

# Ship's Log

# Tampa Bay Ship Model Society

**\$12.00 DUES ARE (PAST) DUE!**

Meeting of January 27th, 2026

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

## President Steve Sobieralski

2906 W. Bay Villa Ave. Tampa, FL 33611  
ssobier@verizon.net

**Treasurer Steve Sobieralski**, assisted by  
**George Feher**

**Secretary/Newsletter Editor Irwin Schuster**  
8503 Portage Ave. Tampa, FL 33647-1707  
813 866-1442 irwin.schuster@verizon.net

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

## Meetings

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

## Location

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

## Objectives

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

## Membership

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

## Presentations

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

**Next Meeting**  
**Tuesday Feb. 24th, 10:30 a.m.**

The meeting was opened by club **President, Steve Sobieralski**, who began things by asking for any visitors and/or guests to identify themselves. Two responded: **George Pope**, who has since become a new TBSMS member (Welcome George!), and George Feher's better half, **Deb**.

The meeting then turned to the January business of electing, or reelecting, club officers as mandated by the club bylaws. Both incumbents were returned to office. **Steve Sobieralski** was reelected as President and **Irwin Schuster** as Secretary/Editor. **Steve** was also elected as Treasurer to replace departed member **George Hecht**. After the vote Steve stated that 2026 would be his ninth and last year as TBSMS president and/or treasurer, giving the club membership a year to think about who should assume these offices for 2027. Irwin also reminded the membership that his advancing years might soon require that he step back from some of his responsibilities and to consider someone else taking on the secretarial responsibilities.

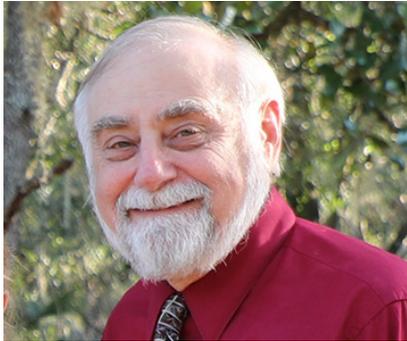
The floor was then opened to any motions for revisions to the club bylaws. No motions were put forward so the bylaws remain unchanged. Steve then gave the Treasurers report and an update on the status of the club's account at **Pinellas Federal Credit Union**. After several visits to the credit union, he has managed to assume the custodianship of the club account, unchanged since George Hecht passed away. There is also \$60.00 in cash in an envelope George had, which can now be deposited.

Steve asked the club to nominate and vote on a second person to be placed on the account as a back-up in the case of the Treasurer's incapacity or death. **George Feher** was nominated and unanimously voted to fulfill this position. The plan is for George and Steve to visit the St Pete branch of the credit union after the February meeting, to add George to the account and deposit dues checks and cash.

For Old and New Business, scroll through this document to page 16. On to the presentation portion of this Society meeting:



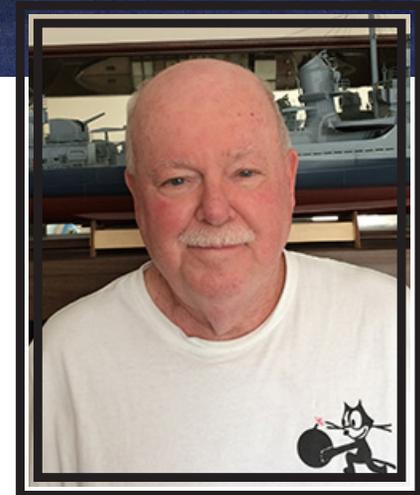
**Skipper Sobieralski** displayed this remarkable model of German WWII battleship, *Bismarck*. Covered in greater detail on pages 14 & 15.



**Ed Brut:** "I brought to the meeting the last kit **George Hecht** got. He said to us all, it would be the first all wood kit he would attempt to build. George built many wood ships but converted almost all wood parts to plastic.

The kit is of the Muscongus Bay Lobster Smack. Jane, George's wife, would like it to go to the club or a member in remembrance of George.

In my efforts to help Jane with George's vast hobby interests, I have taken and shown at the meeting the many ship models George has, in a slide show. Jane is at a point of no hurry to plan a sale. She has said when she does the ships club will be first on the list." This kit was taken by **Roger Kibart**.





**Howard Howe:** "During the holidays, I have made some more progress on my *Calypso* model.

I finished with the deck railing, ladders, and the mast details. The mast has two sets of 3 small vertical lights called Hydrographic lights that are red or white and are used to indicate what research the vessel is performing and passage side.

Also, added some of the exterior instruments to the wheel house deck. These include Satellite Radar, compass, spot light and an Alidade. Alidade is an instrument with a compass and angle measuring scope to assist in navigation.

The green and red balls help determine your orientation on the boat. I had to Google the name because it was not in my dictionary or Chapman boat manual. It is similar to the sextant but would only be used for GPS backup now days.

Next, I started with some of the subassemblies. The funnel (engine air intake and exhaust) was two plastic cast sections, brass rings, wood door, vent, and decals. Instructions are a 3D diagram with part numbers and measurements.



