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. 23, 10:30 a.m.

TampaBayShipModelSociety

Meeting of August 26th, 2025 TampaBayShipModelSociety.org

The regular meeting was called to otder by **Skipper Sobieralski** who described his reason for missing our July meeting. He and his wife took a cruise to Bermuda, and he gave a brief summary of the history of the Islands. It seems that in the early 1600s, the British Empire needed a naval base in the western hemisphere, and chose Bermuda. Easy pickings as there were no indigenous people. The British navy is now gone and shops have replaced their offices. Self-governing but not yet independent.

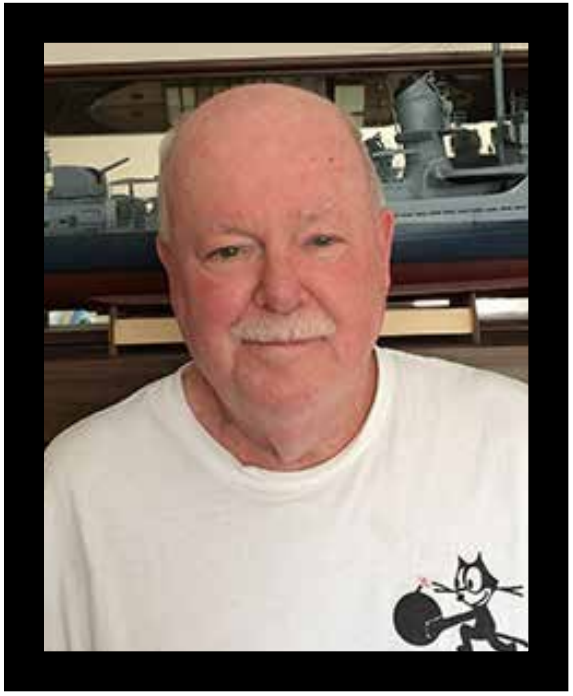
Paul Cohen generously brought a load of books for the taking.

George Hecht described a recent 2025 IPMS/USA National Convention at Hampton Roads, and recommended the area. More on this adventure, further along.

Jeff Potter is in contact with a fellow who wants to give a partial HMS *Bounty* to a welcoming home. Said to be complete. In Venice, and can be delivered.

Sec/Ed appealed to members present to make a model of Tony Jannus' Benoist XIV seaplane/airboat in which he piloted the world's first scheduled commercial flight, January 1st, 1914. The plane flew from St. Pete to Tampa marking the genesis of commercial aviation. While numerous local historical ops have exhibits on the event, I have not located local models.

After a call for old and new business which produced nothing further of consequence, we moved to project presentations, AKA "Show & Tell." >>>>>



"I think most, if not all, of you are aware of the unfortunate and unexpected passing of our friend and fellow ship modeler **George Hecht**. For those who may not have gotten the word, George was admitted to Largo Medical Center early last week for a hernia operation. Apparently complications developed post-surgery and, sadly, he succumbed to cardiac arrest in the early morning hours of September 12.

George was a long time member and current tresurer of TBSMS, as well as an active member of the Pelikan Club. Personally, I have known George for at least 20 years, some of you have known him longer than that. He led an interesting life, was a veteran, a mariner, an avid military historian, skilled modeler, and just an all-around pleasant person who was fun to be with.

Meetings without him will not be the same and it will take me some time to get used to the fact that he's not going to be sitting there in the front row anymore.

Fair winds and following seas, George. You will be missed.

As soon as any information regarding a service is available we will pass that information along to you."

Steve Sobieralski

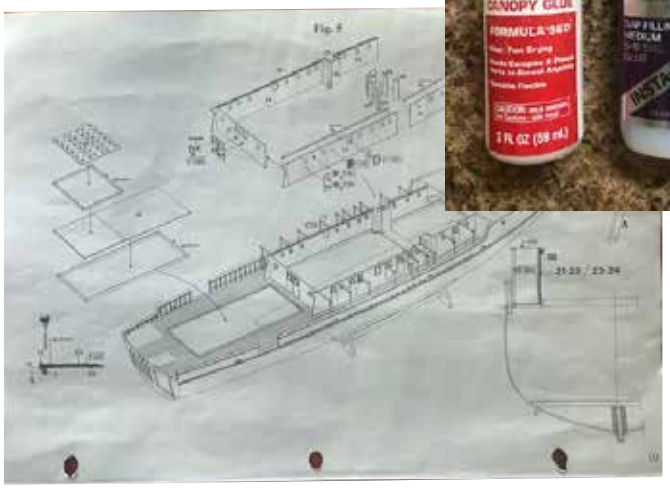
Howard Howe: "Continuing with the *Calypso* model, I removed the RC components, mask and painted the hull 3 colors. Then I reinstall the running gear, sealed the lower port holes in the underwater observatory with glued on plastic cut outs. I also made a cut out in the hull for a light to shine into the observatory. Then water tested her in my bathtub before continuing with the deck installation and structure assembly.

It took 6 water tests before I got her water tight! I had used my water base ZAP Canopy Glue which dries clear but flexible. After several make overs using my Cyanoacrylate glue, she appears to be water tight. I like my Canopy Glue, which gives me time to gets things set together and does not include my fingers!

The next step was to install and bond the deck to the hull. I had pre-installed the sheets of planking that I lined and stained to the kit deck and made sure I had access to the RC components through the deck openings.

Since there are no written instructions, sequence of assembly on this kit requires a lot of thought to avoid any

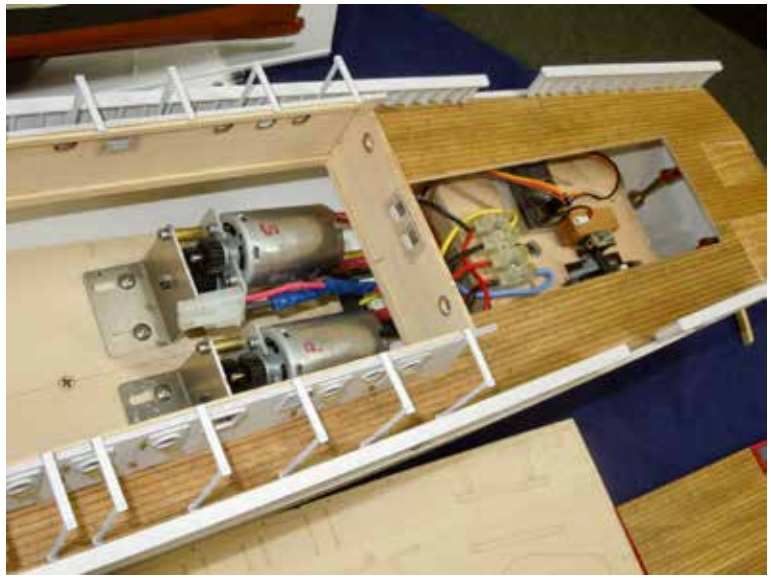
Below and RH images from Howard



access problems. I fabricated and painted part of the aft removable deck section. Then I proceeded with the first level cabin walls by following the detailed drawing to locate and install doors, windows, and vents. I painted the exterior of each wall and then installed the plastic in portholes and door windows. Finally, I added door handles and hinges and made sure they were on the bow side of the doors like a real boat!

