

# Ship's Log

# Tampa Bay Ship Model Society

Meeting of May 23, 2023

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

## President & Treasurer Steve Sobieralski

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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*.

This regular meeting was called to order by President and Treasurer, **Steve Sobieralski**.

**Ed Brut** notified our crew: The PAMS CON 23 will be held on Saturday June 24th at the Strawberry Festival Fairgrounds (303 Berryfest Place in Plant City), TECO expo hall. Open at 9 am to about 5 pm. Contest and large vendor room. See [polkareamodelsociety.com](http://polkareamodelsociety.com) for more info.

From friend of the club, **John Pocius**, a link to images from the model show in Manitowoc, Wisconsin: See the model of *Plowboy* similar to S.S. *Mistletoe*. < <https://photos.app.goo.gl/YcWAJZ8XqFKBpmoB7> >

Again, nearing completion,  
**Steve McMurtry's**  
*CW Morgan*.  
More, on page 17.



**Next Meeting**   
**Tuesday, June 27, 10:30 a.m.**



# SHOW & TELL



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### Howard Howe Tiger & Mini-Tiger Visit:

"For Mother's Day, my son Glen and I made a trip to Astor on the St. Johns River to go aboard *Tiger*, the WWII Army ST 479 Tugboat that is being returned to her birth place in DeLand Fl.

I had coordinated the visit through Dan Friend, President of the Historic Trust. Two of the members, Fred Peace and Jeremy Blakely picked us up with their pontoon boat at the boat ramp and took us for a tour of *Tiger*. She is anchored in the river and with low water, she is stuck in the mud waiting for summer rains to elevate the river at least 3 feet.

My other son, Wayne and I had toured *Tiger* in Green Cove Springs, but this gave my son, Glen an opportunity to visit the boat that his grandfather worked on as a welder in 1943 & 1944. Jeremy checked the boat and started the auxiliary engine that will be used to bring *Tiger* to her home location, which is still being evaluated along with the funds needed for her final resting place.

After a great tour of *Tiger*, we drove south to DeLand to visit with some long-time friends that I grew up with in Daytona Beach, that were having a Mother's Day gathering. Then, we proceeded to visit Ken Lathrop who is building a 1/6 scale Mini-*Tiger* on a trailer to be used in the Memorial Day parade. He started with a small boat hull mounted on the trailer and fabricated the super structure.

Model includes 12" GI personnel, lights, and a full- scale horn (not the visible small one). Budget for the project was \$500 so most of the items have been donated. I had donated my set of original Army Tugboat plans, a dolly wheel for the trailer and some 6" plastic wheels for side bumpers. I also donated my 1/48 scale model of ST 479 Tugboat for the museum."



These photos submitted by Howard





**Howard's Grand Banks Model, *Restless*:** "I have completed the cabin framing, fly bridge structure, aft steps and basic white painting for sections of the *Restless* model. The kit manual provides detail for sequence of assembly and there are Face Book video segments that have been very helpful. I did have to resolve the fit of the cabin framing into the glass fiber plastic hull with careful trimming and filing of the cabin frames and floor panel to insure correct fit when the side panels are installed.

The internal saloon furniture, panels, helm area, and aft windows were next to be constructed by cutting out the numbered die cut pieces, gluing, and then covering them with the numbered thin mahogany wood after sealing them.

For gluing, I have changed from my favorite CA (Cyanoacrylate) to TITEBOND II Premium wood glue which uses water clean-up. It works great and my fingers no longer get glued in place!

After carefully ensuring that all the components fit properly in the saloon with some minor modifications, I cut out the floor covering, waterproofed the three sections with acrylic and bonded them in place. Then I installed and glued the furniture and panels.

There is still a helm chair, table, and electronics to assemble and install before I proceed with the windshield and external side panels. I plan to make the bridge removable for cabin interior access if required later. The whole cabin assembly will be removable from the hull for RC component access."



Three photos above submitted by Howard





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And, an historical note:  
Howard's crabber, *Saga*  
made the cover of the  
SSMA Journal.





## Doug Hamilton on 1/200 Scale

**USS Keokuk:** "The USS *Keokuk* was built in New York City in 1862 by Charles Whitney. Originally named the USS *Moodus*, her name was changed to *Keokuk* prior to launch. Dimensionally weighing in at 159' LOA with a beam of 36" 8.5", her weight was listed at 677 tons. Armament consisted of two 11" smooth-bore Dahlgren cannon which were mounted on Pivot carriages. Armor consisted of 4" covering the upper surfaces, stretching down to the water line.

*Keokuk* took part in the Naval attack on Charleston Harbor on 7 April 1863 in an attempt to regain Fort Sumter. She was placed second in line of battle behind a ship outfitted with a plough designed to clear the channel of Confederate torpedoes for the attacking force. During the brief battle *Keokuk* was holed over 90 times by Confederate artillery. Forced to withdraw she laid course to a reassembly area designated before the battle. Taking

on water heavily, she reported to the assembly area with her crew attempting to keep her afloat. Flooding was very rapid, and the ship was abandoned during the next day. Following that Confederate forces, working under cover of darkness dismantled the 2 11" smooth-bores from under the noses of the Union fleet. A Blue pendant was added to main mast. I found no evidence this feature is accurate, but it goes a long way to add some color to an otherwise dark model. The model had dead-lights cast into the deck surface. One of the last things I did to complete the build was to add a drop or two of TAMIYA Clear to these locations to simulate the glass used to bring additional light below decks. This technique was refined somewhat during my *Choctaw* build.

