

Ship's Log

Tampa Bay Ship Model Society

Meeting of March 24th, 2026

TampaBayShipModelSociety.org

The meeting was called to order by club President and Treasurer, **Steve Sobieralski**. The balance of the club treasury was reported as \$2,720.36.

We welcomed one visitor, retired US Navy captain and naval aviator **Ward Cooper**. Ward is a long time sailor and model builder who divides his time between residence in North Carolina and Florida. He is about to leave for NC and will hopefully join us again when he returns.

Ed Brut reported on his progress sifting through and disposing of our departed treasurer **George Hecht's** vast collection of models, kits, memorabilia, tools, engine parts, RC components and just plain stuff. Ed reported that he hopes to eventually sort out the maritime/naval items and, in conjunction with George's wife Jane, hopes to invite club members to view and purchase any items they might be interested in.

Club Secretary **Irwin Schuster** reported on the offer of the Gulf Coast Maritime Museum to "partner" with us in some form. It would appear that the partnership would, at least for the present, consist of mutual listing of each organization in the others' monthly newsletter. The GCMM newsletter has previously published an article by Irwin on the SS *Mistletoe*, and **Howard Howe** mentioned that he had sent in an article in to them but has not yet had a response. A motion was made, seconded and passed to approve the partnership, provided personal contact information of our membership will not be shared. Irwin will contact the GCMM and offer partnership on these terms.

The issue of a "viable meeting" in regards to what would be a minimum number of attendees that might trigger a cancellation was discussed. The number "four to five" was mentioned, but no determination was made. Members are requested to notify Irwin as early as possible if they know they will not be attending the next meeting.

The meeting then moved on to members' Show & Tell.



Irwin Schuster (Sec/Ed's) Dixie II, 1908 Gold Cup Racer, classic half. This space usually reserved for completed models, and as this one was conceived at least 28 years ago, qualifies. This particular version was started more recently, but at least a decade ago.

President Steve Sobieralski

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Treasurer Steve Sobieralski, assisted by
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813 866-1442 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 Apr. 28th, 10:30 a.m.



Paul Cohen: "USS *San Antonio* (LPD-17) is the lead ship of the U.S. Navy's *San Antonio*-class amphibious transport docks—modern expeditionary ships designed to embark, transport, and land Marines and their equipment by both landing craft and aircraft.

Built by NORTHROP GRUMMAN SHIP SYSTEMS at Avondale (New Orleans), she was laid down in 2000, launched in 2003, and commissioned on 14 January 2006. Named for San Antonio, Texas, the ship represents a shift toward reduced signatures and improved habitability in amphibious warfare ships, combining a floodable well deck with a large flight deck to support ship-to-shore operations.

At roughly 684 ft (208.5 m) long with a 105 ft (31.9 m) beam and about 25,000 tons full-load displacement, *San Antonio* is a large, diesel-powered two-shaft ship capable of speeds in excess of about 22 knots.



