

Ship's Log

Tampa Bay Ship Model Society

Meeting of March 24th, 2026

TampaBayShipModelSociety.org

The meeting was opened by club President and Treasurer, **Steve Sobieralski**, who began things by asking for any visitors and/or guests to identify themselves, of which there were none. Meeting attendance was a sparse 11 SOBs (Souls On Board).

Steve then gave the Treasurers report. He reported that subsequent to the February meeting he and **George Fehr** had visited the Pinellas Federal Credit Union and had successfully added George as a second signatory on the account. He reported the current amount of the club's funds as \$2,656.24.

Steve then gave a brief report on Pelicon '26, the convention/model show and contest put on by the Pelikan Model Club. TBSMS sponsored awards for the ship model category and Steve and George Fehr served as judges. Best of Show for ships was won by former TBSMS member **Doug Hamilton**. The show was a great success and featured hundreds of models, figures dioramas and displays as well as many vendor tables. For full coverage of the show check out the Pelikan website: <https://pelikanmodelclub.org/events-gallery>

Victor Lehner and **Brian Zinsmeister** both added their names to the list of paid-up members for 2026, bringing the official membership number to 23. Members who have not yet paid, and who wish to remain members, are reminded that 2026 club dues of \$12.00 are currently (over)due. Failure to pay within a reasonable time is subject to removal from the roles and from the Ship's Log mailing list. The meeting then moved on to members' "Show and Tell" presentations.

President Steve Sobieralski

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Treasurer Steve Sobieralski, assisted by
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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 Apr. 28th, 10:30 a.m.



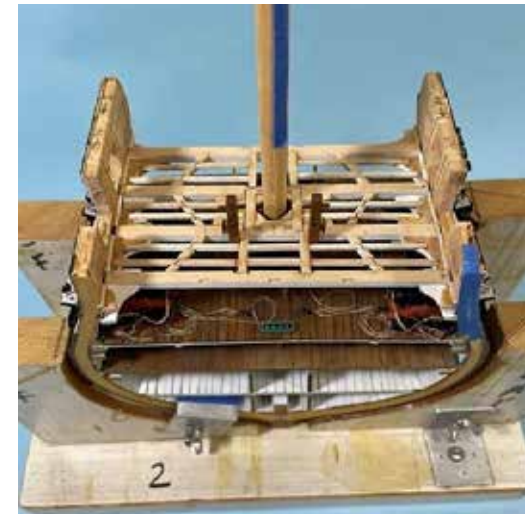
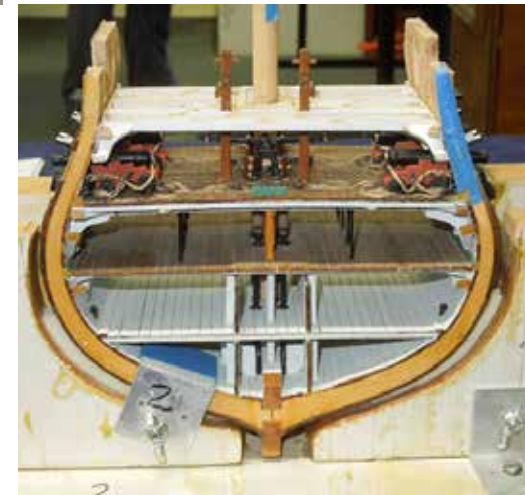
Howard Howe's *Calypso*, down to the short strokes. Photo from Howard.



George Fehér on *USS Constitution* Cross-section: "I presented an overview of my 'Twenty-Three-Year Project' building the cross section of the *USS Constitution*. It has been slow because I generally build only three to four hours a month at my vacation cabin in Floral City, FL. The view from my shop is just a little too tempting to be outside and skip the build. Napping, daydreaming and reading is more inviting.

The starting point for this build was a MAMOLI kit, which turned out to be more "representative" than accurate. So, after much research, including the *USS Constitution* Museum's web site, I decided to keep only the four frames and the "lumber" that came with the kit. For guidance of the build, I used the plans from the 1926 scantlings taken during the extensive refit of that period.