The base is a piece of Walnut I had scavenged for another model that never was built. The water is a medium artist's gel applied with a spatula and stippled to create a surface wave pattern. When dry the gel medium was painted with two shades of blue with some green added to again give depth. A wet coat of FUTURE Floor product was applied to the painted base when dry. White was used to simulate foam at the bow and in the prop wash aft of the boat.

The model was a fun build, and very enjoyable. The actual building was fairly fast with paint being the biggest part of the build. I spent a fair amount of time on the finish, and I think the results were worth the time spent.





## Doug Hamilton on 1/196 CSS *Tennessee*

**II:** "The history of the CSS *Tennessee II* is what drew me to this project. There are so many connections to this ship from different points in Civil War Naval history, it makes for a fascinating story. It should be noted up front that *Tennessee II* was built to guard and defend the port of Mobile, Alabama. It was part of, and Flagship for Confederate Admiral Franklin Buchanan's fleet that tried to defend Mobile Bay against Federal attack on 5 August 1864. It was during this action US Admiral Dave Farragut uttered his immortal phrase "Damn the torpedoes, full steam ahead!!" while tied in the rigging of his flagship USS *Hartford*. Admiral Buchanan, is an interesting character in that he was the highest-ranking Union Naval Officer who went south at the start of the Civil War. He was also one of the oldest. He commanded the CSS *Virginia* when engaged in the historic Battle of Hampton Roads VA with the USS *Monitor*. Afterwards, under his orders the *Virginia* was burnt to the waterline and her guns were dismantled in the face of the enemy and moved overland by the Confederate Marine Detachment aboard *Virginia* from Gosport Navy Yard to Drewry's Bluff, south of Richmond, VA on the James River to defend the Southern capital from Union assault. But that's a whole other story!!

The Battle for Mobile Bay saw the defeat of the defending Confederate naval forces and *Tennessee II* being sent to the bottom. The victorious Federal Navy raised *Tennessee*, towed her back to Norfolk, VA, where she was repaired and rechristened USS *Tennessee*. She entered her remaining years in federal service.

This kit represents my next build project. Cast in resin with photo-etched and cast white metal parts, it was produced by FLAGSHIP MODELS in 1/196 scale. The hull is two pieces, upper and lower halves that mate at the waterline.

This allows the builder the option of either a full hull or waterline model. I'll build mine as a full hulled version, to be placed on a base similar to other full hulled ship kits I've built, with oak keel blocks resting on a finished oak base.

The first step will be to prepare the resin by removing all the casting gates, flash and other irregularities from the parts. Re-scribing of the hull plating and details lost during cleanup will be needed, I'm sure. I'll add brass pins where the two hull halves mate and to other structural joints to be determined during the build. Smaller parts will utilize super-glue for adhesive holding, and brass pins if needed. I'll lay out railing, awning supports and other rigging requirements early in the build and make a few sketches of where everything will go later on. This method helped tremendously during the Choctaw build, so I'll use it again!!

Painting will approximate the finish used during this time period on other Confederate Ironclads. Weathering will be applied as will highlights and shading. I also plan to fabricate deck awnings from brass rod and tissue tarps, which will also be laid out early in the build. I'd be interested in have a discussion on soldering brass parts with anyone with some experience with that.

I'm looking forward to this build and intend on bringing my progress to future meetings to share with you. I've begun the research phase of the build and am massing my notes. I'm also beginning to set focus on the build itself, once I complete my current project, a car model (!! I tend to build a little of everything !!) that bills itself as "A swinging Luxury Sports car"!! When that's done, I can begin the next project! Of course, at this point it's all supposition and the hope that's present at the start of every project!! I'll keep my fingers crossed!!







## "Ed Brut Reports on X-craft and Tirpitz:"

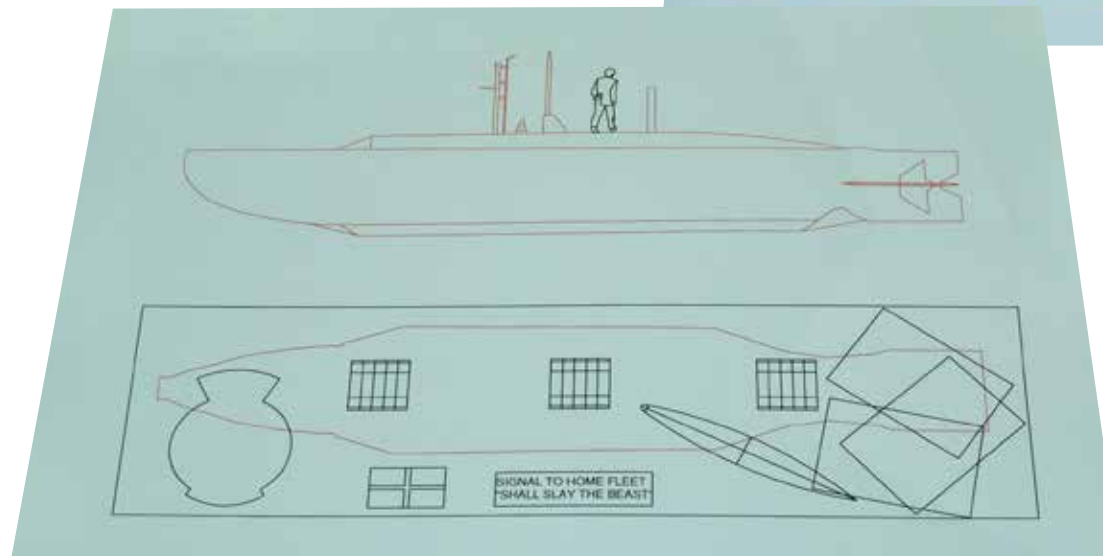
Having wanted to move along my under-construction 1/35 scale British X-Craft sub, I completed the view of what would be seen through the open hatch, a dark open hole did not cut it. With some piping, valves and rung type ladder in small tubes of PLASTRUCT, will give something interesting to look at.

