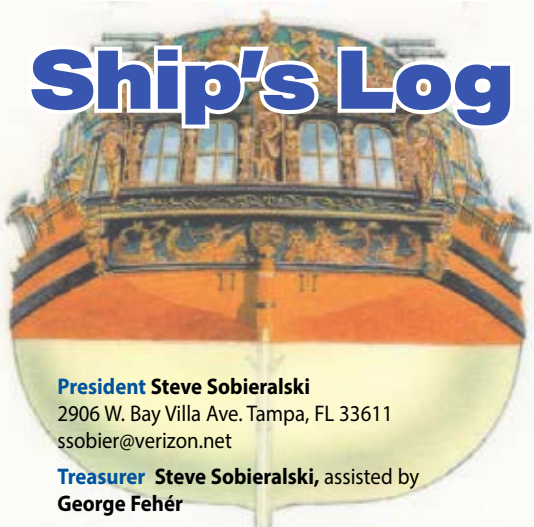


Ship's Log



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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**.

Next Meeting

Tuesday Sept. 22nd, 10:30

TampaBayShipModelSociety

Meeting of August 25th, 2026

TampaBayShipModelSociety.org

The meeting was opened by club President and Treasurer, **Steve Sobieralski**. There were no guests or visitors present.

Under Old Business, Steve explained that after the members voted at the July meeting to pursue an affiliation with the Nautical Research Guild, an executive decision was made to delay this for now. I was felt that the requirement by the NRG that personal contact information for all members of our club be submitted to them as part of the affiliation application seemed somewhat excessive when compared to the potential benefits for TBSMS.

Under New Business **Roger Kibart** passed around the latest issue of Ships in Scale magazine, which has recently resumed publication. The production quality of the magazine appears to be first class and hopefully it will find a welcoming reception from the ship modeling community. On a more somber note, Roger also reported that he had recently heard from our member **Udo Reif**. Udo is apparently suffering from some health issues and may not be able to attend meetings, at least for a while. Our thoughts are with him and we wish him a speedy recovery and hope to see him before too long.

Tom Hartline told us he had recently attended a (IPMS) show in Ft Lauderdale where he took away a couple of awards.



LCS-4 USS Coronado trimaran: See **Paul Cohen**'s offerings on the subject, below.

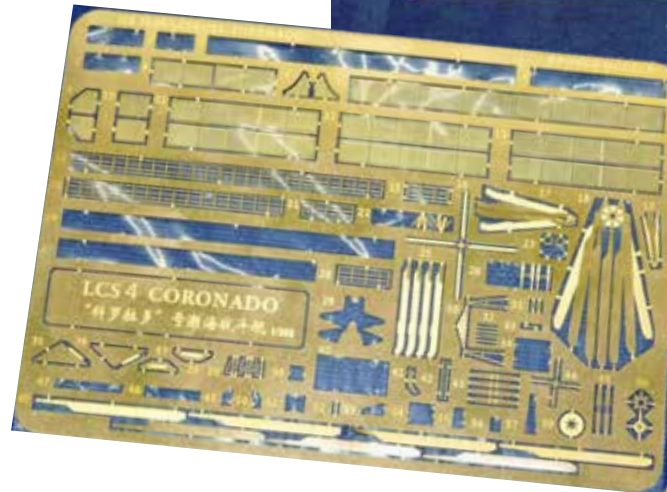


Paul Cohen: "USS *Coronado* (LCS 4) is the second Independence class littoral combat ship, a trimaran hulled design built by Austal USA to provide high speed, shallow water access, and modular mission flexibility. Commissioned in 2014, *Coronado* spent much of her career in the Pacific, where her large flight deck and spacious mission bay made her well suited for experimentation with unmanned systems, new sensor packages, and evolving LCS mission modules.

They conducted operations with regional partners, tested emerging Navy technologies, and participated in exercises that explored how small, fast surface combatants could support distributed maritime operations. Although the LCS program faced challenges, *Coronado* became one of the more heavily utilized Independence class ships, often serving as a testbed for future concepts before being decommissioned in 2022.

The BRONCO 1/700 USS *Coronado* kit is widely appreciated among modelers for its sharp molding and accurate representation of the Independence class trimaran hull. BRONCO captures the distinctive angular geometry, wide flight deck, and faceted superstructure with fine detail that stands out at this scale.

The kit includes well defined deck fittings, photo etch parts for railings and antennas, and a cleanly engineered hull that makes assembly straightforward despite the ship's unconventional shape. Builders often note that BRONCO's rendition of the mission bay doors, exhausts, and mast structures is particularly crisp, giving the finished model a refined, modern look. As a display piece, it offers an excellent balance of accuracy and buildability, making it a strong choice for anyone interested in the LCS program or contemporary U.S. Navy subjects."