The first level cabin does not lend itself to being removal, so I proceeded with bonding each wall and bulk head to the deck opening edge strips. Next step was fabricating 20 support stanchions for the second level deck. These I assembled using the brass poles and die cut planks from the kit. After assembly, I painted them, made a template to align and drill the lower deck hole. These were glued in the deck holes and to cabin wall top cut outs. Final step was to install and bond the previous constructed hand rails along the outer edges of the deck.

The next step will be to complete the stern area assembly and then plank the two second level decks. This will include determining the cut-out for removing the wheel house and deck section for access to batteries and RC components. Also, cabin lighting and other details needs to be completed before the second deck's final installation."



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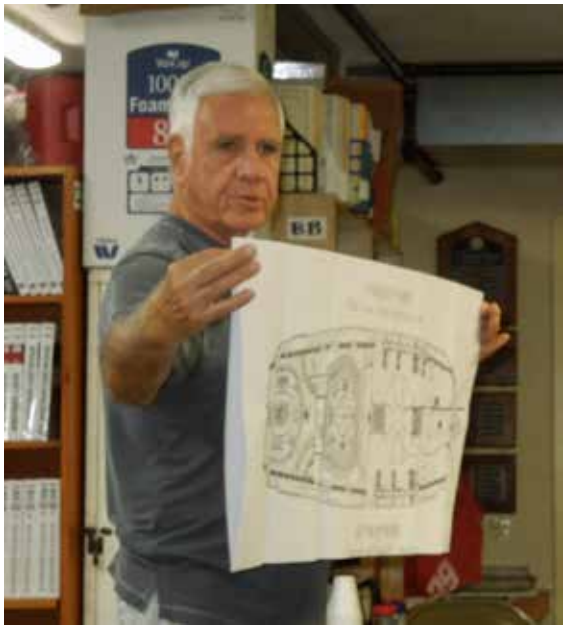
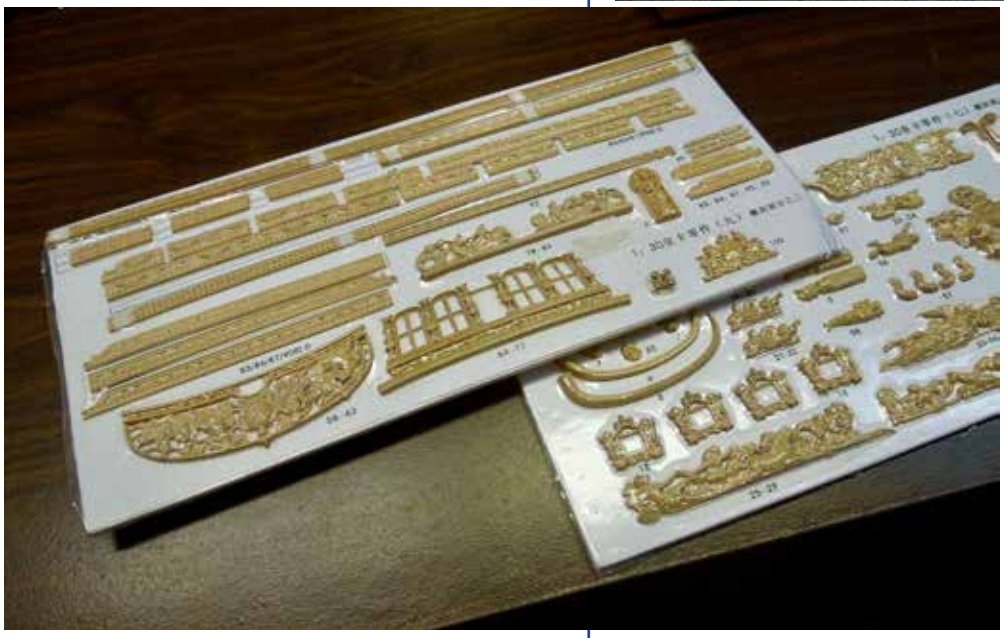


Vic Lehner: Displayed components of a *Royal Caroline* kit.



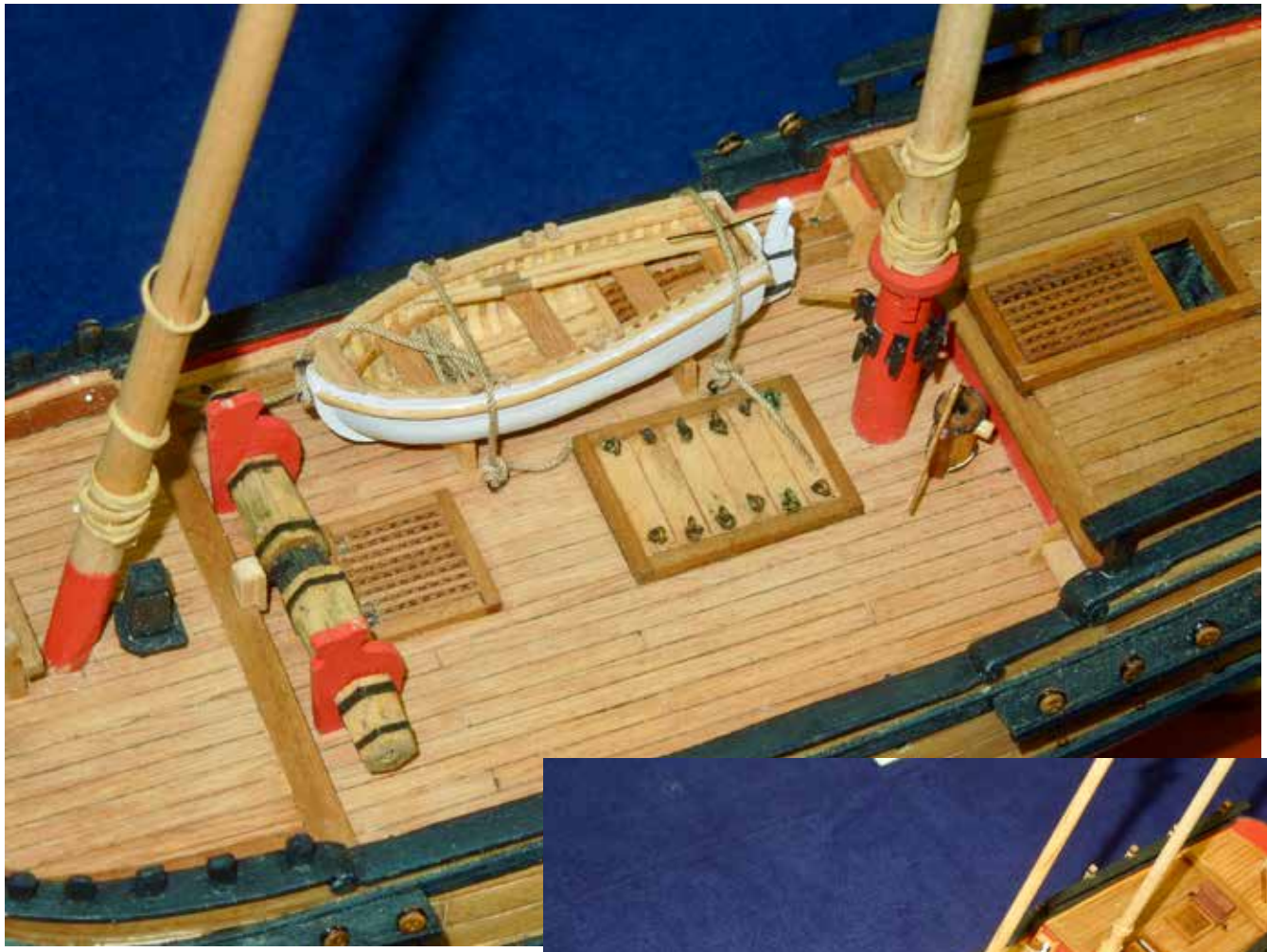
Mr. A. I. Google reports: The *HMS Royal Caroline* was a ship-rigged royal yacht built in 1749 for King George II, launched in 1750, and served the Royal Family until 1820 when it was broken up.