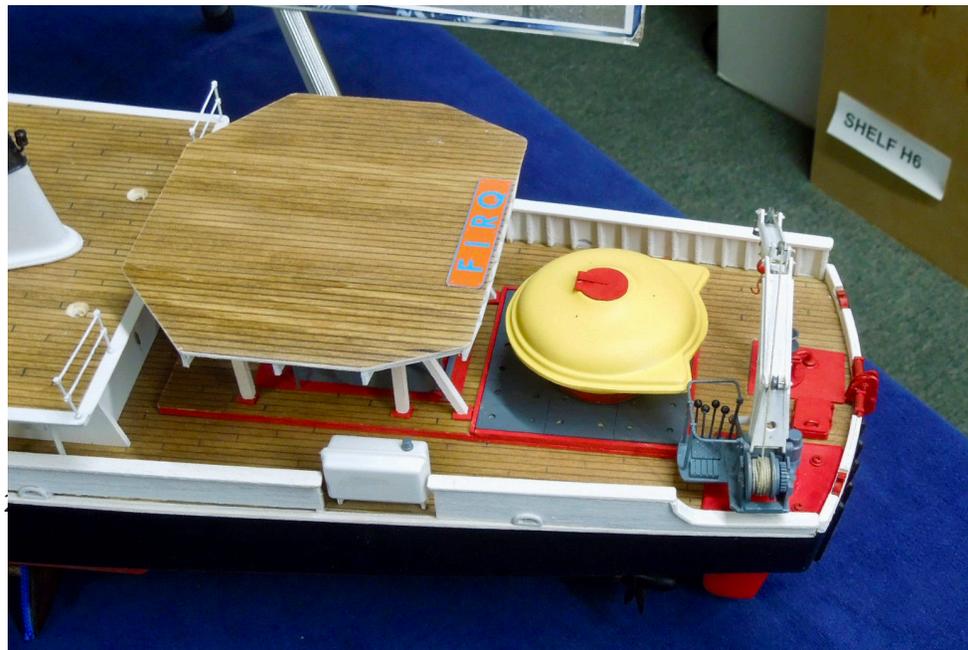
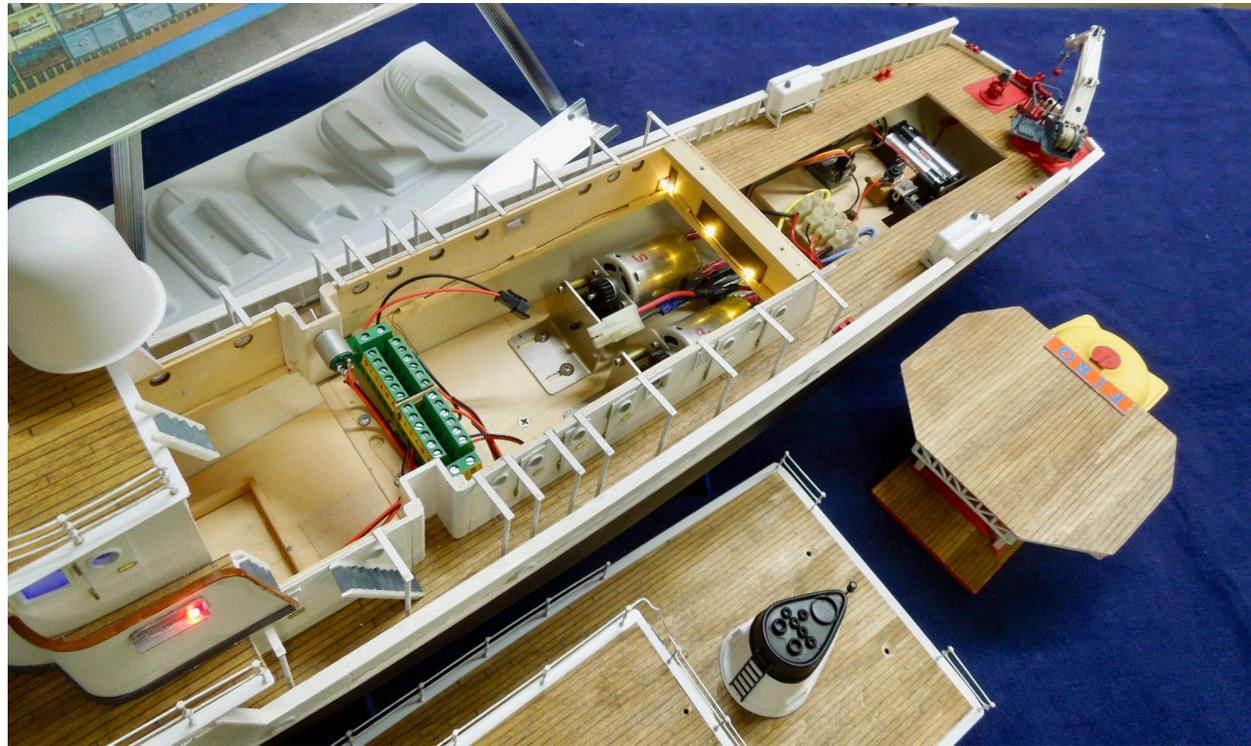


After the assembly and painting, I secured it to the removal deck with under deck screws. There are two "disposable gas tanks" that I assembled from the plastic halves and wood and brass rod base. Doesn't sound like a good environmental name!

The helicopter landing deck over the winches and equipment area was next on my assembly sequence. The winch assembly was created using the kit parts consisting of brass wheels, rods, plastic and wood components. The flight deck was assembled from the kit supplied plastic girders and wood beams. I used my sheets of deck planking instead of individual plank strips! These sub-assemblies were then bonded to the removable aft deck section. The kit supplied a decal, FIRQ which Google explained stood for France and the ship code name!

Finally, I assembled the parts for the manned crane and two man submersible dive saucer. See the exploded view of the parts for the crane. I assembled it with some rotation and up and down movement by hand. So, it will be possible to pick up the dive saucer for launching, but not during RC operation!

Future work includes assembly of the helicopter, transom dive platform, boats, life rafts, cockpit details, storage bins and rigging lines. I have purchased some O scale figures for crew members. I hope to get in another pool trial before I do a sea trial at the big Seminole pond

