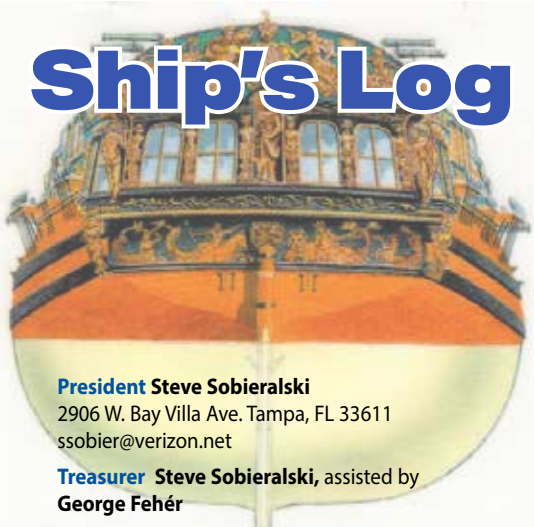


Ship's Log



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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*.

TampaBayShipModelSociety

Meeting of July 28th, 2026

TampaBayShipModelSociety.org

The meeting was opened by club President and Treasurer, **Steve Sobieralski**. His call for visitors or guests initially received no response, but several minutes into the meeting **Steve Sabato**, of our sister organization, the Gulf Coast Maritime Museum, arrived. Steve is the Executive Director of the museum and gave us a brief synopsis of the museum's history and current status as well as his own personal story of how he came to live in Florida and become associated with GCMM. He invites us all to visit their website and sign up to receive their newsletter. www.GulfCoastMaritime.org.

Members will recall that TBSMS recently voted to affiliate with GCMM for the hopefully mutual benefit of both organizations. Under New Business the President informed the club that he had received information that the church has been put up for sale. What effect that will have on our meeting space and when that may happen is not yet known.

Ed Brut gave an update on his efforts to sort out George Hecht's large collection of models, kits, tools, etc. Most modelers have a lot of "stuff," but it seems that George reached new heights regarding both the quantity and variety of his acquisitions.



Tom Hartline's Sturgeon class submarine, USS Cavalla (SSN-684).

It is a 1/350 scale model kit made by the Ukrainian company MIKRO-MIR.

Next Meeting
Tuesday Aug. 25th, 10:30 a.m.



Vic Lehner: "Progress report on the *"Royal Caroline"* 1749. The hull of the ship was completely scratch built showing all interior rooms of the ship and reflecting the ship to be a plank on frame rather than a plank on bulkhead.

Having completed that phase of the build, I am now transforming from a scratch-built ship to a kit built one, using the instructions and materials provided in the kit. The kit came from China and so the instructions were in Chinese which required translating them to English to understand them. That was not a big problem. My next stage in building her is putting on the second planking which is going to be Boxwood strips I milled myself."



This photo from Vic



This photo from Vic



Tom Hartline: "This model is the *Sturgeon* class submarine, USS *Cavalla* (SSN-684). It is a 1/350 scale model kit made by the Ukrainian company MIKRO-MIR. The long hull version was 10 feet longer than the *Sturgeon* and was the first submarine to be fitted with the Navy Seal's Dry Dock Shelter (DSS).

I modeled this specific submarine because I did my first Naval Academy summer cruise on it out of Groton, Connecticut back in 1978. We deployed to the Caribbean for war games, pretending to be a Soviet submarine.

During the exercise we simulated sinking 2 submarines and 3 destroyers, having a clean sweep. We even tied a broom to the mast for our return to port. During the deployment, I qualified as helmsman/planesman. For a 19-year-old, steering a 4,000-ton submarine was quite an experience."

(The long-hull variants provided extra internal volume – extending length from roughly 292 feet to over 300 feet – to accommodate expanded electronic sensors, specialized intelligence-gathering equipment, and extra living space for extended Cold War special operations).