All work is scratch-built using hand tools, except for a DREMEL



These photos from George



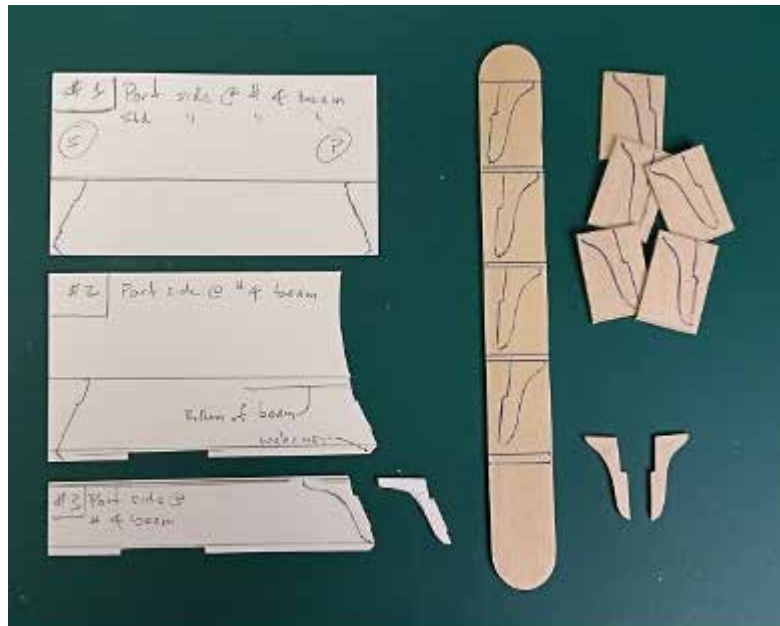
drill which I use as a makeshift lathe. All of the lumber was hand sanded to "scale width and thickness" (in millimeters) based on dimensions found in the 1926 drawings. Templates were used extensively to obtain the inside shape of the hull so that the various knees could be first made out of card stock, and then copied to **Popsicle Sticks** for the final version. As each deck was added, they were either painted white or stained with Swedish Wood Oil per references found.

The gun ports were built up solid from two layers of cross-laid planks, drilled for the gun muzzle opening, and then separated into two by cutting them with a razor saw. Once the spardeck main beams were in place, the secondary and the diagonal brace beams (a.k.a. carlings) were added. Also, the two fore sheet bits (a.k.a. jeer bits) were installed. Next task will be the mainmast fife rails. Another ten years ... ??? LOL!"



Popsicle Sticks: TBSMS should, in the opinion of your Sec/Ed, award extra points for application of USDA approved, very fine, Government-endorsed natural wood products in our models. Even more points if recycled.

Several photos from George.



This photo from George





Howard Howe on his Calypso Model: "After completing the Luhrs model boat repair, I returned to the Calypso model, to fabricate some of the additional subassemblies. These include the helicopter, a decompression chamber, small power boat, inflatable dinghy, two life rafts, and six oil containers. I only brought in the subassemblies for "Show and Tell" because I plan to do some pool and sea trials before their final installation. The helicopter was the most challenging. The instructions were a 3D exploded view drawing for assembly and identification of parts. Sequence of assembly, painting and plans for adding a pilot required careful planning and construction. The small power boat and inflatable dinghy were fabricated from the two halves of formed plastic parts. After cut out of the plastic, sanding the mating edges, gluing the halves together and edge seam sanding, I painted and applied a small black rope to the edge seams. Then I added seats and other detail including an outboard engine

Photo below from Howard





that I created. I also added an operator to the crane that is used to launch the submersible dive saucer. There is still a lot of detail to complete including the cockpit area with the crew members and other small shipboard equipment. I am hopeful that the model will be completed in the next month. I had to replace my small 1/4 oz bottle of yellow Testor's paint for \$3.49! Yipes, this hobby is getting expensive!"



Photos from Howard



Photos from Howard



This photo from TESTORS





Brad Murray on the Pacific Proa: "Creating a boat kit out of found materials with no plans or drawings creates an exciting set of challenges. The lateen rigged flying proa is basically a float-stabilized, sail-powered dugout canoe. It's a type known across a vast range, both geographically and historically. It was a way to carry people and goods efficiently on the water by means of the least amount of material.

The first material and impetus for the project was a small (under 2') log of, what turned out to be, spalted Mango. That piece of flotsam was followed by a piece of jetsam; a piece of a bentwood chair. The mango log was split on the beach where it was found using a machete as a froe. The gently curved chair pieces were also split. The wood was tucked away till our return to the N. Shore of Oahu the following year with some basic tools to cut and begin shaping the rough stock.