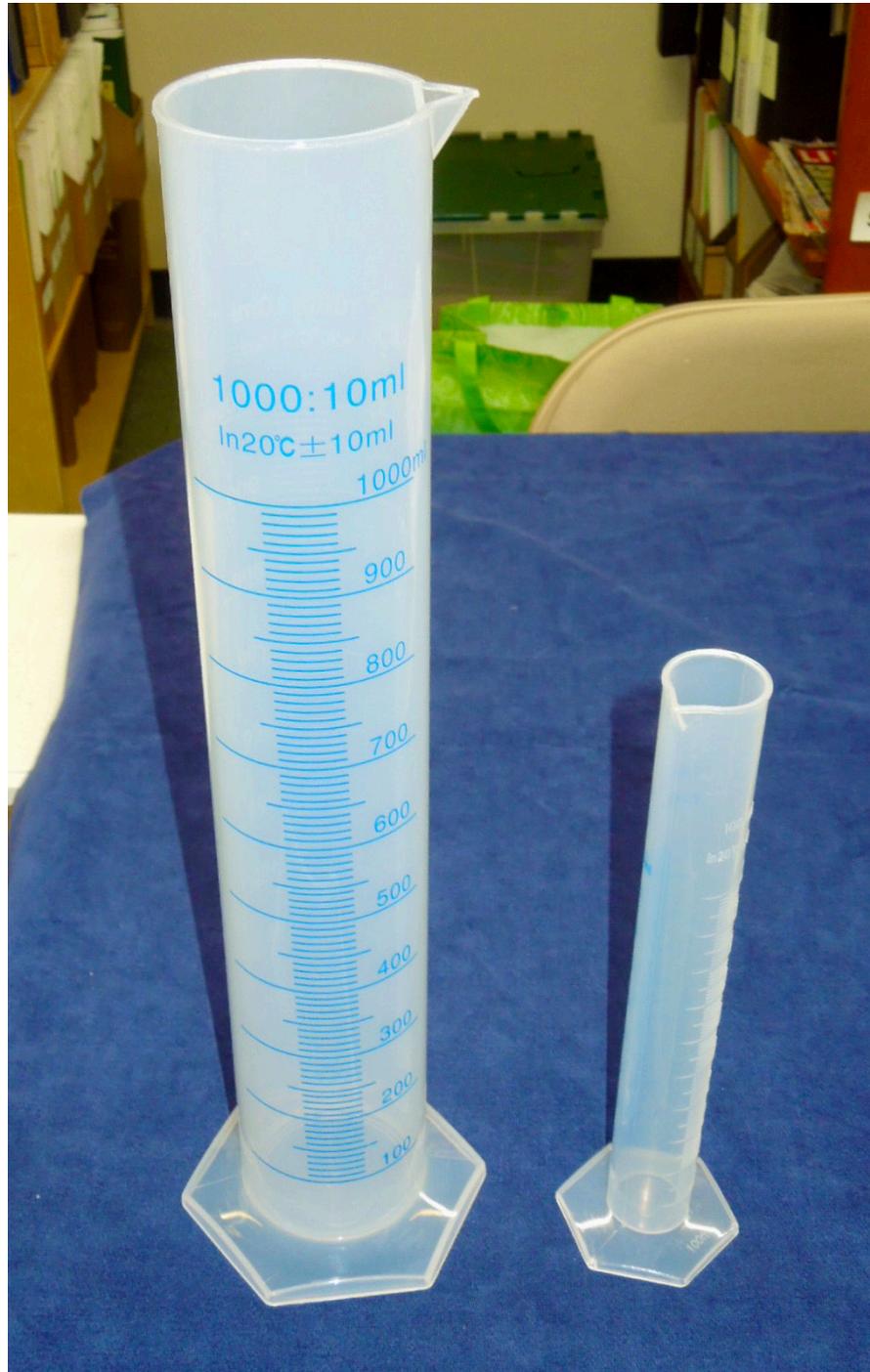




**Jeff Potter:** "I brought 2 sizes of graduated cylinders. One a 1000 ml and the other 100 ml. Both are plastic and I purchased them from Amazon.

My thought is to use them for soaking wood for bending planks. They are vertically oriented so they don't take up a lot of space on a workbench, in a cabinet, or on a shelf for storage.

The wood will float in the liquid and it is easy to remove since it is at the top."





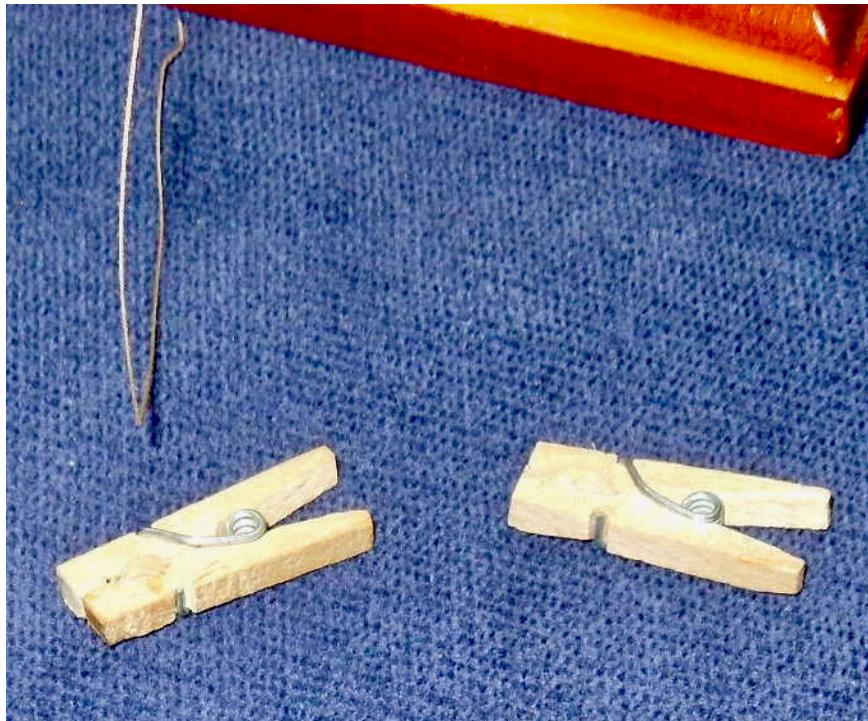
**Guy Hancock:** "I have not made a lot of progress due to being sick with the flu since Christmas eve.

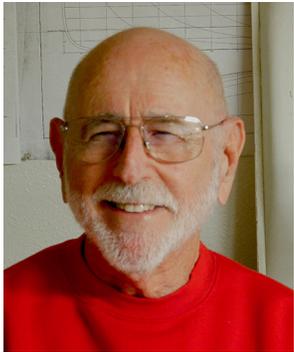
I made the shrouds after looping around the foremast and adding a whipping which I then slid up to the mast and glued.

I altered a small clothespin by cutting off the tapir and inserting a wire to securely hold the deadeye while I wrapped the shroud around it and adjusted the height.

I tied lashings around the shroud and touched them with a drop of CA. The lanyards were left untied to allow for adjustment as they stretch and other lines are added. I want to be sure the mast is straight.

I discussed different ways to add the foot ropes, and liked Chuck's idea to do it by making some thread stiff with glue, then attaching that to the shrouds. I may try to straighten the open heart on the forestay by reattaching the stay."

