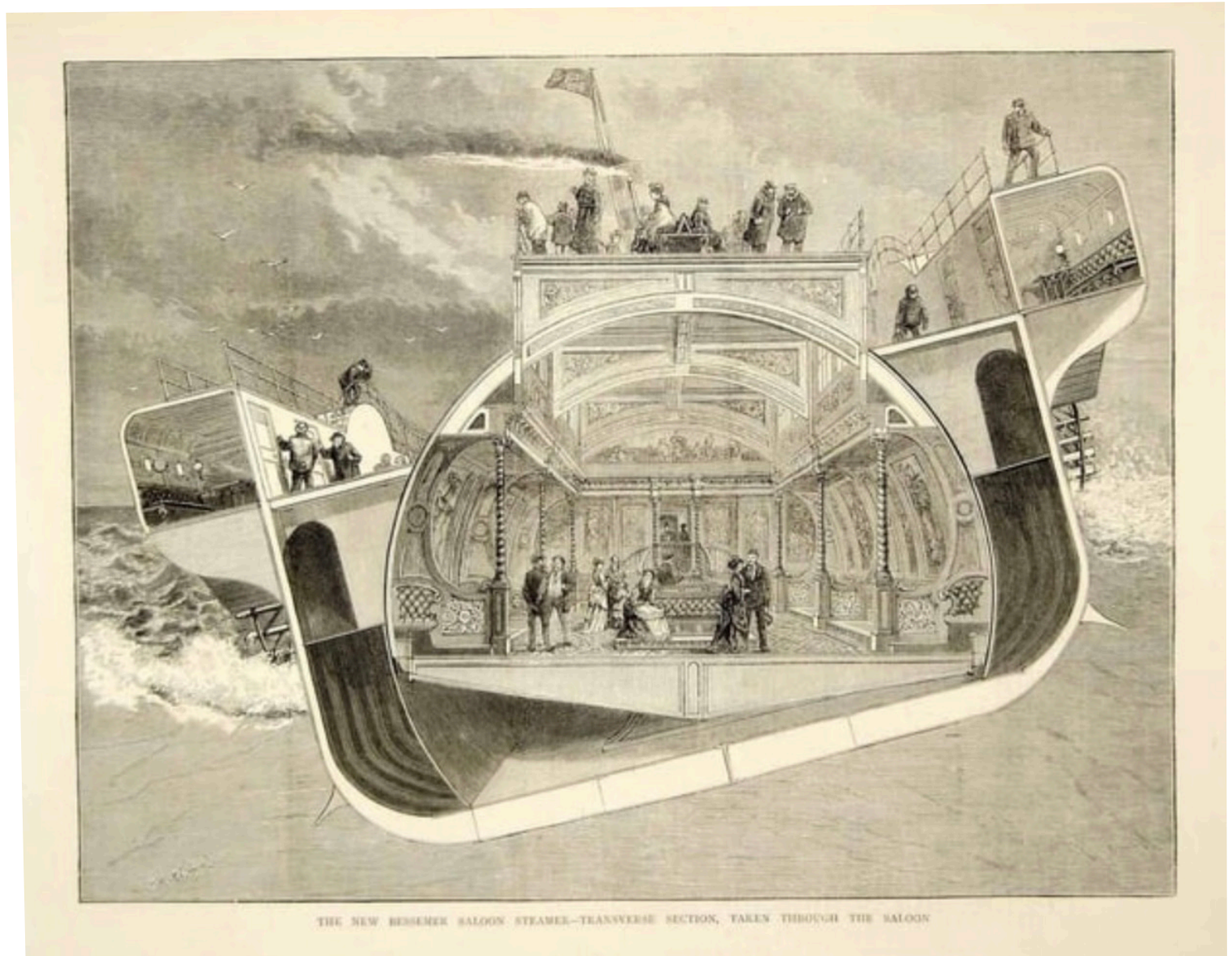
A historical contribution from the frozen north, by friend of the club and Yankee correspondent, "Jich" Estano:

It seems Henry Bessemer did not enjoy the action of a ship at sea, so added to his list of inventions with this one.

Wiki says: Henry Bessemer was known for inventing the Bessemer process, a revolutionary method patented in 1855 that allowed for the mass production of inexpensive, high-quality steel by blowing air through molten pig iron to remove impurities, dramatically lowering costs and fueling the Industrial Revolution and modern construction. He was a prolific inventor, also developing improvements in artillery, sugar refining, and even embossed stamps, earning over 100 patents.

Sir Henry Bessemer patented a ship stabilizer in December 1869, featuring a large, swinging passenger saloon suspended on gimbals, designed to remain level while the hull rolled, combating seasickness; this led to the experimental paddle steamer *SS Bessemer*, though the concept failed commercially due to mechanical issues and poor performance, ending in 1876.

Sec/Ed once again, tees up a grand opportunity for what might well be a unique, cross-section model.



"THE NEW BESSEMER SALOON STEAMER TRANSVERSE SECTION TAKEN THROUGH THE SALOON"
This 350-foot ship made only two voyages as a Channel Ferry, and the rolling saloon was never actually tried. The ship was decommissioned in 1880, but this cabin lived on as a billiard room in a stately home in Kent/Canterbury, England.



Believe It or Oar Knot!

Tiller from *Schooner Yacht America*, 1851 • 105" (8.75')
Peabody Essex Museum, Salem, MA.



Archaeologists Just Discovered a 9-Story-Long Viking Cargo Ship

Dubbed a super ship, the Svalget 2 is nearly 92 feet long and was likely built around 1410.

"Stories" – a new metric for ship length, as if LOA, LOD, Sparred Length, Length between Perpendiculars, WL, Keel length were not enough options.

Lesson from researching Side-wheelers...

Q: Does "S.S." signify "Steam Ship" or "Screw Steamer?"

A: Yes. Both. That's very little help.

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 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.



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TODAY!**



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