

# Ship's Log

# TampaBayShipModelSociety

Meeting of June, 2025

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

## President Steve Sobieralski

2906 W. Bay Villa Ave. Tampa, FL 33611  
[ssobier@verizon.net](mailto:ssobier@verizon.net)

## Treasurer George Hecht

408 Kerry Dr. Clearwater, FL 33765  
[ghecht1@tampabay.rr.com](mailto:ghecht1@tampabay.rr.com)

## Secretary/Newsletter Editor Irwin Schuster

8503 Portage Ave. Tampa, FL 33647-1707  
813 866-1442 [irwin.schuster@verizon.net](mailto:irwin.schuster@verizon.net)

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

## Meetings

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

## Location

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

## Objectives

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

## Membership

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

## Presentations

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

*Ship's Log*.

**Next Meeting**  
**Tuesday, July 22, 10:30 a.m.**

**President Sobieralski** called the regular June, 2025 meeting to order, on time. He noted that long-time member **Charlie Mullen** recently passed at the age of 104. Charlie represented an old Tampa family, with an Avenue in South Tampa bearing the Mullen name.

**Ed Brut** reported again that the recent IPMS Show was much like Pelikan Club's PELICON, but smaller. There were 5 ships at 1/700, including two subs. An outstanding effort was a **METAL EARTH** photo-etch stagecoach.

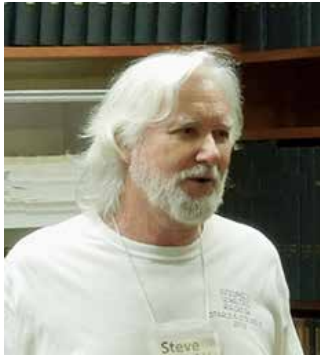
The club continues to be contacted for restoration of old, dusty and dmqged ship models, most of which are restored by **Chuck LaFave**. If anybody else would like to offer that service, please step up. It seems that previous stringers have retired from the field.

There being no further business, we moved on to Show & Tell >>>>>

Our President, **Steve Sobieralski** just completed this USS *Gandy* (DE 764), a **Cannon** class Destroyer Escort. The kit, produced by 3D WILD in a variety of scales, is 1/200, and was finished in three weeks!







**Steve Sobieralski:** "I brought in my recently completed model of the USS *Gandy* (DE 764), a **Cannon** class destroyer escort. Destroyer escorts (DEs) were originally designed by the US Navy at the request of the British to provide protection against German submarines for Atlantic convoys.

When the US entered the War it was determined that these ships would also be very useful additions to the US fleet and eventually over 500 were built, of which only about 80 were transferred to the British. Five classes of DEs were produced, all of which were visually and dimensionally similar but differed primarily in their form of propulsion. Initially, their typical armament was three single 3" dual-purpose guns, one triple torpedo tube, one dual 40mm AA mount and four single 20mm AA mounts. Anti-submarine weapons were two stern-mounted depth charge racks, eight side-mounted depth charge launchers and, at the bow, a hedgehog mount, which fired mortar rounds ahead of the ship.

As the war progressed, the torpedo tubes were often exchanged for more AA guns, especially for ships headed to the Pacific.



DE classes: **Buckley**, **Cannon**, **Edsall**, **Evarts**, and **Rudderow**.



DEs were built on both US coasts, in both naval and private shipyards, and in 15 different cities, one of which was Tampa. The *Gandy* was built by TAMPA SHIPBUILDING COMPANY (TASCO), which operated from 1917 to 1947. The TASCO shipyard was located at the west end of Grant St. on Ybor Channel, directly across from the present location of the Florida Aquarium and the museum ship *American Victory*.

Of the 25 DEs originally contracted to TASCO, nine ships were completed and commissioned, three were laid down but scrapped prior to completion, and a further 13 were cancelled prior to the commencement of construction."