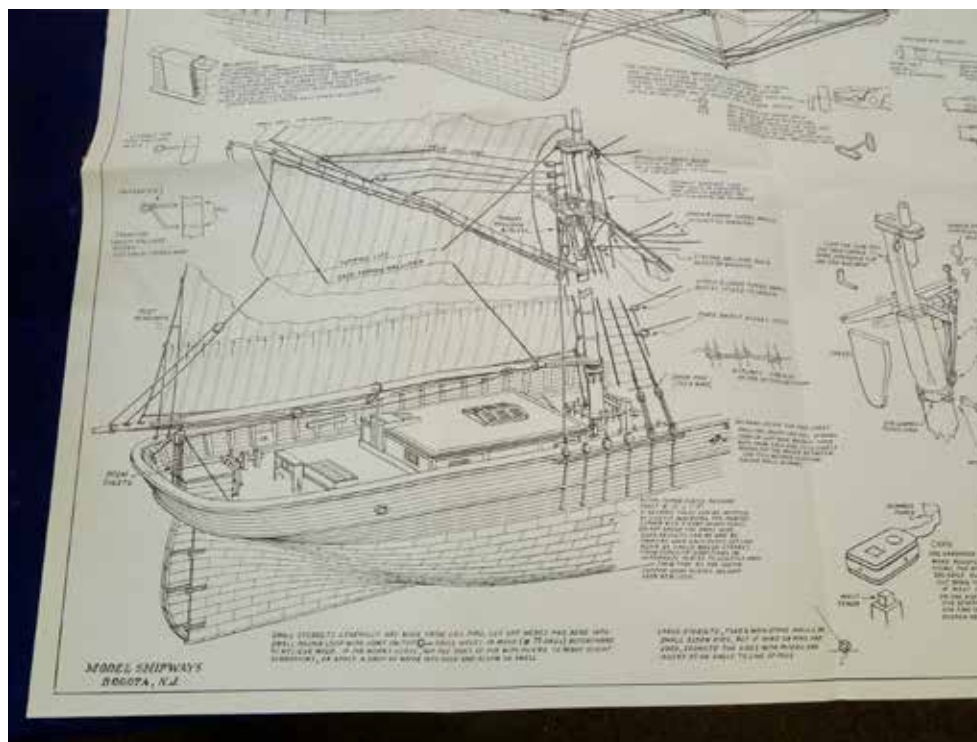


Charlie Gravalles on *Newsboy* of 1854: "After several months of indecision, I have finally settled on my next ship model project, the coasting brigantine *Newsboy*. As you may recall from my discussions at meetings in months past, I was previously considering building a model of the Donald McKay clipper ship *Flying Fish* and also the Boston pilot schooner *Hesper*. But, after much indecision I settled on something different. Why? I don't really know. I simply felt inspired. *Newsboy* meets all my criteria; New England built, mid nineteenth century, commercial vessel, very pleasing clipper-like hull lines, manageable scale at 3/16" to the foot, well drawn plans by George Campbell.

Newsboy was designed by famed Boston naval architect, Denison Lawlor. She was built at Owls Head, Maine in 1854 and had a long and profitable career transporting small cargo loads up and down the eastern seaboard from Canada to the Caribbean Islands. She is typical of coasting cargo ships operating during this period, and it is possible

that dozens of vessels were built from this same set of plans. She was truly a "blue collar" vessel. *Newsboy* was not a large ship being only 111 feet on deck. She carried two masts square rigged on the foremast and schooner rigged on the mizzen mast. This arrangement came to be called a brigantine, (I don't know the origin of this designation). In spite of her diminutive size, she has very graceful hull lines, resembling a true clipper ship. She also has a shallow draft making operations in rocky New England coastal areas much more feasible. Since her designer worked in East Boston at the same time and nearly the same address as Donald McKay, I have no doubt that Lawlor and McKay were acquainted and McKay likely may have influenced Lawlor's ideas, probably directly. Lawlor also designed many other well-known and attractive vessels during this period including the pilot schooners *Hesper* and *Dancing Feather*, and many others.

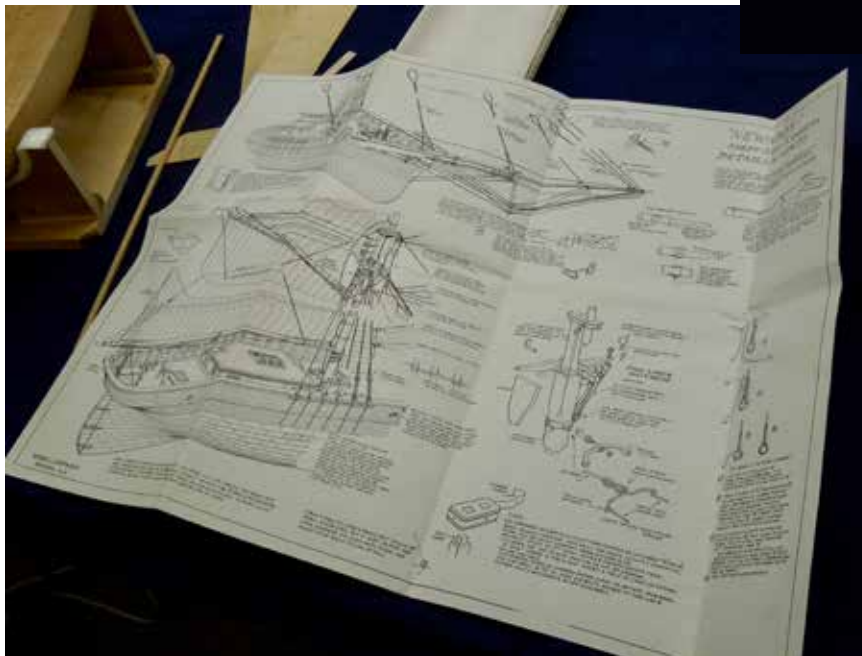
The model I am building is based on the original Model Shipways, Sugar Pine solid hull, ca. 1968. I purchased it on eBay years ago and ever since it's been sitting in a corner of my workshop waiting to be noticed and a few weeks ago I finally did. The machine carved hull is the only item in the "kit" that I am using.





