

Ship's Log

Tampa Bay Ship Model Society

Meeting of May 26th, 2026

TampaBayShipModelSociety.org

In the absence of club President and Treasurer, **Steve Sobieralski**, the meeting was called to order at 10:30, by past President, Vice Admirable **Ed Brut**. Steve arrived later and explained his tardiness, as you, dear readers, will see, far below.

Ed Brut says: Information on the upcoming "PAMSCON" model show in Polk County by the PAMS (Polk Area Model Society) model club on **Saturday, June 27th**, on the Plant City Strawberry Festival grounds.

>> [<< https://www.polkareamodelsociety.com/pamscon](https://www.polkareamodelsociety.com/pamscon)

Ed reported that his shop has been restored to working order from flooding a couple hurricane seasons back.

NOTE: Hurricane season is officially June 1 to November 30.

TBSMS is officially partnered with the **Gulf Coast Maritime Museum**, a 501(c)(3) tax-exempt organization. Visit the website and look over the past newsletters and treatments on local boaty subjects. Sign on to receive the newsletters as distributed. Subject matter is generally nautical as one might imagine, and dedicated to our area. At this point, while the operation has a number of historical boats, it has no real estate, so exists in the digital world with plans to attend and display at appropriate coastal events.

There being no other official business, the meeting proceeded to "Show & Tell" with a round-robin format, with all members present reporting on their current modeling activities.



USS *Bashaw* (SS-241)

by **President & Treasurer Steve Sobieralski**.

Photo from Steve

President Steve Sobieralski

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Meetings

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

Location

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

Objectives

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

Membership

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

Presentations

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

Next Meeting
Tuesday June 23th, 10:30 a.m.



Paul Cohen: "USS *Lassen* (DDG 82) is an *Arleigh Burke*-class Flight IIA destroyer, a workhorse of the modern U.S. Navy, built for multi mission capability - air defense, anti-submarine warfare, strike operations, and ballistic missile defense.

Commissioned in 2001 and named after Medal of Honor recipient Clyde Everett Lassen, the ship carries the full suite of Aegis combat systems, SPY 1D radar, and a 96 cell VLS battery. Like her sister ships, *Lassen* has a distinctive silhouette: the angular pilot house, the stepped deckhouse, the twin hangars, and the clean, slab sided hull lines that define the later Burke flights. She's also a ship with a strong operational history, from Western Pacific patrols to freedom of navigation operations and ballistic missile defense missions.

CYBER HOBBY'S 1:700 USS *Lassen* kit is widely regarded as one of the sharper small scale representations of a Flight IIA destroyer.





The molding captures the crisp geometry of the deckhouse and the subtle hull flare that modelers often struggle to reproduce accurately. Details like the SPY 1 arrays, the Mk 45 Mod 4 gun, and the twin hangar doors are sharply rendered, and the kit includes fine photo etch for railings and radars that elevate the final appearance.

While some builders choose to enhance the model with aftermarket decals or additional PE, the base kit already provides a clean, accurate canvas that reflects *Lassen's* real world configuration."





Howard Howe: "FV *Andrea Gail* and the Perfect Storm... The *Andrea Gail* was a commercial fishing vessel that was lost with six crew members when it was caught in a catastrophic storm known as the "Perfect Storm".

On October 18, 1991, the vessel set out from Gloucester, Mass, with a mission to bring back a large haul of swordfish. The last communication was a distress call reporting that the ship was taking on water and in danger of sinking.

Weather station reported that waves were exceeding 100 feet in that area of the North Atlantic! After completing the RC model of the *Calypso*, this seemed like a good model to make and see if it will survive rough weather on the Seminole Pond! I checked on line and saw that MODEL EXPO was having discount sales. I checked other sites where I could find the model cheaper, but I ordered it from MODEL EXPO because they also reported to have the RC hardware. I placed my order with them 4/17/26 and they charged my account. Now on 5/20/26, I still do not have the kit because it is back ordered from BILLING BOAT in France! So much for their big sale!



Photos from Howard

I have watched the movie "Perfect Storm" again that was made in 2000, and several You- tube videos that explain how the movie was made.

Following are some interesting things I did not know. In making the movie, a sister ship in the business named *Lady Grace* was used in the movie after renaming her *Andrea Gail*. She was 57ft long vs. 72ft for the *Andrea Gail*. Both ships were similar in appearance except for the stern area. So, the model kit looks like the vessel used in making the movie! Warner Bros created a huge water tank for the filming with big blowers and tanks to stir and dump the water to create storm conditions. The swordfish and shark were robots that thrashed around on the deck, so no live animals were harmed!"





Brad Murray: "Upon retirement my wife said, "you're going to have to work smaller". My work space is a small corner in a wart* off the master bedroom. My bench is a small 2'x3' drop leaf dining table from my father-in-law's house.

Because I only dabble at modeling, it is entirely adequate for modeling and small household repairs. In the garage is a larger bench, sawhorses and a portable bench top, but that is forty-six steps down; not convenient and definitely not air conditioned.

After laminating the cross beams and shaping a 3/8" dowel on the ends, and locating them on the hull, making sure they were paralyzed, I could proceed to make a drilling jig to align the outriggers. From under the bench, I found a scrap of 2x with an arbitrary angle on one edge.

After carefully drilling two 3/16" holes, I had my jig. Clamping each outrigger hull blank to the jig, taking care not to make two lefts or two rights,



*Wart is vernacular Nantucketonian terminology for an odd addition.