Known for its sumptuous decoration, it transported the royal family on cruises and served as transport between England and Holland. The vessel was later renamed *Charlotte* in 1761 and saw service during the French Revolutionary and Napoleonic Wars.

Guy Hancock: "I showed the masts for the *Sultana* that are nearing completion. I tapered the masts and topmasts and constructed the mast caps and trestle trees. The trestle trees have 7 parts and were glued together off the masts so the mast hoops could be put on first.

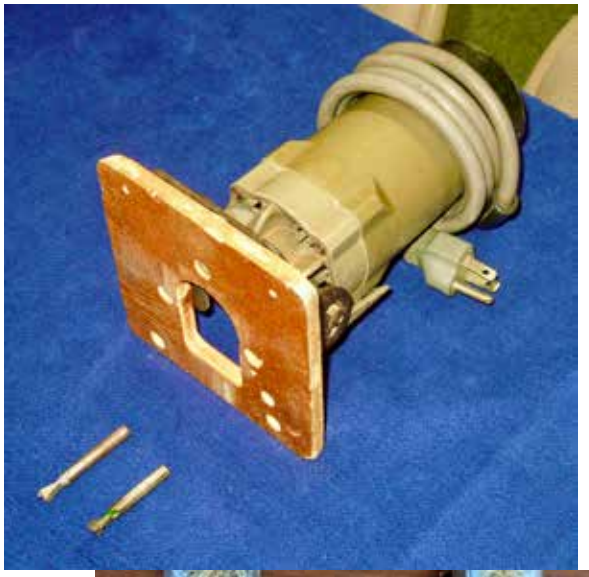
The mast hoops were made of stained file folder cardboard and glued after wrapping around a dowel. The holes in the mast caps had to be enlarged to accept the topmasts, and I did this with a bur so as not to split the wood. The topmast has a fid at the bottom that keeps it from falling through the trestle trees. The topmast is a scale 9" at the base and 3" at the top and is 28' long. I figured out that it might weigh about 1000 lb., and I'm in awe of the feat or raising or lowering it while the ship is at sea. The mast head is 50' above the deck.

The cast metal cleats were cleaned up and painted, then glued to the mast with white glue. This did not hold very well and a couple came loose just in handling the mast. They certainly won't take tension from cleating lines and hanging coils. I plan to rough up the bases and the painted area on the mast and glue with epoxy. With 7 of them on the mast they are close together and will be hard to reach once the mast is glued to the deck."



Brad Nurray: "A happy place for a 'Peeping Tom' might be a keyhole. For an artist/craftsman/modeler it might also be a place to hang out. When hanging work on a vertical surface this blind mounting technique has much to recommend it. First, no need to look at nails or screws and then there is the ease of removal. Just lift the piece up or slide to one side and remove. Half models, shadow boxes, name boards/quarterboards are all things the blind keyhole can hang. Unless you are hanging something large and heavy a 3/8" keyhole cutter or a 3/8" dovetail bit in a laminate trimmer is all that is needed. The keyhole cutter works best with pan head screws, the dovetail cutter with flatheads.

The location of keyholes should be determined at the beginning of the design and should be cut first. The reason is; they need to be parallel with each other and start and stop identically to allow the piece to hang level. Each keyhole needs a fence, a stop and a spacer. Unless you are using a plunge router you need to tilt the tool

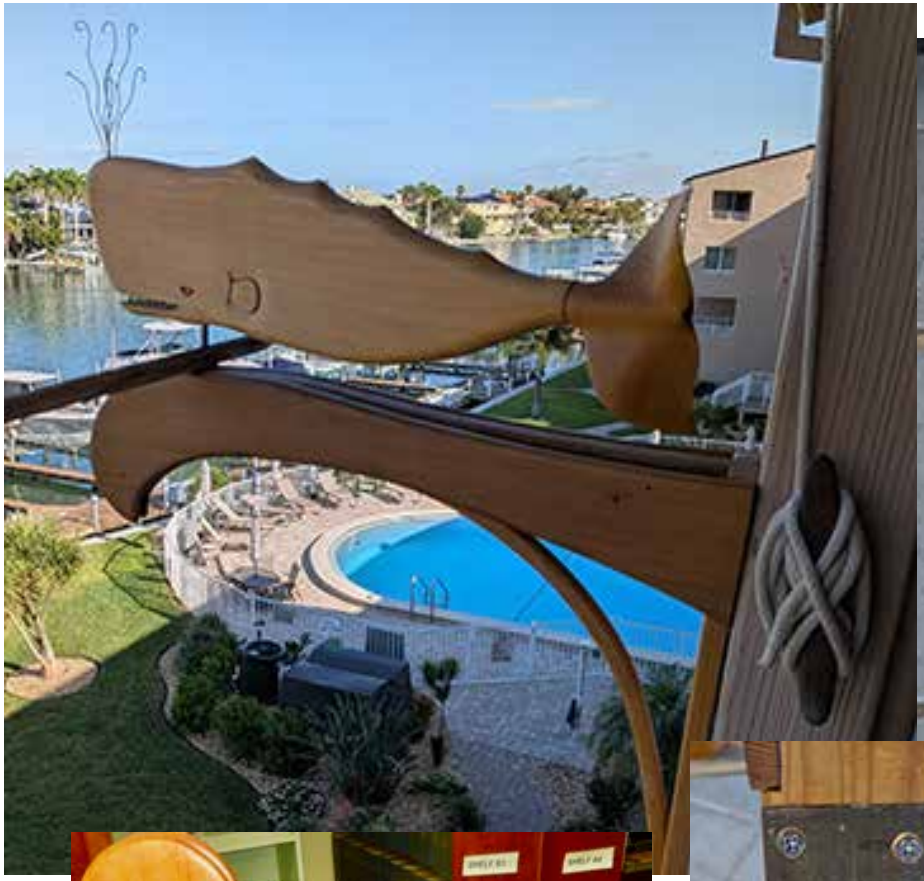


Many images from Brad

down into the piece while against the fence and spacer. Minding that the rotation of the cutter is pulling the tool against the fence. Remove the spacer (usually just an inch or so) and push the router/trimmer to the stop. Allow the cutter to completely come to a stop, slide it back to the plunge hole and remove. One keyhole is done. Unclamp the fence and stop and reposition for the second keyhole. Drop in the spacer, tilt/plunge the cutter into the board, remove the spacer, push to the stop and shut off the machine. Don't try to back the cutter out while it's running, you risk ruining the job (trust me). All this should be done, not as an afterthought, but before cutting, carving, sanding or painting.

The ash backboard for the half model has a horizontal slot. This was built before I had tools and cutters and shows you can do without. After cutting the slot with either a straight bit or a chisel, undercut the upper edge of the slot with a knife and chisel to catch the head of a screw or nail.