Everything else on this model will be scratch built. For those not familiar with solid hull machine carved hulls, they require some amount of work to bring the hull to its final shape that is accurate relative to the plan dimensions. I began by making a set of working templates needed to complete final shaping of the hull body. Because the templates are handled so frequently and roughly, I made them from 1/32" plywood.

The biggest challenge of this hull work is the bulwarks (the area between the deck top and cap railing). At 3/16" to the foot, the bulwarks on the machine carved hull would have to be carved down to 3/64" thick in order to keep them to a believable scale appearance, and for me that would be impossibly delicate work. I decided instead to completely remove the bulwarks all the way around the deck, right down to the deck sheer line. Now I have the task of making and installing the many timber heads required, each one to be mortised into the side of the hull at the deck sheer line. The bulwark planking will be applied onto the outer side of the timber heads and then faired with the lower hull. This may sound a little crazy and I suppose it is but I've used this technique previously for my model of *Elsie* so I have some confidence. It is a bit of work but for me the final result will be worth the effort.





At the present time I am also working on the model's final display mounting arrangement. Rather than use the traditional brass mounting pedestals, I've decided on making a stylized wood mounting plinth into which the keel will snugly fit. Yes, it seems like I'm getting a little ahead of myself. After all, I will not need the mounting plinth until the model is completed. However, I learned long ago, the hard way, that for solid wood hulls, working out the mounting arrangement at this early stage of construction will prevent much stress come the day of final mounting.

Doing this work now means that when the time does come to mount the model, it will just be a relatively simple matter of attaching it to the plinth and baseboard with wood screws, all the engineering will have previously been completed. My approach to this sub-project is to first design on paper an eye pleasing profile shape and then construct a full-size mock-up of the mounting plinth using scrap basswood.

When I am satisfied with how it looks and fits the keel, I will then construct the real thing; this one will be from a nice old piece of apple wood from my wood pile."



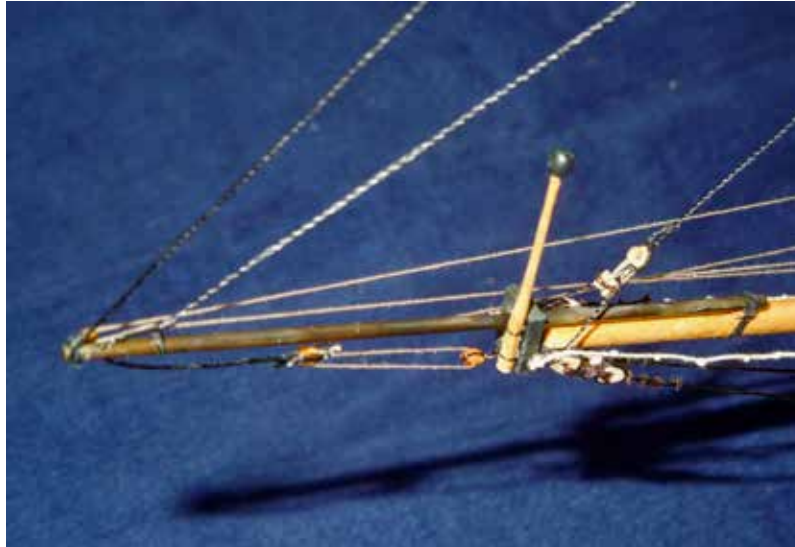
These photos from Charlie



Guy Hancock showed the *Sultana*: "I replaced the broken wood bowsprit with a new one made of brass tube. I was trying to use a brass rod but could not seem to drill a hole in it for the sheave of the outer jib stay. The tube is slightly oversized but I was able to drill it. I plugged the end by soldering in a short piece of the brass rod. I blackened it, and then restored the rigging for the top mast stay and the outhaul and in haul for the outer jib which is a sliding ring. I was able to use most of the previous rigging, and also got the topmast stay to be tight.

I also worked on the gaff boom which has cleats and jaws made of 1/32 birch plywood. I added 3 mm blocks and eyes for the throat halyard and downhaul. I had a question about the peak and throat halyards because the practicum I am following shows single blocks at the deck end which are then rigged to tackles.

The problem is that the 3 parts of the peak halyard mean the other end must be 3 times longer so could not have a block at the

