

Ship's Log



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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 July 28th, 10:30 a.m.

TampaBayShipModelSociety

Meeting of June 23rd, 2026

TampaBayShipModelSociety.org

The meeting was opened by club president and treasurer, **Steve Sobieralski**. There being no visitors or guests the floor was opened for discussion of any old or new business. As the June meeting marks the halfway point of the club's 2026 meeting schedule, Steve took the opportunity to remind those present of his intention, previously stated at the November '25 meeting, to not seek or accept any club office at the January 2027 meeting.

Club secretary and editor, **Irwin Schuster** added that, starting in January, he feels he will not be able to commit to attending every meeting and, while willing to carry on producing and distributing the Ship's Log for the immediate future, it may well be necessary for others to provide meeting notes and photos of Show and Tell.

A lively discussion followed concerning the past present and future of the modeling hobby, very reminiscent of discussions that have been going on in this and other clubs for many years. The idea of holding meeting every other month during the summer was also brought up.

Ed Brut reminded members of the upcoming (now past) PAMSCON, the annual convention put on by the Polk Area Model Society, and encouraged all to attend.



This whaleboat is the work of our member, **Phil Stager** whom we don't see due to health. Phil is retired from the USCG, author of "Mine to Mill; History of the Great Lakes Iron Trade," and a nationally recognized Stamp and Post Card collector and judge.

We have Phil to thank for access to our meeting room.



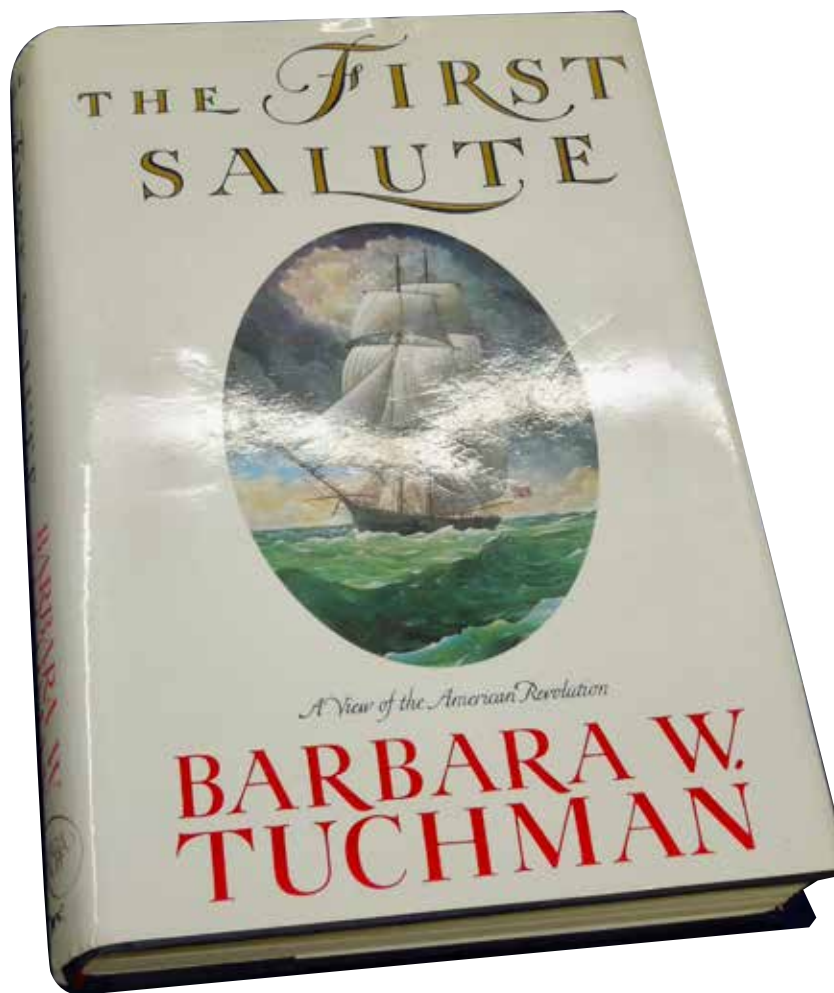
George Fehér: "I presented an overview of the book, *The First Salute* by Barbara W. Tuchman (1988). The first salute having been given on November 16, 1776 to a ship entering St. Eustatius harbor in the Dutch West Indies.

It was significant because, the fourteen-gun brigantine **Andrew Doria** was flying the red-white-striped flag of the Continental Congress, and it was the first time that a foreign power acknowledged the American flag.

For anyone interested in the American Revolution, this book looks at the importance of sea power, both military and commercial, for Europe and the Colonies, and how it - sea power - affected the Revolutionary War. The book provides an account of the interactions between the Dutch, French, British, Spanish and Colonial American interests that led to, and affected the outcome of the War of Independence.