The hanging bracket for the whirley whale needed to be stout as the weather vane hangs out in a breeze. The keyholes in the bronze plate were drilled and finished with flat and rat tail files. The wood behind the keyholes was routed out to clear the screw heads. As can be seen this mounting technique can be adapted to a variety of applications; horizontal, vertical, single, double, triple, &c."



Most images from Brad

Jeff Potter: "My show and tell today is a kit of the HMS E*nterprise (Enterprize*) 1774. She 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. The kit is manufactured by Modelship Dockyard in China. I purchased it from Dry-Dock Models in Canada.

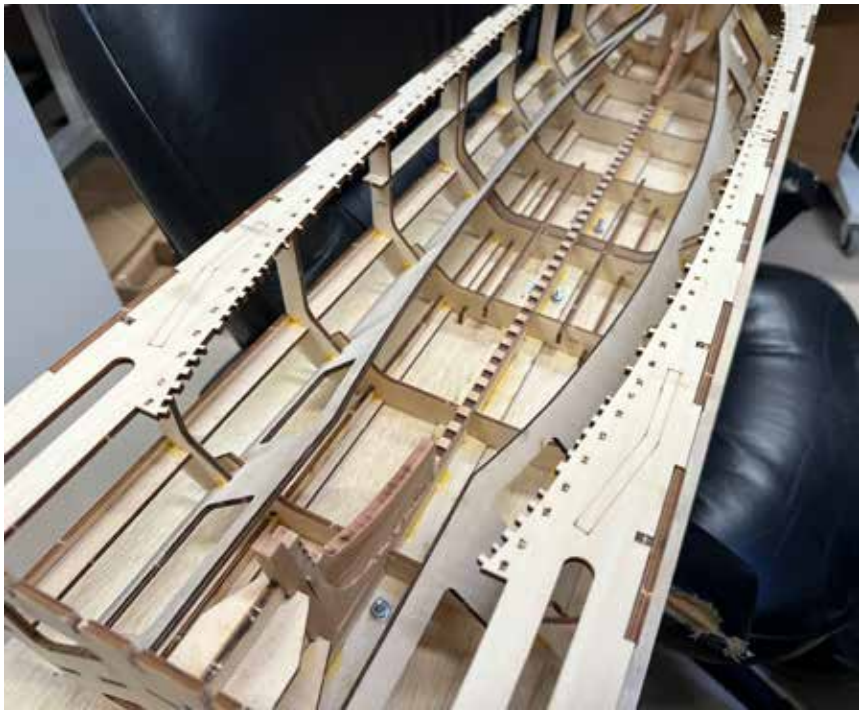
At this stage of the build, I have all the flat frames put together. In the picture that shows them in the construction jig, they are just resting there as a place to store them. I still have a few that I have to remove the char off of the frames from the laser cutting of the parts and some spacers to install. Then I will start gluing them onto the keel.

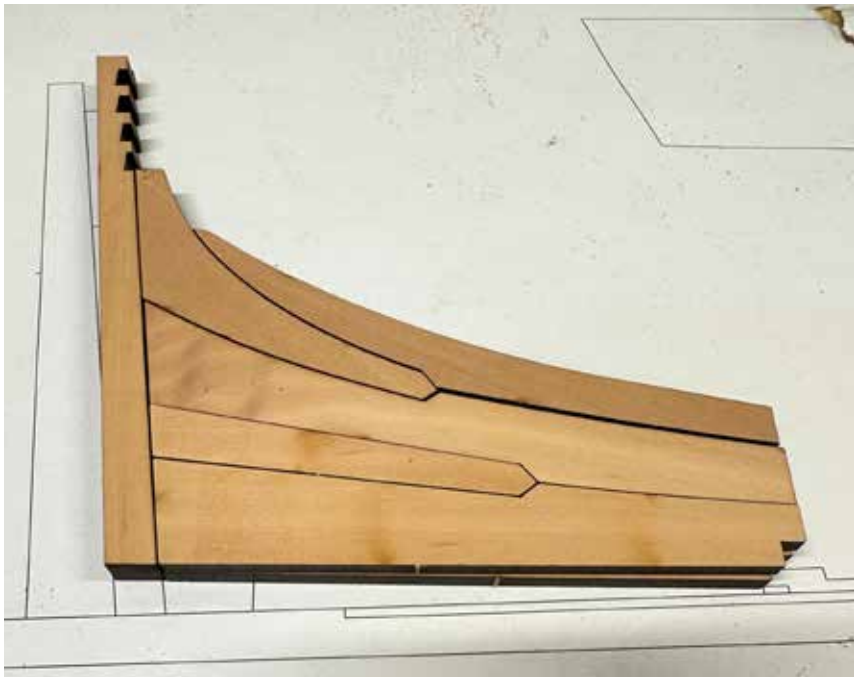
According to Wikipedia, Historically, *Enterprise* served throughout the American Revolutionary War as cruiser and convoy escort. She captured a prize off Cape Henry on 19 July 1778.[3] On 7 June 1780, *Enterprise*, under command of Captain Patrick Leslie (not to be

confused with Patrick Leslie), was at anchor in the Bay of Gibraltar with other ships of the Royal Navy. At about 1:30am, *Enterprise* saw some vessels drifting toward the harbour. When they came within hailing distance, the seaman on watch called a challenge. The six drifting vessels were set afire by their crews, who made their escape in small boats, leaving the flaming hulks drifting toward the British ships.

Captain Leslie fired a three-gun salvo to warn the other ships, cut his anchor lines to let *Enterprise* drift away from the hulks, and then opened fire on the hulks in an attempt to sink them.

With the Spanish fleet waiting just outside the harbour for any British ships trying to escape, the British seamen took to small boats and, at great peril to their lives, boarded the flaming hulks to attach lines to pull them away from their own ships and burn themselves out."





These images from Jeff

George Hecht: "I attended the International Plastic Modelers Society convention in Hampton, Virginia. Lots of great models built and for sale. I met a group of model ship builders; The Hampton Roads Ship Model Society. They had some of their models on display, both of wood and plastic. The best in my opinion was a 1/72 scale model of the OLYMPIA, scratch built, highly detailed, and superb. Since it is the home of the MONITOR of Civil War fame, there were plenty of built models of it to see.

I visited the MARINERS MUSEUM, not far from the convention. Great Museum!! Full size replica of the Monitor built by Newport News Shipbuilding. The museum has the turret of the Monitor and it's props and guns in restoration. Also, many full size replicas of the turret.

I also visited the MILITARY AVATION MUSEUM in Virginia Beach. Fifty aircraft of which 40 fly. All are restored in like new condition. They cover and WW1 and WW2. Lots of memorabilia to see.

They flew an eighty-year-old WW2 Wildcat! Always thrilling to see."

Images supplied by George

Roger Kibart offers this: "A short time ago this afternoon I took the liberty of stopping at George's home to express my condolences to his wife (Jane).

Our conversation was brief but she explained that George at HCA - Largo Medical Center and developed sepsis followed by two cardiac arrests, the second of which he did not recover from.

She said that arrangements were being made sometime next week at the Veterans Funeral Home in Clearwater and that details would be announced on their website at that time.

We will all deeply miss George for his kindness, humor and for so many other reasons that make him such a wonderful person and friend to us all."

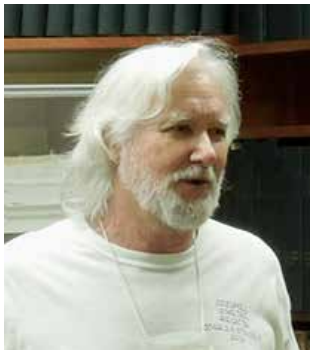
George was 79.