The small Mango log yielded enough wood for three hulls and a name board for our Hawaiian host. With the basic materials back in Florida, and Haddon and Hornell's book*as a reference, work has begun."

A.I.: "Spalting is any coloration or distinct dark lines found in wood caused by fungal colonization, typically occurring in decaying hardwoods. It represents a "battlefront" where different fungi compete for territory, resulting in unique, highly sought-after patterns for wood-working. This process requires high moisture (over 20%) and, while it makes wood beautiful, it can cause soft, rotted spots and requires careful handling."



*Haddon and Hornell's book: Canoes of Oceania.

At left, WoodenBoat July/August of 1988 lists an article titled "Proven Proas."



Brian Zinsmeister on Tug *Anteo*:

"While searching the internet for information about model boat plans, parts, kits, etc. I came across these free downloadable plans for the Tugboat *Anteo*. They look like the plans from a Panart ship model RC kit which I was then able to email to Fed-Ex for them to enlarge to the size I wanted and print for me.

I never planned for it to be an RC model so it was relatively easy for me to make most of the parts from scratch. I did order some parts from a BLUE JACKET catalog for the first time, just to enhance the look of it, like the anchors, running lights, winch (that I also added parts to), hose, vents, and cleats.

I glued paper templates from the full-size plan to 1/4" plywood and cut out the keel and bulkheads and assembled them with glue. After faring some bulkheads, I used strips of pine to plank it, but it left much to be desired and had to use body filler to smooth out the hull in the bow area. Once satisfied with the shape I primed it with grey primer.





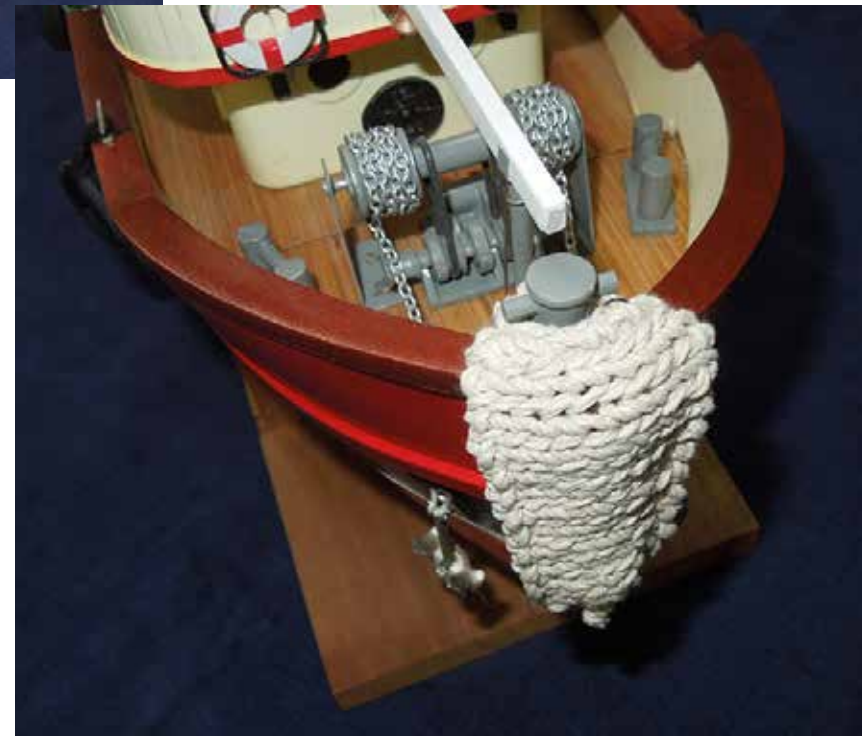
Next, I installed the sub deck and using ¼" plywood for the deck that had a veneer with the look of strips like narrow decking. (Note the Mahogany strip down the center of the sub deck to create a camber to the ¼" plywood). I then cut the scuppers on each side, added the cap rails and sprayed a clear finish on the deck and rails to seal it. The rest of the engine room and deck house was made from ⅛" plywood with strips of wood around the pilot house trimmed with the same wood (Padauk) on the railings.

The upper deck had a camber to it also, and I wanted to have the top removable to see inside the pilot house. I finished painting the hull and added a pinstripe at the waterline.