I drilled the hulls so I could dry-assemble the basic arrangement. With the hulls on the beam ends I could pencil in the profile I had in mind. After rough carving one side I traced the profile on the other and roughed it out. Eyeball shaping from a mental image is extremely satisfying after years of working from drawings and plans.

After the outrigger hulls are finish-shaped and sanded, I need two bulkheads in the center hull to lace the beams to. The lacing technique is unique but is still practiced today and can be found online.

With the laminated beams, this dugout no longer has pretensions of being an authentic Polynesian boat. It now becomes purely my fantasy boat. No constraints, anything goes, Yipee!



Photos from Brad





Guy Hancock: "I showed the *Sultana* which now has the deadeye lanyards tightened and their ends seized and trimmed. The ratlines on the shrouds of the mainmast are finished. I had some difficulties viewing them against the other rigging until I put a piece of cardboard behind them. I used a needle to put a dab of white glue across all 4 shrouds and placed a cut & stiffened thread by eye. After doing 4 or 5 they need to rest until the glue sets, so I did something else or worked on the opposite side.

On the foremast, I'll make a cardboard scrap marked with the shrouds and exact intervals so they'll be a little more uniform. In tightening up one of the lines on the bowsprit I caught it with my visor and broke it and the topmast stay. I reglued it with white glue, using a clamp to keep it straight. While working on replacing the stay I broke it again, so glued it





a 3rd time with CA gel. The stay is fixed at both ends so the eyes have to be placed just right or it will sag. I seized the eye for the bowsprit, then made a much larger eye in the other end. I kept adjusting until it was the right length, then put it on the top-mast and then fitted the other end onto the bowsprit.

I'm pleased that the stay is tight and I didn't break the bowsprit again.

I brought a split branch of pear wood from Georgia that has been drying for 9 months, for Brad to see what he might make out of it. I have plenty more if anyone wants it."





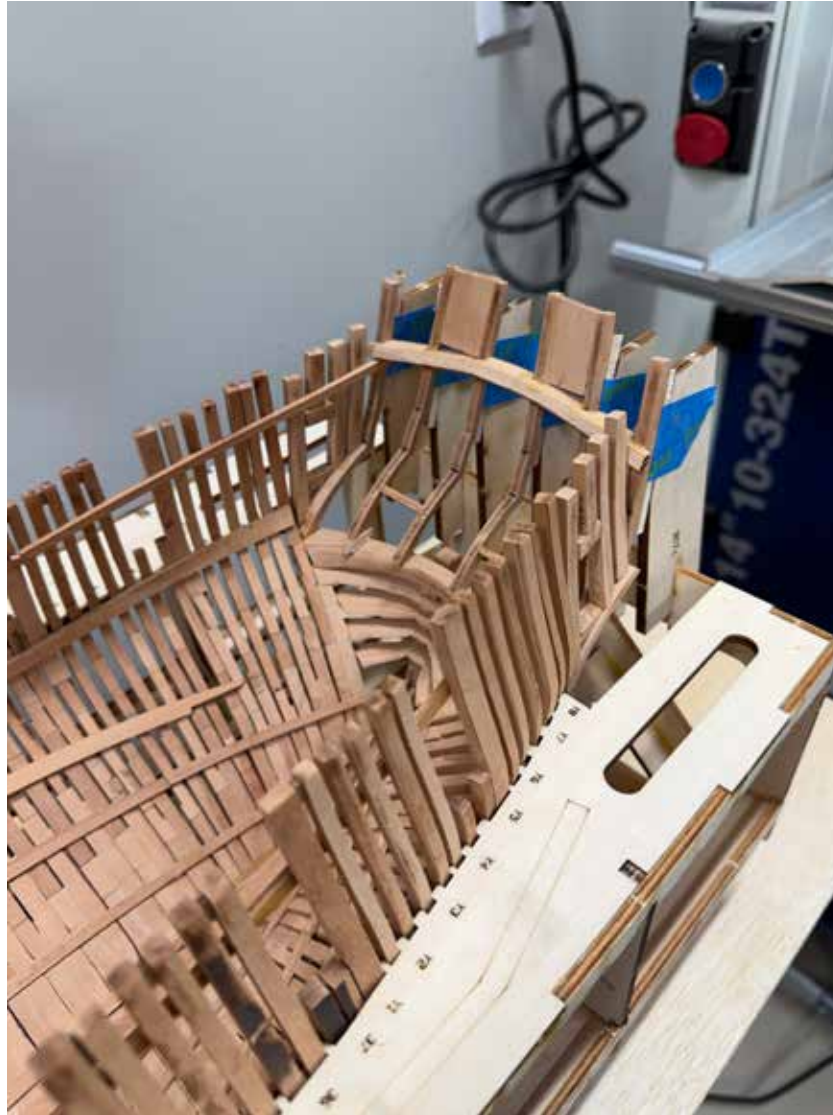
Jeff Potter: "So, you guys are probably getting tired about hearing about this one.... (Per Wikipedia) "HMS *Enterprise* (historically spelled *Enterprize*) was a 28-gun sixth rate *Enterprise*-class frigate of the Royal Navy. She was the name ship of her class of twenty-seven ships."

So, I am still working on the inner planking. I have the counter timbers installed now and continuing with the inner planking. Then I will install the steps for the masts and then start working on the lower decks.

I'm hopeful that will be where I'm at when I bring her in for the next meeting. Currently she looks like the attached.

I didn't get much done because I was doing some work making a mount for my PROXXON milling machine and my new drill press (stock picture next page).