Howard Howe: "FV *Andrea Gail* model, after planking, sanding, bonding, and more sanding, those operation are mostly completed. Hopefully the skin on my fingers will grow back. It reminded me of when I was about 15 years old. I helped my stepfather, an automobile painter, prepare 3 school buses. My job was to hand sand all the seat frames for painting!

Sure wish I had been able to find the *Andrea Gail* kit with the fiberglass hull.

Anyway, it is not the first plank on frame model that I have built, but is one of the most challenging. In addition to the 4 wide-shaped upper strips, the kit supplies 8mm wide bass wood strips for the lower hull. The kit diagram shows a suggested arrangement of the strips, but those strips appear to be about half the width and twice as many as kit supplied.

So, I proceeded by shaping a piece of 2" x 4" basswood for the curve of each side of the bow section of the hull. Then by hot water soaking of the strips, I was able to form them around the basswood mold and clamp in place



Four photos from Howard



Using a roller solder iron, I dried out the water for them to hold their curved shape. The four upper shaped pieces fit in with the frame tabs nicely and with Irwin clamps I was able to bond them in place. With the 8mm wide strips, I had to create my own pattern of installation with some guidance from the kit diagram.

The major problem with the wider strips was the additional curves required to follow the frames shape. In some of the more difficult locations, I had to cut the strips in three sections for the additional curves. This contributed to more sanding and bond filling.

I saw on a YouTube where you can create a plank clamp using a modified binder clip with a third arm. These work well to hold the strip to the frame while the cement is drying.

With a little more bonding and sanding, I will be ready to apply Zap finishing resin and fiberglass cloth. I have started some of the subassemblies like the cabin, but I'm being very cautious not to back myself into a corner before the interior painting, windows, and decking.

Here is an additional, local, note about the "Perfect Storm", where the *Andrea Gail* and 6 crew members were lost at sea. Two of the crew, **Michael Moran**, and **Dale Murphy** were from Bradenton, FL"



Photos from Howard





Brian Zinsmeister: "A total of 718 ocean tugboats were built for the Army during WWII, by 46 shipbuilders and boatbuilders. Built in both steel and wood, they were designated as either large tugs (LT's) or small tugs (ST's). The ST-74 was launched in 1942 as army design 257 at Livingston Shipbuilding Corp. in Orange, TX.

The beginning of this model hull was given to me and I wasn't sure what kind of tugboat it was. I believe it was the start of an RC model, but no motor or other parts were included. I chose to build it as a static model of the ST-74 army tug mentioned above. Dumas makes an RC model of this tug.

I added metal flashing around the top below the cap rail to the sheer line with some indentations for rivets, but they are very subtle once it was painted. (I think adding pins would have looked better). I also added two more rub rails to the hull. I decked the hull using some cedar strips I had left over and then cut the scuppers into each side. After sanding and staining the deck and cap rail, I masked it off to paint the hull.





The lower deck cabin was rough so I had to rebuild some of it and made a new top and wheelhouse from scratch. For the main railings I used 1/8" wood dowels for the stanchions and drilled holes for the wire rails to pass through. The very top rail was made using 1/16" steel wire cut to length for stanchions and grooved on one end for smaller wire rail to sit in and soldered in place. I painted all of the main structure and fittings one color (camouflage) and used the accessories as accents.

The life boat was carved in one piece and a keel added. I spent a considerable amount of time getting the cover to it sewn and attached, but I was finally satisfied with the result. I made a boom at the back that I saw in pictures of the real tug, and added some crates since these tugs were used a lot for supplying other ships as well as moving them in and out of berths.

I've worked on this model off and on for about 4 months and still have a few more details to add such as the anchor and hawse holes, winch, flags and some rigging."