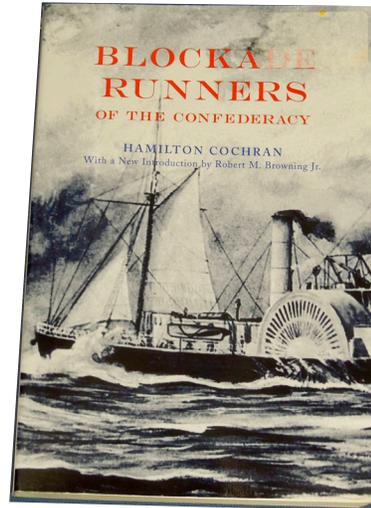




**Irwin Schuster (Sec/Ed)**  
**BOOK REPORTS:**



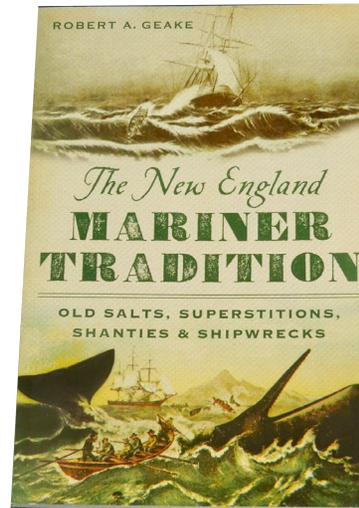
From a New Tampa Dollar Tree.  
2/\$3.00  
You can never have too many clamps.



***Blockade Runners of the Confederacy***  
**Hamilton Cochran**

To finance the Civil War, the South had little to trade for arms, ammunition, coal and finished goods, but cotton, beef, hogs, lumber and naval stores. These goods were ferried to Bermuda and the Bahamas, where they were moved on to Europe in bulk. The Blockade Runners had to get past the North's fleets, hanging about the harbors. Those runners were mostly built in the U.K.

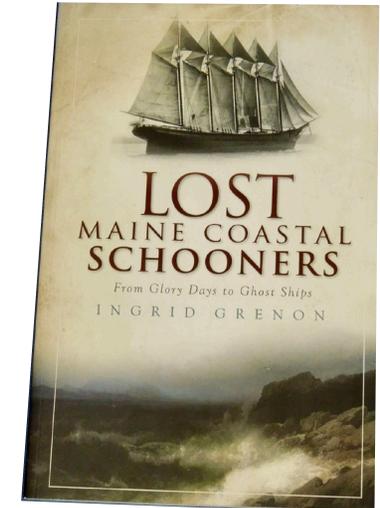
The runners were generally shallow draft steam vessels built for speed and maneuverability, and side-wheelers for low draft, staying close to shore where the Blockers could not go, as those were generally under sail, in order to keep on-station without refueling. Harbor entrances were covered-guarded by fortifications. Lots of cat-and-mouse, and plenty of sinkings, but a pretty good success rate, until the forts were taken by land forces.



***The New England Mariner Tradition***  
**Robert A. Geake**

The land where early settlers came is a cold, stormy, rocky and dangerous place for shipping. But, the sea provided fish for consumption and fertilizer, and whales for oil, so, the lads took to ships. Early on, there were no guides to navigation and no lighthouses. Storms and overcast skies did not allow sightings, and wrecks were commonplace events. Unscrupulous citizens even lured ships in so they could plunder their cargos.

Wives and families were left behind for years by the whalers. Skippers were provided with a book and a box of questionable medications and tools for surgery. Leather-soled shoes on wet and icy decks, and for standing on rope, aloft, were less than ideal gear. Food went bad rapidly, particularly in the tropics. When the sailors aged out, physically broken they went on "welfare" such as could be provided by the shoreside villages. That, lads, was a very tough life!



***Lost Maine Coastal Schooners***  
**by Ingrid Grenon**

More of the same, but with a lot of specifics on development of the type, their builders, individual ships and skippers, and their fates. Mostly Maine, and covering the earliest through their use against and demise by, U-Boats.

Ghost ships coming ashore without crew, but cats and cookstoves simmering stew. Two-masted ships through three-four-five-six and seven sticks.

Why schooners? Fore and aft rigs were more maneuverable, required smaller crews, less time aloft and thus more efficient. They too, suffered their share of catastrophe but then, this book is about *LOST* ships, so what can we expect? Happy voyages make less news.

Over and Out.



Below, the inspiring Killick and to the right, Sec/Ed's version in a sandbox. Then, on the subject of anchors, a jig for making the universal grapnel.

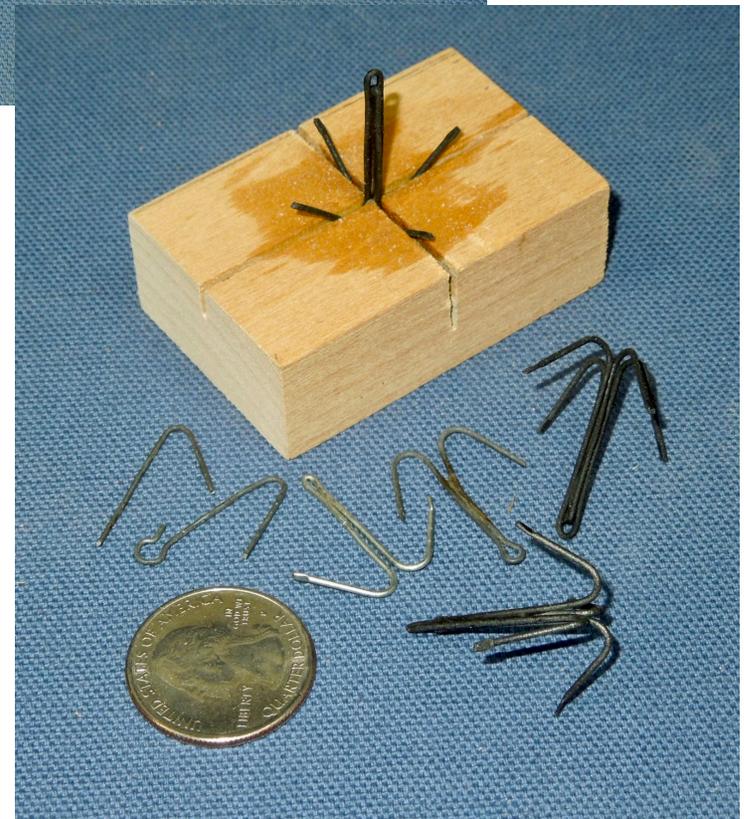
The stain on the cross-cut jig-block is wax. Any adhesive will do, as there are no forces tending to separate the pair.

The grapnel palms are made by flattening the tips with a Vise-Grip and sharpening with files.

I spoke of a fantasy club-bonding project where each member would choose an historical anchor type to build.

