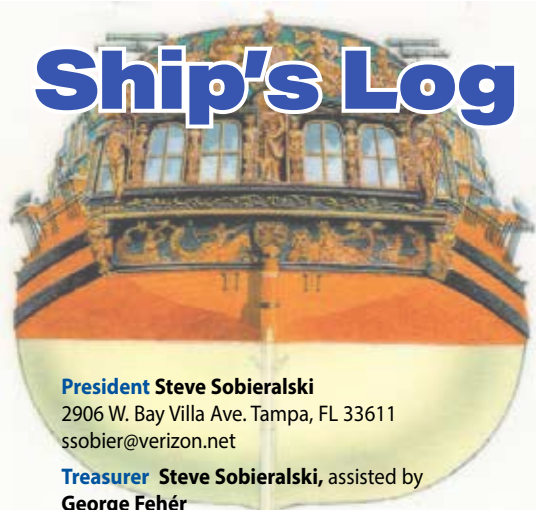


Ship's Log



President Steve Sobieralski

2906 W. Bay Villa Ave. Tampa, FL 33611
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Treasurer Steve Sobieralski, assisted by
George Fehér

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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 Oct. 27th, 10:30 a.m.

TampaBayShipModelSociety

Meeting of September 22nd, 2026

TampaBayShipModelSociety.org

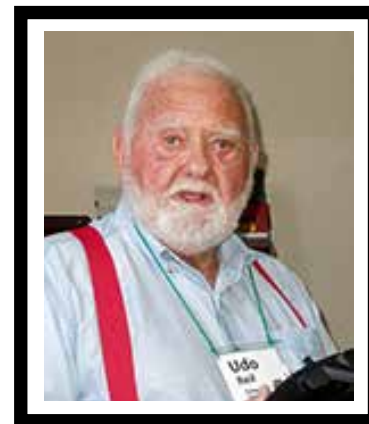
The meeting was opened by club president, **Steve Sobieralski**. There being no visitors or guests the floor was opened up for discussion of any old or new business.

Our esteemed Secretary/Editor and member emeritus **Irwin Schuster** reminded us all that he is not getting any younger and beginning in 2027 will possibly not be attending every meeting and thus may require some assistance to continue producing the Ship's Log. For now, this will primarily consist of a "scribe" to take down the meeting notes and photographer(s) to provide pictures of the Show and Tell submissions. For the foreseeable future, Irwin can continue producing and distributing the Log, but will need our help with input for those meeting he may miss.

On a related topic, members are reminded that as of January 2027, the offices of President and Treasurer will be vacant. Please consider stepping up for one (or both) of these offices.

Roger Kibert reported the sad news that member **Udo Reif** has passed away. Udo was a nice person and had led an interesting life, having been born in Germany and growing up there during WWII. He was also an accomplished modeler and brought in several interesting projects during his years of membership. He will be missed.

This from Diana Reif: "We will be having a memorial service in early December at our Unitarian Universalist church in Tarpon Springs. I'll keep you informed. Donations may be made to your favorite animal rights organization- our favorite was **Best Friends Animal Sanctuary** in Kanab, Utah. I'm sure that you'll be happy to know that all of Udo's boats have found happy homes with family. I'm keeping two of them. Thank everyone please, for their kind thoughts. With best regards Diana Reif".



Brian Zinsmeister's finished scratch model of a Menhaden Steamer, fishing boat, following up on his presentation in June of 2025.