Photos from Brian



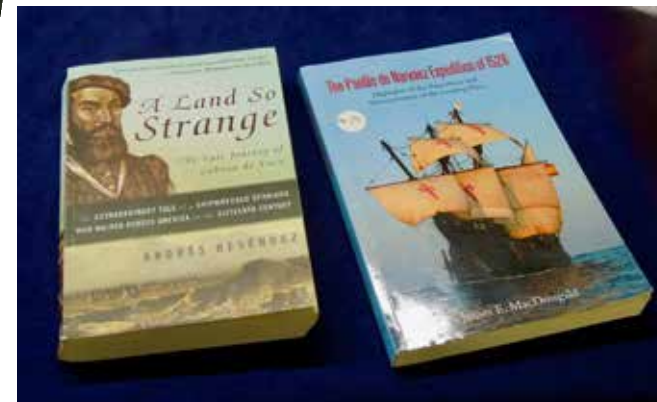
Guy Hancock: "I showed the *Sultana* with the ratlines on all 4 sets of shrouds. I had some difficulty with the paper pattern clamped behind the shrouds because a few of the ratlines stuck to it and were pulled off. I've replaced them and just a few now need to be trimmed.

I plan to paint the shrouds with dilute black paint to blend in some of the glue spots that are visible and didn't dry clear. I showed the main boom that has been rigged with the sheet and parrel beads for the yoke at the mast. The sheet has a double block (3.5mm) with an eye at each end of the strops. The sheet ends on one eye, and the other has two sister hooks that hold the block to the traveler bar at the transom. It also has a bar on the axis of the sheaves that forms a cleat.

The topping lift is the next project. It has a double served to the lower end, and a line runs from the boom, up to the block, then back to a sheave in the boom before tying off on the boom. I'm still trying to work out a fix or replacement for the jib boom that keeps breaking at the weak spot where I first broke it."

Guy also returned: "Mr. Midshipman Hornblower" by C.S. Forester. It is the first chronological installment in Forester's renowned Hornblower Saga (11 volumes), following the early naval exploits of a 17-year-old Horatio Hornblower during the French Revolutionary and Napoleonic Wars: In 1793, a gangly and seasick Hornblower joins his first ship, HMS *Justinian*. Bullied relentlessly by a senior midshipman named Simpson, Hornblower challenges him to a duel to end the misery. Before a conclusive second shot can be fired, their ship is reassigned. Hornblower transfers to the frigate HMS *Indefatigable* under Captain Sir Edward Pellew, where his true career begins.

Also a couple books on early FL.





Ed Brut: "In cleaning up of my workshop I came across some old paperwork that goes with a picture which has hung on my workshop wall for a number of years. My wife and her mother worked for a doctor in Miami Beach for many years. I received the picture and paperwork after he passed in the 70's. He was an auxiliary US Coast Guard officer responsible for an emergency radio station in Miami Beach.

He also commanded a PT type boat for the Coast Guard. I had believed the picture, taken about 1950, is a modified Higgins PT boat, built after the war, for Coast Guard service. I have since discovered it was a US Army boat called a Crash/Rescue boat possibly built in 1942 by Ventnor Boat Works of West Atlantic City, NJ. The boat has hull portholes and a widened forward cabin, with no armament tubs or weapons.

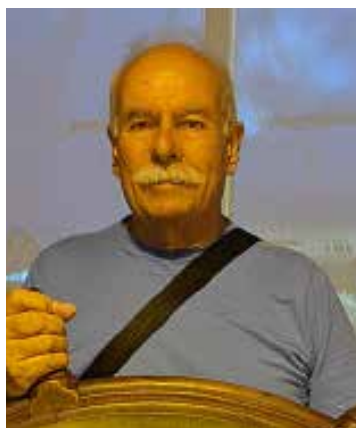
Shown also were a windshield registration decal and reference Coast Guard instruction cards, as

sent to the doctor by the Coast Guard, in 1953. I have not been able to determine much more. From some other pictures I found the boat was marked U.S. Army PT-74B, on the aft portion of the forward cabin. The RAYTHEON flyers were dated 6-58 and 2-59, print dates. I believe these were what was sent in an envelope from the Treasury Department U.S. Coast Guard by the director of Auxiliary 7th Coast Guard District, Miami FL to the doctor. They were priced at 0.25 cents each.