Scale would be an issue to be resolved, as the full scale items vary from a few to some 30,000 lbs.

And then there is the question of where the collection might be displayed. The Maritime Museums in our area seem to be struggling.





**Brad Murray:** "In 1521 Magellan was killed in the Philippines. In 1779 Cook was killed in Hawaii. During the almost three hundred years of 'first contacts' these and other sailor/explorers all noted the unusual sailing craft used by the inhabitants of Polynesia.

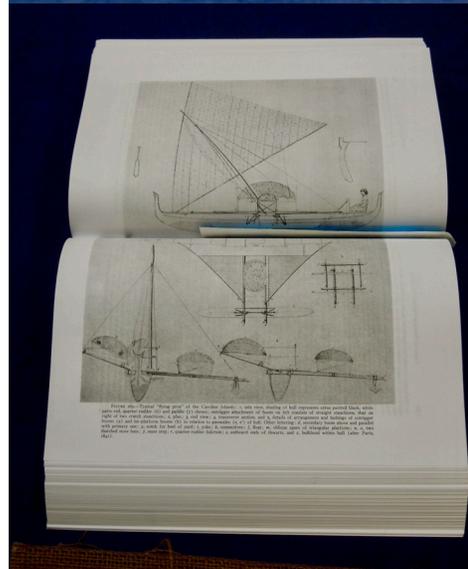
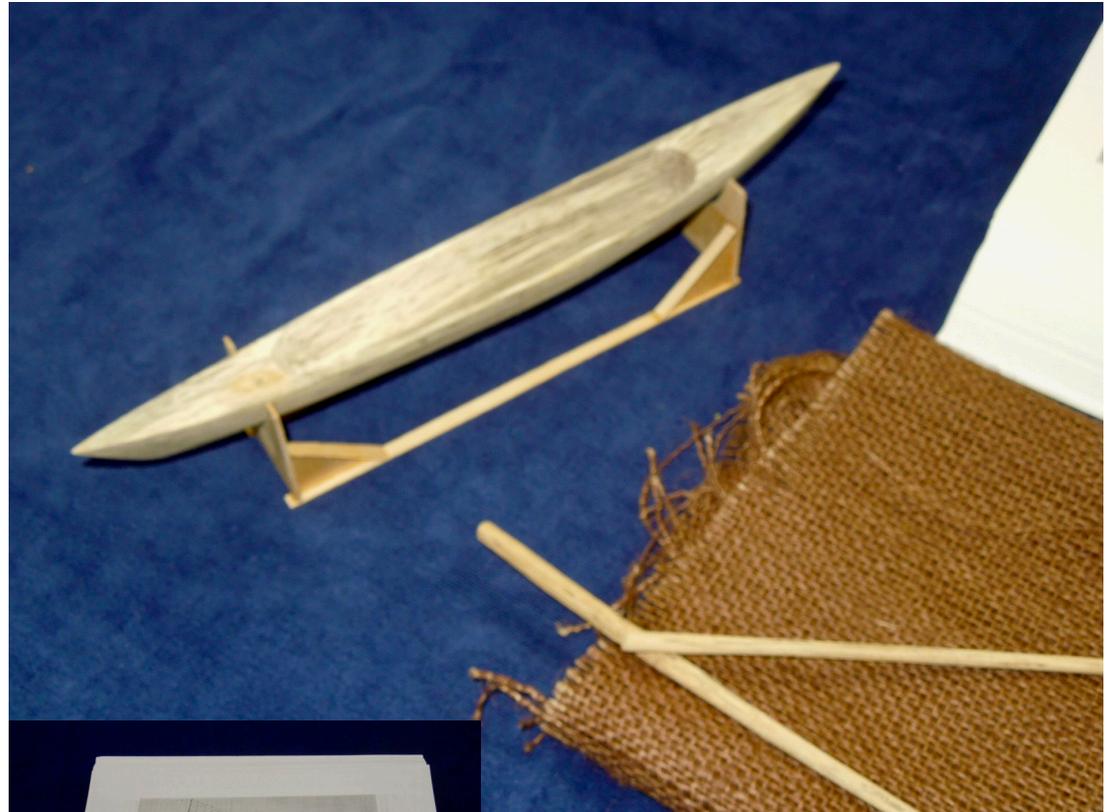
The Oceanic lateen-rigged 'flying proas' astounded those explorers with their speed and weatherliness. Having knowledge of neither metallurgy, textiles or a common written language, with their virtual Stone Age technology, they had developed craft so unusual that they might have been from another planet.

Western craft, for the most part, are bilaterally symmetrical (the left and right sides are mirror images). Polynesian craft, for the most part, are axially symmetrical (their ends are identical but they differ from side to side). We know water is 830 times as dense as air. While Western innovators studied bird's wings

to develop heavier than air lifting bodies the Polynesians had already intuited (no doubt through trial and error) that the asymmetric shape of a wing, applied to the shape of a hull would lift it, noticeably, to windward.

Western craft change direction by tacking or jibing; putting the wind on one identical side of the boat or the other. Pacific proas, with a single outrigger, operate in a way difficult for the Western mind to grapple with. The single outrigger is held away from the 'fat' or lifting side of the hull by beams and, counter-intuitively, always kept to windward. The tack of the sail is manually shifted from one end of the boat to the other. The process is referred to as shunting. With a crew acquainted with the procedure, it is accomplished in about the same time as a tack or jib.

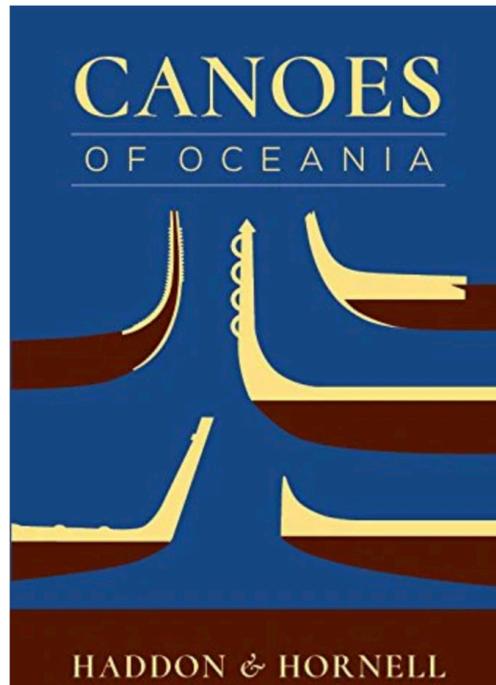
In a future issue of the ShLog, while rigging the proa, we will look at shunting in detail."