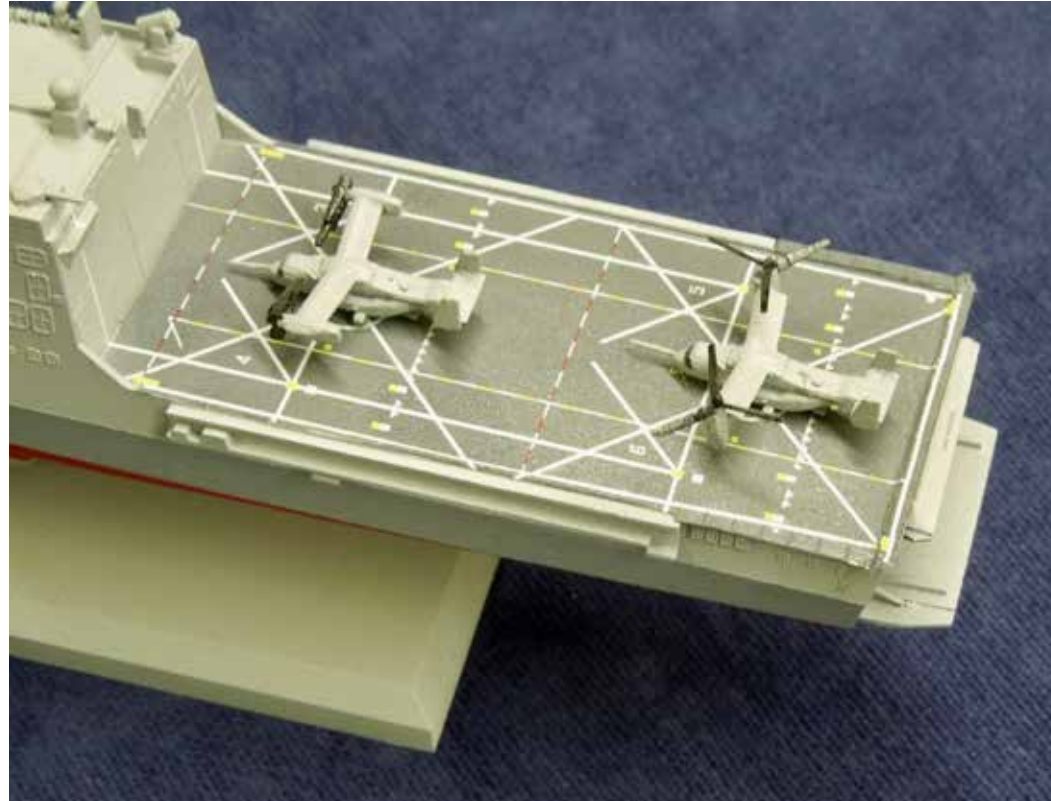


She is built to carry a substantial embarked force (about 699 troops, with surge capacity around 800), and her well deck can operate two LCAC hovercraft or one conventional LCU.

Aviation facilities support operations such as MV-22 *Osprey* tiltrotor aircraft and helicopters, enabling rapid movement of personnel and supplies and making the ship useful not only in combat operations but also for humanitarian assistance and disaster relief when needed.

Modelers can represent the ship in miniature with DRAGON/CYBER-HOBBY'S 1/700 scale USS *San Antonio* (LPD-17) kit (No. 7096), which is engineered for either a waterline display or a full-hull build (with an included stand). The kit emphasizes crisp modern-ship detailing using slide-molded parts, and typically includes small photo-etched pieces (such as flight-deck safety netting), decals/markings, and aircraft—most notably

MV-22 *Ospreys* with options to pose wings and rotors folded for stowage or configured for flight operations. Together, these features make it a compact but feature-rich way to capture the distinctive faceted superstructure and flight-deck layout of the Navy's first *San Antonio*-class ship."





Howard Howe: "Calypso model is about 95% complete. She still needs a dive platform, antennas, rigging lines, US and *Calypso* flags, and decals for hull markings.

Since last showing, I have completed the cockpit details and added "O" scale figures in the cockpit and workers on the deck. For Jacques Cousteau and the wheel house crew, I made sure they had on the red stocking caps! Also, added some charts to help with location since they did not have GPS in the early days.

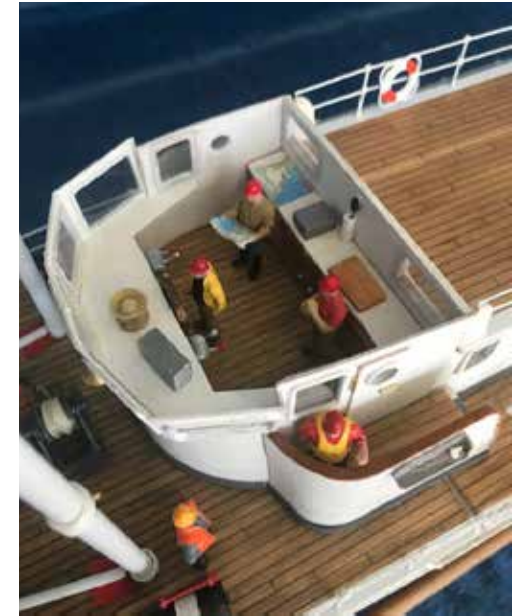
I also installed the decompression chamber, and small boats with their wenches* for launching. The helicopter and dive submersible are attached using double sticky tape in case of needed repair. Other detail to come includes adding the French flag, life vests, buoys and rope.