I had fun detailing all the fixtures and painting them to for brightly colored accents. The bow fender is woven from some line of appropriate size that I followed in Gene Johnson's book "Ship Model Building" which is a great resource for scratch building.'



Tug terminology: Pudding or Puddenening

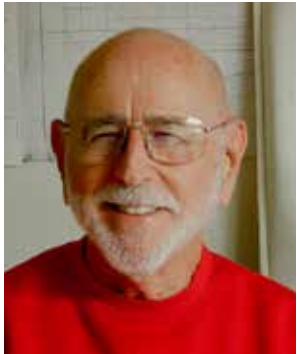




Guy Hancock: "I showed the *Sultana* with the only visible difference that I started on the shrouds for the main mast. I brought the 3.5 mm cleats from SYREN that were laser cut from boxwood, smaller than the metal cleats that come with the kit. I finished work on the main boom but forgot to bring it. It has 5 of these small cleats on it, and I'll also use them for shroud cleats. I couldn't find a way to hold them to try to shape them, but will try again now that they've been glued to the boom with CA gel. The boom has holes for sheaves, the 5 cleats, 1/32" jaws, and tapers from 2.9 mm to 2.1 mm."



Couple photos from Guy

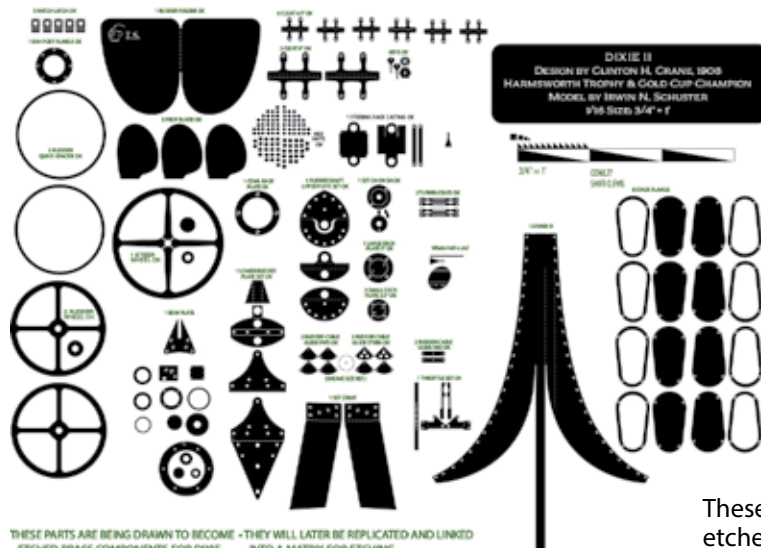


Irwin Schuster (Sec/Ed)

on *Dixie II*: *Dixie* lives in the Antique Boat Museum in Clayton, NY, "on the hard". I visited her in the 90's and was able to take photos in her storage shed/barn, where the staff were accommodating and uncovered her. The boat is 39'-3" x 5'-4", designed by Clinton Crane and built by Frank Wood of City Island, NY. Powered by a Crane-Whitman V-8 developing 220 hp @ 900 RPM. Owner was E.J. Shroeder, who won Harmsworth and Gold Cups in 1908. APBA (American Power Boat Assoc.) Gold Cup speed of 29.94 MPH. APBA started 1904 is the oldest trophy in motorsports.

I have started a couple of models in different scales and set them aside. The larger one because of moving back to Florida in 2001. For that one, I drew up all kinds of art to be photo-etched, but did not do that. The current one was interrupted some years ago when I encountered a small knot at the sheer line.

Recently, I lowered my standards and plowed ahead. This will be more of a classic carved half-model with no cockpit or



THESE PARTS ARE BEING DRAWN TO BECOME ETCHED BRASS COMPONENTS FOR DIXIE.

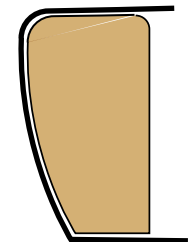
0.01" THICK STOCK
CONNECTION BARS = 0.12" (0.186 P1)
THROUGH LINES = 0.007" (0.01 P1)
ENGRAVED LINES = 0.0039 (0.28 P1)

• THEY WILL LATER BE REPLICATED AND LINKED INTO A MATRIX FOR ETCHING.