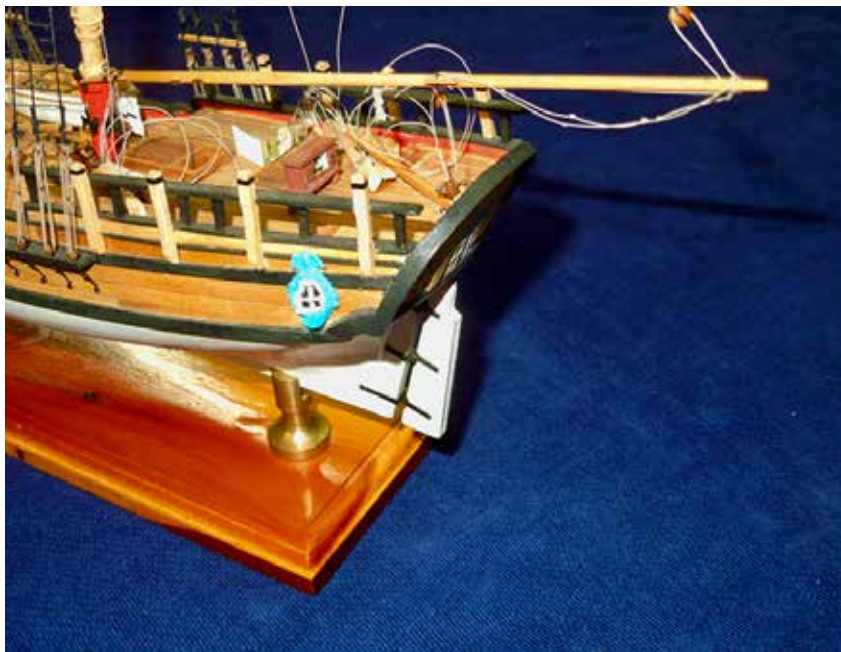


Guy Hancock on *Sultana*:

"I showed the *Sultana* with the main boom and gaff boom installed. The gaff has throat and peak halyards which I measured to be the right length to allow lowering the gaff. A flag halyard and a vang go through the port and starboard blocks on the end of the gaff.

The main sheet is held to the traveler by sister hooks, and the sheet will be belayed to the lower block and the rest coiled. The topping lift ends at a cleat on the boom and the excess line hangs from the cleat in a coil.

I will tie off the halyards to shroud cleats and coil the remaining line. I have installed the shroud cleats on one side. They were glued to the shrouds first, then a lashing was added and also glued. After it is glued to the cleat, I'll cut the tail off and make it into a coil on a form, fix with dilute white glue, then hang it on the cleat.



A trick for working with the lines is to wet them, and possibly also use dilute glue on them before trying to belay them to cleats or make coils. Most of the black thread used for lashings, ratlines, and serving is polyester. I discovered a spool of Egyptian cotton thread that seems smoother and I may try to use it more often."





Ed Brut: "Back in July I showed an old picture of a coast guard rescue boat used by the Coast Guard Auxiliary in Miami Beach. I brought in more pictures of the boat I had found and some pictures of the Coast Guard emergency radio station and the installation of poles for the radio station's antenna, all of which took place in the early 50s."



Action photos from Ed





Howard Howe FV *Andrea Gail*:

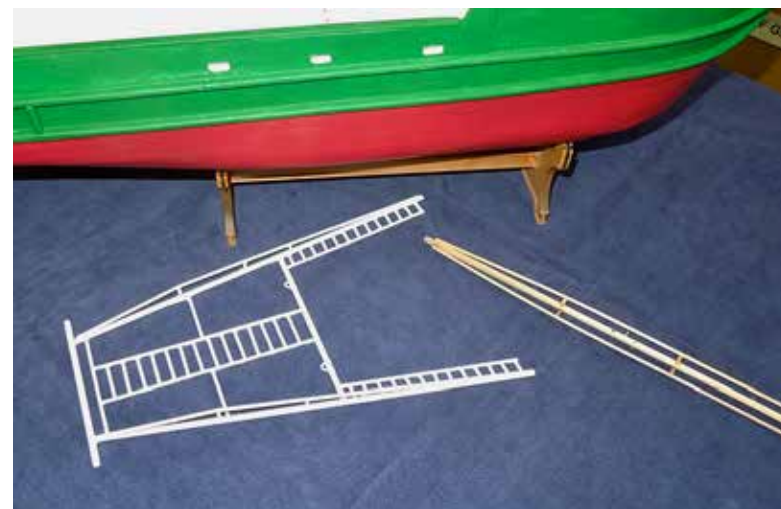
"The good news is that my *Andrea Gail* model passed her sea trial on the Seminole Pond with no leaks! Now, I can continue with the boat operational and fishing structures.

I added the electronic equipment and running lights to the wheel house top. The lights will be operational for night time display on her shelf at home. For access, the top needs to be removable so any attachments also need to be removable like the roof top ladder and supports.

For the ladder that goes to the top of the wheel house, I made it from brass wire and soldering using the 1:1 detail drawing.

The kit is designed for a section of the forward deck with the wheel house, the mast and fishing towers to be removable for interior access and the forward section of the lower deck. The three major components of the mast structure are constructed with wood and lots of dowels

There are a few plastic ladders but mostly they are made with wood dowels.