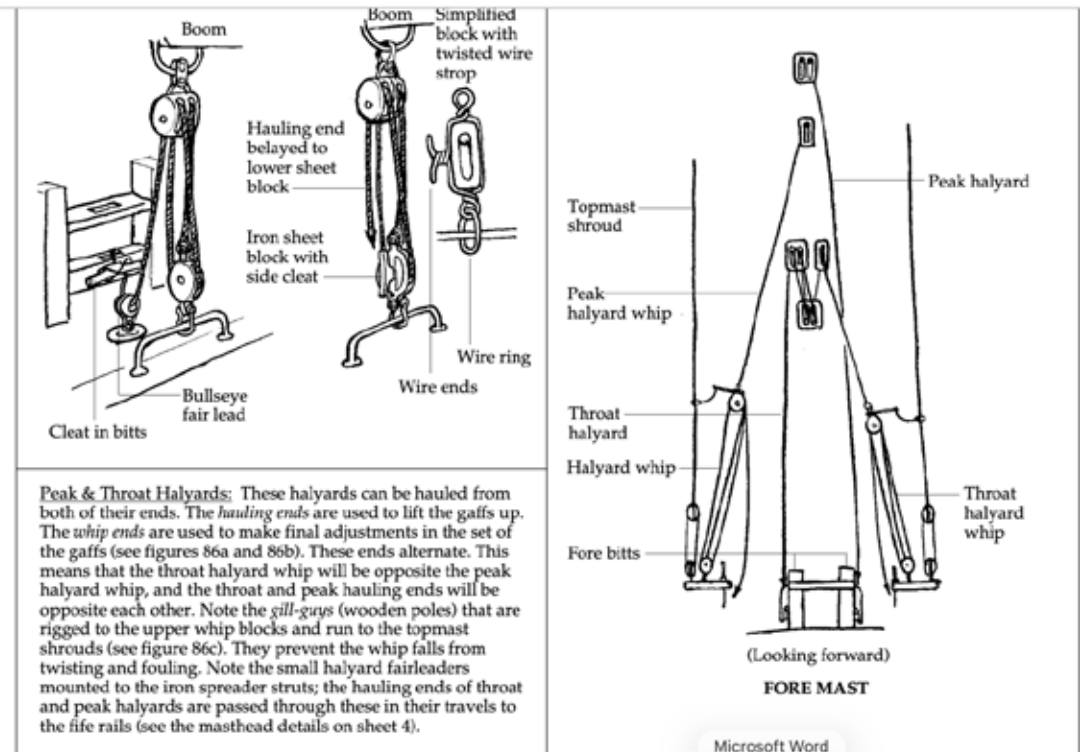


end of it. I took **Charlie's** (Grav.) suggestion and looked at some ship plans online. The instructions for the Ben Lathem at <https://www.greathobbies.com/manuals/m/mde/mdems2109-manual.pdf> solved the problem for me; the halyard must have been double ended. One end is long and is used to raise the boom. The other end terminates in a block and is called the whip halyard. It is connected to some tackle used to trim the boom once the sail is raised. I'll need to revise the blocks to add this feature into the Sultana.

Years ago, I was on a sunset cruise in Baltimore harbor on a 100' schooner. The captain asked for volunteers so 4 of us stepped up. He had 3 of us on the peak halyard and 3 on the throat halyard, and for each 5-6' that we hauled it seemed like the boom rose 6". We all earned a beer for helping to raise the sail."



Image below from Guy







Howard Howe FV *Andrea Gail*:

"I'm making progress on the *Andrea Gail* model. After more hull assembly details, bonding and sanding of the planks, I applied the Zap finishing resin and 2 oz fiberglass cloth. The first bathtub water test showed water leaks. More sealing with the resin and testing got her water tight after 5 bathtub float attempts. One of the major challenges of a "plank on frame" model is like the caulking on the real wooden boats, or painting of the hull below the water line, I decided to use my Rust-Oleum Heritage Red satin enamel spray paint. The rest of the model will be painted with the water base paint recommended for the model. This became challenging for painting the upper hull green over the finishing resin. It took 3 coats of the water base paint with lots of sanding to get adherence!

I questioned the white deck painting, but watching the Perfect Storm movie again it verified that the paint designation is correct. The wood deck and accessories were good enough with two coats of paint and sanding in between and lots of touchup.



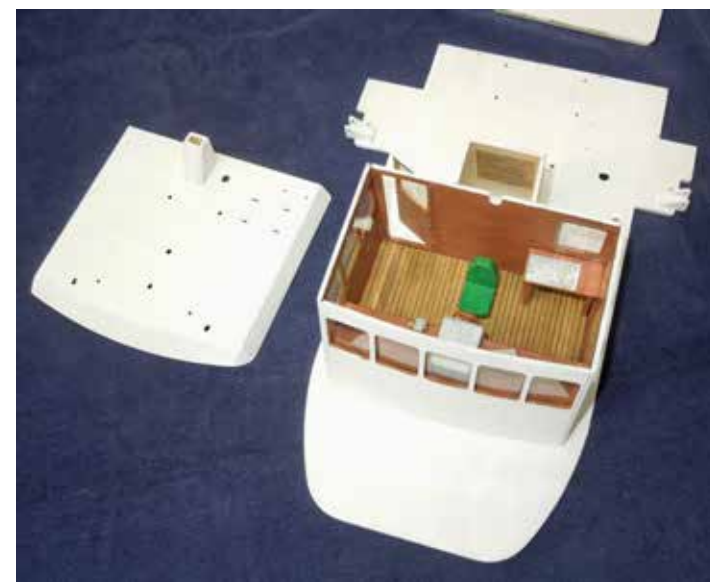
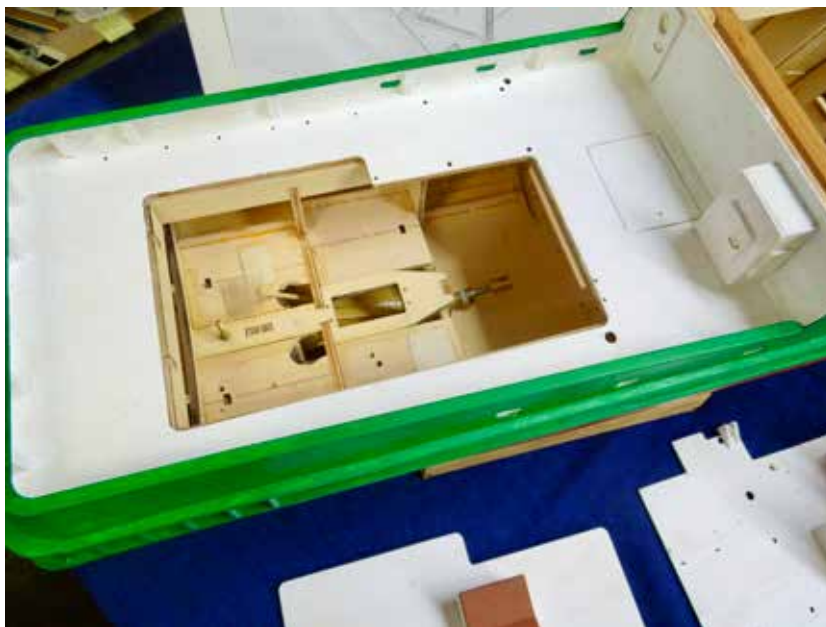