In addition, I have been doing a little work on an AMATI kit of the HMS *Fly* while I'm waiting for things to dry on the *Enterprise*.



Photos from Jeff





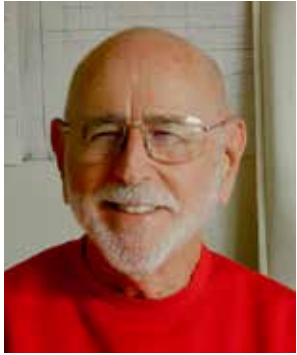
Here is some information on the HMS *Fly*, per Wikipedia:

HMS *Fly* was a *Swan*-class ship sloop of the Royal Navy, launched on 14 September, 1776. She performed mainly convoy escort duties during the French Revolutionary Wars, though she did capture three privateers. She foundered and was lost with all hands early in 1802.

Unlike the *Enterprise*, the *Fly* is a PoB (Plank on Bulkhead) kit, rather than a PoF (Plank on Frame). I've not done a lot to the kit, just glued the bulkheads to the center keel and have the lower deck attached to the framework. I've also attached a stock picture (previous page) of this ship kit. Next, I'll be attaching the bulwarks to the framework. Hopefully that will be the stage I'm at and I'll bring her to the next meeting as well."



Photos from Jeff

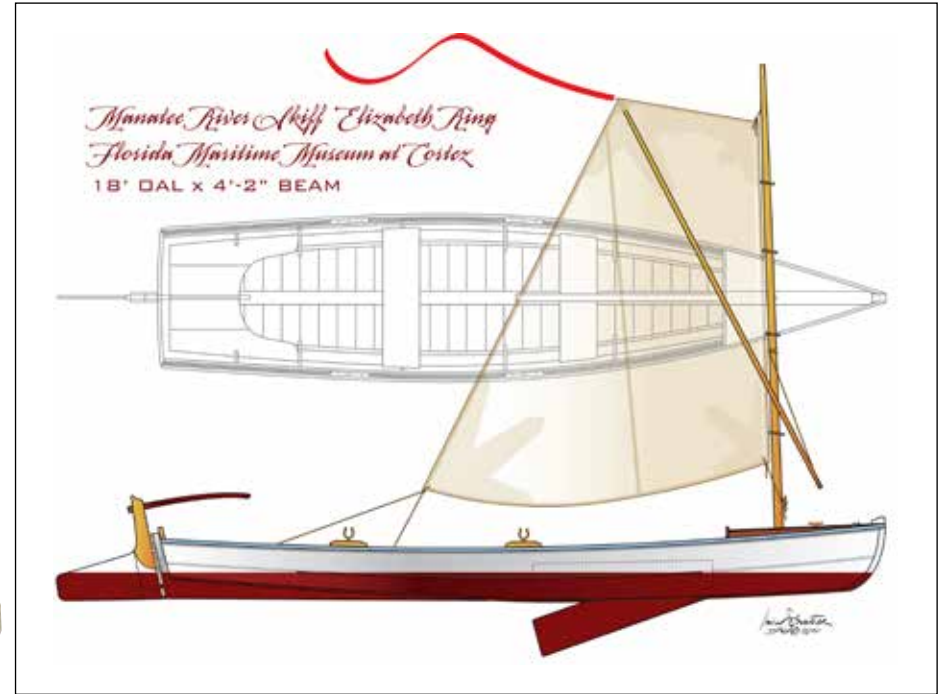
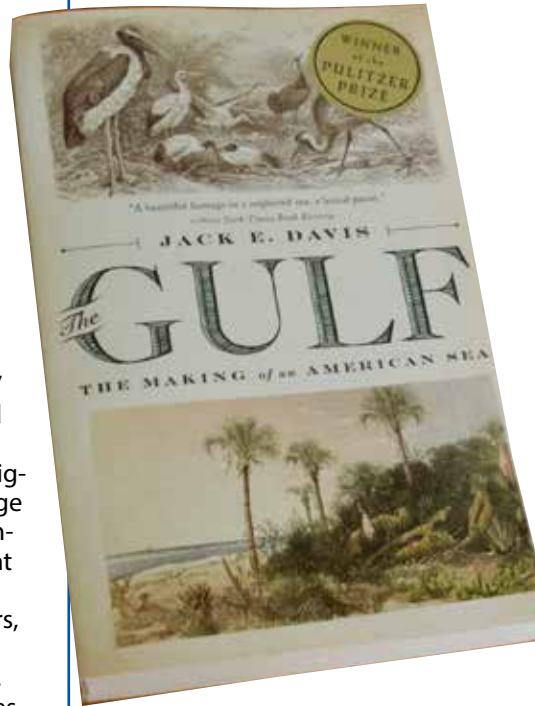


Irwin Schuster (Sec/Ed): Book; *The Gulf* by Jack E. Davis. covers the Gulf of Mexico/ America shores along Cuban, Mexican and US states coast.

It also covers the dawn of time, the indigenous habitation of 12-14,000 years, the age of discovery and all the trends and happenings, good and bad, since that period. What brought tourists, settlers and industry to Florida? Answer; Crabs, Cattle, Citrus, Cigars, Clams, Egret plumes, Mullet, Naval Stores, Oysters, Phosphate, Redfish, Seals, Shrimp, Sponges, Sunshine, Tarpon, Tobacco, Turtles. WAIT! Seals? Yes, up until a century ago, the southern parts of the Gulf saw seals. And before that, they lived all the way up to AL, TX, LA, MS and our panhandle. Plus, oil and gas, shipping cotton, etc. from those other Gulf States.