(BRAD) On donated guystuff:  
"Back in the late 70's I got the urge to build gliders. A couple of small hand launched ones ensued but the large RC one is still in the box along with some tools and materials.

The ship club was a long shot. Tom Hartline took one kit for the Pelikon show. Robert Jeffery took a weather vane float plane kit I had built but never assembled. If anybody knows anyone who may be interested, put me in touch with them.



*Canoes of Oceania* by A.C. Haddon and James Hornell, Bishop Museum Press, Honolulu. 1936-1938. 342 pages + 88 (Terms and Conclusions).

Designs, rigs, materials, constructions, paddles, decorations, fastenings and photos. Fishing singles to ocean voyagers.

THE DEFINITIVE BIBLE on the subject.

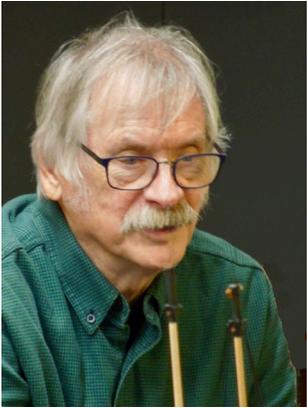
Vol.1 Canoes of Polynesia, Fiji and Micronesia.

Vol. 2 Canoes of Melanesia, Queensland and New Guinea.

Vol. 3 Terms and Conclusions.

3 lb.-13 oz. B/W, Soft cover.

\$50 > \$450. USD/Used

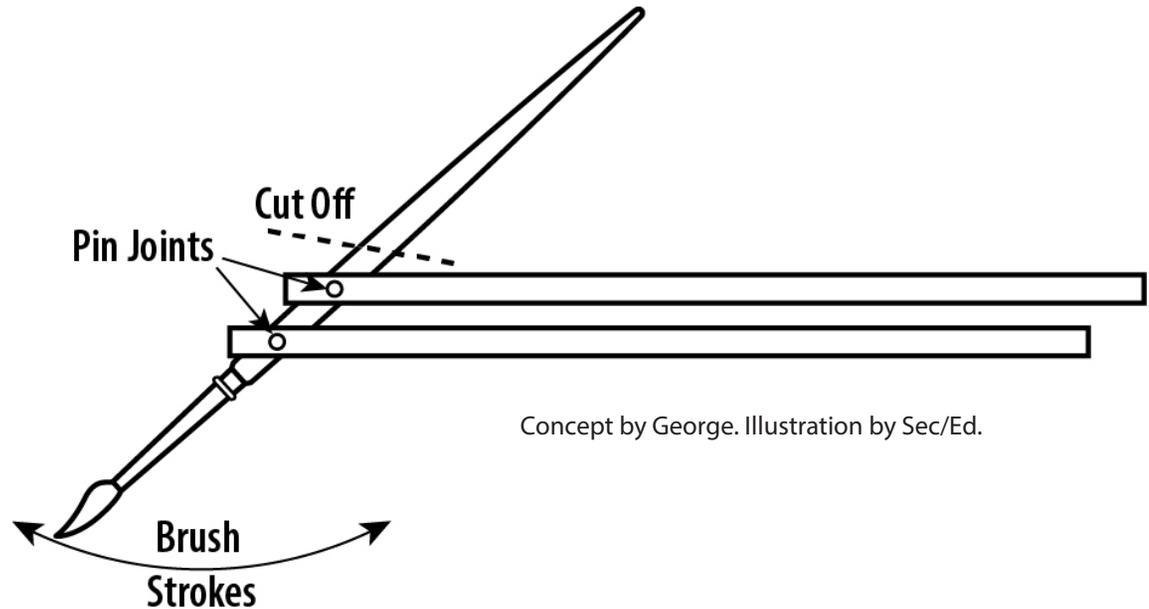


**(New Member) George Pope:** "Hello to all. I have been interested in sailing models and wooden ships since I was a young boy, probably starting after I inherited a vintage pond yacht built by my uncle. I have owned various small sailboats (< 18') and built a few models over the years. I have plans for several ship modeling projects, many far from completion, and I hope to learn more about the hobby from these meetings and members.

Today, I brought my first model from my high school days, this ship-in-a-bottle. I acquired this Gordon's gin bottle, which struck me as a nice shape for a model schooner. As I recall, I started by painting the water inside using long brushes that I modified into hinged brush assembly to fit inside the neck opening of 7/8". Something like this:

I then carved and painted the hull, drilled it for the masts, cut it in half lengthwise and glued the halves in place. A thin slice of redwood formed the deck and covered the seam. Outside the bottle, I assembled and painted the masts, cut and dry fit the sails, wire shrouds and sheets.

Then, and this was the hard part, I inserted the parts into the bottle individually and glued them in place, using long wires and dowels to manipulate them into position. I added some cotton around the hull for sea spray and closed it up with a cork  
.... and she still holds together some 50 years later!"



Concept by George. Illustration by Sec/Ed.



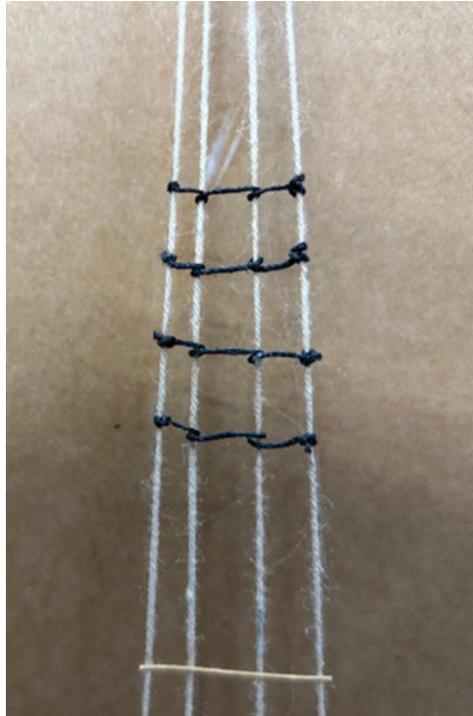
**Chuck LaFave:** "To make ratlines, I tie a knot and then clove hitches on the rest with a drop of white glue mixed with water on each.