The book is well written, melding together the events of history and the personalities of key figures contesting the American Revolution. It culminates with the importance of the French navy in providing naval dominance during the siege of Yorktown, which helped trap the British army and led to their surrender. The rest is history, as the saying goes."

Xabier Agote recreated the 154' San Juan — a 16th-century Spanish galleon — with exactly the same techniques Basque shipbuilders used 500 years ago. (Ousama Farag/CBC News). The ship (below) is planned to visit our coast in 2028.



George donated a kit. This is only the box, representing the ...





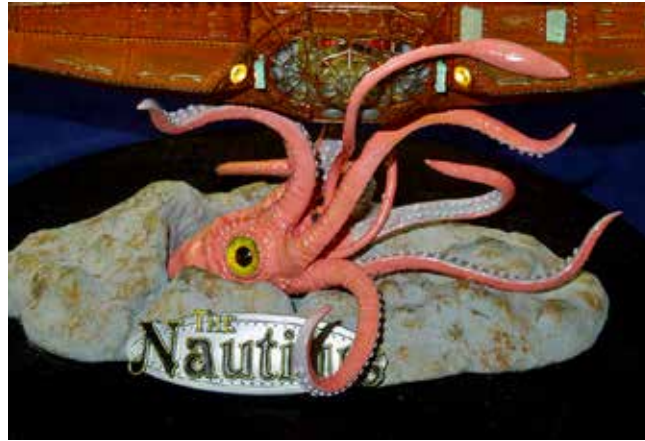
Tom Hartline: "20,000 Leagues Under the Sea Nautilus Submarine: – The model is the 1/144th PEGASUS MODEL COMPANY *Nautilus* Submarine. It is a finely detailed kit of a representation of the Jules Verne submarine for his novel, "20,000 Leagues under the Sea".

The kit includes photoetch parts, a detailed base and vinyl squid figure for the submarine to rest on. Since the submarine is from the 1800s and made of iron, I wanted to try a different weathering method. I used the RUST-OLEUM'S Modern Masters Rust Finish Kit to give an actual rust effect. The paints contain iron particles, which when combined with the oxidizer chemical actually rusts the paint.

It gives a varied effect that is difficult with just dry-brushing. I also used the AK Verdigris Effect kit to give a patina finish of areas that might not be iron.

The interior of the kit is very detailed and I used a lighted kit to light the interior, spotlights and surface green "eyes".

Masks were included with the kit for all the windows and clear parts. This was a very enjoyable build that makes an impressive model."

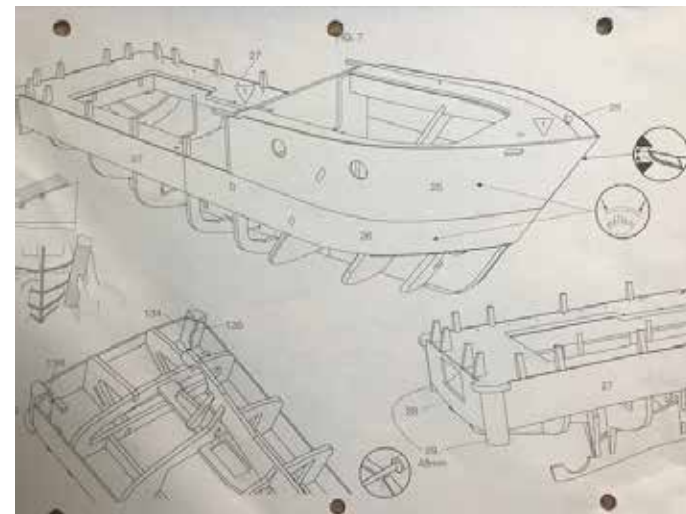




Howard Howe: "FV Andrea Gail (and the Perfect Storm).

After waiting 6-week for the back ordered Andrea Gail 1/30 model from Model Expo that was on sale, I cancelled my order and got my money refunded. Then I checked on line again and found that Amazon had it for a slightly higher price with no shipping cost. I got it in 3 days! The kit is manufactured by Billing Boats in Denmark and is mostly sheets of wood that have die cut parts. There are no written instructions, only a numbered parts list in eight different languages. The sequence of assembly is shown in 3D diagrams with part numbers. The pieces have tabs and slots and form a tight fit during assembly. I lightly sanded each part and checked the fit before gluing in place. I have the frame work completed and need to complete the RC set up before starting the planking.