1. International codes for flags, Morse code and int. Phonetic coded words. **2.** Whistle signals, for all waters. **3.** Wind warnings, for flags and night signals. **4.** Marine Radiotelephone Procedure, numbered 1 thru 10, example no. 1 "maintain your watch". No. 3, "Identify your Vessel" no. 6 "watch your Language" with a warning that obscene language is a criminal offense.....

LOL as I find more info I will report next month."





Brad Murray: "When traveling for a month or more we bring along craft projects. Time weighs heavy when you are retired AND on vacation. A compact project and a few tools and materials make a nice respite from the vicissitudes of full time R&R.

The two floats for the double outrigger dugout canoe are small and don't require much to shape. A couple of carving knives, a small chisel set, some abrasive tools, sandpaper and a couple of clamps.

I clamped the two roughed-out hulls together and was able to shape their profiles to be identical. The underwater shape was a simple half round tapered out to the ends. The topsides or deck will be the same as the underwater shape.

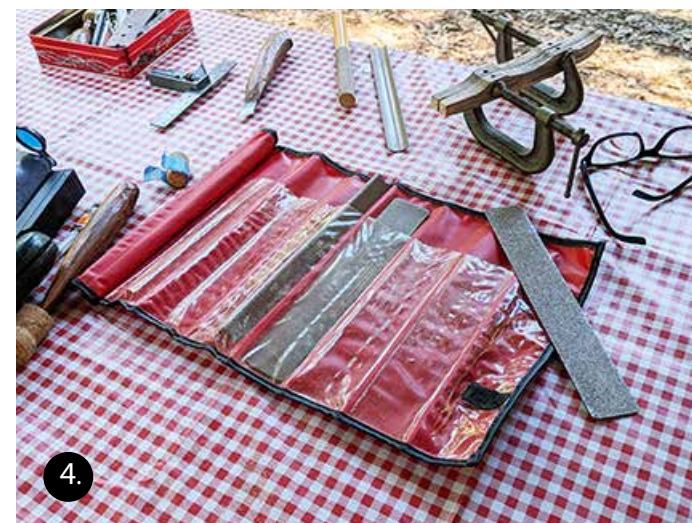
Dull hand tools are dangerous. They take the fun out of shaping any material and most importantly; they can hurt you. Which is why a small sharpening kit is a necessary travel item.



1. L to R: jeweler's rouge, leather belt cutoffs, shaped Arkansas stone, pc. of Japanese water stone, diamond whetstone. They are used from **R to L**. To whet may mean to stimulate your appetite, it also means to

Photos from Brad

sharpen a blade. You wet your stone with water or oil to remove swarf (debris from sharpening or grinding). The final stropping with the leather loaded with rouge (finely-ground iron, commonly



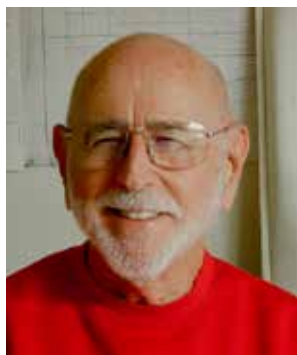
known as rust, thus the reddish color) removes the wire edge and polishes the blade.

2. Before & after of the underwater shape.

3. Making the two hulls identical in profile.

4. Most every campsite has a picnic table (workbench?).

The good Lord willin' an the tide don't rise, nor an untimely demise, I'll be back with the crew on 8/25."