1



"The USS *Slater*, sister ship of the *Gandy*, sits in Ybor Channel immediately after launch on Feb.13, 1943. The skyline of Tampa can be seen in the background. Today you would be looking directly at the *American Victory*, the Florida Aquarium and a lot more buildings. The *Slater* still exists and is a museum ship in Albany, NY.

Like destroyers, DEs were named after US naval heroes. The *Gandy* was named in honor of Seaman Andrew Jackson Gandy, a Tennessee native who was posthumously awarded the Navy Cross for heroic action aboard the USS *San Francisco* during the Naval Battle of Guadalcanal. (So far as I can determine there was no relation between him and the local Gandy family for which Gandy Bridge and Gandy Boulevard are named.) She spent most of her US Navy service in the Atlantic, escorting ten convoys from April 1944 to May 1945. On her very first convoy she rammed and sank U-550 off the coast of Nantucket. In June 1945 she sailed for the Pacific, but arrived in the theater too late to see further combat. She was decommissioned in 1946 and lay in reserve at Green Cove Springs, Florida until 1951, when she was transferred to Italy. She served with the Italian Navy as the *Altair* until 1971, when she was expended as a target.

Ever since discovering that US Navy warships had been built in Tampa during WWII, I have wanted to build a model of one of these ships. Unfortunately, there were no available kits of a DE in my preferred scales of 1/192-1/200. In December I saw that a new company, 3D WILD, was offering a 3d printed kit of a *Cannon* class DE in 1/350, 1/200 and 1/144 scales. Though tempted by the larger 1/144 kit, I ordered a 1/200 kit and it finally arrived around the end of May. I had previously ordered and used 3d printed parts, but never a complete kit. The following photos show the 3d components of the kit prior to assembly."

This image from Steve





PHOTO 2: "This photo shows all the components of the kit with the exception of the photo etched railings. The two hull halves are seen in the background, larger sub-components and the numerous small detail parts are attached by a plethora of tiny supporting struts to flat "plaques" which are surrounded by heavy "crib rails" for protection during shipping. Some of these struts can best be seen at the right center of the photo supporting the aft superstructure."

These images from Steve

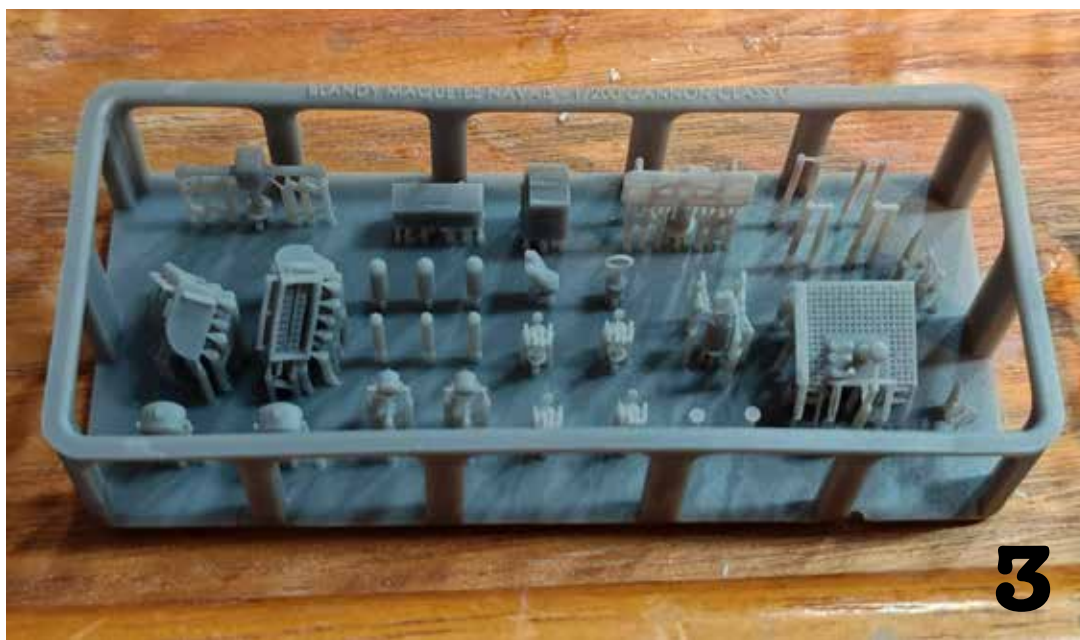


PHOTO 3: "This photo shows a plaque with some of the smaller detail parts. On the right, note the small raised bridge platform with deck grating, bridge equipment, stairs and railings all done as a single piece. An example of what can be produced with 3d printing."