• THIN LINES ARE MEANT TO CREATE DETAIL, NOT BE ETCHED THROUGH, THESE MAY BE PAINT-FILLED TO ACCENTUATE SCREW HEADS & OTHER DETAIL.

• DASHED LINES ARE MEANT TO WEAKEN THE MATERIAL TO ALLOW IT TO BE FORMED CRISP (THEY MAY BE CONVERTED TO THIN LINES ALSO).

The hollow under the sheer line dictated that final shaping be done with sandpaper wrapped on dowels of various sizes, and a purpose-made, contoured, sanding block.



These are the components to be etched, **NOT** production art!



hardware. I used small planes, draw-knife, chisels, rasps, sandpaper and most recently, cabinet scrapers. While the hull looks shapely, it is not yet down to proper lines. For the scale-obsessed, the model seems to be 1/34.5. Maybe that was the length of the hardwood stock I had on hand. I also showed a framed, laser-engraved panel from 2005. This was not a successful trial, but there it is!

I was asked how I came to have an illustration of mine printed in *WoodenBoat*. This magazine had commissioned an article on CA designer, Sam Rabl. Because she owned "*Precious*," perhaps the last existing example of Rabl's "*Picaroon II*" design, my friend, Annie Holmes of San Diego, was contacted. I had created an illustration to help her sell it. She must have sent an image to the author, who contacted me. Things filtered through the system and WB asked for use, and paid. I did not argue.



HISTORICAL FOOTNOTE:

"ALEXANDRIA BAY, N.Y., Aug. 22 (1908)--The Dixie II of New York, representing the Thousand Islands Yacht Club, winner of the Gold Challenge motorboat races at Chippewa bay Thursday and Friday, again crossed the line a winner this afternoon after the start had been delayed two hours by a heavy sea. The Dixie crossed the thirty-mile course in 1 hour and 25 seconds, the Chip III coming in 23 seconds later.

The feature of the race occurred at the very start. When but 300 feet on its way, crowded between two others, the engines of the famous Dixie, tearing on to secure a lead, gave a gasp and stopped. A cry of horror went up from hundreds with whom the New York craft was a favorite. Far in front the Chip III was plowing along through a sea of rough water seemingly to victory. For two minutes the Dixie lay quiet, then with a roar she sprang again into life and started full speed after her rival. At the turn the Dixie II had forged into a comfortable lead, and the fears of all were lessened. Throughout the rest of the race the boat behaved magnificently. her three days' winning netted a total of 24 points to the Chip III's 21, and the cup race goes to the Thousand Islands Yacht Club."



Vic Lehner on *Royal Caroline*:

"I purchased a kit of the "HMY *Royal Caroline*" in June of 2025. It was a plank on bulkhead design, 1/30 scale and, when finished, will be 54.7" long. After much consideration I decided to scratch build the hull exposing all interior rooms. The blueprints in the kit provided some information on the interior but not enough. So, to get a total anatomy of the ship

I bought a book, "The Royal Yacht Caroline" by Sergio Bellabarba & Giorgio Osculati, and on the internet, I found a plank-on-frame build of the ship. Combined I had enough information to move forward.