I also got interested in the base for mounting the little submarine. Having already a name plate and ships crest, it still had a lot of real estate. While the exploits of this craft are well known to most British WWII naval buffs, it is a mystery to some. I now wanted to add some diorama points of interest to the base. Having found a small... very small... tiny 1/2000 scale German Battleship *Tirpitz* in kit form to place on the wood base to represent the target of the submarine squadron. Did I say tiny?

The kit by FLYHAWK, a Chinese model company has 45 parts (If I counted right) on 4 small, did I say small, I meant tiny sprues. You can build it full hull or waterline.



Next, the hatch between the compartments.





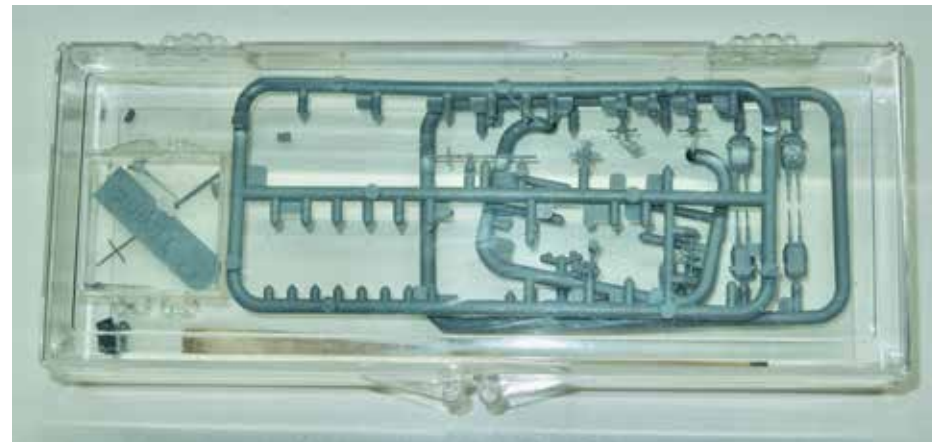
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This Pocket Fleet Series is one of a few German and British ships in this scale. At just under 5 inches long this will serve as a recognition model on the base.

Along with it I found on line a number of aircraft photo recon pictures of *Tirpitz* in the Norwegian fjord taken by the British Royal Airforce, prior to the attack. I copied the pictures, added some information as to secrecy, date, time, location and aircraft taking the pictures.

Both *Spitfire* and *Mosquito* photo recon aircraft were used. I then reduced the pictures to a size to fit nicely on the base and ran them on photo paper. The impression I want to convey is a briefing on the target *Tirpitz* in 3D form, an Admiralty type model, and the reconnaissance photos use to locate her.

Now where did I drop that gray plastic anti-aircraft turret... on the gray carpet....?"



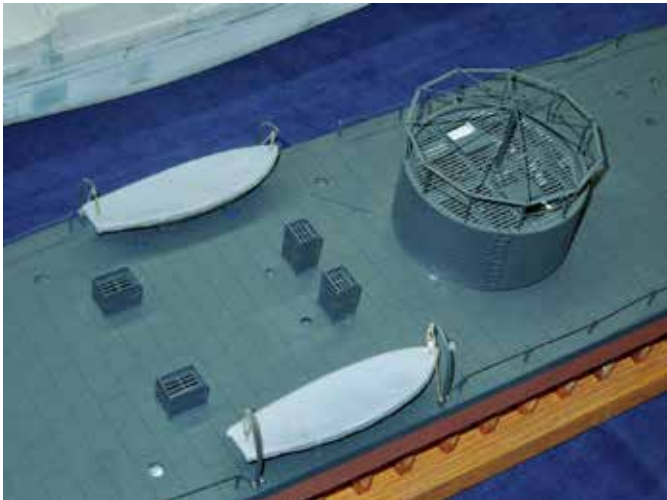




**Steve Sobieralski on Monitor and USS Maryland:**

"Inspired by his model of the *Monitor's* turret that **Doug Hamilton** brought to the April meeting, I brought in my model of the complete ship. It was built from a kit by a British company called SPEEDWELL, mainly known for their line of lifeboat kits designed for radio control. (Apparently lifeboat models are popular in Britain.)