By far the most time-consuming part of building the kit was freeing the small detail parts from the supporting struts without causing damage to the minute detail present on many of them. I used a set of XURON sprue nippers for this, but in some cases, these were not fine enough and I did cause some damage to some parts. The lesson here is that I need to find a more precise cutting tool for this kind of work and I am going to have to look for something better suited. Painting was also a time-consuming process, or more accurately taping off areas prior to painting. This was particularly true for the forward part of the ship where hull, superstructure and deck detail were all printed as a single large part. Overall, I was impressed with the kit, enjoyed (for the most part) building it and am satisfied with the final result."

"In closing I would like to recommend the 1957 film *"The Enemy Below"* to anyone who may not have seen it. This film depicts a one-on-one battle of ships and men between a German U-Boat and an American DE and was actually filmed aboard a US Navy DE still in active service. Robert Mitchum is terrific as the DE's captain and the film is very realistic, without any of the overstatement often seen in war films. As an aside, the film was used as the basis for the Star Trek episode "Balance of Terror" where the *Enterprise* played the role of the DE against a Romulan vessel using a cloaking device to become invisible, like a submarine."





**Howard Howe:** "I know it was out of order to bring car models to the TBSMS meeting! However, I was taking a short break from my ship models to show that I had other interest in my younger years.

When I was about 12 years old, I assembled and glued some plastic antique car models. My Mother and older sister had saved these for me.

Then in 1995, Linda and I purchased two classic Mustangs. Mine was a 1966 six cylinder. Hers was a 1967 hardtop convertible with a 390 high performance engine!

We restored and painted the two Mustangs and went to many car shows. This included one on the Daytona Speedway where we got our picture taken on the track.

Linda always won a 1st place or gold with her car. Of course, I had to make a model of our cars! I promise in the future to only bring in boat models!





My next boat model will be the BILLING Jacque Cousteau, *Calypso* Kit. I have had an interest in his oceanographic research and adventures since an early age.

Two of our members have built the *Calypso* model so they can share assembly problems and suggestions.

Next month, I will bring in my nautical model for Show and Tell!"



These Images from Howard.







**Guy Hancock:** "I brought the *Sultana* again. I finished the bowsprit, cap, and jib boom, and added the strops and closed hearts and open hearts that are needed for the stay and shrouds. These were made from 1/8 x 1/16" strip basswood.

I made each one on the end of a strip and then cut it off. They finish about 3.5 mm on a side. I will probably stain them instead of painting them black. It took some effort to get the bowsprit at the right angle and aligned fore and after. I glued it in place, then added the gammoning to lash it down.

This model has more rigging than any I've done before. The next step is to order some different sizes of rigging line because the kit does not have enough variety or colors."







**Chuck LaFave:** In a logistically complex project, your Sec/Ed was contacted by a local woman to restore this little ship as a family heirloom for her son. Chuck agreed to do the job. The model was in South Tampa, near to Skipper Sobieralski, so the lady delivered it to him and he brought it to the meeting for Chuck.

"This 1:40 model is the *Albatros* by MANTUA/PANART (#771). The ship was built in 1920 in Amsterdam as a schooner to serve as a pilot boat in the North Sea. In 1937 it was bought by the German government and served as a radio station ship for submarines during World War II.