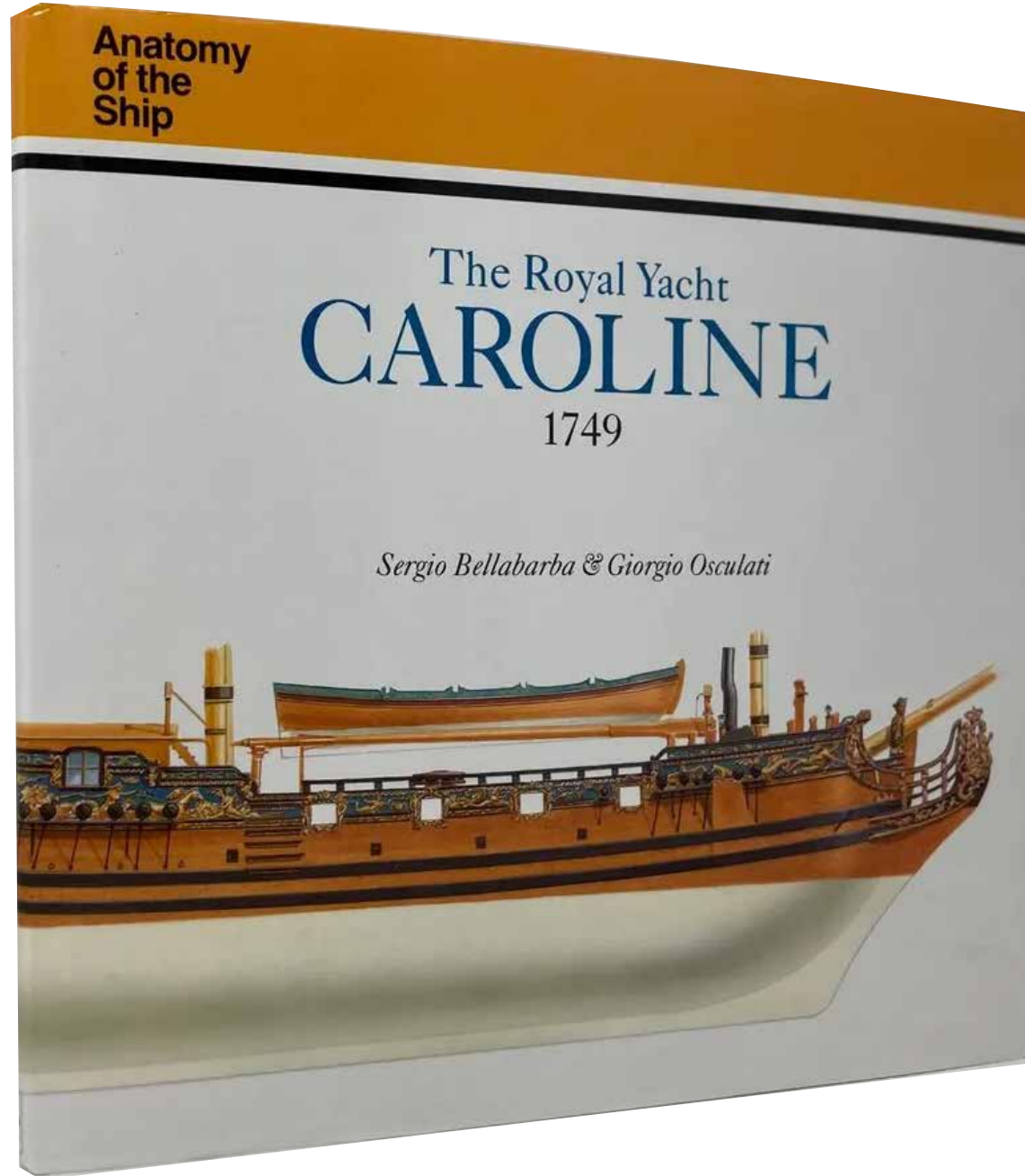
I used boxwood to build each frame in the hull and the plywood frames provided in the kit were used to shape them, left over planking from past builds to do some of the flooring and interior walls. The three main room floors were inlaid with Marquetry. To achieve this effect, I purchased marquetry kits online from DIGITAL





WOOD. Although not exactly the same as the original it does provide how upscale this ship was when it was built.

When I have the interior finished and the exterior fully planked on the port side and partially planked on the starboard side to allow viewing on the interior, I will return using the material in the kit to finish her. Hopefully, when done, it will be a good representation of her."