The model, which I brought in previously some years ago, is 1/72 scale and depicts the ship as she appeared while patrolling the James River for some months after the famous battle with the CSS *Virginia*. The kit was mixed media with parts provided in cast resin, cast metal and photoetch. The deck and vertical sides of the hull were in Plexiglas that is laser etched to represent the plating and rivets of the original."



Steve also displayed progress on the battleship USS *Maryland*, at 1/200 scale (scratch).

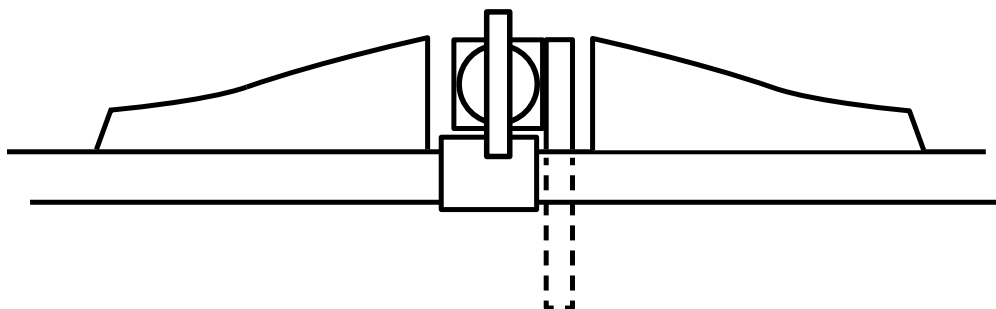


**Guy Hancock Continues with his Capt. Jno. Smith Shallop:**

"I showed the shallop again, with the pins for the oars and some other pieces whose function I don't know installed in the cap rails. The metal plates, presumably to prevent the oars wearing the cap rails are in place, and the one around the mast step.

The pins beside the hole for the mast are belaying pins, but I didn't realize this and had cut the bottoms off. I made a piece of wood with 4 brass pins to install under the seat so lines can be belayed. I tapered the back edge of the rudder but can't find any information about whether this is accurate for that time period.

Some new blackening solution has been ordered, and the pintles and gudgeons are soldered and ready to install after blackening. I soldered the barrel hoops and that allowed me to place them better than when I was trying to glue them using thick CA."







**George Hecht on inflatable Boats:** "The complete model is of an Avon, 5-meter, Rigid Inflatable Boat. It is 1/24th scale.

I bought it to show the hows and whys of a vacuform kit. It's tricky to build because you only get one cut, off the master. The model was sold by Model Shipways in England, Avon's home.

I also brought some buoys, vacuform as well, and made by the same company. They are, sadly, out of business."





**Vic Lehner Reports on *Le Gros Ventre* Progress:** "Thought you might be interested in an update of the fat belly ship. Not quite two and a half years into building her and about a year and one half left to go. I am starting to work on the service boats and than, on to rigging. View a fine video on the ship model: [https://youtu.be/\\_piHuds4MYw](https://youtu.be/_piHuds4MYw)"

## Le Gros Ventre by Victor Lehner

YouTube · Roman · Jan 20, 1970

YouTube





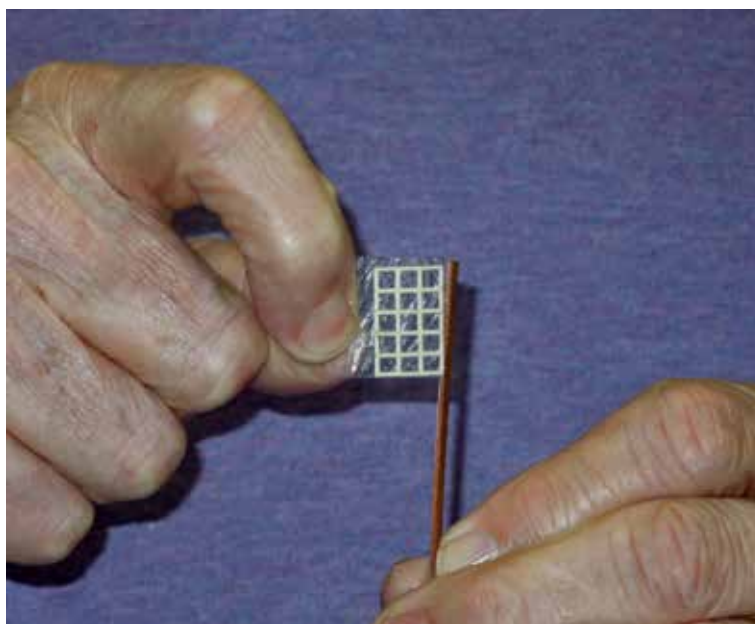
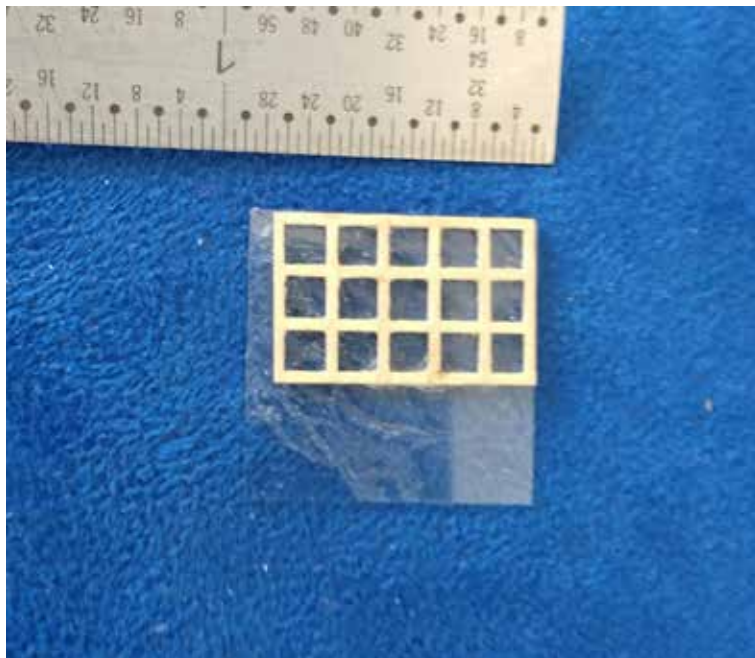