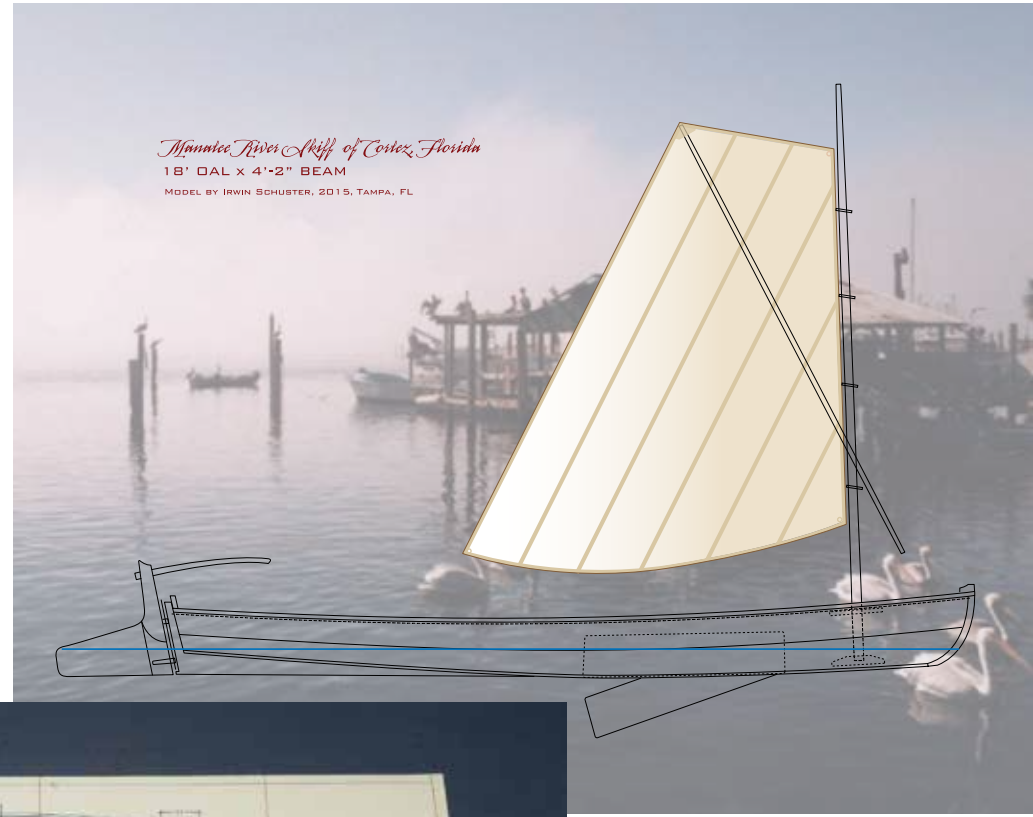
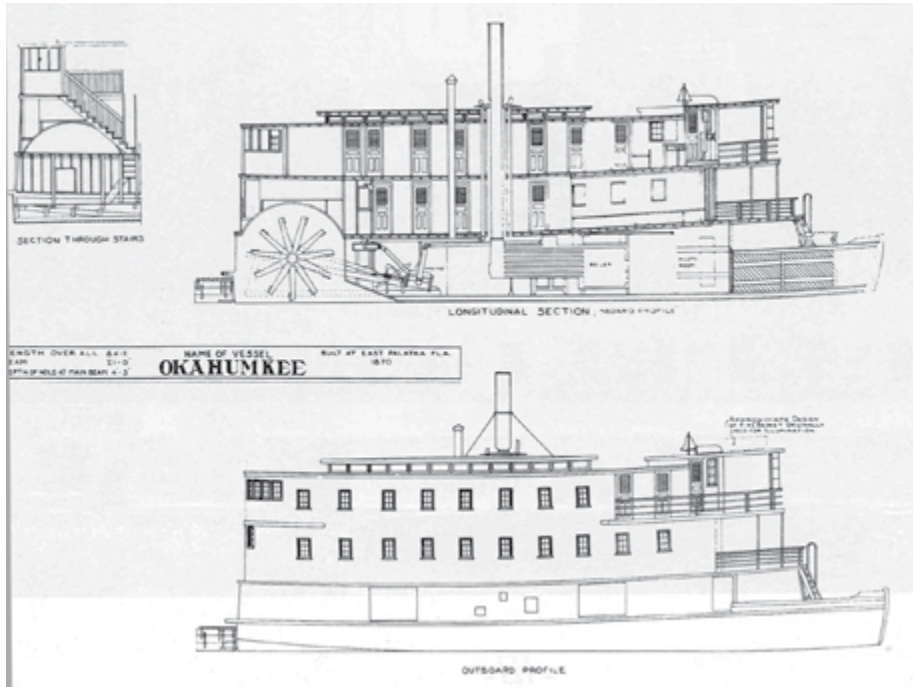
And, facing a dry spell, I rummaged in the back room where model projects go to rest and came up with a start on a half-model of a Manatee River Skiff of Cortez, FL, named *Elizabeth Ring*; 18' OAL x 4'-2" Beam. I started her in 2015 and set her aside for some reason. She will be displayed on a dockside panorama, with sails printed on the field and solid and split spars, all in a shadow box.

I also brought HAMMS* plans of the river stern-wheeler, *Okahumkee*, in an effort to convince Howard to build her. *Historic American Merchant Marine Survey (WPA project).