Irwin Schuster (Sec/Ed):
After ChuckL wisely declined the restoration of an old half model diorama, I undertook to bring the family treasure back to life. Its history appears to be creation in 1894, carved by 15-year-old Henry Gehrke, on a sailing ship while emigrating to the U.S. from Germany. It is now owned by Henry's grandson, who plans to hang it in his office.

All up, framed, it is about 15 x 20". Scale and ship name are unknown. Oddly, this is the third dio I have restored, with this format of ship and pilot boat. Some lines were fragile and some were firm. A few of the solid ones were retained, as many were anchored behind carved sails with no access to fit replacements.

I added a nameplate badge with "Lil Pins" only, so it could be easily removed if desired, by future generations. The plate is laser-engraved with paper flags laminated to soda can Aluminum with Mod-Podge.

I made the frame of rough cedar, and told that the interior rectangle left exposed a bit more of the original frame than I wished. What seems like an obvious solution now, was to add 1/8" square trim inside. Funny how answers that cause a lot of anxiety, are obvious AFTER we have them. The frame is attached with steel angles with a minimum of hardware into the artifact.



President Steve Sobieralski: :
"I brought in my finally completed model of HMS *Dorsetshire*, and I do not use the word "finally" lightly. Originally commenced in 2005, it has been an on-going project and presence in my life for two decades. Over the years it has made several previous appearances at TBSMS meetings, the first in 2008 and the last, prior to this meeting, in 2019.

The Ship:

Dorsetshire and her sister ship HMS *Norfolk* were the last two ships built of the famous County Class of British cruisers. Planned and constructed between 1924 and 1930, they were among the first cruisers built under the restrictions of the Washington Naval treaty, which limited displacement to 10.000 tons and armament to 8" guns.

As the British Empire reached around the world at that time, the ships had to be able to operate efficiently in all conditions and climates, from the frigid North Sea to the tropical Indian Ocean. They thus emerged as very large and roomy ships with state of the art ventilation to facilitate crew comfort and health. A total of 13 ships were built, 11 for the British navy and two for the Australian.

Dorsetshire was completed in 1930 and spent most of her pre-war career on the China Station, contributing to British naval presence in the western Pacific. In 1937 she and her sister *Norfolk* returned to Britain for a major refit, mainly to upgrade their antiaircraft capabilities. After the refit *Dorsetshire* returned to Asian waters and in 1938 made a goodwill visit to Sydney Australia. In October 1939, soon after the outbreak of WWII, she was ordered to South American waters to help with the pursuit of the German raider Admiral *Graf Spee*. In May 1941 she participated in the pursuit and sinking of the *Bismarck*, hitting her with two torpedoes which contributed to her sinking. She (*Dorsetshire)* met her end in April 1942 in the Indian Ocean, overwhelmed by Japanese dive bombers along with her sister HMS *Cornwall*.

The Model

The model is built in 1/192 scale, or 1/16" equals one foot. I started with a fiberglass hull, which I ordered from a shop in England. The hull had no exterior detail, but the dimensions and proportions were right. It also came with vacuformed funnels and gun turrets, and a box of generic fittings from various sources, none of which I ended up using.

Other than the hull and some miscellaneous fittings I purchased over the years, the model is scratch built, mostly using styrene plastic sheet and shapes. Several months after I started building the model I started posting a work in progress build thread on the website ModelWarships.com. For anyone interested the thread can be found here:

http://www.shipmodels.info/mws-forum/viewtopic/php?f=10871

One interesting result of my posting my work on ModelWarships.com was that attracted the attention of the noted British naval researcher and author Alan Raven. Mr Raven noted a couple of errors in my model and convinced me to order a set of original plans of the ship from the National Maritime Museum archives. This was to be a not inexpensive "investment", but turned out to be well worth the cost, if only for the beauty and historical interest of the plans for me.

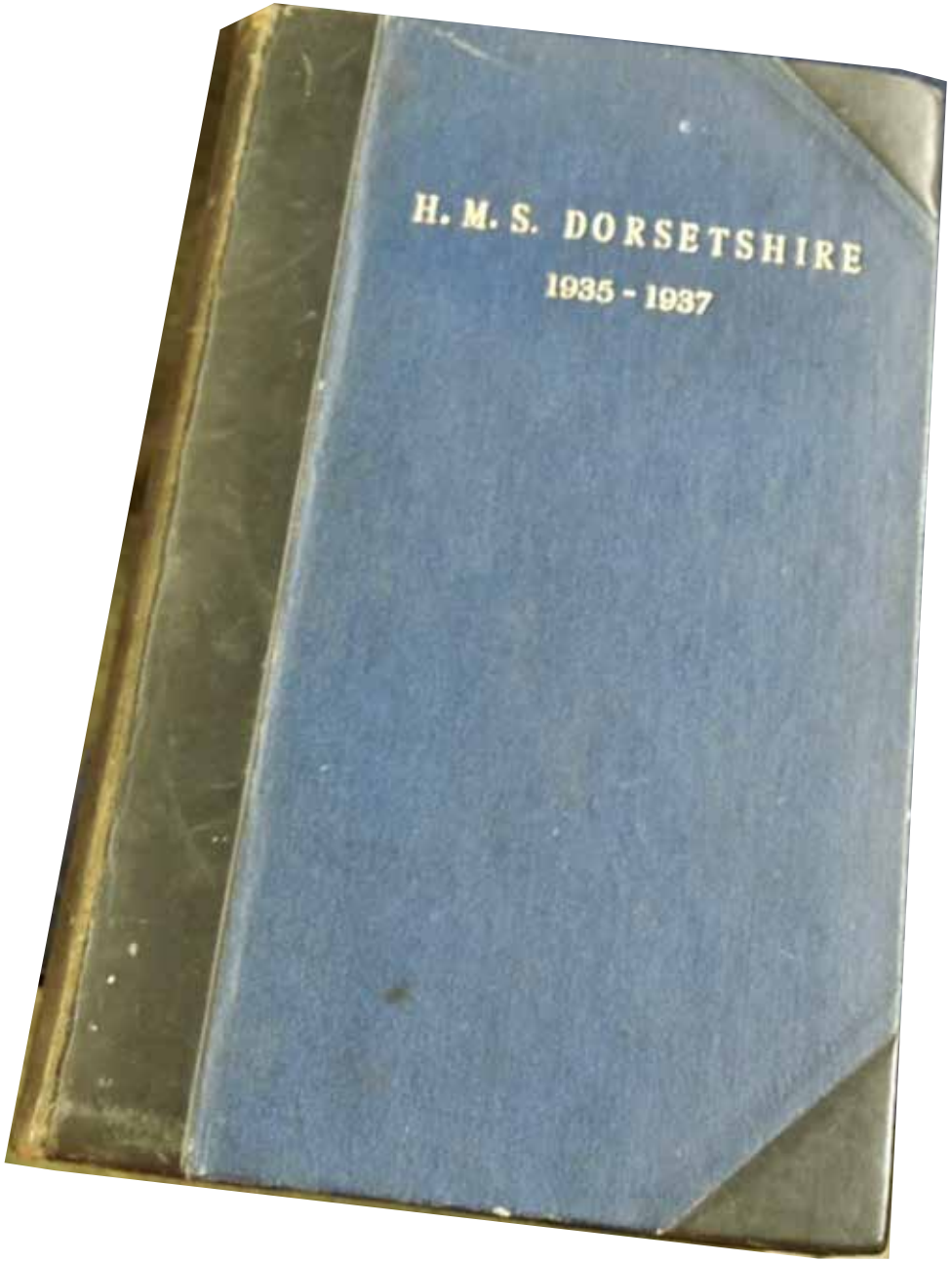
Unfortunately, I did not complete the build thread, as after my last post in 2008 work on the model (as well as TBSMS meeting attendance) became very sporadic because of my day job's increasing travel requirements. I do plan to update and close out the thread soon with photos of the completed model. Finally, when I build a model I like to make it, as nearly as I can, accurate in appearance to a specific time.