Sections of the aft deck and forward deck are designed to be removable and provide access to the interior for RC components and ballast. The forward deck section will have the wheel house and out riggers bonded in place. I chose to make the wheel house top removable and later installation of the rear wall after the interior detailing. The sequence of assembly included, interior painting, plastic window installation, wood flooring, and cabin details. Then the rear wall assembly with the open door was bonded in place.

Another challenge I did not anticipate was installing the 4 plastic windows in the interior of the hull after the exterior painting. Due to interior structure, I had limited access to install the plastic windows in place. I temporarily bonded a small stick to the lower part of the plastic and then with Canopy Glue I was able to install it and hold in place till the glue bonded it. Later, I twisted off the stick fixture.

Construction continues with more cutting and sanding to create the operational equipment detail. Subassemblies are mostly wood with very little metal or plastic parts in the kit.

I also plan to install interior and running lights."





Brian Zinsmeister: "The book "Running Deep" by Tom Clavin is about the submarine service (called the Silent Service because so little was known or divulged) right after Pearl Harbor in 1942.

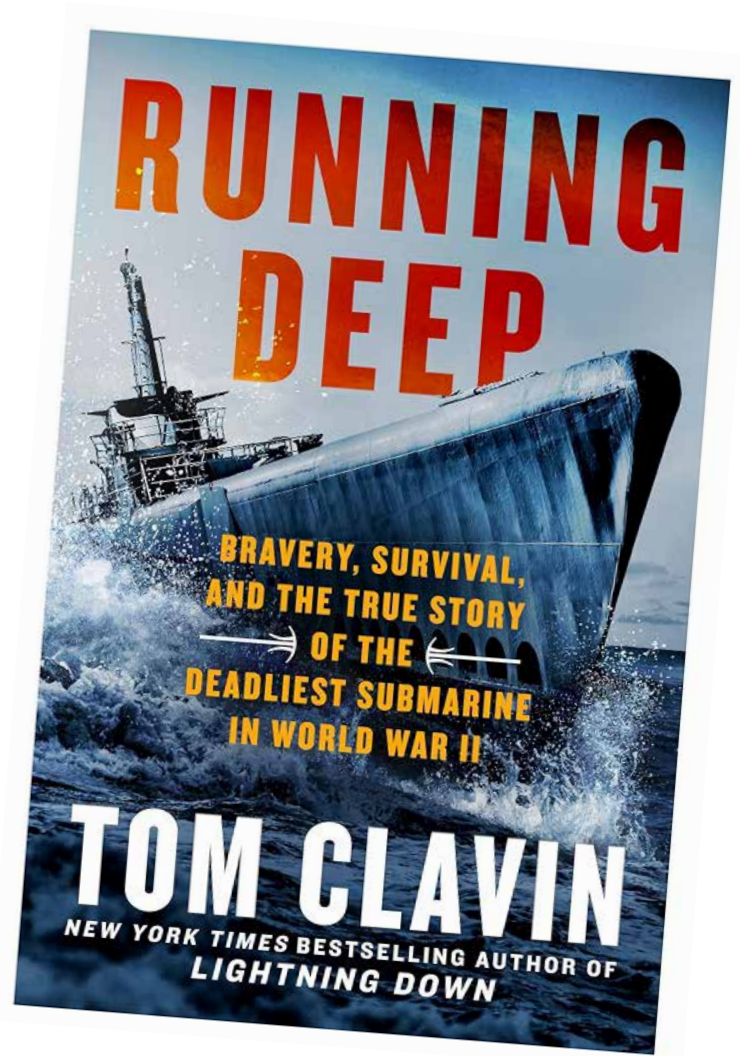
In particular about one sub, the USS *Tang*, that was deemed the most lethal and had sunk the most tonnage of Japanese ships in five wartime patrols, and the captain whose daring made for that success. *Tang* also rescued the most downed pilots from the open waters during American attacks on the advancing capture of enemy occupied islands.

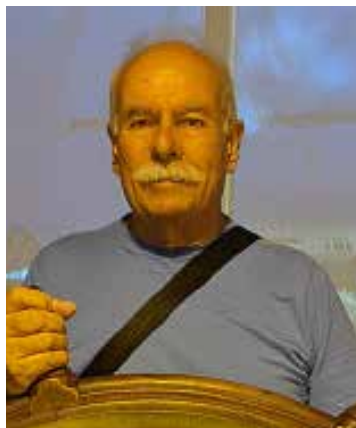
It has a few chapters of history and development of the underwater craft beginning as far back as the mid 1700's, and the distinguishing persons who contributed to design and development of submarines and safety equipment that saved lives when they had to escape from a sunken vessel.

Returning to the fate of the USS *Tang* and her crew on its last patrol, only to be sunk by its own wayward (defective) torpedo, it is a harrowing tale of the few members who survived capture by

the Japanese and came back home after being held in an infamous torture prison camp that was liberated in 1945.

I would recommend this book for anyone who is interested in submarines and the brave men who served on them during this turbulent time in history.