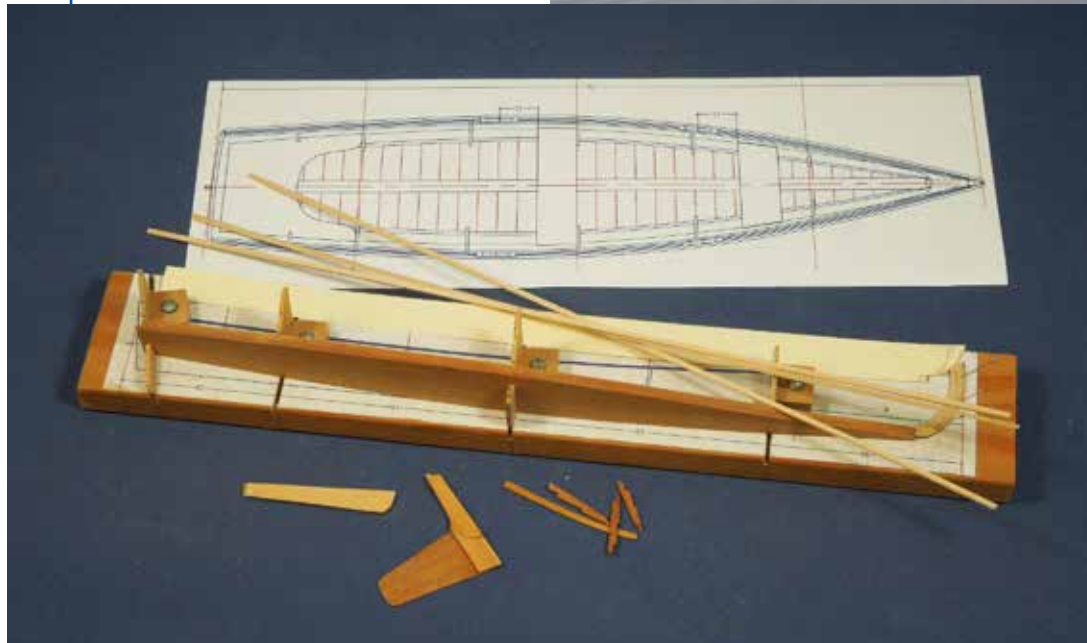




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If anybody is inclined to produce an *Okahumkee* in any format, I believe it would be appreciated in any of a number of mid-state historical organizations.



In 2015, I planned the presentation to look like the above. I may redate to 2015-2026 (or whenever I finish it). The top view at left omits the CB trunk to accommodate the board indicated above.