This can be problematic for ships, as their life spans can often extend to decades, and their size and complexity means that there are many details which can change over the years. My *Dorsetshire* model portrays the ship as she appeared on her visit to Sydney in 1938, soon after she returned to the China Station from her refit in Britain. At that time she displayed painted union jacks on the roofs of B and X turrets (from bow to stern the main gun turrets were designated A, B, X and Y).

This was, I believe, a response to the "accidental" sinking of the American gunboat USS *Panay* on the Yangtze River by Japanese aircraft several months before. So the final completion of HMS *Dorsetshire* is, as they say, "end of an era" for me. At the age of 75 I doubt that I have any more 20 year long model builds in me. I won't call it my magnum opus, but it's as close to one as I am likely to get.

HMS *Dorsetshire* Cruise Book

One of the resource materials I collected during the model build was an original ship's cruise book. Cruise books are like school yearbooks and document the events of a ship's cruise or commission. This book was for *Dorsetshire's* third cruise from 1935 to 1937, and contains photos and descriptions of her travels and crew activities while on the China Station during what would be her last peace time cruise. All told, from her departure from Plymouth in May 1935 to her return in March 1937, she steamed a distance of over 31,000 nautical miles. It's a genuine bit of history that I feel very fortunate to possess."



Charlie Gravallese: Boston Pilot Schooner – *Hesper* 1884 – "Let me begin by saying that contrary to the statement I made at the last meeting, Burgess Merideth did not, I repeat did not have anything to do with design of the pilot schooner *Hesper*, LOL. There was at the time of *Hesper's* design, a renowned yacht designer named Edward Burgess working in Boston but he also had nothing to do with Hesper. The honor for this schooner's design goes to one "Dennison Lawlor". If you Google Dennison Lawlor's and Edward Burgess's names you will see a list of their many nautical design achievements. How Burgess Meredith got into the presentation at the meeting is a mystery. Perhaps I was watching a rerun of Rocky the day before on TV and the name just got stuck in my head. Or maybe age is creeping up on me. In any event, Dennison Lawlor is the guy. Sorry for the confusion.

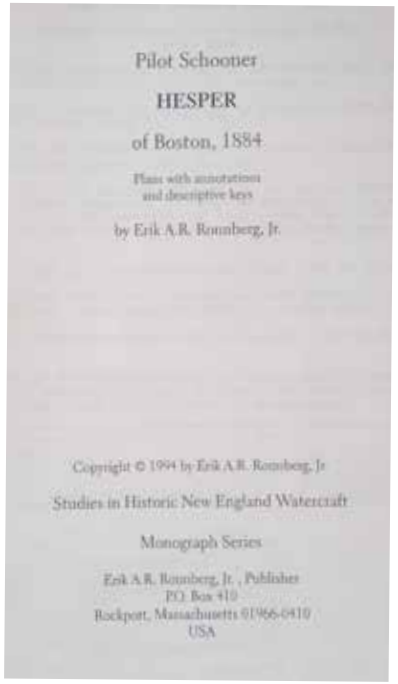
So. Having said all that, *Hesper* was a well-known pilot schooner operating in Boston Harbor during the late 19thand early 20th century. My partiality to her is due to the fact she

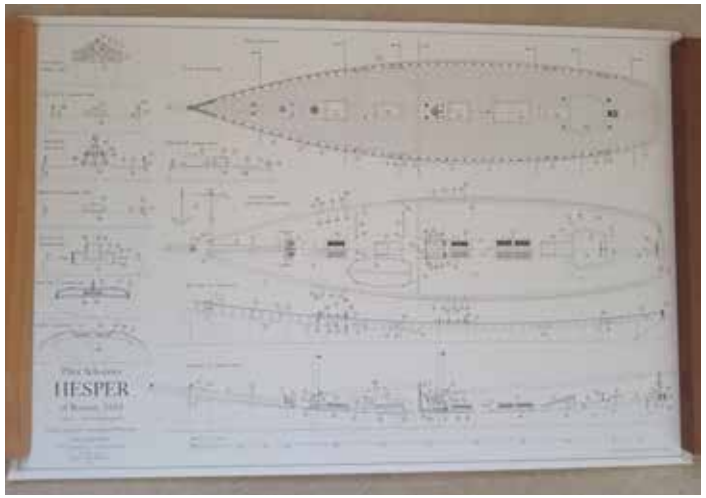
was built in 1884 at Chelsea Massachusetts, less than a mile from my childhood home in East Boston, (aka Noddle Island). *Hesper* is reputed to have been the ultimate masterpiece of Dennison Lawler's career. She was a very fine sailer in all weather conditions and was also very fast. Bear in mind that at the time she worked in Boston Harbor, piloting was not operated by a government entity; piloting was a highly competitive private business. Based on scheduled ship arrivals, pilot schooners would race down Boston Harbor into Massachusetts Bay in a bid to be the first to meet the incoming vessels and then guide them into the narrow and rock-strewn inner harbor to their assigned berthing places. Upon contact with an incoming ship, Hesper would fire a single shot from her bronze signal canon and then launch a "pilot canoe", (a small rowed skiff), to deliver the pilot onto the target ship.

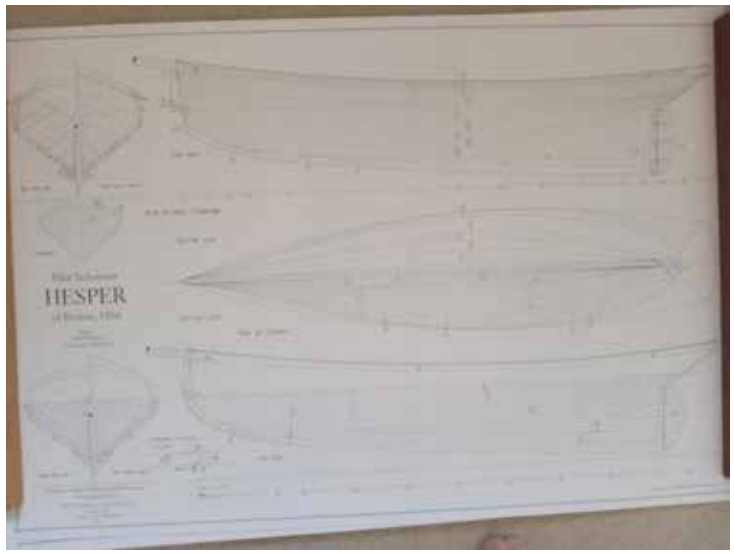
This set of model plans for the *Hesper* along with the annotated monograph was created by **Erik A. R. Ronnberg, Jr.** (FYI, Burgess Meredith had nothing to do with this either). Ronnberg's plans are based on those originally drawn by Howard Chapelle and represent the results of his in-depth personal research of this schooner.