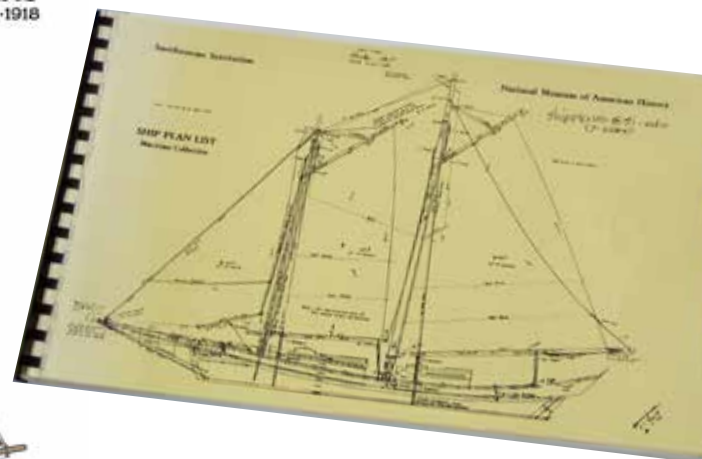
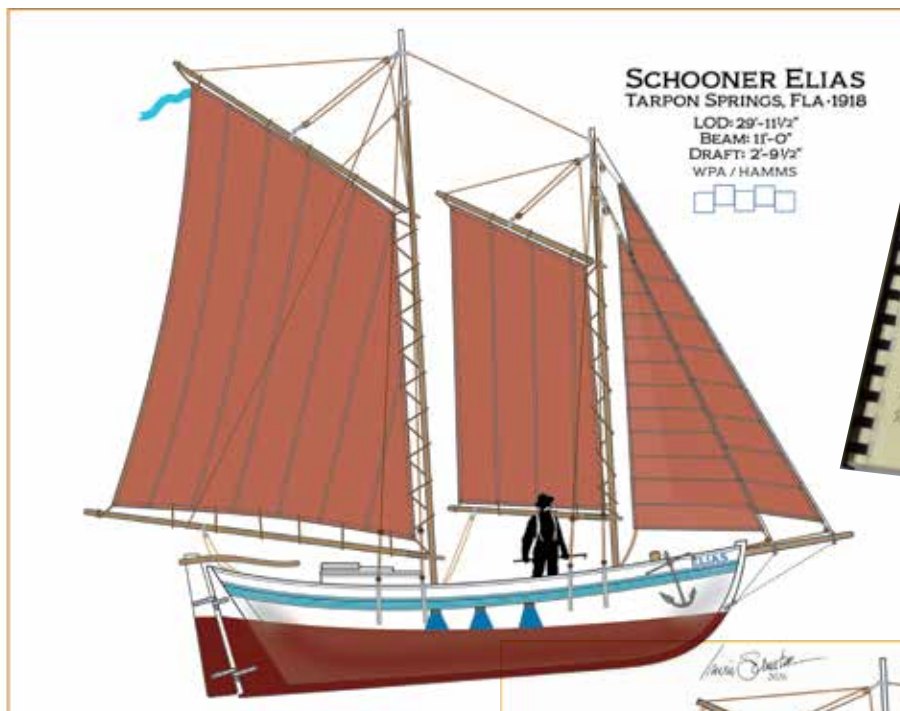


Irwin Schuster (Sec/Ed):

I have been working on documenting local boats, in particular, recently, spongers of Tarpon Springs. As builders of the era did not, apparently, work from plans – or kept their construction techniques secret, most info comes from photos – so little below the WL – and HAMMS. That is, records of the WPA / Historic American Merchant Marine Survey.* The surveyors were small teams sent out to document what they could find. In some cases, vessels on the hard, afloat and even abandoned. – drug up a creek and swamped. They generally consisted of side/elevation, deck plan, sections and rigging. Clearly, some of this was speculative and from word of mouth. In addition, the qualifications of the draftsmen were inconsistent. Not a lot of naval architects, but architects, engineers and draftsmen, many of whom did first-class jobs.