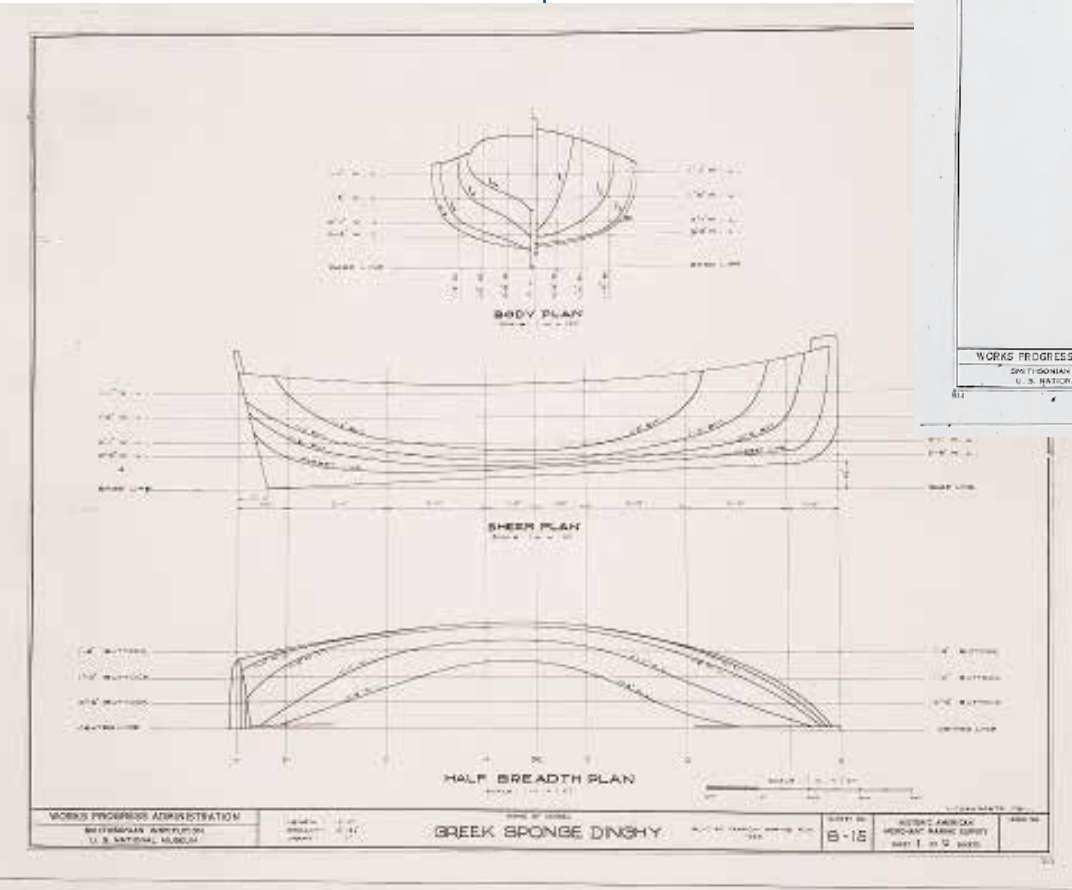
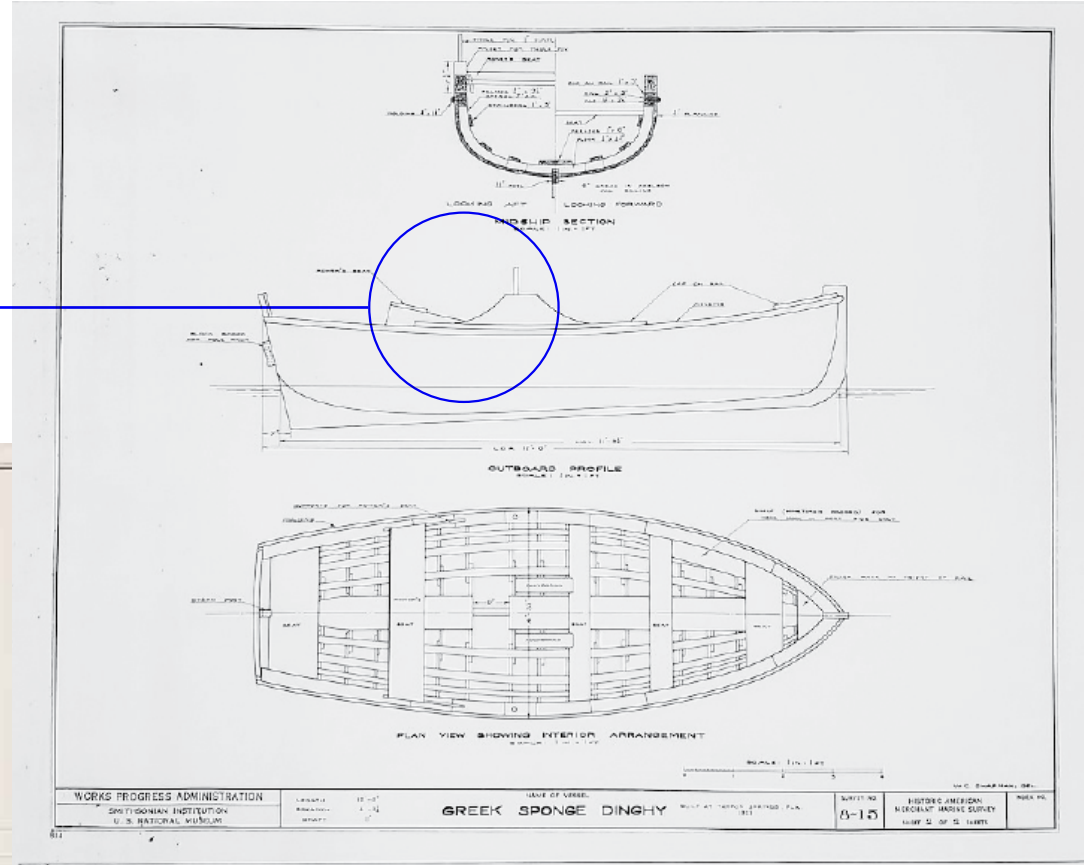
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I have been searching for documentation on Tarpon Springs sponge boats with little success (despite assistance by newer member **George Pope**, who has lived there for over 20 years). The era and culture did not rely on plans and little was done until recently to record by scanning.

This, however, turned up, and it is first rate drafting by L. Coanmartz (?) and W. C. Chapman. Neither drawing is dated.

Note the push-technique rowing station.

These files courtesy of **Tori Chasey**, Supervisor of the Florida Maritime Museum in Cortez, A HAMMS was donated to FLMM by **Bob Pitt**.



GREEK SPONGE DINGHY

Works Progress Administration
Smithsonian Institution U.S. National Museum
12'-0" x 4'-31" x 1' Draft
Built Tarpon Springs, FLA. 1923
Survey No. 8-15
Historic American Merchant Marine Survey
(Drawings by) W. C. Chapman & L. Coanmartz
(Spelling of "Coanmartz" is likely incorrect)



President & Treasurer Steve Sobieralski
on *USS Bashaw* (SS-241):

"This is my completed model of the submarine *USS Bashaw*, which I have been building for a gentleman whose father served aboard her (as well as three other US submarines) during WWII. He wants the model as a keepsake for his son, in memory of his grandfather.

As a work in progress, I have brought the model to the past few meetings and last month the model itself was virtually complete, lacking only a final base and case. Now those items have been added and she is ready to be presented to her new owner.