I also have a quicker way (off the model). Using a board, I drive a nail in each end with most of the nail sticking up. Then I take the string and knot it around one nail and stretch it to the other one, for each shroud.

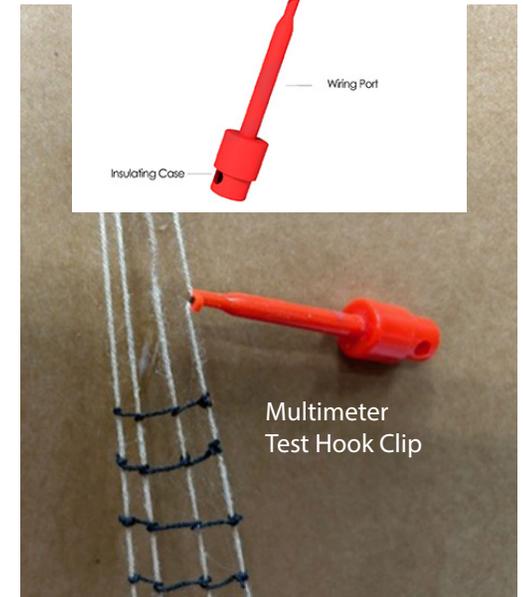
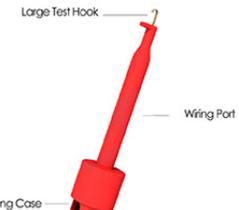
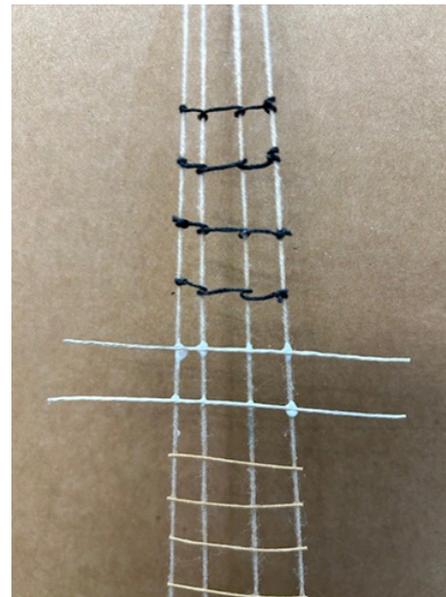
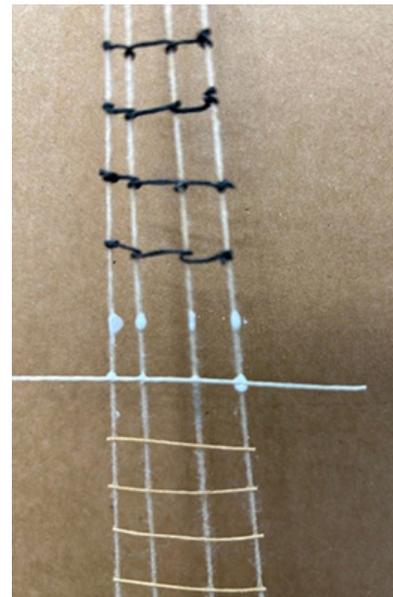
Next, cutting a bit of line longer than the ratline, I put a small drop of deluted white glue on each shroud then gently lay the line on. You should only do 2 or 3 then let them set for a few minutes.

Then, I go over to the next mast and do two or three lines, then back to another mast. When all ratlines are installed, I go over each intersection adding a small drop of white glue then touch each with my finger.

Far right – This is the clamp I use when doing deadeyes and blocks. It is called a "Multimeter Test Hook Clip."



Images from Chuck





**Chuck LaFave Reports:** "The Naples Ship Modelers & Nautical Guild has a mixed membership of permanent and seasonal members. **Jim Siedel**, one of the founding organization members, has a building where he has set up and organized all the tools and shop area necessary to build model ships.

Jim offers club members the use of the equipment to take home or put-to-use at the building. This is a tremendous help to those members who have downsized their living quarters and are without space for a well-appointed shop.

For safety's sake, if you work in the building, at least two people must be present. If you are using the larger power saws and drill presses, you need to be trained and certified to use. When you are taking some of the smaller tools and other equipment home (we call a "library" type loan), a sign out sheet keeps the organization accurate and notifies others that the tool they may need is out for a short period. The Yellow Submarine shop, as it is called, has tool-redundancy as well, so members don't have to wait to borrow the needed tools.

Coming in the very near future, the shop will also have a small spray booth for airbrushing and a steam box for plank and frame bending.

The NSM&NG meets twice a month on the first and third Saturday of the month, 9:30 AM to 11:30 AM at Moorings Park near Pine Ridge Rd and Goodlette-Frank Rd. in Naples. All TBSMS are welcome!"

**Dr. Peter Campione** of the Naples SM&NG makes ships in glass bottles. Here is some of his work (sent by Chuck).





**President Steve Sobieralski:**

"For the January meeting I brought in my 1/200 scale model of the German WWII battle-ship *Bismarck*. The model was a ten-year effort using the TRUMPETER plastic kit as well as additional photo etch, resin and metal parts of a very comprehensive set from the Korean after-market company KA. The set included "peel and stick" laser cut thin wood veneer for the wood decked areas of the model. This was very easy to use and was exactly sized for the kit, including cutouts for the molded-in raised detail on the plastic decks. I am very happy with its appearance and since it was applied to the model eight or ten years ago has shown no signs of coming up or buckling.