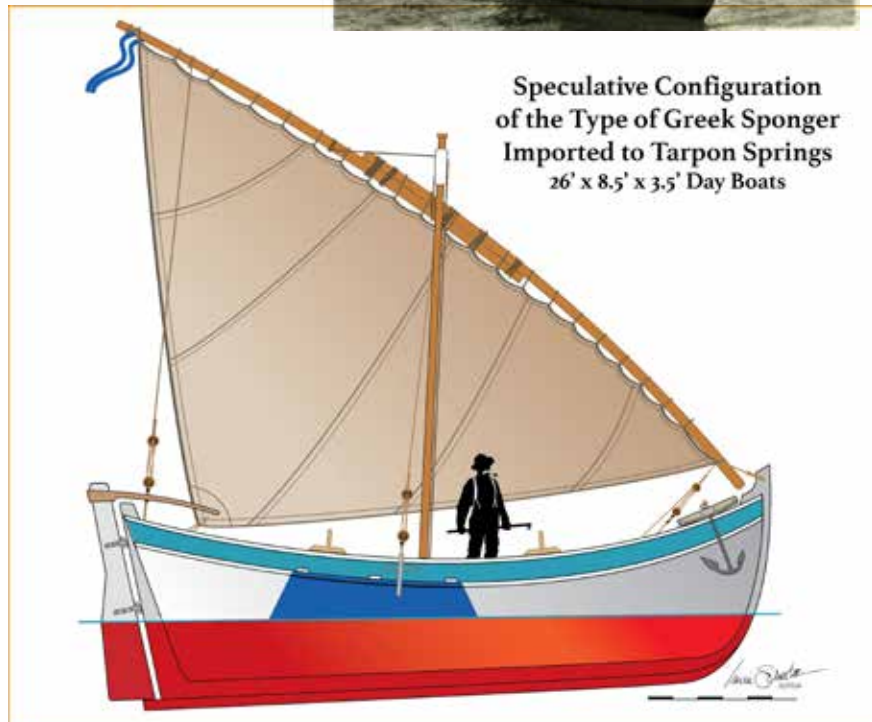
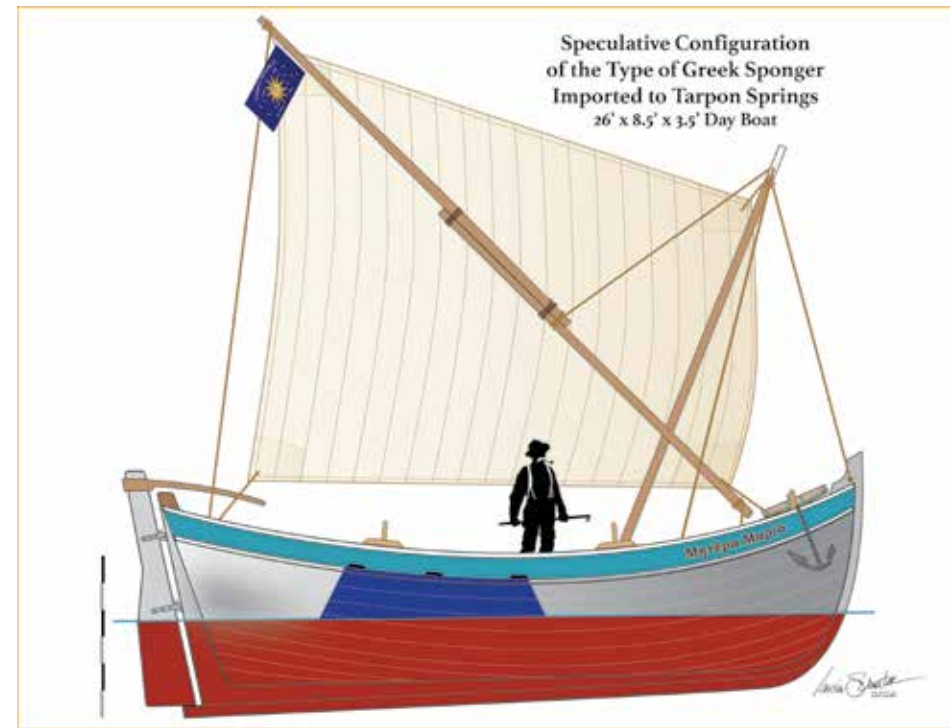
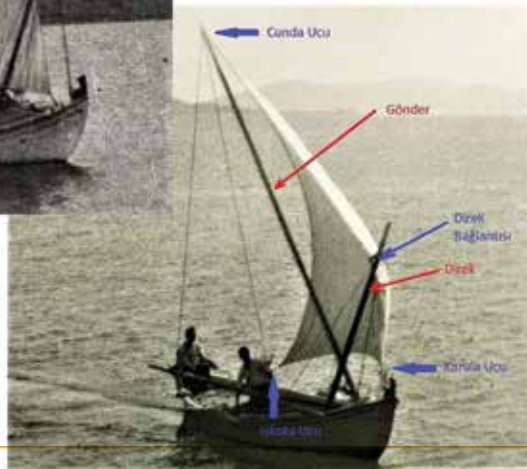
*A prominent New Deal-era federal project launched during the Great Depression. Operating primarily between January 1936 and October 1937, the project was funded by the Works Progress Administration (WPA) and officially sponsored by the *Smithsonian*. (These drawings are still available at \$10/sheet + \$5 S&H) I brought my old copy of the catalog and a sample of 3 pages of plans of *Elias*.