The model has passed the bathtub and pool water test, but still waiting on final sea trial on the Seminole pond when the weather cooperates for our scheduled meet day. Sections of the model are removable to provide access for the battery and 4lb dive weight to achieve the correct ballast.

After a final RC sea trial, *Calypso* model will be set up on one of my interior dock locations at my house and her lights will be on at morning and evening timer. She could see more water action in the future if she performs well!

*[Sec/Ed] I'm going to leave this in. Maybe auto-correction, maybe not.





These photos from Howard





Brad Murray "Upon retirement I kept a handful of hand tools. My wife, in her wisdom, said I needed to work smaller. Modeling, being an artform, covers a range of expressions. Portraiture is probably analogous to museum quality ship models. At the other end of the spectrum, we have what's known as American Primitive Art and that is my niche. Weather-vanes, whirligigs quarterboards; in the maritime milieu.

Dugouts harken back further to the era of stone age cave art. Along with reed and skin boats, dugouts are some of man's earliest examples of Naval Architecture. The Polynesians, with their 'Canoes of Oceania' (Haddon and Hornell), refined the type. Their advanced architecture is proven by their present-day successes. Commercially, 'cattle'- marans are the style of choice for moving people economically. Double outriggers (trimarans) rule the world of record holding racing yachts.

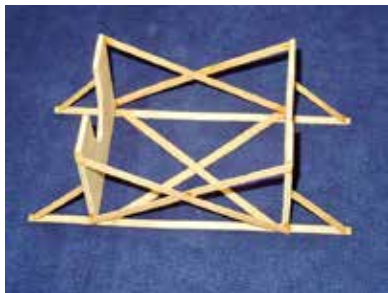


[Sec/Ed] An odd Gourd & Reed boat from So. America, at Mariner's Museum

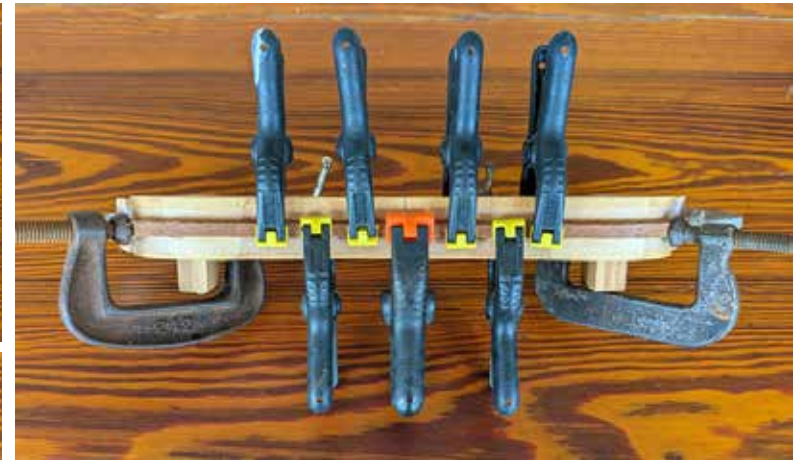




Construction materials were whatever was at hand and that is what is driving the designs of my three outriggers. The double outrigger needed a pair of beams, preferably with some curvature. A bamboo offcut from a dish drying rack was nicely recurved and the size would do for the larger canoe. Some thin mahogany strips were glued over the 'form' and the beams were ready. Next will be the floats and I can start mocking up the canoe. Masts, sails and rigging, echoing the rudimentary nature of the original canoes, will be the final step toward completion."



Brad offered FDA-approved scale model wood stock (Coffee Stirrers) and displayed an application.



Brad showed his wares on a custom "Bench Hook" he uses to protect the furniture and provide a backstop for tooling.



Guy Hancock: "I showed the *Sultana* with the shrouds completed on the main mast and all the lanyards on deadeyes for fore and mainmasts tightened up. I've tied off and seized the ends of the lanyards for the main mast.

The shear poles were glued and lashed to the shrouds on the main mast. Using Chuck's tip, the thread for the ratlines was hung with a weight and stiffened with a diluted white glue. The ratlines are then cut, a drop of glue applied to each shroud, and the ratline put in place. By lining up the end on the first shroud it is only necessary to trim the excess on one end. I do several and then give the glue time to set.