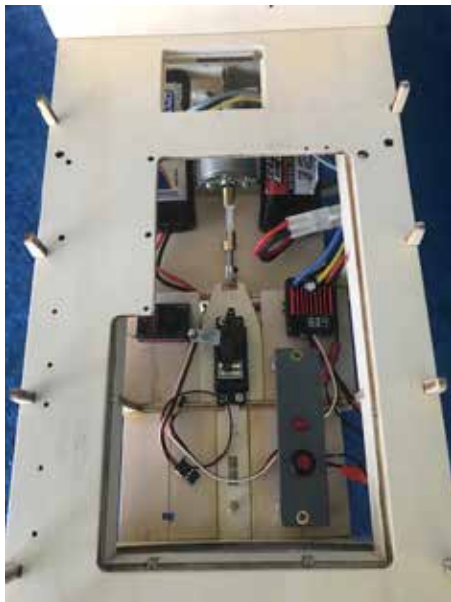
I found that the RC parts for this kit are no longer available, so I removed the motor and other parts from my lobster boat model and



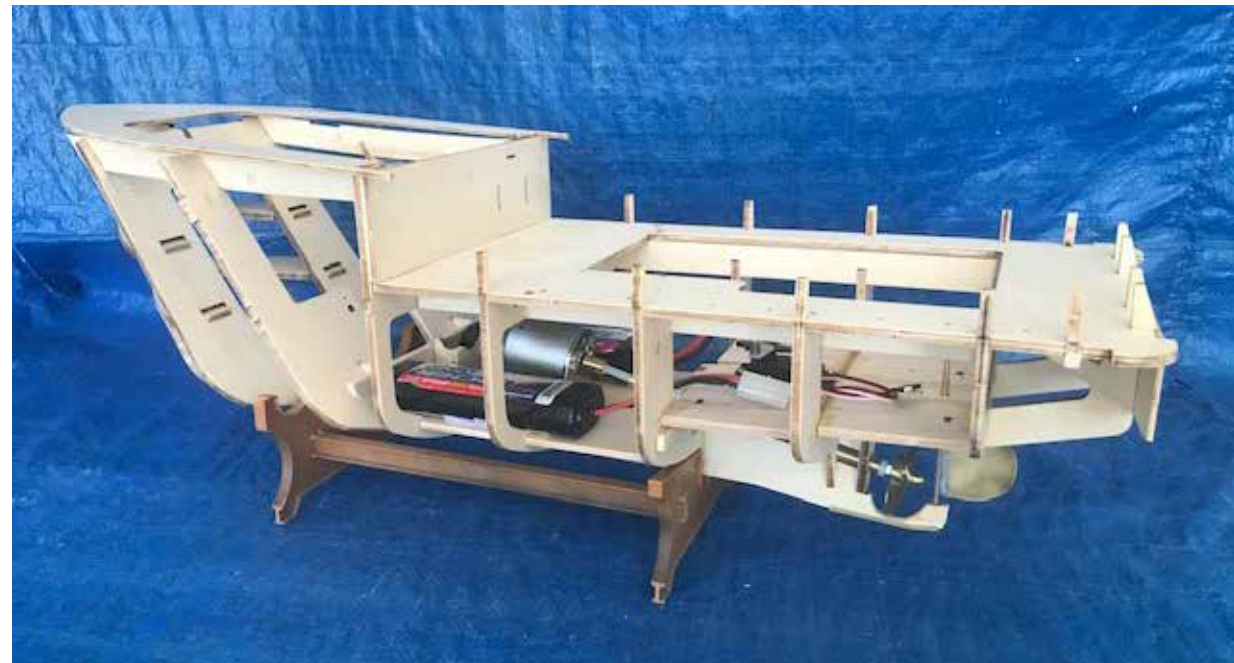


ordered the same shaft and prop that is used on the lobster boat. I had to fabricate my own brass rudder because the kit rudder was wood! Then I started fitting the components in the boat skeleton before I enclose the sides with the planking. It was necessary to create additional interior deck and modify some of the frames for everything to fit.

Now I am ready to start planking and sanding. Then I will fiberglass the hull. To avoid all this wood working I looked for a similar kit that provided a plastic hull, but it is no longer available. I think model boating is on the decline!"



Photos from Howard





Chuck LaFave: "I just finished the ZHL kit of *SAN FELIPE*, 1690, at 1/50. I'm sorry i missed the meeting but lightning did some damage to my house.

This was a nice kit but the directions were so-so. I used the 3D printed blocks that were very good quality, but replaced the line supplied with a better grade. This model took about 4 months. I purchased sails but when I started to install them they were too short for the spars and it looked like (s)crap."

"The *San Felipe*, launched in 1690, was a prominent Spanish galleon known for its beauty and firepower, serving as a lead ship in the Spanish Armada. It played a significant role in the War of the Spanish Succession, notably participating in a fierce battle in 1705 where it sank several British ships but was ultimately captured and sank with gold on board. The ship's legacy remains as a symbol of Spanish naval strength during the XVII century. The San Felipe displaced more than 1000 tons and was armed



Photos from Chuck





with 104 guns, enabling her to take on the most formidable ships in the French and British navies. The *San Felipe's* role in the war against the British and French was to help protect Spanish settlements and harbors, to transport treasures, and to safeguard the long and hazardous passage back to Spanish ports.