Photos from Howard



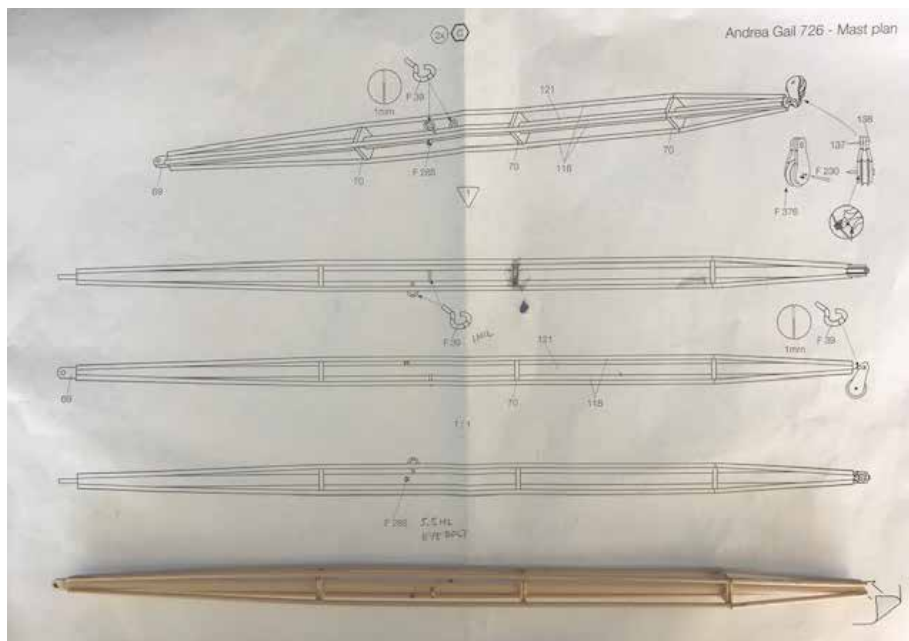
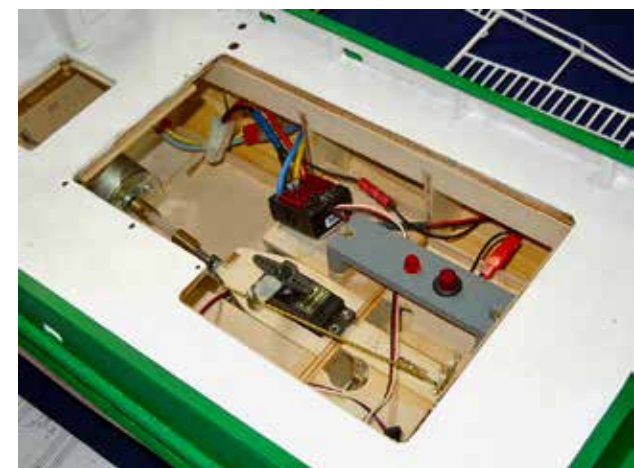
The hand rails on the mast platform are made by soldering brass wire. The other handrails on the deck are made by inserting the brass post in predrilled deck holes, aligning the post for the 1 mil brass wire to be inserted in the post holes and everything bonded in place.

For the mast structures, the kit provides 1:1 detail drawings. So, by taping the drawing to a wood board, covering with wax paper, and using small nails I was able to hold the dowels in position while gluing them together. Sequence of assembly is important and to make sure if a dowel needs modification like holes drilled for metal, it done before assembly. For the mast structures, I used a flat white spray paint for best coverage.

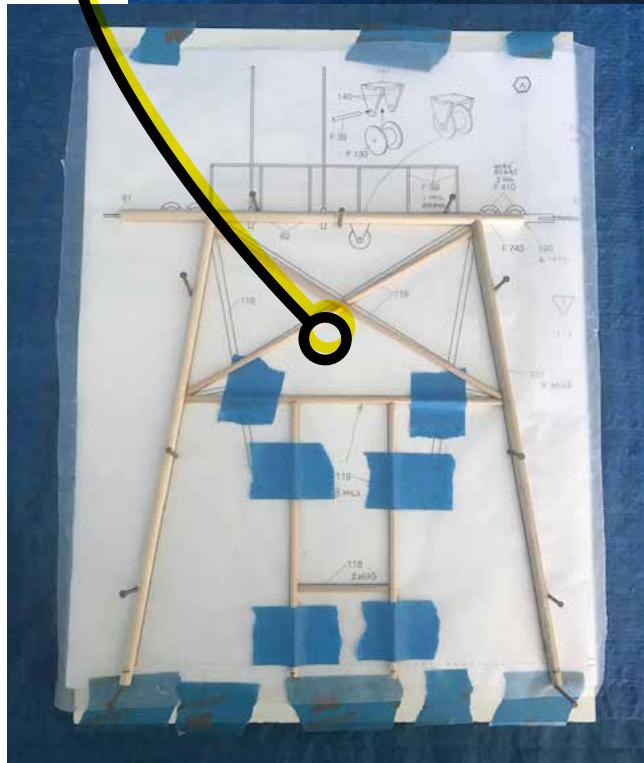
The kit materials are limited to the exact quantity required for each item. Since I used some 1.0 mil brass wire in place of the 1.5 mil brass wire, I had to search my surplus inventory for replacement. I mark part numbers on all die cut wood parts and only cut them out as needed. Now I know to mark all the kit materials.