The main boom has 5 tiny cleats on it. I used a rotary tool with a diamond bur to round off the cleats to make them look better. To my surprise, they all remained attached to the boom. I saw this method on an Olha Batchvarov video on YouTube."





Vic Lehner: "I'm sending two pictures of the *Royal Caroline* and giving you an update on her progress. I have built and installed the stove, Captain's, Doctor's, Gunner's, Boatswain's cabins and four seamen living spaces.

The stove pots rest in a lined pan of boiling water located within the stove and therefore only the lids are seen. Stairs, pumps (go down to the keel) as well as the Capstan, that also goes down to the keel, have also been installed.

When I built the various cabins, I included their desks and beds (made from holly) and built a few crates for interest. This brings you up to speed on my build."



Photos from Vic

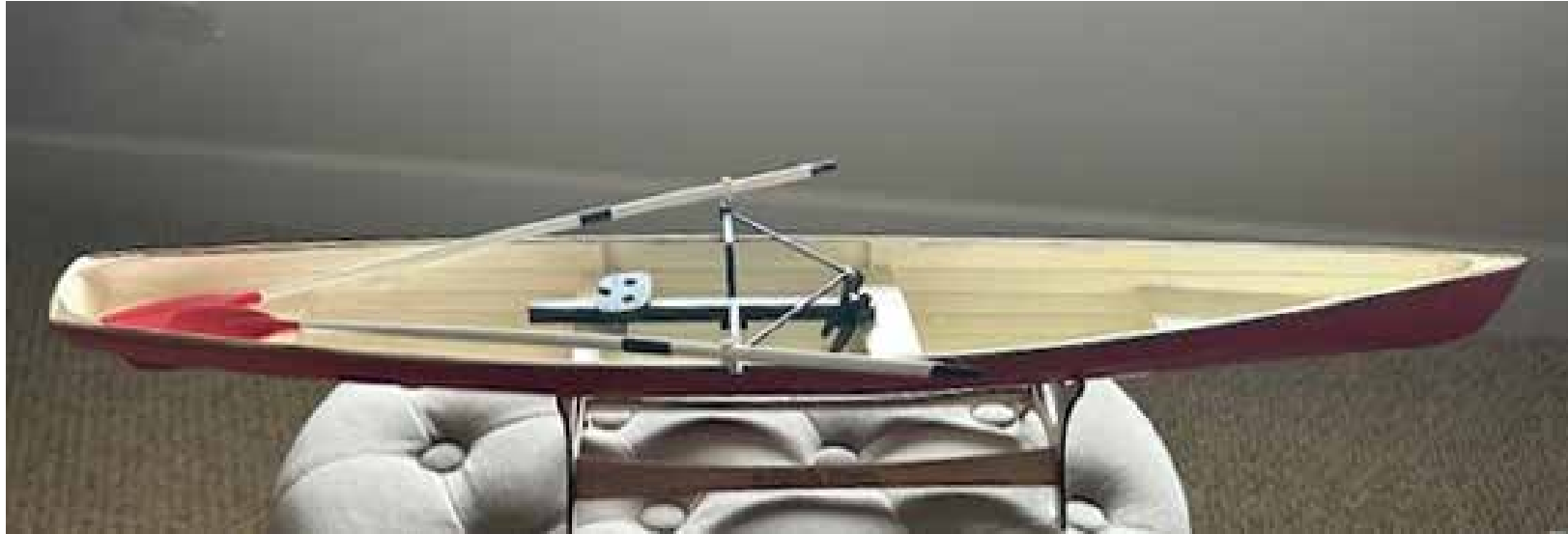




Chuck LaFave: *"The Annapolis Wherry Scale Model kit (offered by Chesapeake Light Craft) includes laser-cut plywood parts in 1/32", 1/16", and 3/32" thicknesses (scaled exactly to the full-sized boat), copper wire for stitching, stock for rails, rowing unit components, oars, and a display cradle. An extensive print manual is included, as well as a page of blueprints.*

Don't miss the start-to-finish how-to video for this model.