In 1705, she participated in a furious and heroic battle between 12 Spanish ships and 35 British ships. After 24 hours of battle, she was captured by an English ship, but was so badly damaged that she could not be salvaged as a prize. She went down to the bottom of the ocean with several tons of gold."

Product Introduction

- Length: 1200 mm 47.2"
- Width: 930 mm 36.6"
- Height: 475 mm 18.7"
- Included CD and colorful, English instructions
- Included Masts, 7 types of ropes and 2 metal anchors
- Double plank-on-frame hull construction, building plans
- 185 sculpted resin parts cast in the lost wax method, 110 machine-turned alloy cannons wooden masts and spars, walnut fittings.
- Wooden doors and windows, photo-etched sheets, rigging cord.
- All sheet ply sections laser cut for accuracy.
- Made in China



Photos from Chuck



Ed Brut: "I had been asked by a member what inspires me to do the esoteric models I build. Some modelers are inspired by history, or a certain type of ship, its looks or an era that they like and most undertake models from plans. I am as different as my subjects.

I appreciate and marvel at the modeling of our clubs' members. I find my inspiration in a picture or a books' description or maybe a movie. The little diorama which most members have seen before, took its inspiration from an ELECTRIC BOAT COMPANY's newsletter. The cover picture was taken above a nuclear submarine just below the surface at periscope depth with its mast just running on the surface. With the memory of an entry in the diorama category of one of the Pelikan model clubs shows of a single stick periscope era WWI, WWII running on the surface. I undertook the task



of making a *Trident* submarines No. 1 scope running on the surface with its wake and sea splash. Some hand sketches and drawings got me started.

A modern scope must run at a much greater speed in the water than its predecessors, hence the scope comes out of a raised hydrodynamic support mast. This I found would make a more interesting display than just a "stick" in the water. Water is of acrylic artist gel by LIQUITEX. The splash wake is formed by painting the gel on glass, once dry slicing it off and adding depth to the flat back side and setting in place with the same material gel. The scope mast is machined aluminum and the support mast is an air foil shaped extrusion. It is painted in a camo scheme found on US Navy submarine periscopes.

Two kinds of ships in the sea, Submarines and Targets.



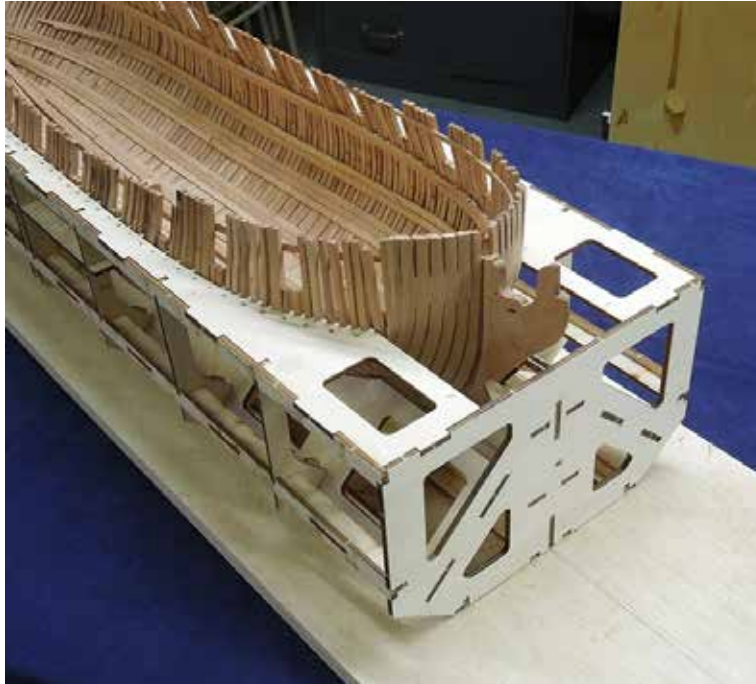


Jeff Potter: "For my visit with my model of the HMS *Enterprise* this time (information on the real ship has already been provided multiple times). I showed the model (still mounted in its construction jig) with the inner hull planking that has been installed. I will not plank the entire inner hull, but only what has been done at this stage, with the exception of at the very stern of the hull. I have left off a few pieces at the very stern because I need to install more of the transom timbers in that area. Those timbers need to wait until after I remove the hull from the building jig.

The next steps are building and installing the (other) mast steps, a couple of crutches and the breast-hook, then the upper and lower framing for the gunports then the lowest deck levels.

I will probably bring her back in, once I have completed the construction of the lowest deck levels."

Asked what adhesive he uses, Jeff told, "I use Titebond that is transferred to a much smaller bottle with a small applicator tip."





George Pope: "I would appreciate your reading this to the group in my absence. Thanks for your support and have a great summer. I will see you at the October meeting."