One of my next challenges is to figure out how to fabricate and install the hooded deck lights on the mast. Then I will continue with the assembly of the fishing components and other details.

The crew members are waiting for the next trip!"







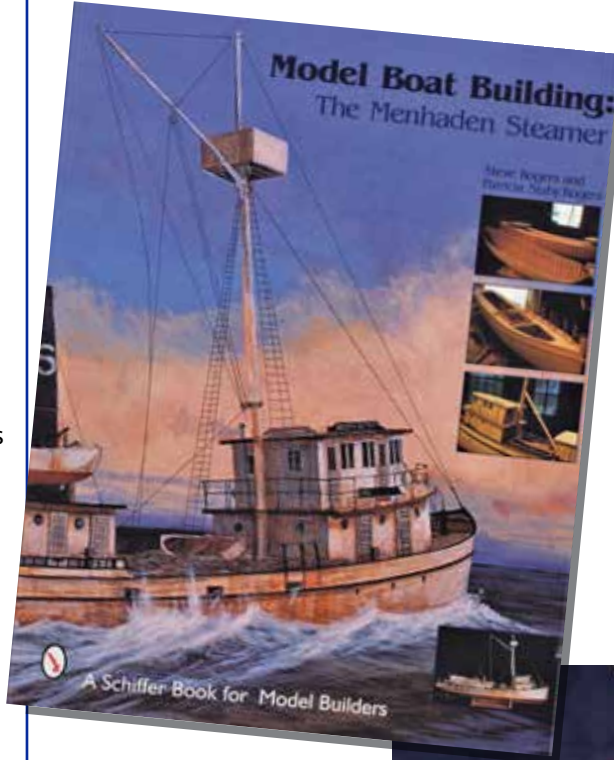
Photos from Howard



Brian Zinsmeister:

"I brought in this finished model as a follow up to my showing in the June of 2025 newsletter. In that edition I explained the book I used to build this model at a reduced scale starting with a solid wood mold to bend the ribs and build the hull.

These pictures show a little more work to the cabins and deck fixtures and before and after pictures of the finished boat. I primed and painted the hull first with the bottom painted red and the top white. The deck was stained with a transparent black stain and cap rails-rub rails, little walnut turned balusters, and bitts painted black along with the stack, davits and chains. The rest was a base coat of white also. I used acrylic spray paints for all colors, the touch up and details done with a brush. To make the distressed and worn look, I first scuffed or sanded edges where paint would be worn from use. I coated all the areas with a clear acrylic before applying a lite coat of raw umber glaze from "Mohawk".(They have great stains as well.)



A Schiffer Book;
Model Boat Building
The Menhaden
Steamer, by Steve
and Patricia Rogers,
\$7.89





The glaze stays wet for a while, which allows you to pull off excess with a dry brush. You can even out the effects and remove any that is too dry with a rag dipped in mineral spirits.

Once satisfied with the overall evenness i let it dry for a day or so and then do a final spray coat of clear satin or matte acrylic. Final steps are the rigging with different color lines and rope

I looked for dry transfer letters, but couldn't find any that size or color. I ended up using a gold roller point pen, but I'm not completely satisfied so I may redo them at a future date.

Otherwise, I enjoyed making this model from scratch. I recommend any of the Roger's books for step-by-step scratch building of working fishing boats."

Photos from Brian





Charlie Gravallese on *Newsboy* of 1854: "After one month, there is not much exciting progress to report on – however, I have made substantial foundational progress. Final shaping and sanding of the lower hull is now finished. The keel, stem, and stern post have been installed and the waterway plank which runs on top of the hull, the entire way around at deck level is completed.

The current step is to install a molding, known as the plank sheer on top of the waterway plank, and also running the entire way around the deck. When completed, these two hull elements will provide sufficient foundational strength to support the numerous 3/32" x 3/32" timber heads that will be mortised into the top of the hull around the deck perimeter.