## Charlie Gravalesse Describes His Fenestration Methodology!

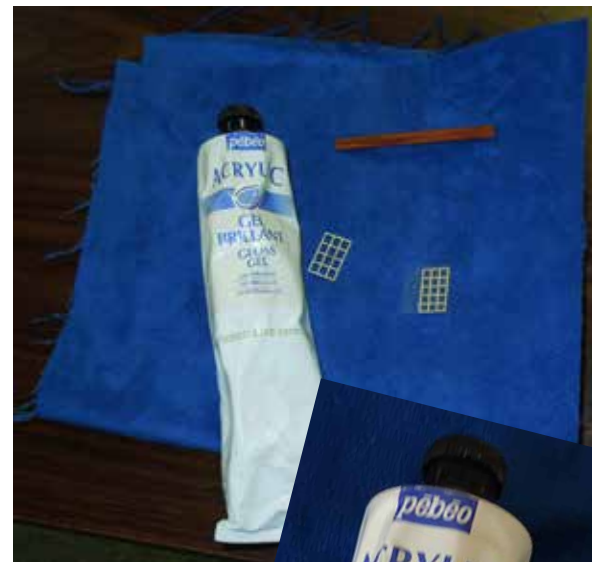
"18th Century Glass – While working out techniques for making realistic glass windows, (aka "lights") for my *CONFEDERACY* model, I came upon a way to give the glass a realistic appearance. Unlike glass of today, 17th and 18th century glass was not completely clear and transparent. It contained defects from the manufacturing process that gave the glass a watery appearance.

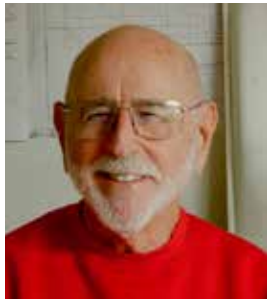
The main purpose of this glass was to let in light and not so much to see through clearly. During one of my trial and error sessions, experimenting with various materials, I came across an acrylic gloss medium gel and found that by randomly smearing a thin layer of the gel onto the glass and allowing it to completely dry the affect is perfect for my requirements. The gel comes out of the tube in a milky looking form but dries perfectly clear. First step is to construct the window mullions and stiles from Holly wood.

The glass I used is microscope cover slides, 0.008" thick. Second step was attaching the glass to the window frame with tiny dots of super glue at each corner. Third step was to apply the gel to the back side of the window and allow to dry . That's all there is to it. The gel I used is an "artist quality" acrylic medium which states it will not yellow over time."



Photos sent by Charles



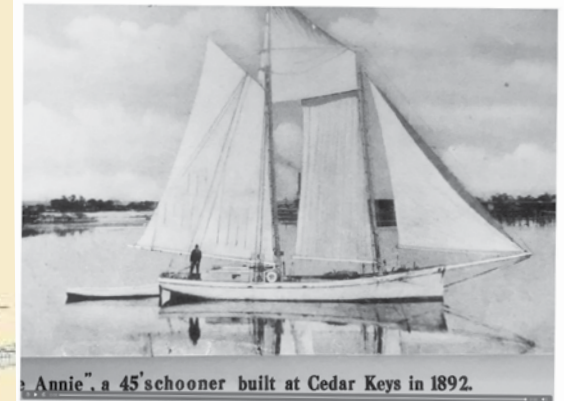


**Irwin Schuster (Sec/Ed) Brought Chas. Cohill Complete:** What more is there to say? Her scale mariner, made of air-drying, paper clay, is inside the case. Case closed.

Then, a couple of illustrations of local vessels; schooner, *The Annie* of 1892 built in Cedar Key, and SS *Mistletoe* of 1894, origin unknown at this writing. Almost nothing is known of *The Annie* except her length of 45 ft., date and place of build. **Bob Johnson** sent me a photo which was shown in John and Laura Pether's recent book. It is a pretty straight on, starboard view, so allowed for near tracing of her lines and rig. Very little color to be added. Accurate sail panels are tough from these old photos, and I can find very few images from which to crib.

*Mistletoe* has her own mysteries. Her length of 100 ft. is recorded but not where she was built, nor if she was steel or wood. Her prop is displayed on the grounds of The Florida MM in Cortez. Stay tuned for the rest of the story!