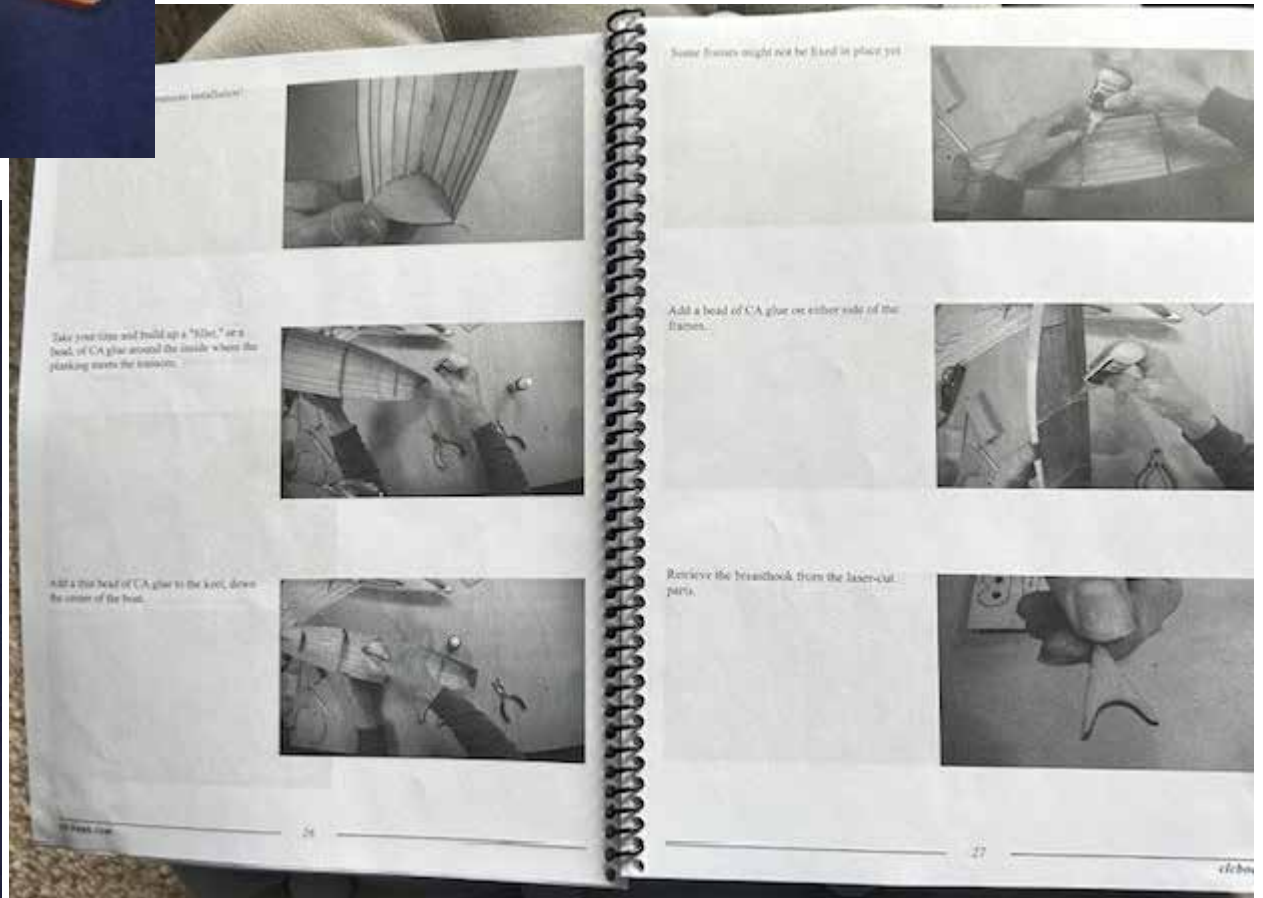
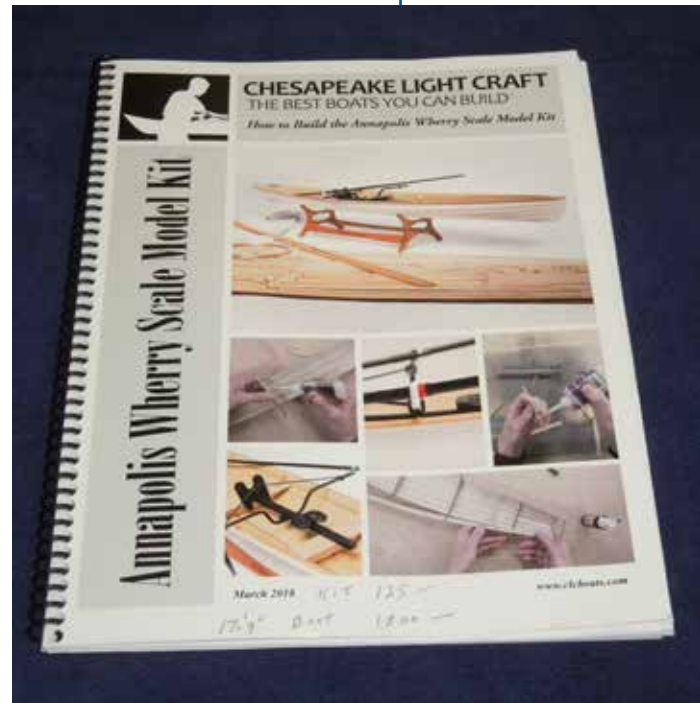
You will need to purchase CA glue and accelerator to assemble the model."