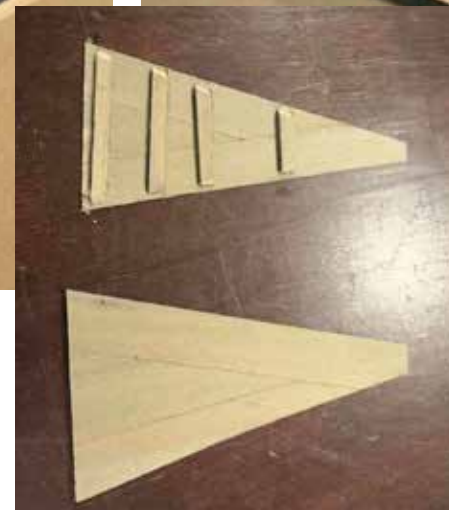
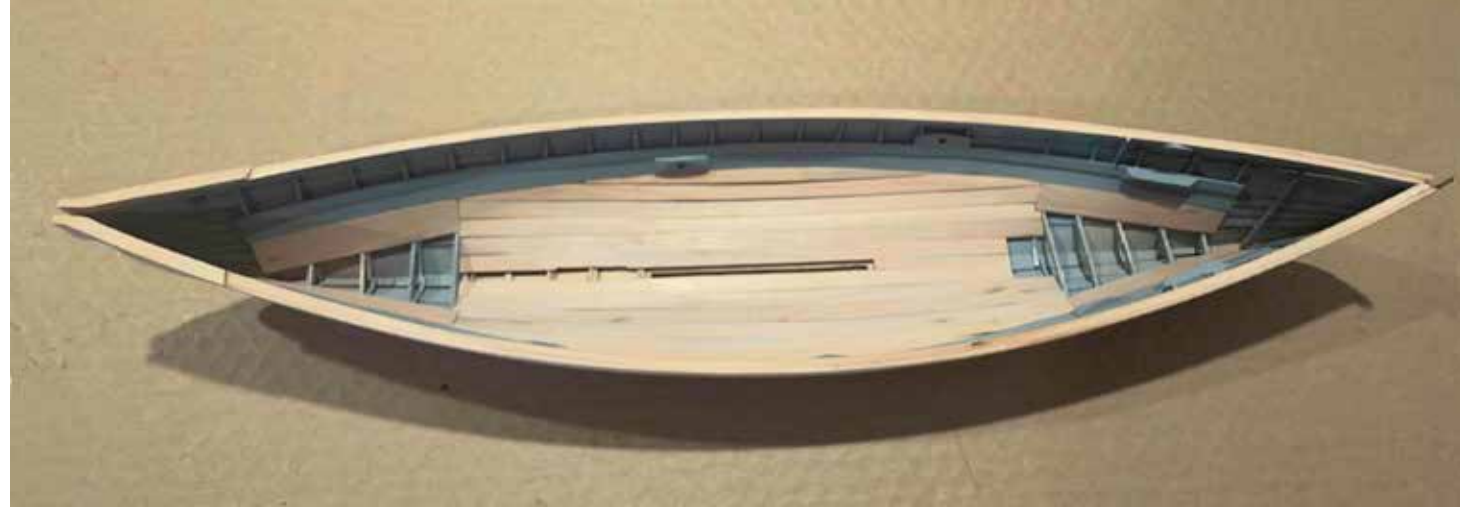


Steve McMurtry on his Whaleboat progress: "I am continuing to make rapid progress on the whaleboat, working on the hull structural details now. Fleshing out the working parts of the hull. I installed most of the bits and pieces that attach above the thwart riser. Then I painted the upper portion of the hull interior gray.

Fitting the lower portion of the ceiling, or floorboards, was pretty straight forward. I dry-fit the centerboard trunk in place to get the first two planks spaced properly. All the first planks were straight and didn't require any curves. The last two planks that fit up against the sheer plank had to be curved on both the lower and upper edges to match into the adjoining planks and fill the remaining space.

There are four wide planks in the bow and stern that required a lot of fitting to mate with the thwart riser and the framing for the sheets. With all the ceiling planking in place it was time to make the bow and stern sheets. I started by edge gluing the planks and then adding cross braces for strength. The two braces toward the center of the hull had to be carefully located so they just fit inside the support braces in the hull. This prevents them from moving fore to aft once installed.

I glued in the centerboard trunk next. It has two notches in the top where thwarts cross over it.



All photos from Steve



The thwarts, or seats, are a little more complicated than they seem. The basic planks that run from side to side were easy to fit. Each of these have knees or supports that stiffen the hull and add strength to the basic flat planks.

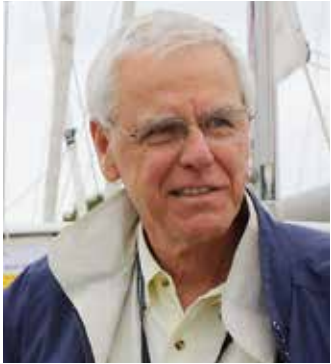
The hardest part of installing the knees was making the filler blocks that rest up against the interior of the hull. They needed to be cut to match the hull planks and have the proper curve to support the actual knees. The curve of the knees is about $\frac{1}{4}$ " radius from the vertical and the horizontal thwarts. This was too tight to make them in a single $\frac{1}{16}$ " square piece even steaming the Swiss pear.