As mentioned at the previous Show and Tell, the timber heads above the deck line provide a foundation for attaching the bulwark planking. All of this may not





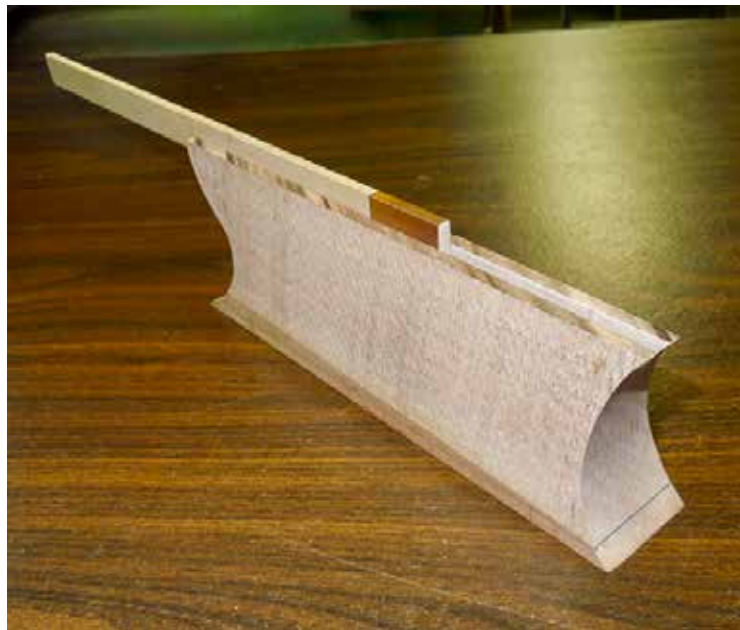
be clear in the photos. It's difficult to get this concept across in writing but all will become much more clear over the next few months as construction progresses.

On the hull you may notice the several small areas of white colored material. These are the locations of repairs I completed with the use of Miliput 2-part epoxy putty. While working on a solid wood hull the need to fill tiny dings and gouges is inevitable. I've always found super-fine Miliput to be an excellent solution for these problems. It's a 2-part epoxy. It dries hard, can be sanded and carved, and does not shrink.

Regarding the apple wood mounting plinth. I ended up making two mock-ups from scrap basswood as an aid to work out both the technicalities and the general eye appeal. Only then did I go on to work on the apple wood itself. At the present time, all of the layout and engineer-

ing steps as well as the cutting, milling, drilling, etc. have been completed, the finish work will be completed at a later time.

The two brass pins fit into the large holes in the bottom of the plinth and will extend about $\frac{3}{4}$ " into the hull. At a future time, the brass pins will be inserted into the plinth, completely through and into the hull, and epoxied in place thereby binding the hull and plinth together as a single unit. The two smaller holes in the bottom of the plinth will serve to attach it to the finish base board inside an acrylic case. As it stands right now, the apple wood plinth is still in rough form. None of the sharp edges have yet been removed and contours have not yet been molded into an object having elegance and eye appeal. This too will change as the project continues."



Labeled photos from Charlie



George G Fehér Re: USS *Constitution* Cross section. "I presented my "limited" progress on building this cross section model. Work focused on the gangway entrance boards, the waterways and the bulwarks for both sides of the spar deck (a.k.a. weather deck).

References used were the 1927 scantlings taken when the "Connie" was in dry-dock for a major re-fit. The four gangway boards were cast white metal with the imprint of an eagle etc. as on the original, which is still on the ship today.

The imprint is quite accurate, but the thickness of the boards was twice what the scale thickness requires. So, these were filed and sanded down to the required scale thickness, primed and painted. A dark wash was applied to create shadows and a lighter color of wood was added to the highlights. This was a three day process. The original bulwark planking was approximately 6 in. wide by 4 ½ in. thick. This was converted to the 1:96 scale thickness of 1.6 mm wide and 1.2 mm thick (1 in = 0.265 mm).