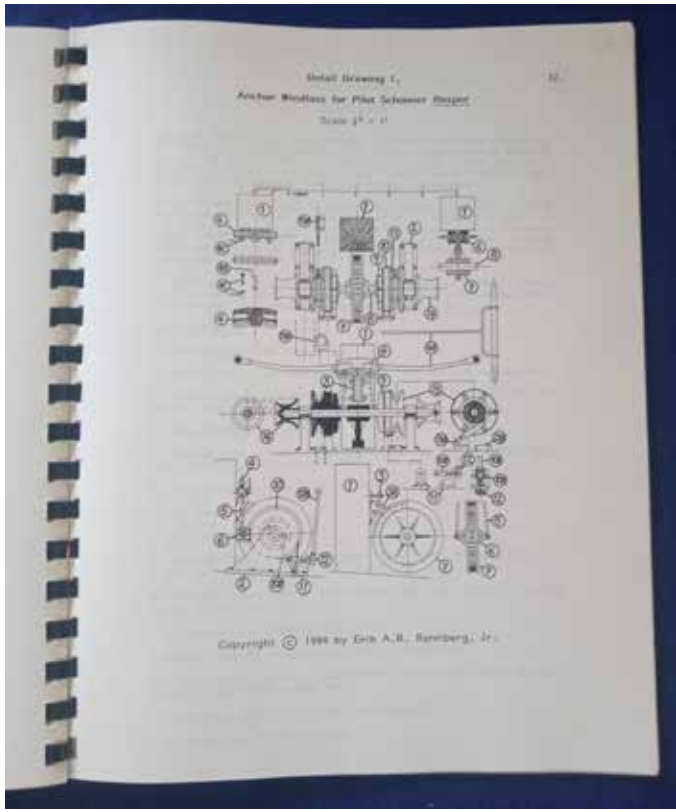
I obtained these plans and the model details booklet directly from Erik in 1995 when he attended a monthly meeting of the USSCMSG at Charlestown Navy Yard in Boston. The plans are drawn at ¼" = 1 foot, a scale that will yield a model 36" long and allow for a more accurate replication of small details as compared to the 1/8" = 1 foot scale of the clipper ship *Flying Fish* that I presented at the prior month's meeting.

The plans consist of 4 sheets of remarkably detailed and historically accurate information. They contain many numerical annotations that are cross-referenced to detailed explanations in the booklet.









Should I choose the *Hesper* as my next project, it will be completely scratch built. I will build the hull using poplar boards in the traditional lift or "bread and butter" method. This being the same technique I used to build the fishing schooner *Elsie* hull several years ago."

[Sec/Ed] Charlie's mention of **Erik Ronnberg** brought on a reminiscence of those days in Boston and the resources and mentors at the USS Constitution Model Shipwright Guild. If building an America's Cup yacht like 1885 defender, *Puritan* (as I was), the home to the original photos was right there in Boston, and Newport, RI, within a couple of hours. The owner of Edson Marine, **Henry Keene**, was a member, and that company had old catalogs from which the yacht's designers and builders chose. Erik and Henry would huddle and decide which winch, pump and boom buffer I should simulate.

Masters like Erik and **Rob Napier** took turns as Editor of the Nautical Research Journal. I was Shop Tips editor and illustrator for a while. Heady days, indeed!

These images from the www in the interests of education and edification. The above, clearly based on the upper righ photo, truly demonstrates the drama an artist can add to a subject.

Chuck La Fave: "(Edited from Wikipedia) The *Albatross* was built as *Albatros*, a schooner, at the state shipyard (Rijkswerf), in Amsterdam, Netherlands, in 1920, to serve as a pilot boat (named *Alk*) in the North Sea. The ship spent two decades working there before being purchased by the German government in 1937. She served as a radio-station ship for submarines during the Second World War. In 1949, Royal Rotterdam Lloyd bought her for use as a training ship for future officers of their company, Dutch merchant marine. The fact that she was small made her ideal for this kind of work, and the dozen trainees could receive personal attention from the six or so professional crew. While under Dutch ownership, she sailed the North Sea extensively, with occasional voyages as far as Spain and Portugal.

The American aviator, filmmaker and novelist Ernest K. Gann purchased *Albatros* in 1954, re-rigged her as a brigantine, and she cruised the Pacific for three years.

These photos from Chuck

According to Charles Gieg (The Last Voyage of the *Albatros*), she survived a tsunami in Hawaii during this time. She was also used in the 1958 film "Twilight for the Gods" starring Rock Hudson and Arthur Kennedy, whose script and the underlying novel by the same title were written by the *Albatros'* owner, Gann.

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• Refit: 1954 as a Brigantine w/ single screw

Fate: In 1961, serving as a teen training ship, she was sunk in a white squall, 125 mi west of Dry Tortugas, with 18 aboard. She sunk so quickly, no SOS was sent. About 11 survivors used her two lifeboats to make for Florida. Around 7:30 a.m. on 3 May, the boats were spotted by the Dutch freighter ––, which took the survivors to Tampa, Florida.

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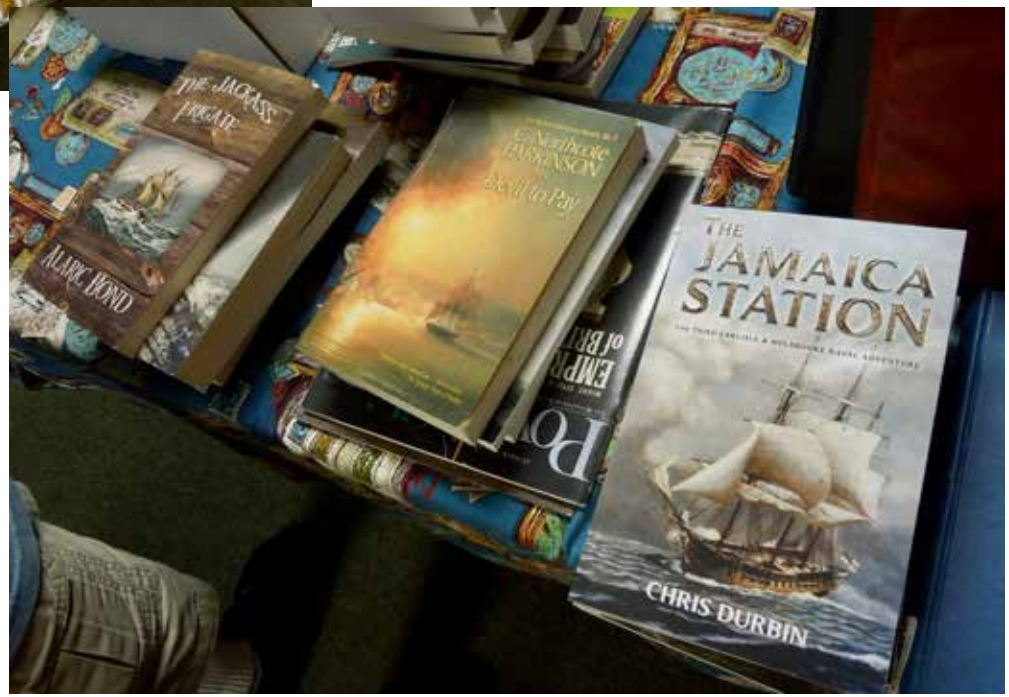
"When I received the model, it was covered with a lot of dust and fuzz. I gave her a buzz cut removing all line and blocks. Next, a good bath, then added some paint, new rigging line, new blocks and added new sails. I'm satisfied that she came out looking good."