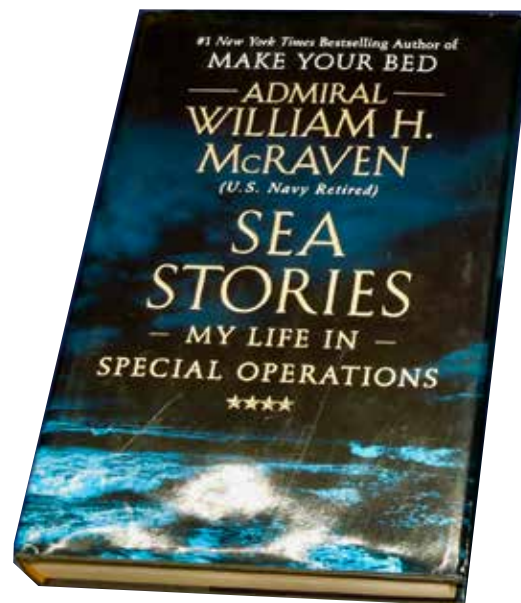
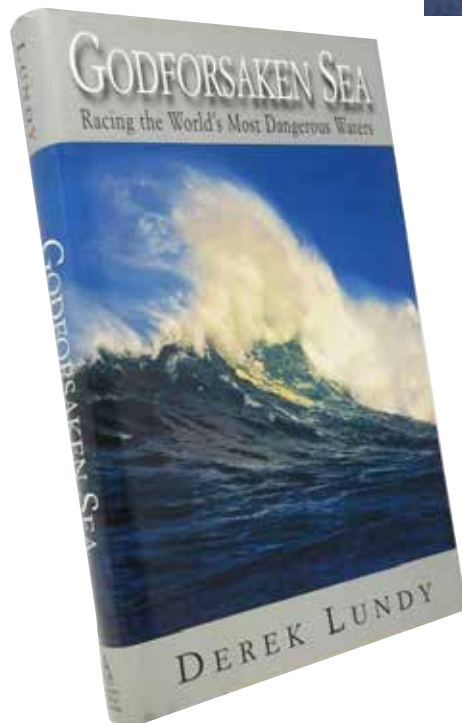
Brad Murray:

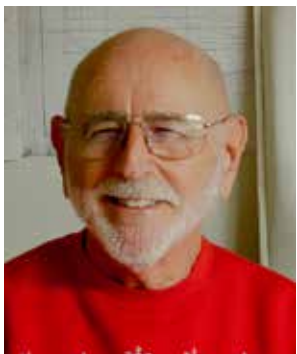
Book Report: "Variously described as a memoir and an autobiography, *Sea Stories: My Life in Special Operations* by Admiral Wm. McRaven is about a boy who becomes a Navy Seal and spends thirty plus years serving. He attains the rank of Admiral and advises the President of the United States. His story melds courage with humility and modesty and how those qualities can take a man far. It is a great read on many levels."

Book Report: *Godforsaken Sea - Racing the World's Most Dangerous Waters*, is about the 96-97 Vendee Globe; a four-month circumnavigation that passes through the Southern Ocean. If hair raising and harrowing are your cup of tea then this story is for you.

The double outrigger dugout

was at a stage, being held together by elastic bands and friction, where it could be safely passed around for close inspection without fear of harm. My intention to put a rudder on a type of boat that would never have had one generated a little discussion. Scale and authenticity are not my intention. It is merely an object of my fancy. A couple of questions were about the wood used; spalted mango for the hulls and mahogany for the beams. The mango was from a small log found while beachcombing. Fantasy, fancy and found objects are fueling this fun project." (formulation)"