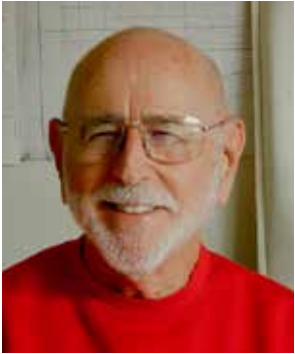


Some photos from Chuck



Some photos from Chuck





Irwin Schuster (Sec/Ed) on Dixie II:
– finished.

Finish: Deft Clear for sanding sealer + Minwax Polycrylic (Water Based) + Minwax Paste Finishing Wax.

As described, this subject has been on the drawing board since the previous century, and now off my mind. It is maybe walnut and mahogany with the waterline even less certain. My first-born has experience with lasers and created the nameplate from my art at Tampa Hackerspace, a "makerspace."

I pointed out that a PROXXON vibrating chisel should have been helpful but I have not found it so for any carving project. It is solid, sturdy and comfortable, so perhaps I don't think of it often enough. I have a couple of dugouts started, and I'll try to remember to give it a shot. PROXXON-MICROMOT Motorized Carver SGM \$129 + Tx in June of 2004. Country of origin not found on literature or tool! WWW says Wecker, Luxembourg.

I showed a printed paper deck planking page I had used on a diorama model. Wood plank photo reduced in scale and assembled into a deck makes a credible presentation. I can and would do that for anybody who wishes it.



Paper is largely wood so, as such, qualifies as a *bona fide* classic model material.

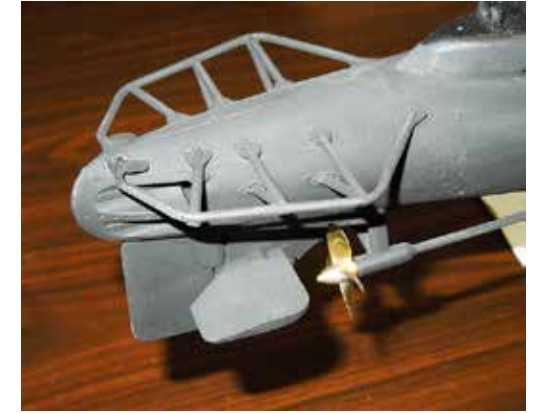


President & Treasurer Steve Sobieralski on *USS Bashaw* (SS-241) "I brought in my model of the *USS Bashaw*, a *Gato* Class submarine that served in WWII, Korea and into the Cold War until finally decommissioned in 1969. The model is built from the REVELL 1/72 scale kit at the request of a gentleman whose father served aboard her, as well as three other submarines, during WWII.

The *Bashaw* was launched on July 25, 1943 and commissioned on October 25, 1943. Her length was 312', her beam 27' and her draft 15' and her submerged displacement was 2,400 tons. Maximum speed surfaced was 21 kts, submerged speed was nine kts.