"I have been researching the design and tools used in preparation for modeling a diorama of a mid-ship gun mount on the USS *Constitution* of 1812. At our previous meeting I mentioned that the gun ports were of a single lid design. I have received an update from the Public Historian at the Constitution Museum (Carl Herzog) and he has revised their thinking into the gun port designs. Currently he believes, after further researching this issue, that the ship's gun deck did indeed include the split half-port design.

I quote from his letter: *In the case of the Constitution, it looks like there were three different types of gunports. The two forward most guns on the gun-deck did have full gunport lids, hinged from the top. Facing forward at the*

bow, this was the area most prone to taking on water from heavy seas.

The two aft most broadside guns on each side (located in the captain's cabin) had what were know as port sashes. This was a segmented set of windows that fit around the gun muzzle, which stayed extended outboard. The sash segments were held together in place by lanyards and the entirety was removable when the gun was needed. This setup allowed the gun to remain hauled out, providing space in the cabin, while also allowing light into the cabin from around the muzzle.

It appears the remainder of the 24-lb long guns on the gun deck were equipped with half ports. We think that initially only the lower half of the lid was hinged and lowered out to only 90 degrees. The upper half was made of removable boards, held in place with a deadbolt style latch. It's uncertain when the upper half was converted to hinged lids, but it appears to be after the War of 1812. A hole in the middle of the two lids allowed the muzzle to stick out. In heavy weather, the gun was drawn inboard, and a tampion plug was placed in the hole. It's unclear whether the gun muzzles were sheathed in canvas while remaining extended.

WOW! I have not seen any model of the USS *Constitution* with three different gun port lid designs. Is it time to update your models?

In closing, he shares this:

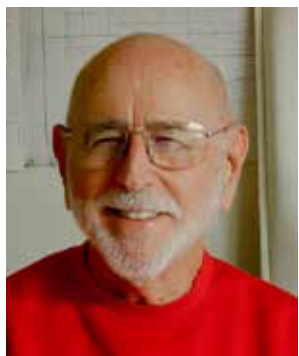
We're always discovering new details about the history of the ship and constantly refining our thinking about how the ship looked and operated, based on new information."



Photo from WWW

Below, 24-pounder, demo model

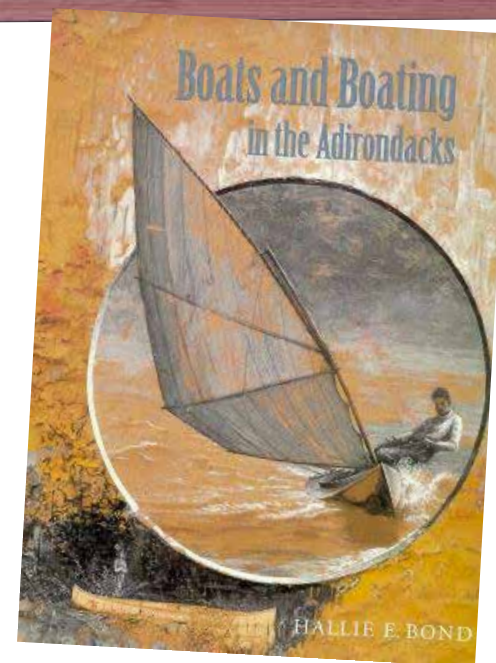
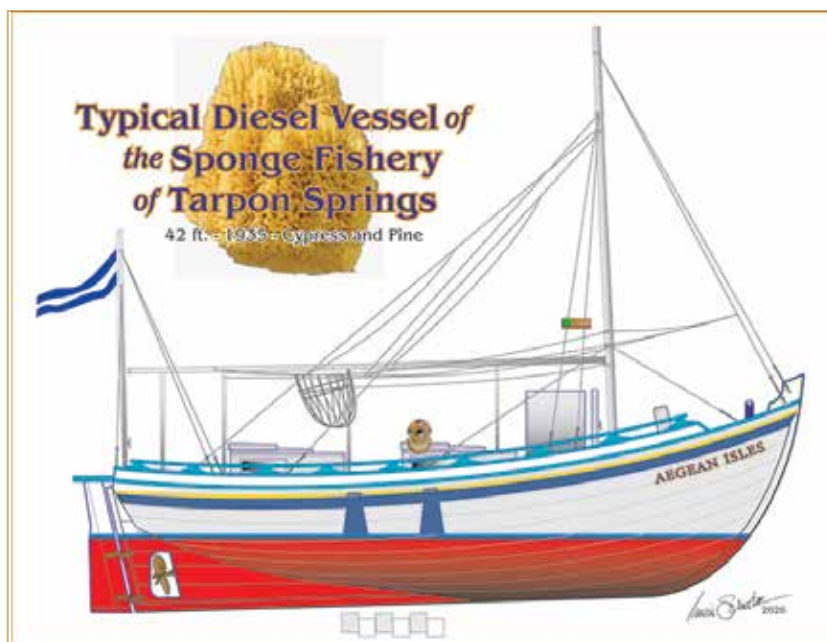




Irwin Schuster (Sec/Ed): showed a recent illustration of *Aegean Isles*, the diesel sponger displayed on the hard at Tarpon Springs. She is in terrible shape, sagging like a half-deflated beach-ball propped up with 2x4's. Probably beyond repair. Easier to build a replica to replace her. Also, a fanciful "*BatRowBile*" that could become a model.