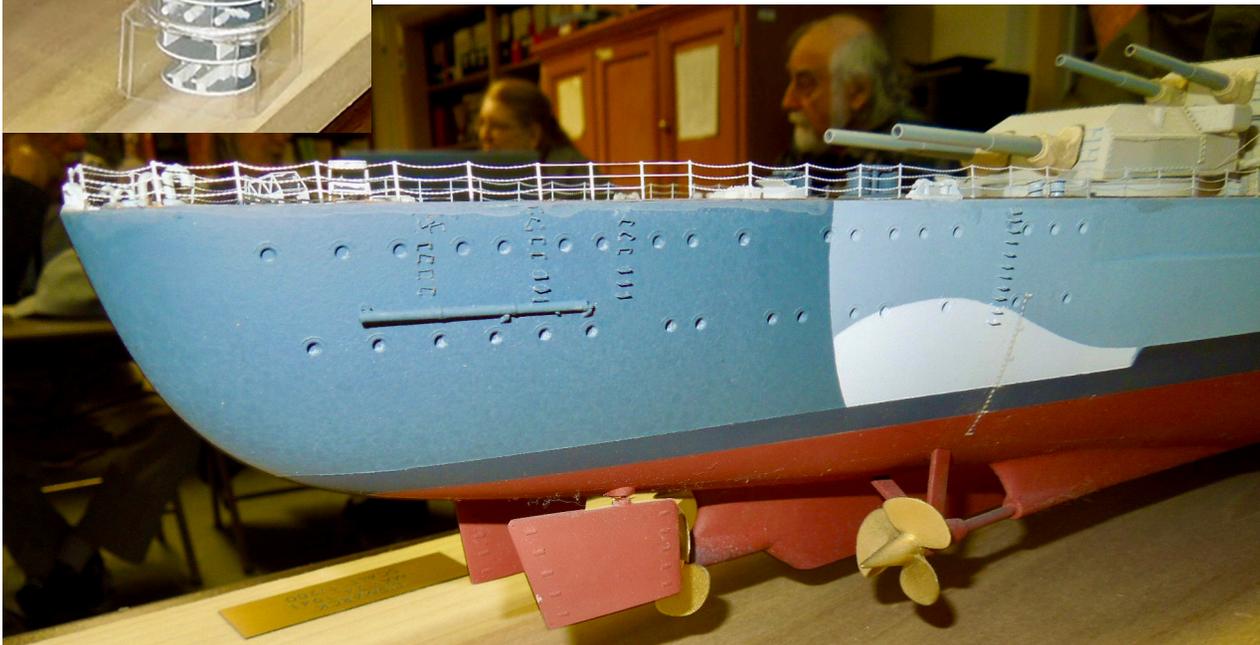
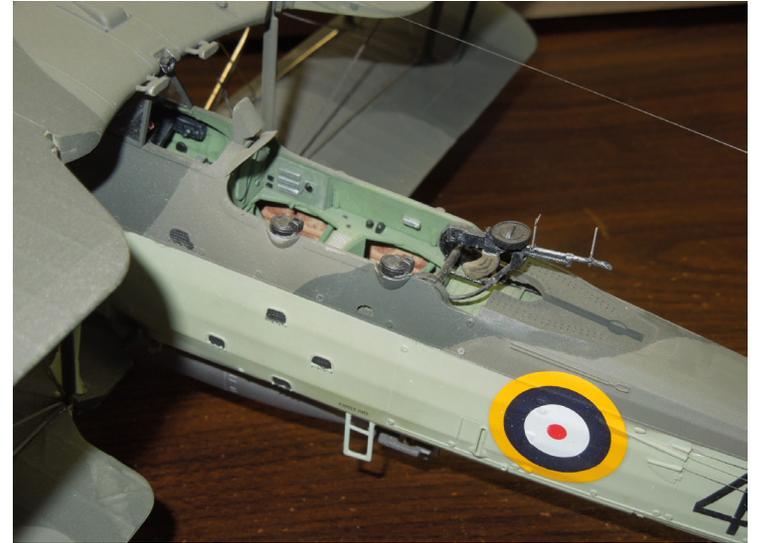
The ship is presented as she appeared during her famous battle with HMS *Hood* and HMS *Prince of Wales* on May 24, 1941. At that time, according to the recent book *Anatomy of the Ship, The Battle-ship Bismarck* by Stefan Draminski, the so-called "Baltic Camouflage" of black and white diagonal stripes was painted out, but was still faintly visible on the hull sides.





Also painted out and faintly visible were air recognition swastikas on the deck at her bow and stern. (Note that while I refer to Bismarck as "she" or "her" the Germans referred to their warships in the masculine gender as "he" or "his.")

The kit also included a small bonus, a mini-kit of one of the ship's main gun turrets with the turret enclosure molded in clear plastic to show its interior structure and equipment.



Construction started: July 1, 1936  
Builder: Blohm+Voss  
Length: 823 ft.  
Launched: February 14, 1939  
Beam: 118 ft.  
Speed: 30.01 knots (55.58 km/h; 34.53 mph) during trials  
Weight: 41,700 tons



*Believe It or Oar Knot!*

## Potential Model Department



*"The popular Japanese company Kyokuyo managed to build an amazing ship bearing a proud name – **City** (of) **St. Petersburg**. The unusual sea vessel is 140 meters long\* with a mass of 21,000 tons, and its main purpose is the transportation of cars by sea. The ship is capable of carrying more than 2,000 vehicles at a time." \*About 455 ft.*

Crew of 24. Japanese ship, named after a Russian city, titled in English?! (Sails "...") under the Panamanian flag and typically operates in European waters." Bow shape claimed to be aerodynamic and fuel-saving.

**NOTICE!** If you have "excess inventory" of ship or boat models, and want to free up some space, please consider donating them to the emerging Gulf Coast Maritime Museum for fund-raising auction. To soften the blow of parting, you might suggest a split of the money raised.

CONTINUED from Page #1:

**Under Old Business** Steve gave a brief synopsis of the issue, or non-issue, of mold in the meeting room. Over the holidays some Stamp Club members had complained of "breathing issues" which they attributed to the air quality in the room, perhaps caused by mold from the flooding from the 2024 hurricanes. There are conflicting opinions as to whether mold is present or not and the stamp club has been meeting in another room. Prior to the meeting our membership had been queried as to whether anyone had experienced breathing difficulties or other respiratory issues from being in the room.

The consensus was "No" and this meeting was held in the regular room.

**Under New Business** Steve brought up the upcoming "**Pelican '26**" model show and contest, sponsored by our sister organization the (IPMS) Pelikan Model Club. The show will be held Saturday, March 14, at Higgins Hall, 5225 N Himes Ave, Tampa 33613. **Ed Brut** and **Tom Hartline**, both Pelikan members, chimed in with further information on the contest format and other details. A request was made by Tom for donations of any unbuilt and complete kits that the members may no longer want, to be awarded as raffle prizes. The club voted to sponsor trophies for the three ship contest categories as well as the Ships Best of Show award, for a total of \$140.00. Full information can be found on the Pelikan website:

<https://pelikanmodelclub.org/pelicon26-1>

## 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.



**JOIN TODAY!**



For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or telephone 585-968-8111