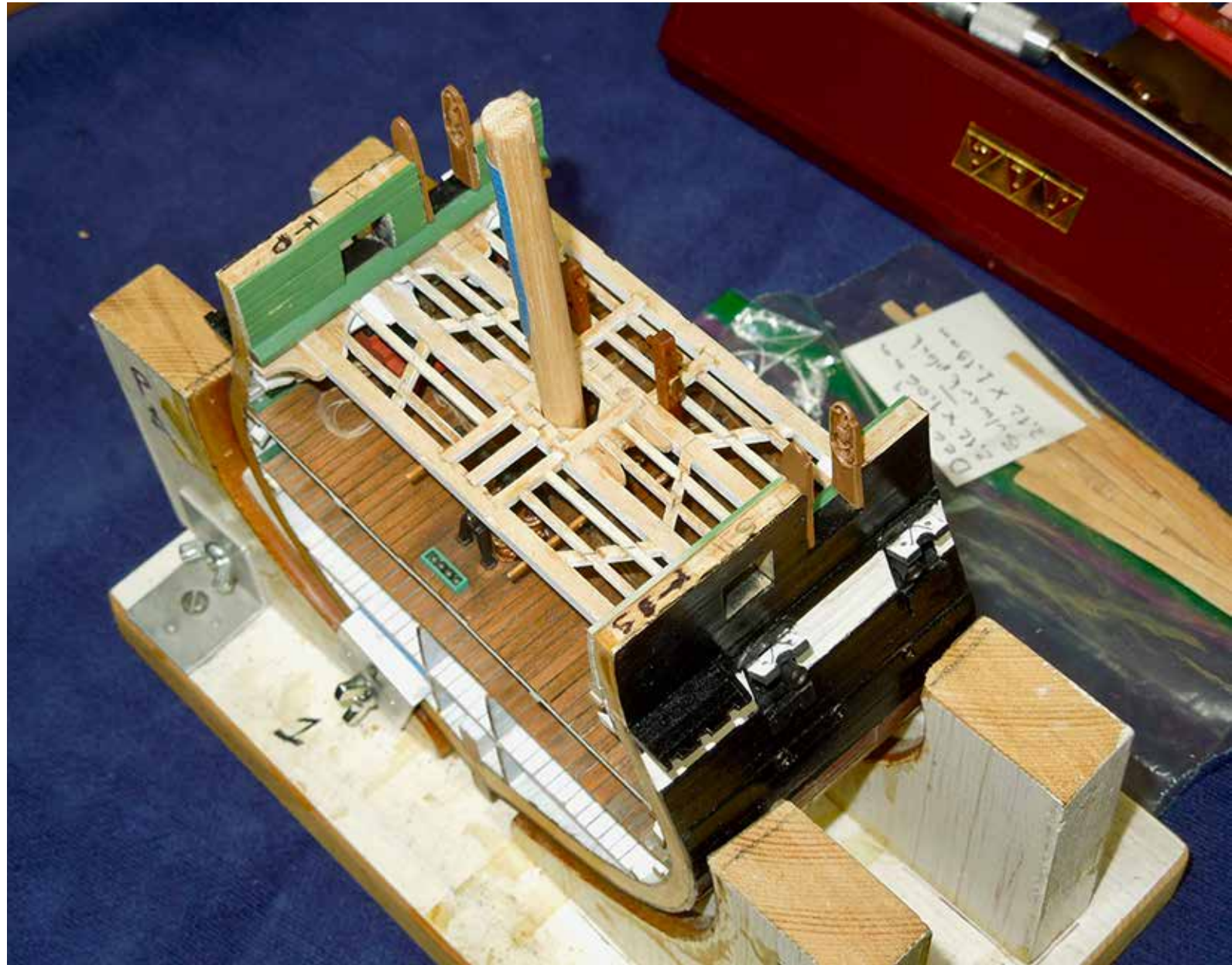


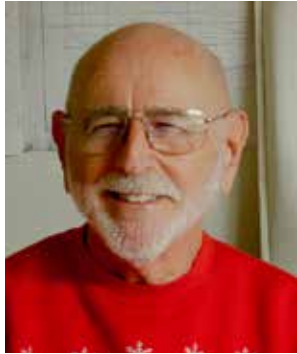
Material used was basswood strips sanded down to the scale thickness, then each plank was primed with Model Master/Grey Primer (Enamel), sanded smooth, and airbrushed with Floquil/Depot Olive (Enamel).

Once glued in place the excess planking covering the carronade gun port openings were cut out using a pointed razor saw (a.k.a. keyhole saw). This was somewhat tricky. First, only the lower two rows of planking was installed, and then cut flush with the sides of the gun port opening.

Next, the upper rows were glued in place and when cured, the model was turned upside down and the excess planking was cut out. Unfortunately, this messed up the previous painting of the gun ports sides, requiring resanding and repainting.

One step forward, two steps back! Next up, the cap rails, decking and fife rail."