I had to make them as a pair of $\frac{1}{32}$ " thick laminations. I made a jig with the $\frac{1}{4}$ " radius by routing a piece of $\frac{3}{4}$ " scrap board. After soaking the planks in hot water for a while I formed them on the jig and let them dry overnight. Once completely dry they did not relax.

Each thwart has a pair of pads alternating from port to starboard on the thwarts. This is where the oarsman sat and the pads give them a flat place to sit. I installed one of the two pads at each location before gluing in the knees to ensure that the knees were in the center of the thwart.

After the thwarts were complete and filed flat and true, it was time to install the cuddy. This is a simple plank deck across the aft portion of the hull where the steersman was located. A plank called the lion's tongue is fastened on top of this planking. The lion's tongue adds support and bracing for the loggerhead, which carries most of the load when a whale has been harpooned and is pulling the boat behind it. There is still some detail work to be done but the hull is nearly complete.





Bob Johnson displayed this scale replica of a boat he built some time back. It would be called a sharpie, gaff schooner, and Bob said that the rounded, staved stern was challenging.

Look closely and you will see a third step, between the cockpit coaming and the fore hatch, such that the boat can be rigged as a sloop.

Bob said that the actual vessel sailed and handled well.





President Steve Sobieralski on Destroyers:

"I brought in my model(s) of the USS *Henderson* (DD-785) 1945/1965, a *Gearing* Class destroyer completed at the end of WWII. Both models are 1/192 (1/16"=1') scale. The lower model shows the ship as completed and represents the pinnacle of American destroyer development for the Pacific Theater. At that time she carried six 5" dual purpose guns in three twin mounts, which were very effective against both surface targets and aircraft, and also a heavy battery of both 40mm and 20mm anti-aircraft mounts.

Originally designed to carry two quintuple 21" torpedo tube mounts, by mid-1944 in order to counter the increasing Kamikaze threat, *Gearings* were being delivered with only one mount to provide space for more 40mm and 20mm guns. She also carried depth charge racks and throwers for use against submarines. The upper models shows the *Henderson* as she appeared 20 years later, having undergone Fleet Rehabilitation and Modernization (FRAM) modifications in the early 1960s. These modifications made the ship much more effective against main threat then faced by the US Navy, the Soviet submarine force. To accomplish this, most of the structure above the main deck was removed. The only items remaining in place from the ship's previous configuration were the





forward and aft 5" gun mounts, the 5" gun director and her two funnels. To combat Soviet subs, a new large sonar was added under her hull and an ASROC mount, firing Harpoon rocket propelled anti-submarine 13" torpedoes was added between the funnels.

Also added were two triple 13' torpedo tubes forward of the bridge and a hanger and flight deck behind the aft funnel for DASH-Drone Anti-Submarine Helicopter. DASH was a small remotely controlled helicopter, powered by one or two small jet engines and carrying one or two 13" anti-submarine torpedoes. They were the first military drones to reach actual service, but were unfortunately not very successful as 60s era electronics were not really up to the task. The FRAM upgrades also included up to date radar and communication equipment.

USS *Henderson* was named for Maj. Lofton Henderson, a Marine Corps fighter pilot for whom Henderson Field on Guadalcanal was also named. She was completed just too late to see combat in WWII, but participated in bringing American troops home after the war and served in both the Korean and Vietnam wars. She was sold to Pakistan in 1980.

The models are from two different kits. The early ship is from an excellent kit by the now defunct Croatian company TEHNOART, and was built straight from the box. The later ship is from IRON SHIPWRIGHT and is a fairly generic FRAM *Gearing* Class destroyer to which I made a few modifications to more closely match photos of the *Henderson*.

I also brought in the nearly completed conning tower of the USS *Bashaw* (SS-241), which I am building on commission. I plan to bring the completed model to the April meeting, so will speak more about it at that time.





Believe It or Oar Knot!



Brian Zinsmeister asks: "I wonder if you could send out an email about this (SERGAL) model of a *Cutty Sark* for sale by someone I know? The scale is 1/78 and he is asking \$175. for it. Too big for me, but someone in the club may be interested."

• Did you notice Micro-Mark's Tweezer Sale? 15 Types! Add to your collection.



Dock with us, to see Brickwrecks: Sunken Ships in LEGO(R) Bricks, on exhibit through January 3, 2027. At Mystic Seaport.

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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