Refit	In 1954 as a Brigantine
Fate	Sunk in a white squall, 125 mi (201 km) west of the Dry Tortugas in 1961
General characteristics	
Tonnage	93 GRT
Length	82.8 ft (25.2 m)
Beam	20.8 ft (6.3 m)
Draft	9.8 ft (3.0 m)
Propulsion	1 screw
Complement	19

Paul Cohen donated a barrel of books of a nautical nature, for the taking.



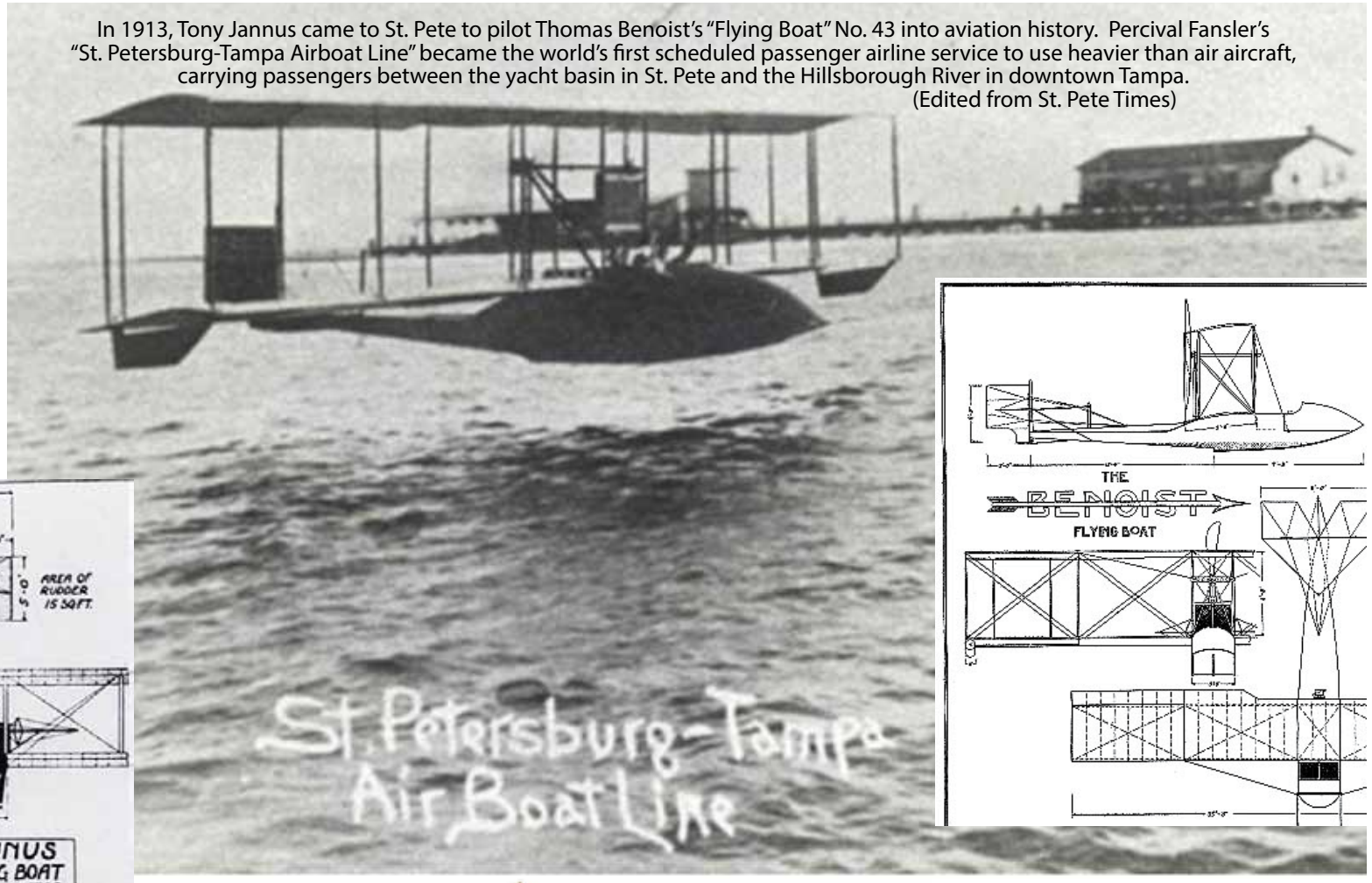
Brad Murray offered driftwood for model bases.

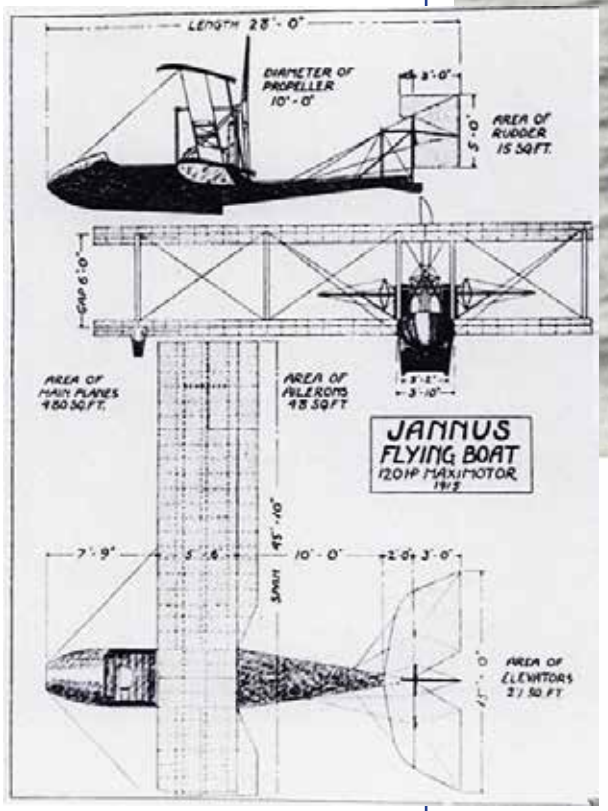
Your Sec/Ed, always eager to find work for somebody else's idle fingers, suggested that there were not enough models of a significant bit of local history, namely, Tony Jannus initiating commercial aviation with a Benoist Flying Boat, Jan. 1st, 1914.

St. Pete Archives under Jannus: < http://www.tampapix.com/jannus.htm > (LOTS of photos and plan labeled JANNUS FLYING BOAT 120HP MAXIMOTOR 1915)

It's a boat, it's a plane, it's ***Super Tony*** making real history on Tampa Bay waters.

In 1913, Tony Jannus came to St. Pete to pilot Thomas Benoist's "Flying Boat" No. 43 into aviation history. Percival Fansler's "St. Petersburg-Tampa Airboat Line" became the world's first scheduled passenger airline service to use heavier than air aircraft, carrying passengers between the yacht basin in St. Pete and the Hillsborough River in downtown Tampa.
(Edited from St. Pete Times)





Believe It or Oar Knot!

This might be an unusual way to portray a vessel in scale.

It is my sworn duty as Editor to out all contributors.
Guy Hancock offered this for use at my descretion.