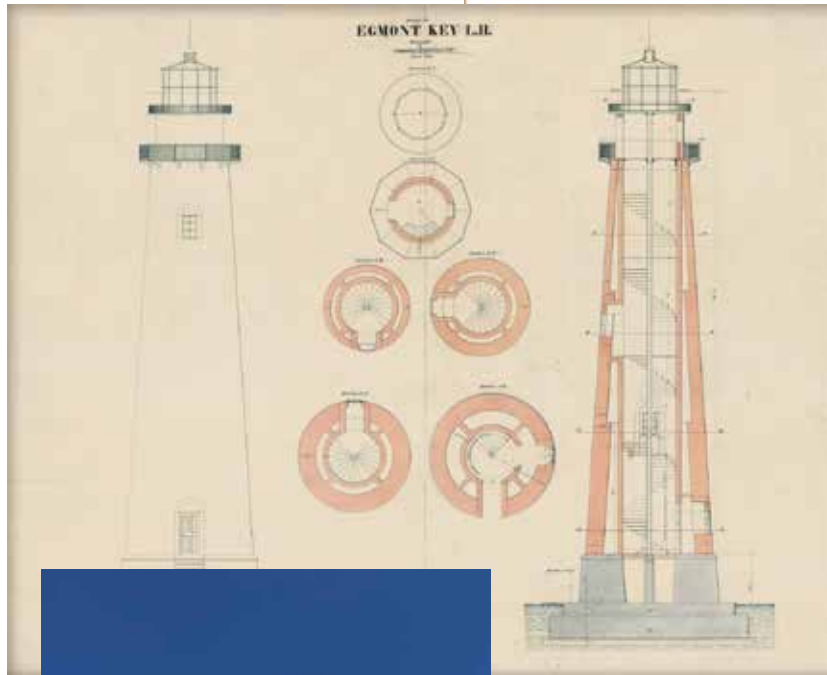


Irwin Schuster (Sec/Ed):

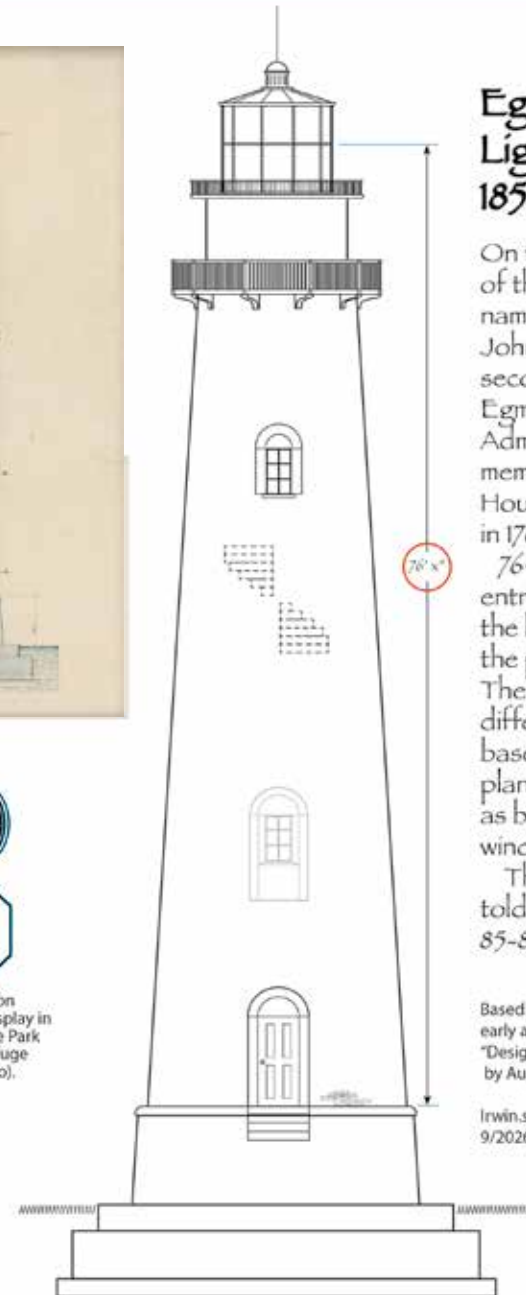
I showed a working image of the Egmont Key Light House taken from the 1858 plan by Augustus Angstrom and a variety of photos. As seems my lot, the tower does not reflect the plan. So, out comes my Artistic License.

In the 50's the tower was decapitated and a modern lamp perched atop. I plan to make a color illustration as I have with a half-dozen other lights.

This is made as an interpretation of the plan shown, preliminary to coloring it and placing it on a dramatic background.



Modern Beacon
as removed; on display in
Egmont Key State Park
and Wildlife Refuge
(off Ft. DeSoto).



Egmont Key Light House 1858

On the northern tip of the island which is named in honor of John Perceval, the second Earl of Egmont, Lord of the Admiralty and a member of the Irish House of Commons in 1763.

76+ feet tall - entrance to center of the lamp, interpreting the plan shown here. There is a clear difference at the base, between the plan and the tower as built (entrance and windows).

The intact tower is told to have been 85-87'.

Based on numerous photos early and recent, and a plan, titled "Design for Egmont Key L.H." by Augustus Angstrom.

Irwin.schuster@verizon.net
9/2026



Next came a 1/24 (or so) scale Gozzo for a Neapolitan "Precipe" being made by a special neighbor. A Precipe is a 1700's diorama of a Naples scene containing a creche.