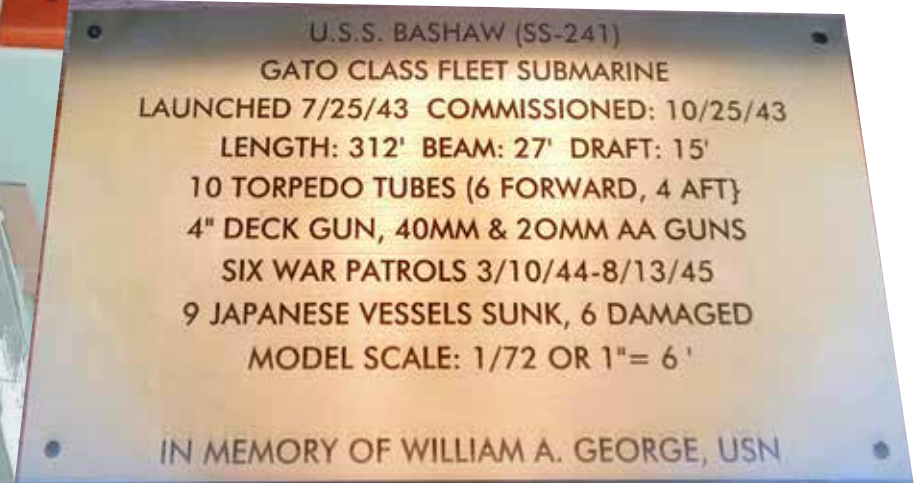
Photo from Steve



The model is built from a 1/72 scale plastic kit by REVELL and is quite large, being approximately 52" in length. The dimensions of the case are 56"L x 10"W x 14"H, and while she is not too heavy for one person to lift, the overall size makes her very awkward for me to handle by myself. Hence I did not attempt to bring her to the May meeting (which I missed most of anyway due to traffic.)

I have attached a few photos of the completed model in her case. She is shown painted in the standard mid-war US Navy submarine camouflage scheme of satin black for guns, all decks and other horizontal surfaces, light gray for vertical surfaces from the bow to just aft of the conning tower, mid-gray amidships, and flat black for the stern and hull under the waterline. When on patrol during WWII US submarines displayed no identifying markings, so ship names and numbers were painted out and were not visible. This is still true today for operational US subs.

The *Bashaw* remained in service with the US Navy after WWII and was converted to a hunter-killer submarine in 1954. She was finally decommissioned in 1969 and expended as a target in 1972."



Photos from Steve

Comment by Sec/Ed, who, as a loner, has had to manhandle some large, cased models; a pair of straps / belts around the beasts, helps a lot. Pad the contact points with washcloths, foam rubber or such. Rubber is anti-slip. Dish cloths don't mind sun. But (Florida, particularlry), when transporting by car, always cover models with a foil "blanket."

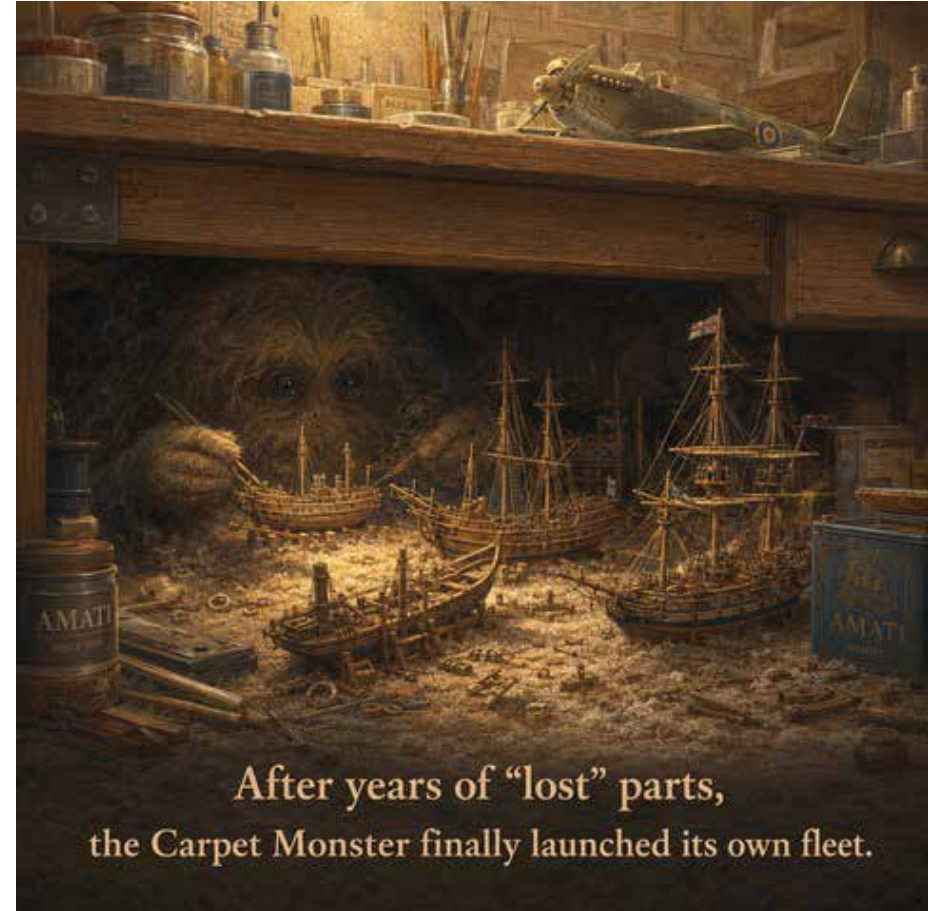


Dave White Nautical Antiques: "Thought you might enjoy seeing a model that we have been working on for the last 3 months. Almost done. Just a few more sails and some running rigging to go."

Somebody has to have family ties to compel restoration of a model in this condition, at the apparent age. Dave is in Yarmouth, Maine, and used to come down for an antique show circuit and to escape the winter. His photos.



Guy Hancock contributes: "I thought the members could relate to this. This was posted in Wooden Ship Model Making group on FB by **Luke Staredsky**."