Your Sec/Ed is a native Floridian of substantial age. One of my parents' businesses was a grocery store on St. Pete Beach, ca. 1940. For produce, my father occasionally drove his "compact" pick-up



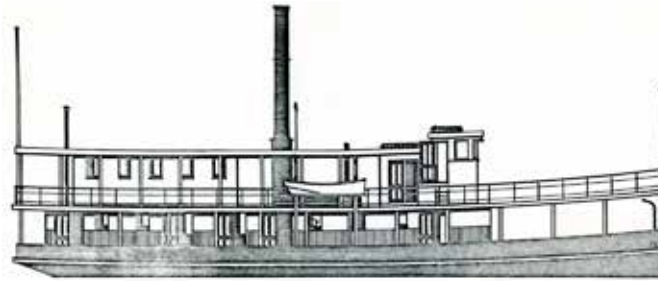




all the way around Tampa Bay, to Bradenton. I went with him a few times. Thus, my personal interest in local commerce. I have known of SS *Mistletoe* (ca.1894 – 1917) for years, and seen a model of her in The South Florida (Bishop) Museum, so felt no pressing need to make another. There is an elevation drawing with a couple dubious details, and a few low-resolution photos. I have attempted to provide a better drawing. It is a challenge, much like crossword puzzles, to stave off senility.

From "Sarasota History Alive:" *"The steamship Mistletoe was Sarasota's first reliable and regular connection to the outside world. In the 19th century, road and rail connections between Sarasota and neighboring towns were poor or nonexistent and boats came and went according to whim or need, not on any schedule. In his "The Story of Sarasota", Karl Grismer\* called the coming of the Mistletoe more important to Sarasota than the coming of the Scottish colonists (most of whom left) and the building of the DeSoto Hotel (which was boarded up most of the time). Beginning in October 1895, the Mistletoe began a regular schedule, bringing passengers and goods every Monday, Wednesday and Friday and returning to Tampa on Tuesdays, Thursdays and Saturdays. \*Karl Hiram Grismer (1896 – 1952)*

*The Mistletoe's arrival was facilitated by the dredging of channels in the northern part of Sarasota Bay, enabling shallow-draft steamers to make the entire trip from Tampa without having to go into the open Gulf waters. The beginning of regular shipping to Tampa led to a shift in the fishing industry in Sarasota. Previously, fish for export were dried and salted. The Mistletoe carried ice, enabling it to take on fresh fish for northern markets via Tampa trains. A number of wholesale fish houses opened along the bay in the following years, including one by John Savarese, the Tampa wholesale fish dealer who owned the Mistletoe.*



*Mistletoe 1905*

Owned by the John Savarese Fish Co. of Tampa. Carried passengers and general cargo from Tampa to Cortez and Sarasota. Swamped at Tampa during a hurricane in 1911. She was raised, rebuilt and renamed the "City of Sarasota". Partially dismantled around 1917, later sunk at Smeads Island.

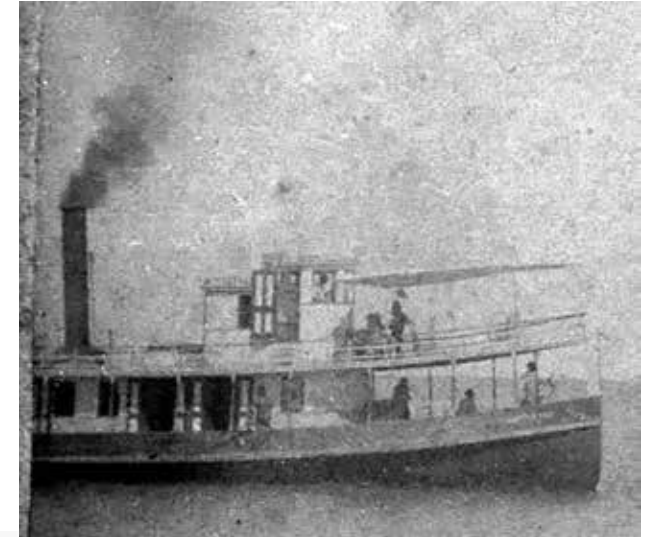


Image at right, cropped from a Manatee County archive print, shows the ship approaching Egmont Key, prior to the added upper deck accommodations seen below.



Images from Florida Memory and Manatee County. Illustration at upper left used as the basis for my work, does not comport, in some details, with photographic evidence.



While being overhauled at Savarese dock in Tampa, the Mistletoe sank during a hurricane in October 1910. After being raised, the steamship was enlarged and outfitted to carry 200 passengers as well as cargo. In its new form it was christened The City of Sarasota on February 6, 1911. The Sarasota Times reported that Miss Esther Edmundson christened the ship, the Sarasota Brass Band played, Mayor H.S. Smith gave a speech and Harry Higel reviewed the history of the vessel. The Times article focused on the elegantly furnished and upholstered cabin of The City of Sarasota, with only brief mention of its capacity to carry fish.

By 1917 The City of Sarasota ended its runs to Sarasota. The Pillsbury Boat Ways on Snead Island, at the mouth of the Manatee River, converted the steamship into a barge. It seems, however, to have not functioned well in its new form, and one account states that the barge was pulled onto the shore and burned.