In 1949 the Dutch purchased her as a training ship for future officers in the Dutch merchant marine. In 1954 she was bought by an American film maker Ernest K. Gann and she cruised the Pacific for several years. The *Albatros* was sailing through a slight mist in calm seas about 180 miles west of Key West on May 2,

1961 when suddenly a single bolt of lightning flashed across the sky and a blast of wind with a wave of white water hit the ship. Later, owner Christopher B. Sheldon of Ocean Academy, Ltd. described it: 'The ship heeled over and sank almost immediately. As it sank it took with it six people to their deaths.'

Alice Strahan Sheldon, the ship's cook and four students were below deck at the time it struck. One of the students became entangled in the rigging while trying to free a life boat and another went down with the ship when he went below deck to save someone else. The ship sank so fast there was no time to send a radio distress signal. The survivors managed to scramble into two lifeboats. They headed for the coast of Florida. A day later they were picked up by a Dutch freighter and taken here, to Tampa.

I'm re-rigging the ship and cleaning it, plus adding sails.

The customer would like to get a quote on a case "

Sec/Ed will provide that.



For the record, the model is:  
27.5 x 10.8 x 20"H







**Brian Zinsmeister:** "I brought my Menhaden Steamer model in at this stage to illustrate the way I did the hull. I followed the method in Steve and Patricia Rogers' book by the same name. I took a piece of solid poplar I had, and band-sawed the side profiles out, then reattached them to saw out the top and bottom profiles. Once that was done, I separated the pieces and screwed a block onto the top to hold in my bench vice. I had a full-scale plan that I worked from and made templates of the hull profiles at each station and marked out the station lines on the wood.

Next, I planed and sanded the hull, checking the templates to the mold I was making, taking a little off at a time so as not to undercut it. Once that was finished and I was happy with the symmetry, I marked off where I wanted the ribs to be.





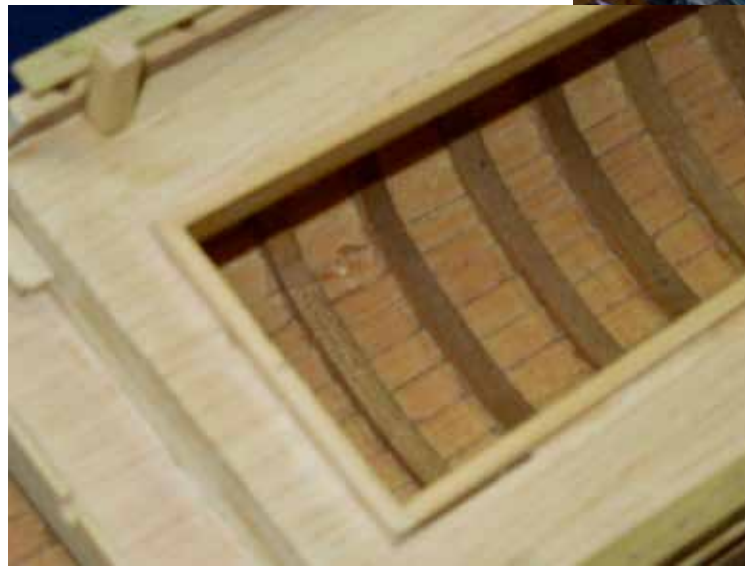
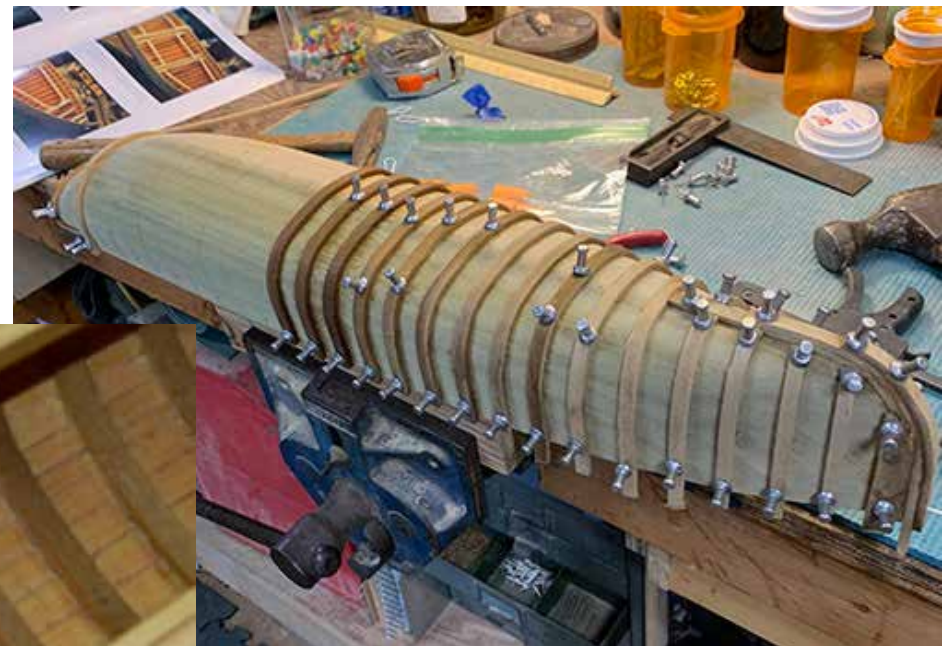