I ordered the missing rigging plan from Smithsonian. As primitive as it is to write out a paper order and a paper check, the plan sheet arrived 12 days from the date on the check, entubed and with a hand-written address label.





Sakoleves

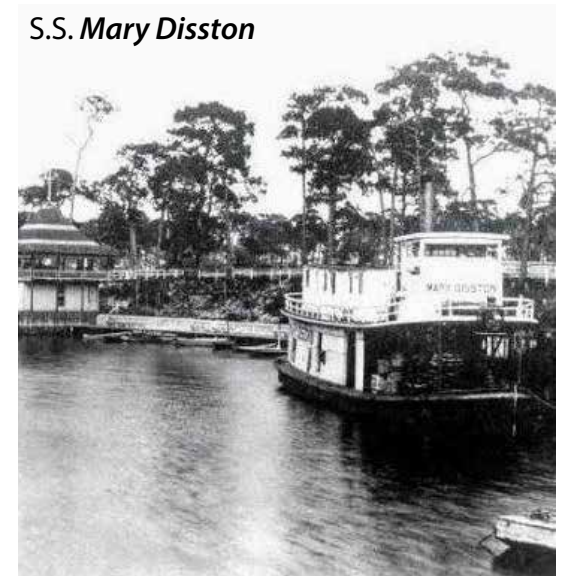


Last, I have come across a small steamer, S.S. *Mary Disston*, that I would like to document. She was called "*Dirty Mary*" and I asked if anybody attending had knowledge of her.

One issue is, she is told to have been built in Kissimmee. AND, another source says Pittsburg. At 83' 71 Tons the PA build is more likely as Kissimmee does not appear to have access to our Gulf nor the Ocean. I am trying to clear that up through the American Steamship Society of America resources.

She came to my attention through this photo taken at Tarpon Springs. Asked her date, I confused her with another boat, saying 1928. She was much earlier – 1884-5. Sunk off Gulfport, here in Pinellas – or Key West. (?)

S.S. *Mary Disston*



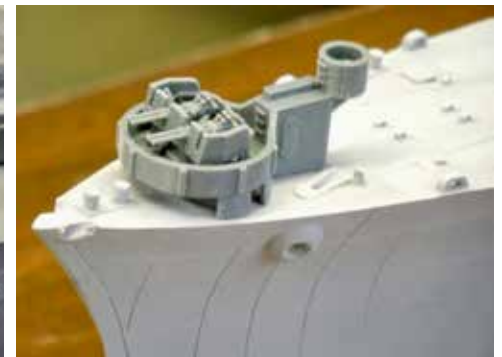
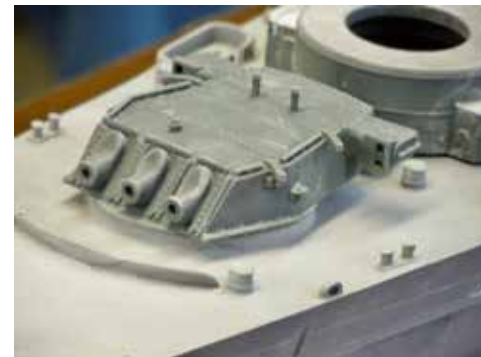