And, I brought a half model of a Rushton *Argonaut*, Adirondak canoe and again touted the shadow-box presentation technique. Easy woodwork frame and a single sheet of glass. I had intended to tell that I had made the hull of laminated, curved layers intending that they look like strakes; **INVISIBLE!**

The book that inspired this model was "Boats and Boating in the Adirondacks," by Hallie Bond. Everything anybody could possibly want to know on that subject.





President & Treasurer Steve Sobieralski:

"For the June meeting I brought in my previously completed dual presentation of the battleship USS *Florida* (BB 30) and the ballistic missile submarine USS *Florida* (SSBN 728), both in 1/350 scale. These models represent the fifth and sixth US Navy ships to carry the state's name. Both were capital ships in their time, the battleship during the early 20th century, the submarine from the later 20th century and into the 21st.

USS *Florida* (BB 30) was the lead ship of the Florida class of dreadnought battleships. She had one sister ship, USS *Utah*. *Florida* was commissioned into the US Navy on 15 September 1911. She was 521 ft long overall, had a beam of 88 ft 3-in, a draft of 28 ft 6 in and displaced 23,403 tons at full load. The ship was powered by four steam turbines and twelve coal-fired boilers generating a top speed of 20.75 knots and had a crew of 1,001 officers and men.

Armament was a main battery of ten 12-inch guns in five twin turrets on the centerline and a secondary

battery of sixteen 5-inch guns mounted in casemates, along the side of the hull. As was standard for capital ships of the period, she carried a pair of 21-inch torpedo tubes, submerged in her hull on the broadside. She served in WWI and was present at the surrender of the German High Seas Fleet at the war's end in 1918.

In June 1924 *Florida* was taken out of service for modernization at the Boston Navy Yard, which lasted until November 1926. During the reconstruction her deck armor was strengthened and anti-torpedo blisters were installed to increase her resistance to underwater damage.

Her secondary battery was rearranged to improve its efficiency, and four of her 5-inch guns, which were mounted in sponsons low in the hull and were unworkable in even moderate weather, were removed. She was also reboilered with four oil-fired models, her turbines were replaced with new geared turbines, and her two funnels were trunked into one stack. The rear lattice mast was replaced with a pole mast, which was moved further aft.

Her two submerged torpedo tubes were also removed and she received a catapult for launching spotting aircraft. Money spent on *Florida*'s modifications were not a good investment however, as she remained in service for only a few years in her modernized form, and under the terms of the London Naval Treaty of 1930, she was decommis-





sioned and was broken up in 1931. The ship's bell was saved and for many years was installed at Florida Field in Gainesville, where it was traditionally rung at the conclusion of Gator football team victories. It was removed from the stadium in 1992 and is now housed in the lobby of the Museum of Florida History. Her sister ship, the USS *Utah*, was disarmed in the 1930s and retained as a training and target ship. She was present at Pearl Harbor on December 7, 1941 and was sunk by Japanese aircraft who mistook her for an aircraft carrier. Her wreck is still in place and can be visited.

The model is actually Iron Shipwrights' 1/350 resin kit of the *Utah*. The two ships were very similar, but there were some minor differences, particularly in the bridge area. The ship is shown as she appeared in 1930, shortly before her decommissioning.

USS *Florida* (SSBN 728) is the third of 18 Ohio class nuclear powered ballistic missile submarines. She was launched in 1981, 50 years after the retirement of her battleship namesake, and is 560 ft long overall, with a beam of 42 ft, a draft of 35 ft 6 in surfaced and displaces up to 16,764 tons surfaced and 18,750 submerged. The ship is powered by two steam turbines and one nuclear reactor generating a reported top speed of 25 knots and has a crew of 155 officers and men. Armament is four 21-inch torpedo tubes, and as a ballistic missile submarine she car-

ried 24 *Trident* missiles with nuclear warheads.

In 2003-2006 she was converted, along with three of her sisters, to an SSGN capable of conducting conventional land attack and special SEAL team operations. 22 of the *Trident* tubes were converted to house vertical launch cruise missiles and the other two to swimmer lockout chambers for SEALs and other special operators. She continues to serve in this configuration as SSGN 728.