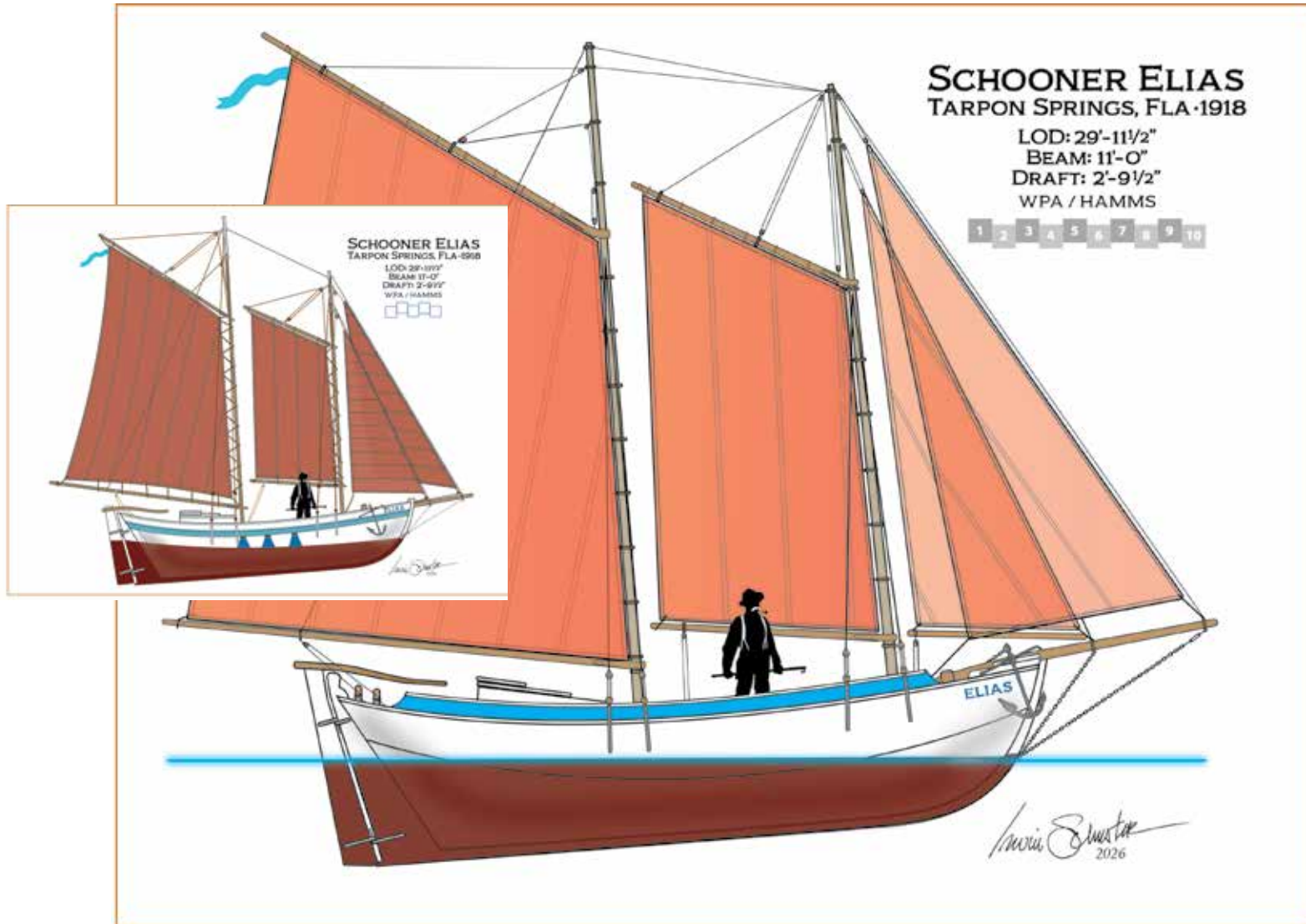




Irwin Schuster (Sec/Ed):

I spoke on down-sizing from 3D models to 2D illustrations. My product of choice is Adobe Illustrator, Vector Graphics Software. AI is a unit of Creative Suite, which includes Photo Shop and InDesign, plus other tools.

I showed an update of the Schooner Elias brought about by receiving a rigging sheet, ordered from Smithsonian. This can only be accomplished by paper check (or money order!?) and paper request. Primitive, but the plan showed up 12 days after the order was mailed. It showed additional bulwark detail. A B/W photo shows colored sails, and I will add that.



Before & After



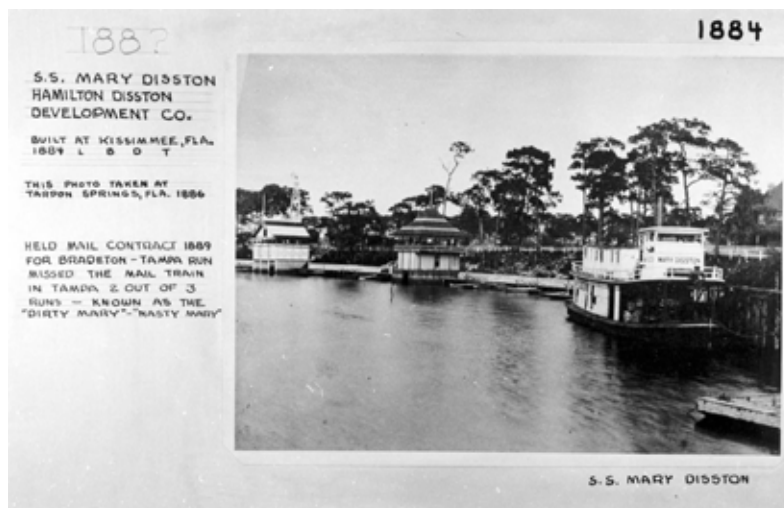
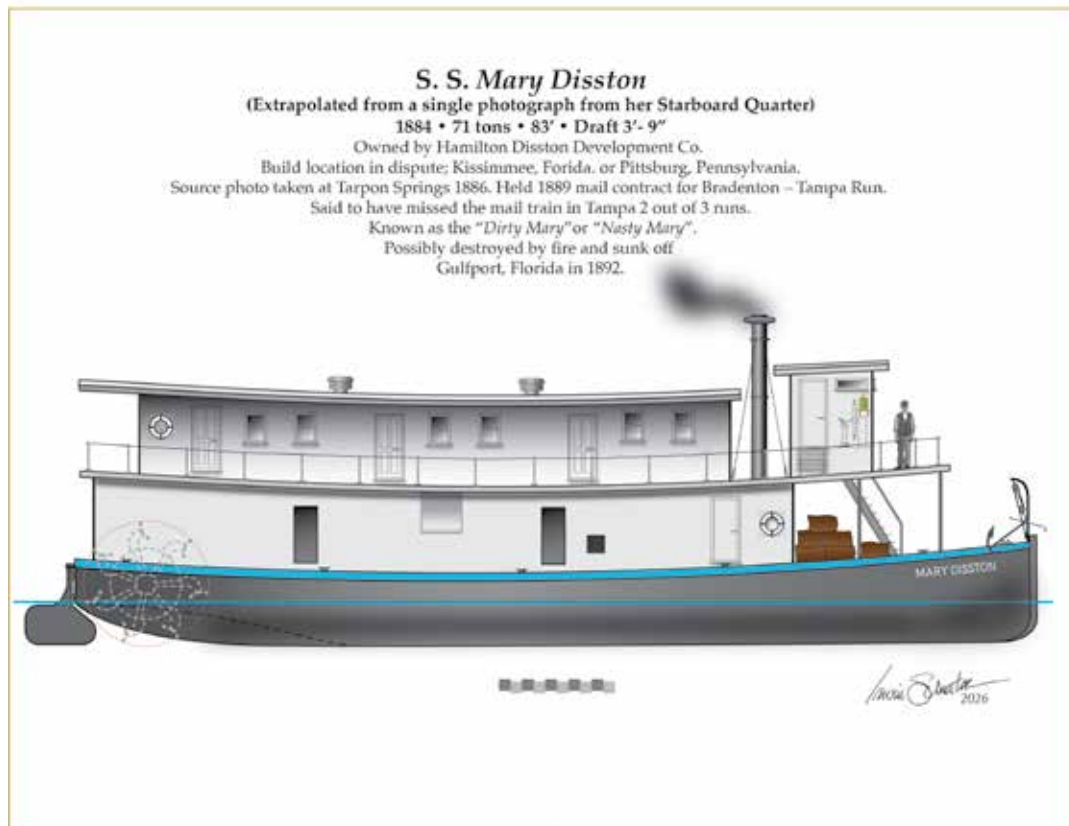
Ship's Log Tampa Bay Ship Model Society 13