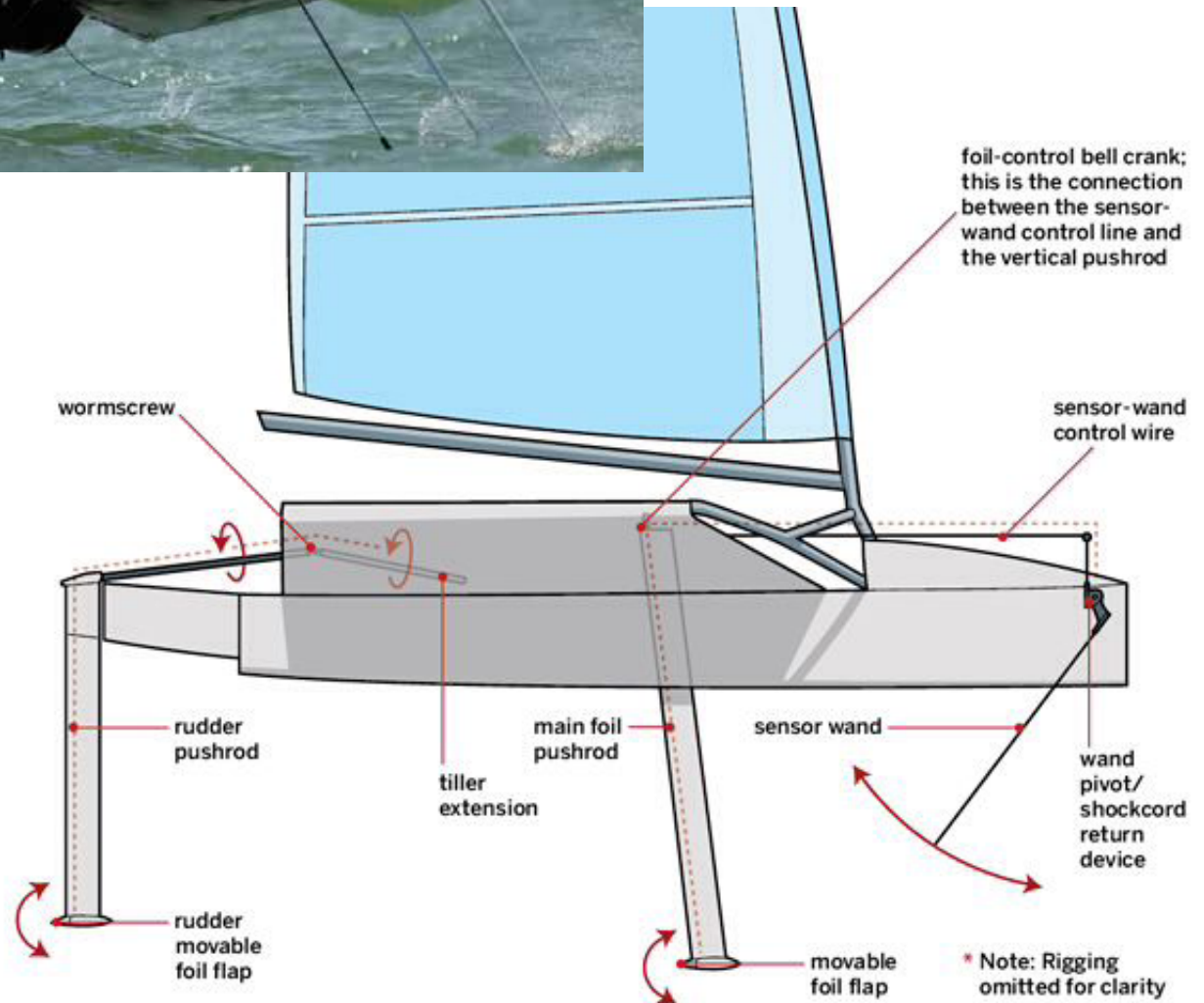
OKAY, Lads (and you couple of lady readers) You were probably aware of the relatively new class of "Foiling Moths" that blow away the type that your Sec/Ed sailed as a boy. I was, but just came to notice the rod / wand, that depends from the bow. What-in-the-Heck izzat?

It's a surface sensor !

Because flying above the water at great speed for a little boat, or any boat, requires reactions even faster than these crazy kids have, this thing senses and mechanically adjusts the foils to avoid crashing. Probably helps to be a fighter pilot and a jet engine mechanic, too.



These images appropriated from the www for educational purposes.





Believe It or Oar Knot!

Ode to Lost Parts

A model-builder's lamentation
Oh

I vow,
I've made
Parts galore,
That were ever
Seen no more,
Carelessly fumbled
When attention failed,
To vanish somewhere,
Between bench and floor.

Do they glide, gravity defied
To land upon the other side?
How can this be? I crawl to see,
Shining a light, squinting prayerfully.
Skillfully fashioned, least so I claim, yet
Clumsily dropped, by the very same name.

And so they are gone, somewhere, I hope,
And assembled by magic, as a Kaleidoscope,
Of mismatched elements of scale ships or boats,
That sail on the ethers, in the lost world that floats,
All unseen, on parallel plane, never to be glimpsed again.
On crystal seas, where illusions reign, never to be viewed again.

Continuing the universal theme from a previous page.

— Irwin Schuster 2009

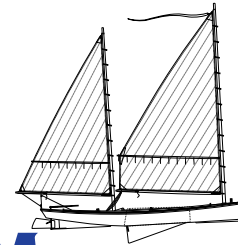
George Pope suggests this is an auger, not a prop.



"The 38th America's Cup cycle is officially underway, following Emirates Team New Zealand's successful defense of the Auld Mug in Barcelona in late 2024. The upcoming edition has officially shifted its host venue to Naples, Italy, where the final America's Cup Match is scheduled to begin on July 10, 2027."

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Gulf Coast Maritime Museum



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