President & Treasurer Steve Sobieralski on USS *Alaska*:

"I brought in one of my current projects, a 1/200 scale model of the WWII large cruiser USS *Alaska*. The *Alaska* was the lead ship of what was a to be a class of six ships, of which only one other, *Guam*, was completed, while a third ship, *Hawaii*, was canceled at about 85% complete. With a length of 808' and a main armament of nine 12" guns, in size and gun power they sat squarely between the US Navy's latest battle-ships and heavy cruisers.

My *Alaska* kit was purchased from China on Ebay and is 100% 3D printed. Overall the basic components of the kit are dimensionally accurate, but many of the details are heavy and out of scale. I have spent weeks filling and sanding smooth the grooves which are meant to represent the wood planking on the ship's decks. In scale, the planks are 18" wide, they should be 5" to 6", and the joints between them scale 5" wide when they should scale about 1/2".

"Since the meeting I have decided that the shields around the gun tubs and the solid bulwarks around some of the superstructure decks are way too thick and need to be removed and replaced. In short, I have realized that this project will be more difficult and time consuming than I had originally thought and hoped."





Guest, **Steve Sabato**, of our sister organization, the Gulf Coast Maritime Museum, is the Executive Director of that operation, and gave us a brief synopsis of the museum's history and current status as well as his own personal story of how he came to live in Florida and become associated with GCMM.

He invites all to visit their website and sign up to receive their newsletter. www.GulfCoast-Maritime.org.

GCMM Mission:

"To create awareness that educates, inspires and preserves the rich Gulf Coast Maritime Heritage.

– We do this through the preservation of classic boats, designs, models, and historic maritime documents related to the Gulf Coast Maritime heritage, and the creation and distribution of maritime themed content via a website, social media and a monthly newsletter. Content includes records, archives, stories, videos, images, drawings and biographical videos that record the oral history of the Florida's Heritage Mariners.

In addition, GCMM builds public awareness and engagement via a GCMM managed network of collaborative partnerships with Maritime focused organizations and nonprofit museums along the Florida Gulf Coast.

GCMM promotes and supports network partners pro bono with high quality videos, social media content, consultation on best digital media practices, and the promotion and support of partner produced events."

Gulf Coast Maritime Museum



Our mission is to create awareness that preserves educates and inspires the rich Gulf Coast Maritime heritage.

Visit our website and sign up for our free newsletter

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Gulf Coast Maritime Museum



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Contact us via QR code

The End



Ship's Log Tampa Bay Ship Model Society 16



Believe It Oar Knot!



"Did you know that Port Tampa Bay is Florida's largest and most cargo-diverse seaport?"

The port handles a diverse mix of bulk, break-bulk & containerized cargo, plus serves as a hub for shipbuilding and repair and remains a top cruise port in the U.S."

– Instagram (Image not credited)

Mark your calendar! April 15, 2028 will be the 500th anniversary of Panfilo de Narvaez' visit to Pinellas County. Álvaro Núñez Cabeza de Vaca hiked across the country from here, and from CA, down to Mexico City and then caught a ride back to Spain to report, about 8 years later. Likely, 4 carracks and a brigantine started from Cuba. Big as it is, they missed Tampa Bay and anchored in Boca Ciega Bay, near Jungle Prada.

And - The Int'l. Boat Builders Conference and Expo, Oct. 6-8, Tampa Conv. Ctr.

A **boson** is a subatomic particle, such as a photon, that governs forces in the universe. A **bos'n** is a shortened, slang word for a boatswain—a ship's officer in charge of the hull, deck crew, and anchors. Properly, **bo's'n** and Wiki backs me up on that.

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Gulf Coast
Maritime Museum



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"ADVANCING SHIP MODELING THROUGH RESEARCH"

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