The model is a plastic kit from DRAGON and shows her in her original SSBN role in approximately 2000. In relation to the battleship model, she is mounted at approximately periscope depth. Mounting the two USS *Floridas*, past and present, together visually demonstrates the progression of ship design and naval technology over 70 years, and is a homage to the state I have lived in for 66 of my 76 years."



DONATED



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Brian Zinsmeister: "I befriended a man in Tampa who was a fellow model ship builder a few years ago. His name was **Ray Butterfield** and he recently passed away. His family generously donated some of his tools to me and those that I had no need of, I brought into the meeting on June 23rd.

One is a nice Unimat mini-lathe that needs a few attachments, but is in working order.

Also, a MICRO-MARK miniature power tool line including the transformer and the following tools: Mini palm-size belt sander, high torque drill, orbital sander, Gourd/cross saw, and sword saw. Plus, a bench top mini cut-off (chop) saw.

In addition to these power tools, I brought in a small box with an assortment of scissors, blades, and hemostats for rigging and handling small parts. These items are free to anyone who is in need. I know Ray would like to see them find a good home.



What's the yellow doodad? Fixture for fixing blade sharpening angle.

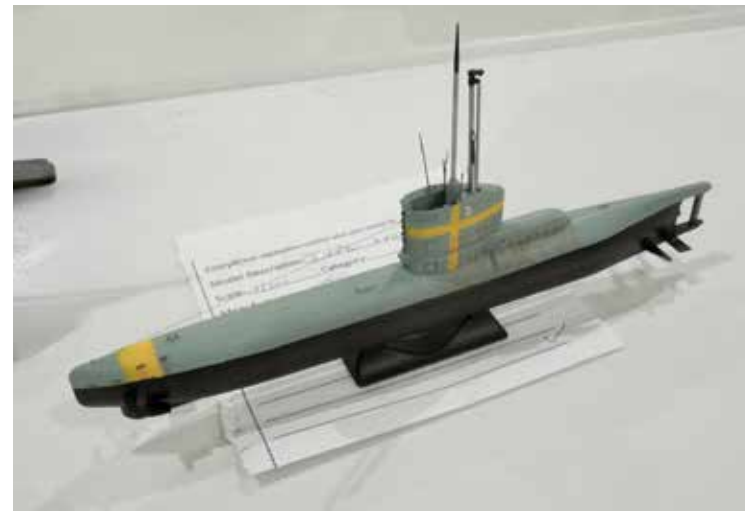


Most of this has been retained at the meeting site, so is still available.





PAMSCON June 27th at the TECO Building in Plant City. Vendors were well-stocked. Shown here and on the next page are all the maritime entries.





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< Yeah, well, this is James Bond's undersea vehicle, and the snow scene is an impressive combination of 2- and 3-dimensional techniques. Photos by Sec/Ed



Alex Bellinger: "This may not be my best work, but it is the work I know best. Appropriate for someone from the North Shore, and a friend of **Erik Ronnberg's**, the fishing schooner has been a focus for years. My favorite is a 1904 "Indian Header" **Ingomar**. The attached pictures are of my largest model of her, for an old 2-gallon kerosene bottle. The neck was so small the hull had to go through in halves and be rigged inside. Painting the hull with gesso and scribing it to resemble planking was something Erik taught me. The outdoor picture is from one of the Salem Antique and Classic Boat shows.

Ingomar is also the project I have been giving beginner students for years and will be again this summer, at the Wooden Boat School. Attached is a picture of a simpler version from a class given at the Essex Art Center a few years ago (IMG 8494).

Ingomar has a local significance in Newburyport. After a long and successful career, she was wrecked on Plum Island in a blizzard in February, 1936. She was a good lady to the end – all got off her all right. From time to time the shifting sands reveal her old bones. Attached is a picture of Christina walking out to them a few years ago.

Please feel free to edit, condense, rewrite, or dispense with all, as you choose. The only thing I ever ask of editors, please don't add something I didn't actually say. AI will eventually do that, but let's not rush it.

Thanks to **Lenny Burgess** for the PhotoShop image."