A model and photograph of the Mistletoe are on display at the South Florida Museum in Bradenton as part of its maritime exhibit, "Charting a Course Through History: Our Manatee Heritage."

—Ann A. Shank, former Sarasota Historian.

Sources are confusing on her dimensions. **JUST IN!!!!** A photo that I had, but discounted as Mistletoe because of inconsistencies, has altered history! A higher resolution image clearly shows her name-board as *Mistletoe*. This means there was another, substantial reconstruction, between 1895 and 1900, before she became, *City of Sarasota*.

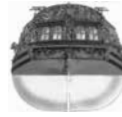
John Savarese was the first President of the Tampa Yacht and Country Club, ca. 1904.

**Fellas and girls, this is not over.**



This Image, while charming, is not accurate in configuration and some details, as revealed by photos on the previous page. It is currently being redrawn. That is a task I do NOT enjoy.





**Steve McMurtry weighs in from Tennessee, on His CW Morgan Status:**

"Progress is resuming on the *Morgan*. I am down to the home stretch. The only things remaining to do are the davit systems for all the whaleboats and final completion of the boats themselves.

I went through all the rig and tightened a few of the shrouds and stays that were a little loose. It took a while to develop a system for making the rope coils for the belaying pins that looked realistic. I ended up making a jig to create the basic coil and fixed them with a light coating of 50% diluted clear acrylic (GOLDEN GAC 100). Then I made the loop around the coil and hung it on a fixture of belaying pins on a board to get the 90 degree bend so they would hang correctly. A little more GAC to help them keep their shape.

I spent an amount of time making little hardware for the Davits and boat bearers. Lots of eyes, pintles, gudgeons and support rods. The davits and bearer poles are both attached to the hull using iron straps and staples the go around the davit and are bolted through the hull. I made these using 0.004" copper sheet and 0.015" brass wire. I bent them to size over a mandrel to match the davit width.

Next month I should have some real progress to show. I think She's looking pretty good now."



Images from Steve





## MORE TO SEE IN '23!

# PAMSCON 2023

## POLK AREA MODEL SOCIETY IPMS CHAPTER 1130 2023 CONTEST & SHOW

**SATURDAY, JUNE 24, 2023**  
STRAWBERRY FESTIVAL FAIRGROUNDS / TECO EXPO HALL  
2301 W OAK AVE, PLANT CITY, FL 33563  
**DOORS OPEN TO PUBLIC AT 9 AM**

2023 THEMES:

### TRIPLE B IN '23

BENT, BROKEN,  
BUSTED! LET'S  
SEE YOUR BEST  
DISTRESSED!

### COMMEMORATE THE END OF THE VIETNAM CONFLICT

- ★ ONE-DAY SHOW LOADED WITH CONTENT
- ★ AWARDS PRESENTED FOR EACH CATEGORY
- ★ VENDOR TABLES AVAILABLE
- ★ CONTESTANT REGISTRATION ENDS AT NOON
- ★ LEGENDARY RAFFLE
- ★ ONLINE REGISTRATION COMING SOON

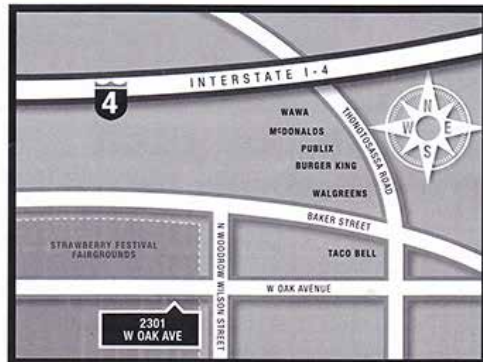
PAMSCON 2022 FEATURED OVER **580 MODELS** ON DISPLAY, WITH OVER **180 AWARDS** HANDED OUT. WE'RE GROWING EVERY YEAR. WE'RE CENTRALLY LOCATED IN PLANT CITY FL. COME CHECK US OUT.

**MODELERS JOIN US! WE WANT TO SEE YOUR BEST! AIRCRAFT, ARMOR, NAVAL, DIORAMAS, AUTOS, REAL SPACE, SCI-FI, FIGURES & MECHS ...**

\*\*\*\*\* **BRING IT.** \*\*\*\*\*

**MOUNTAINS OF CLASSIC VENDOR PLASTIC. FIND THAT KIT YOU'VE BEEN LOOKING FOR. OPEN TO THE PUBLIC. AMAZING BUILDS ON DISPLAY.**

For more information:  
email: [president@polkareamodelsociety.com](mailto:president@polkareamodelsociety.com)  
website: [polkareamodelsociety.com](http://polkareamodelsociety.com)