Her armament consisted of ten torpedo tubes, six forward and four aft, with 14 reloads, a 4" 50 cal deck gun forward and a 20mm and 40mm anti-aircraft gun. Six 50 cal machine guns could also be mounted on several reinforced railing stanchions. She made six war patrols between March of 1944 and the end of the war in August 1945, sank nine Japanese vessels and damaged six more.

The model is built mostly out of the box, with some additional photo-etch details. It is now complete with the exception of a base and case."







Frank Wolf sent this:

'Protected for another century': experts lift 15-tonne (wrought iron) foremast from HMS *Victory*
In latest stage of £42m restoration project, 30-strong team remove mast from Nelson's Battle of Trafalgar flagship
Read in The Guardian:

<https://apple.news/A2mPaLgduRxGch0tkS6a4gw>

Jeff Potter told of a site for buying and selling models, called "The Scale Model Graveyard – Auctions Sales & Trades"

Credit Sec/Ed's #1-Son with this news: The USCGC *Tampa*, a U.S. Coast Guard cutter sunk in World War I, was discovered in April 2026 by the British diving team Gasperados, over 100 years after it vanished. The wreck lies 50 miles off the Cornish coast in the Celtic Sea at a depth of over 300 feet (95 meters).

The USCGC *Tampa* was a U.S. Coast Guard cutter that served in World War I and holds the record for the largest U.S. naval combat loss of life in that war. Sunk by a German U-boat on September 26, 1918, in the Bristol Channel, all 131 people on board—111 Coast Guardsmen, 4 U.S. Navy personnel, and 16 others (British Navy and civilians)—were killed.

Wartime Service and Loss

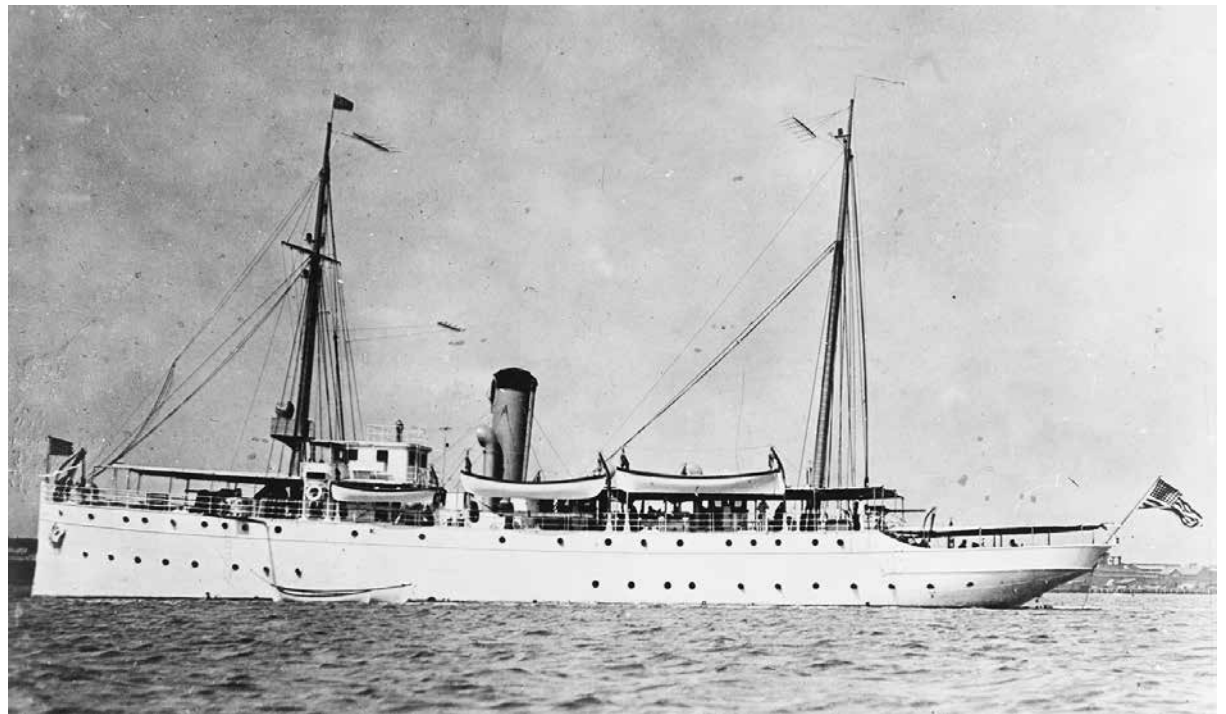
- **Mission:** In 1917, *Tampa* was assigned to convoy duty in European waters, tasked with protecting cargo ships between Gibraltar and the United Kingdom.
- **Effectiveness:** She was highly regarded for her service, escorting 18 convoys with minimal losses to ships under her care.
- **The Sinking:** On September 26, 1918, after separating from her 19th convoy to travel to Wales, the *Tampa* was torpedoed by the German submarine UB-91.
- **Casualties:** The ship sank in under three minutes, causing the deaths of all 131 aboard.