I also showed and commented on the SS *Mary Disston* (1884), with an illustration created based on one photo. This image shows a very narrow window in the pilot house (about a foot high).

There is a model in the Gulfport History Museum, attributed to a **Paul Mitchel**, in the 90's. TBSMS had a member by that name, and likely the same gentleman.

Paul remains in my memory as having come under kamikaze attack while serving on USS *Kidd*. That model shows a much more probable window height. So, what did Paul base his model on? No drawings have been found, so far.

"Dirty Mary" is said to have been built in Kissimmee, but also Pittsburg. Said to have burned and sunk off Gulfport, FL, but also Key West. Too much info is as disturbing as too little. Kissimmee unlikely as it has no access to salt water for an 83' ship.

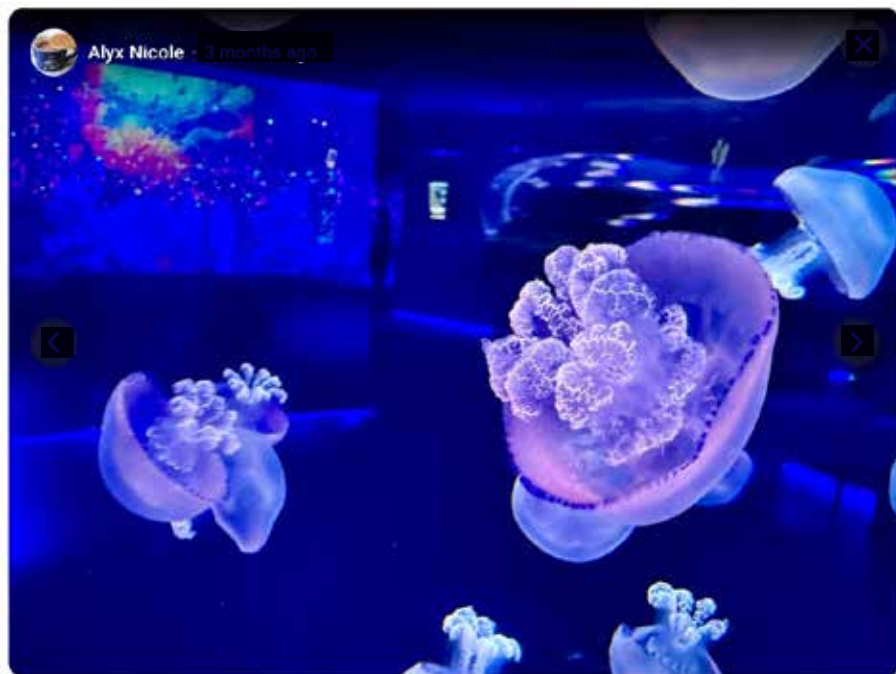


At right, **Paul Mitchel's** model in the Gulfport History Museum. (Images from their website.) The model has a very narrow paddle wheel, unlike any I have seen, and seems to indicate he had a plan which I believe was not accurate, as so many details do not comport with the photo. **Charlie G.** rightly pointed out that vessels are altered over time.





Believe It Oar Knot!



Jellyfish Museum: "The floating tentacled predators pulse and swirl in hypnotic patterns in the dark museum space, lit primarily by images projected on the walls and the glowing light from the saltwater tanks. The private Jellyfish Museum in Pompano Beach, Florida, just north of Fort Lauderdale, is believed to be the first museum in the United States dedicated solely to the translucent invertebrates, and one of the few such spaces in the world, according to the city and the museum's founders."

– By DAVID FISCHER, Associated Press, Updated Aug 19, 2026

Predators? Britannica says: Jellyfish are carnivorous hunters. They use specialized stinging cells called nematocysts on their tentacles to immobilize and capture their food. Because they drift with ocean currents rather than actively chasing prey, they are passive hunters. Then aren't we all predators, but roaming Publix?

Mark your calendar! April 15, 2028 will be the 500th anniversary of Panfilo de Narvaez' visit to Pinellas County. Álgar Núñez Cabeza de Vaca hiked across the country from here, and from CA, down to Mexico, getting back to Spain 8 years later!

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

**Sign up for the (free)
GCMM Newsletter**

**Gulf Coast
Maritime Museum**



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"ADVANCING SHIP MODELING THROUGH RESEARCH"

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