### PAMSCON 2023 OFFICIAL RULES & CATEGORIES

- 1) All modeling work to have been completed by entrant, including Juniors. No toys/pre-finished or R/C kits permitted.
- 2) Models may be of any material (i.e. plastic, resin, wood, or metal).
- 3) Juniors limited to participants who are 15 years or younger the day of contest. Juniors are not restricted to Junior categories - they may enter any category.
- 4) Bases are allowed and encouraged in all categories, but will not be judged outside of the diorama category. Bases not in the diorama category are limited to flat surfaces (i.e. tarmac, grass, concrete, etc.). No trees, rocks, or dimensional objects allowed outside of the diorama category.
- 5) Out-of-Box entries must be an un-modified commercially produced kit, and must be submitted with kit instructions. The only acceptable alterations are for antenna wire, paper/ masking tape seal belts, and alternate decals. No High-Tech /Pro-Fi Pack kits allowed.
- 6) Higher level win rule. Refer to IPMS Contest Rules / Eligibility / Section 3.
- 7) Collections are defined as 5 or more closely related subjects. Head judge reserves the right to evaluate / declare what defines a collection.
- 8) Any model that constitutes a figure will be judged in the figure category. This includes dinosaurs, robots, Terminator, etc.
- 9) Upon registration, the entrant will indicate his/her choice for category of each model. The head judge reserves the right to evaluate and if necessary move the entry to the appropriate category. If a move is necessary, the entrant will be notified.
- 10) All judges will be experienced competition judges or will be paired with an experienced judge. Entries will be judged with fairness and integrity. No judge will be permitted to judge in any category in which they are entered.
- 11) Theme Awards will be judged as their own category (i.e. models will NOT be judged in their normal category if being entered as a theme entry. Theme categories will be judged 1st, 2nd and 3rd as other categories but 1st place will receive a special award as in the past.

#### A) Juniors

- 1) Junior Aircraft
- 2) Junior Armor
- 3) Junior Automotive
- 4) Junior Open
- 5) Lego

#### B) Dioramas

- 1) Military
- 2) Vignette
- 3) Open

#### C) Ships

- 1) Powered, Larger than 1/700
- 2) Powered, 1/700 and Smaller
- 3) Submarines and Submersibles (All Scales)
- 4) Sailing - (All Scales)

#### D) Automotive

- 1) Curbside
- 2) Production Cars
- 3) Competition - Closed Wheel
- 4) Competition - Open Wheel
- 5) Street Rod
- 6) Street Machine
- 7) Custom
- 8) Drag Racer / Funny Car
- 9) Motorcycles
- 10) Commercial Vehicles
- 11) Large Scale - 1/16 and Larger
- 12) Small Scale - 1/43 and Smaller
- 13) Production Trucks
- 14) Emergency Vehicles

#### E) Aircraft

- 1) 1/32 and Larger (Prop/Jet/Multi-Engine)
- 2) 1/48 Prop
  - a) Allied
  - b) Axis
- 3) 1/48 Jet
- 4) 1/48 Multi-Engine
- 5) 1/48 Prop Multi-Engine Fighter
- 6) 1/72 Prop
  - a) Allied
  - b) Axis

#### E) Aircraft - continued

- 7) 1/72 Jet
- 8) 1/72 Multi-Engine
- 9) Bi-Plane and Multi Wing (All Scales)
- 10) 1/100 and Smaller (All Scales)
- 11) Civilian/Sport/Airliners (All Scales)
- 12) Rotary Wing Aircraft (All Scales)
- 13) UAV

#### F) Military Vehicles

- 1) Armored Track 1/35 and Larger
- 2) Armored Half-Track/Wheeled 1/35 and Larger
- 3) Soft Skin 1/35 and Larger
- 4) Armored Track 1/48
- 5) Armored Half-Track/Wheeled 1/48
- 6) Soft Skin 1/48
- 7) Armored Track 1/72
- 8) Armored Half-Track/Wheeled 1/72
- 9) Soft Skin 1/72
- 10) Artillery / Ordnance (All Types/Scales)
- 11) Large Scale Armor 1/36 and Larger

#### G) Figures

- 1) Historical 90mm and Smaller
- 2) Historical Larger than 90mm
- 3) Fictional 90mm and Smaller
- 4) Fictional Larger than 90mm
- 5) Busts (All Scales)

#### H) Sci-Fi/Fantasy/Real Space

- 1) Real Spacecraft (All Types/Scales)
- 2) Sci-Fi Fantasy Star Trek (All Types/Scales)
- 3) Sci-Fi Fantasy Star Wars (All Types/Scales)
- 4) Gundam
- 5) Sci-Fi Other

#### I) Collections (All Types /Scales) 5 or more related items

#### J) Out of the Box

- \*\* Must include instructions  
No multimedia kits/Hi-Tech
- 1) Aircraft (All Types/Scales)
  - 2) Military Vehicles (All Type/Scales)
  - 3) Automotive (All Type/Scales)



#### K) Any Other Subject (All Scales)

#### L) Winner's Circle - Limited to Previous Winners of Regional or National Awards

#### M) Special Awards

- 1) President's Award
- 2) Judges Best of Show
- 3) People's Choice
- 4) Best Aircraft
- 5) Best Military Vehicle
- 6) Best Ship
- 7) Best Automotive
- 8) Best Figure
- 9) Best Space/Sci-Fi
- 10) Best Diorama
- 11) Bob Miller Award - awarded for exceptional scenery

#### N) 2023 Theme Awards

- 1) Triple B in '23
- 2) End of Vietnam Conflict

*Final decision on all ALL PAMSCON 2023 awards resides solely with our event judging staff.*

continues next column ...



**& FINALLY...**



*Believe It Oar Knot!*

**Colossi, fun rides, and an unexpected location!**