Using 1/8"x 3/16" poplar strips I had soaked in my ammonia tube (PVC pipe with capped ends), I cut them to approximate length and pinned them to the hull I had marked out.

You will notice the stem is built up three pieces and the stern has horizontal ribs for vertical staves. After all ribs were in place and dried out for a day or so I began planking, starting with the center where the keel will be and working toward the sheer, removing the pins only as I go to hold the ribs in place until the glue sets.

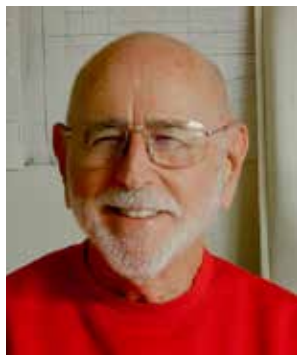
Once all the planking was done, I cleaned up the sheer line and popped it loose from the mold. In the book Steve recommends coating the inside of the hull and ribs with a dilution of glue and water to make it more rigid and maybe more water-proof for an RC unit, however this is going to a static model.

Finally, I added the stem, keel and stern post, then the deck framing and decking with the scuppers cut out later. The cabins wheel house and engine room were built separately and the curved fronts were done in the same manner as the hull with horizontal ribs and siding attached to them. There is still a lot of work to do on this model and I hope to bring it in when it is done."



These Images from Brian





**Irwin Schuster (Sec/Ed):** Returning *The Annie* of Cedar Key, built from a single, B/W photo sent to me by **Bob Johnson**. This model was started in 2023 and set aside for other projects, in Oct. of that year. At this point I have mounted the half spars with double-face tape and "Lil Pins" of brass, in the smallest size of my collection. Tiny heads now painted white. The sharp tips projecting through the back board were clipped and daubed with "Aleene's Turbo Tacky Glue." Fast drying, water cleanup, all-purpose, made in U.S.A. Very Tough. Bought at Michael's.

I added bands of paper rather than metal, and mounted the water barrel, pelican, tiller and post, Florida flag and mainsheet traveler. I displayed the paper art for creating the pelican and transom title "Annie," also the drawings defining the case.

Next, mast hoops and sail lacing. I confess that in the 21 months since I set the model aside, I have forgotten most of what I had planned for rigging. As there is no clear detail in the photo, the model must be considered "ART" not an artifact of historical accuracy.





**George Hecht:** "I first saw *Calypso* when she docked in St. Pete back in the 70's. I built the 1/350 REVELL kit. Too small!! Later, BILLING (BILLING BOATS USA) came out with a 1/48 model and I was hooked.