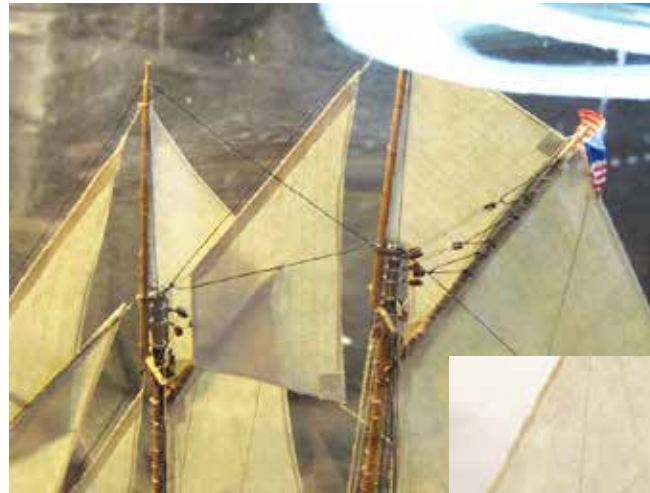


All photos from Alex



Ingomar



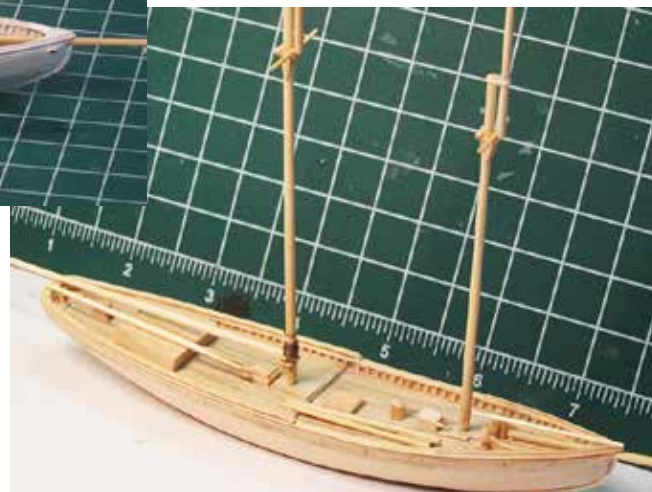


All photos from Alex



[Sec/Ed] Almost all of you don't know Alex, but I do, and as we don't have a model-bottler down here, I choose to share his efforts from time to time.

Alex will be running a class at WoodenBoat school this summer.



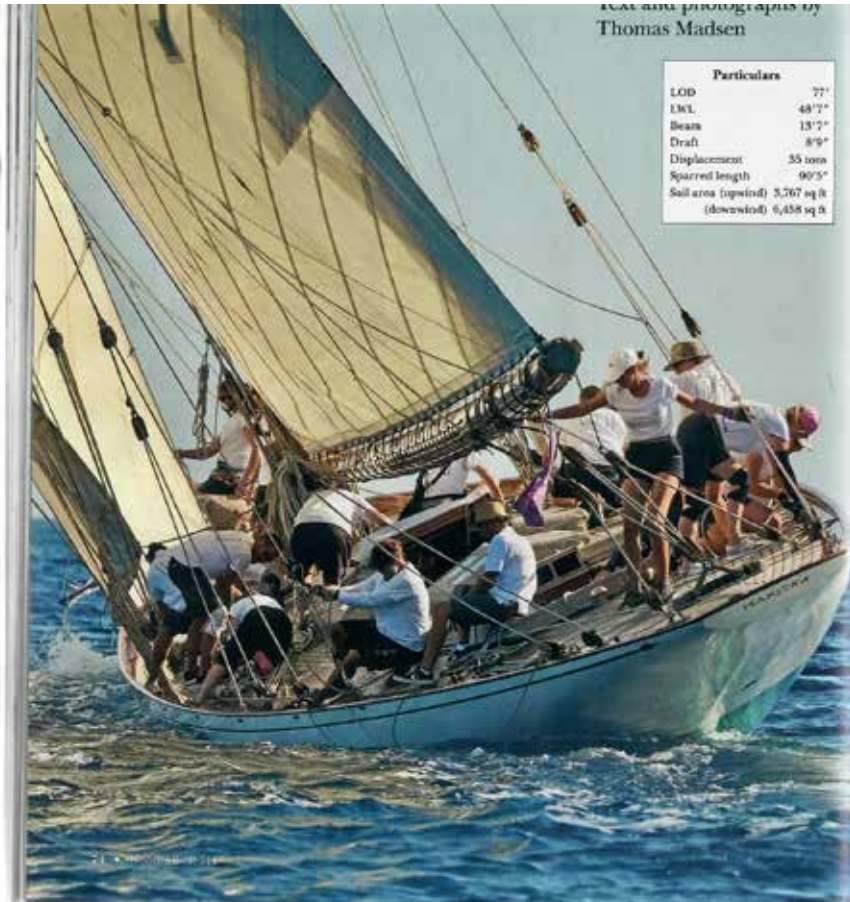
The End



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Believe It or Oar Knot!



[Sec/Ed] An Observation: Model ships and boats portrayed with sails aloft, even those shown with a few crew, are spurious! (SEE WB photo). This is what a vessel in motion on the ocean, actually looks like, at least when trying to get every fractional knot wrung out of her!

Image by Thomas Madsen.

Moby and Dick, actually twins, watched whilst Ahab clunked up and down beseeching the Lord to, "Give me one more chance to take the Great White Whale," but what angered them was his simplistic valuation on color, in that Dick considered himself to be a perfect Vincennes Porcelain, while Moby preferred Tuscan Alabaster, and the truly outsize thing about them was their vanity.



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