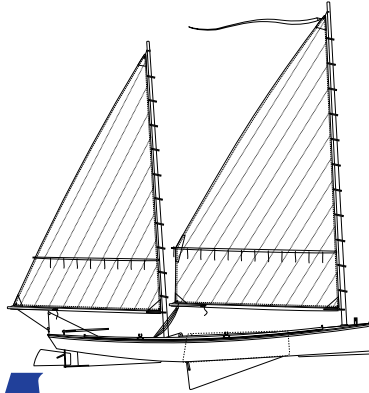
Pirate City Plastics: 1901 N 36th St, Tampa, FL 33605 (east of Ybor) 813-284-7027

<https://www.piratecityplastics.com/>



The USCGC *Tampa*





Gulf Coast Maritime Museum

The TBSMS is now officially partnered with the GCMM. The QR code will take you to the GCMM website, or do it the old-fashioned way, by Googling the Gulf Coast Maritime Museum.

TBSMS will not share our member information. You are on your own to sign on for their newsletter and announcements. While the intention of the organization is to preserve the stories and output of Florida West Coast boat-builders, the newsletter ranges far and wide (locally) on nautical subjects and folks. Explore the site and learn about our world.

And, share your own maritime experiences with appropriate material.



This image is just showing it like it was.



Believe It or Oar Knot!

Navigable, Non-flowing Bodies of Water: (With an Anglo-European bias)

Ocean – Sea – Gulf – Inlet – Bay – Lake – Harbor – Cove – Fjord – Lagoon – Loch – Strait – Sound – Channel (as Mozambique) – Bight (as So. California or Great Australian.) (Jade Bight in N. Germany is a nearly enclosed bay!)

“Seven Seas”: (It seems the term is somewhat fluid)

(Classic Indo-European) Aegean – Adriatic – Mediterranean – Black – Red – Caspian – Persian Gulf.

(In Greek literature, where the phrase entered Western literature) Aegean – Adriatic – Mediterranean – Black – Red – Caspian – Persian Gulf.

(Ancient Arab – Islamic) Persian Gulf – Arabian Sea – Bay of Bengal – Strait of Malacca – Singapore Strait – Gulf of Thailand – South China Sea.

(Era of Exploration and Trade) Arctic – Atlantic – Indian – Pacific – Mediterranean – Caribbean – Gulf of Mexico/America.

(Medieval European literature) North Sea, Baltic, Atlantic, Mediterranean, Black, Red, and Arabian seas.

(Current World) Arctic – North Atlantic – South Atlantic – North Pacific – South Pacific – Indian – Southern Ocean.

“Seven Seas” is rarely used today, with the five major bodies referred to as Atlantic – Pacific – Indian – Arctic – Southern (Antarctic).

Corroded prop: Sec/Ed found this and failed to record the source. Cannot locate it again or match it with a Google search. I do not find its form in early screw props. Could it be an auger?



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The American Victory Ship and Museum, a non-profit 501(c)(3) organization is 1 of only 3 fully-operational Victory Class WWII ships remaining. It is a true American icon and is recognized on the National Register of Historic Places. Anchor your place in American maritime history by experiencing an unforgettable voyage of discovery.

THE NAUTICAL RESEARCH GUILD

“ADVANCING SHIP MODELING THROUGH RESEARCH”

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

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



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