I used no wood on the model. Anything that called for wood I made of plastic. Much easier to work with and no cussing. Over time, I got a second model. This model is mainly PLASTRUCT and EVER-GREEN. The lighting is from RAM, INC. That's running lights, deck lights and flashers for the helipad.

All the figures are from LIONEL TRAINS. They came pre-painted and fit the scale. I last saw *Calypso* in France, in a marina in New Rochelle. She looked terrible!! She had been squashed between two barges and being wood, the hull was sprung in many places. She was kept afloat by three large pumps running all the time. A sad ending for a great ship."



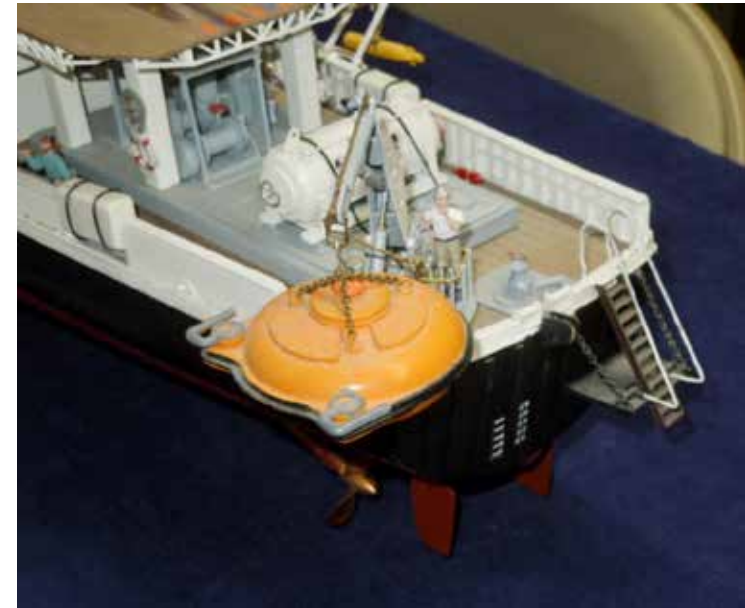




# Ship's Log Tampa Bay Ship Model Society 13

"[*Calypso* was originally a minesweeper built by the BALLARD MARINE RAILWAY COMPANY of Seattle, Washington, for the United States Navy, for loan to the British Royal Navy under lend-lease. A wooden-hulled vessel, she is built of Oregon pine, Blah, blah... In 2015 a French court ordered Francine Cousteau to settle outstanding yard bills and remove *Calypso* from a Brittany shipyard or allow the shipyard to sell the vessel. The Cousteau Society announced in 2016 that a solution had been found to allow the ship to return to service with new engines. In 2017 a fire damaged new wooden parts of the *Calypso* at a shipyard near Istanbul, Turkey, where her refitting had been in progress.]

*Calypso* is still being refurbished."



# The End



Ship's Log Tampa Bay Ship Model Society 14



*Believe It or Oar Knot!*



DP Designers Plastics  
Jan 20, 2024 · 2 min read

## Crafting Excellence: Custom Acrylic Cases in Tampa Bay for Your Precious Possessions

Welcome to Designers Plastics, where innovation meets craftsmanship! If you're in search of the perfect protective solution for your...

The subject of encasement comes up for just about every ship model built, other than those RC subjects that can be hosed off!

Your Sec/Ed has got that licked with a single glass pane for framed half models, but Designers Plastics in Clearwater is a source well known to me for over 20 years, and fabricated for many of my earlier efforts, as well as production display devices. I checked, and they advertise for one-offs, as seen above.

< DesignersPlastics.com >

**BUT**, just now I learned that the company had been sold in 2023. If you boys have other sources to recommend, please do so.

– Sec/Ed

**Others** (These have responded to RFQs, so willing to do singles)

- Suncoast Plastic Fabricators, Seffner
- Plastics America, Tampa
- Pirate City Plastics, Tampa

## THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include Virtual Workshops, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



**JOIN  
TODAY!**



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