The hull of this gozzo, a small fishing boat, was made by pressing CREATIVE Paper Clay into a plaster mold made a couple years back for a vacuum-form attempt. Most of the wood trim, floorboards, frames and small decking is cereal-box cardboard,

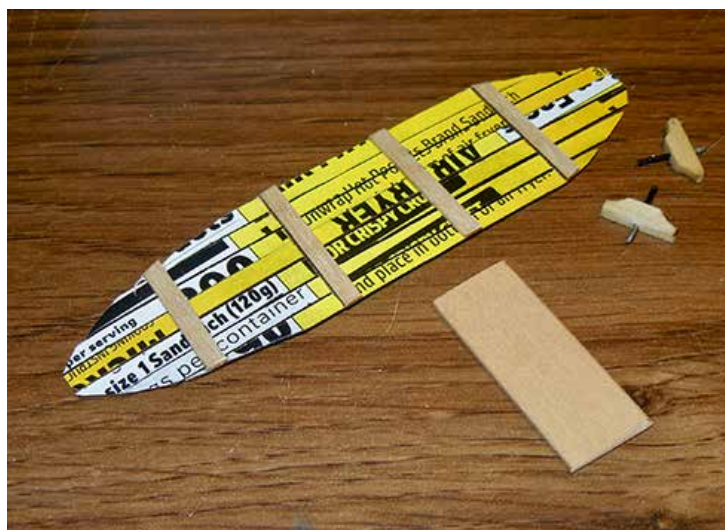
So, here's the philosophy and justification. Both paper clay and cardboard are wood products with "grain" obviously of more accurate scale than any fine-grained model lumber can be.

The paper clay is wood dough using water as wetting agent. It can be reconstituted, and when air-dried, is quite rigid, and takes paint well. CREATIVE PAPERCLAY from Michaels about \$10/lb.

I showed how to roll out the clay to an even thickness using any dowels or flats to define the thickness and PVC pipe as rolling pin, all atop wax paper. It lifts with enough integrity to hold as a sheet, at least in the 3/32" to 1/8" that I have tried. I have since sawn the mold in half lengthwise, and will next make half-hulls to be glued to keel and stems.



Another fun feature is the lantern made from a clear push-pin. The top is drilled for an eye-bolt and the base and cap painted Coleman Green.



Nets are tulle lace with cork floats of cardboard punch outs.





Steve Sobieralski on the Soviet Submarine *Rekordny*: "For Show and Tell I brought in a somewhat unusual subject: a Russian (more accurately Soviet) destroyer of the WWII era. The *Rekordny* was one of 29 *Gnevny* class destroyers, built in Russia from an Italian design during the late 1930s. They were built in four yards, with minor variations, but were typically of about 1,600 tons displacement, 370 ft in length, and armed with four 5.1" guns, two quad torpedo

tubes and a variety of light and medium AA guns. The *Rekordny* (Record -Breaking) was one of 12 of her class assigned to the Pacific Fleet and, since the Soviet Union did not enter the war against the Japanese until a few days before the surrender, she saw no combat action during the war. In the mid-1950s she and three of her sisters were sold to the PRC and several still exist as museum ships in China.



Photo from Steve



The model was built from a kit by TRUMPETER, it is 1/200 scale and one of TRUMPETER's earliest ship kits. It was built pretty much from the box, with exception of the PE railings for which I used some generic stock. Detail is not bad, but not up to TRUMPETER's current standards. TRUMPETER, being a Chinese company, produced two versions of the kit. One was the original Russian configuration of the ship, which is the one I built, the other being the revisions made for Chinese service, which included replacing the torpedo tubes with anti-ship missile canisters."



The End



Ship's Log Tampa Bay Ship Model Society 18



Believe It Oar Knot!



Editor Reports: Very good experience with this product attaching aluminum strips into a balustrade. Surface prepped by sanding and alcohol wipe. Bond is excellent. Sets in 10 minutes. Mini-tubes used to the bitter end without clogging of tip. I would wish the de-bonder were a bit more fluid, but it worked as is.

Local Coastal History: Add one more shaky shoreline historical venue to the list. It was reported that the Weedon Island Preserve Cultural and Natural History Center was defunded by Pinellas County, then restored for one more year (2027). FLMM in Cortez is closed as is the Gulf Beaches Historical Museum in Pass-a-Grille.

Mark your calendar! April 15, 2028 will be the 500th anniversary of Panfilo de Narvaez' visit to Pinellas County. Álvor Núñez Cabeza de Vaca hiked across the country from here, and from CA, down to Mexico, getting back to Spain 8 years later!

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GCMM Newsletter

Gulf Coast
Maritime Museum



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