

Ship's Log

\$ **No** DUES ARE DUE! You are off the hook. Enjoy.

TampaBayShipModelSociety

NON-Meeting of February 23, 2021

TampaBayShipModelSociety.org

The regular February, in-person meeting was canceled. No business was conducted. Reiteration: NO dues will be collected for calendar year 2021.

ZOOM! A Zoom meeting was held, hosted by **Fairlie Brinkley** and conducted by **Skipper Sobieralski**. **We shall do the same again, on March 23th, at 7:00 p.m. Give it a try!** Notice will be sent as to how.

Please continue to submit progress on nautical projects, book reviews, maritime history, etc., and tack on a selfie for old-fashion facial recognition by the rest.

IN-PERSON MEETINGS will resume in **APRIL**. BUT, at **10:30 a.m.**, otherwise, same location.

15 members responded to the poll. All indicated a desire to resume meetings, and equally to try mornings. Holding fewer meetings was split. In the summer, we might poll and skip for insufficient numbers. Universal response was to resume dues in 2022. Finally, nobody was against an annual event. That is being investigated, principally by **George Fehér**. Stand by.

Please mask up. You will be attending at your own peril and responsibility.

The reason hard numbers are not being published on the poll is, quite a few answers were conditional, not Y-N.

(LIVE)
March
CANCELED
Meeting



The immense stash of model supplies, strip wood, electronics, models and such, collected from Englewood by Chuck LaFave, was gifted by the family of modeler, Mr. Uffe Hornsyld (d. 5/2020 at ~90). This materiel will be offered for the taking in April. Howard Howe transferred the bulk of the R/C goods to Lew Zervas (Suncoast Scale Model Boat Club).

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Meetings are held at 7:00 p.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 are ~~\$00.~~ payable in ~~January.~~

Presentations
Members and guests are encouraged to bring in 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, Mar 23 7:00 p.m.

ZOOM

Watch this space for updates!



Show & Tell

Ed Brut on Arming the Ancient Roman Fleet:

"The Roman Scorpio, or Ballista Catapulta, (katapultēs oxybelēs) is a Crossbow on steroids, using the torsion power of twisted rope to generate energy. The Roman Navy and Army used this siege weapon to throw spears, bolts or stones with extreme force up to 300 meters. Used mainly as a siege weapon on fortresses it found its way onto Roman Biremes and Triremes warships of the BC era. It may have been the first line throwing grappling device.

On an Ebay find, I purchased a working scratch built Ballista made of wood and machined brass parts. Condition is very old, dusty, not working, broken and missing parts, all of which I will overcome to produce a worthy of display piece of naval history. The interest in the weaponry of the Roman navy stems back to high school. Failing a Latin 2 language class, a term paper on the history of the Roman navy along with an Aurora scale model Trireme got me a final grade of C-.

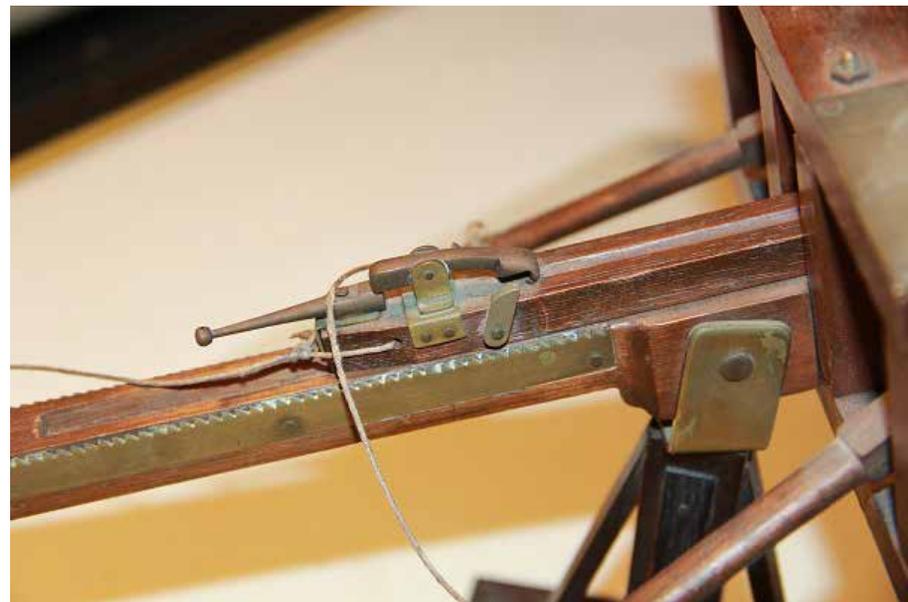
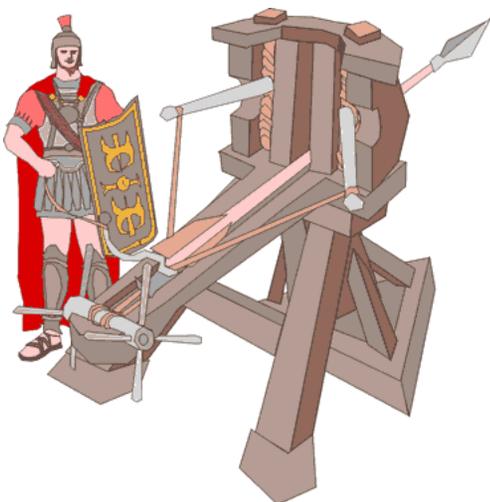
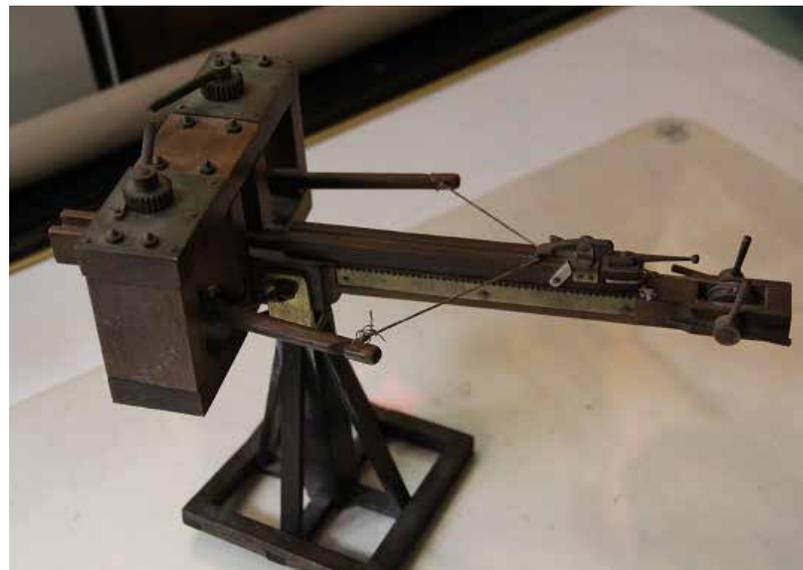
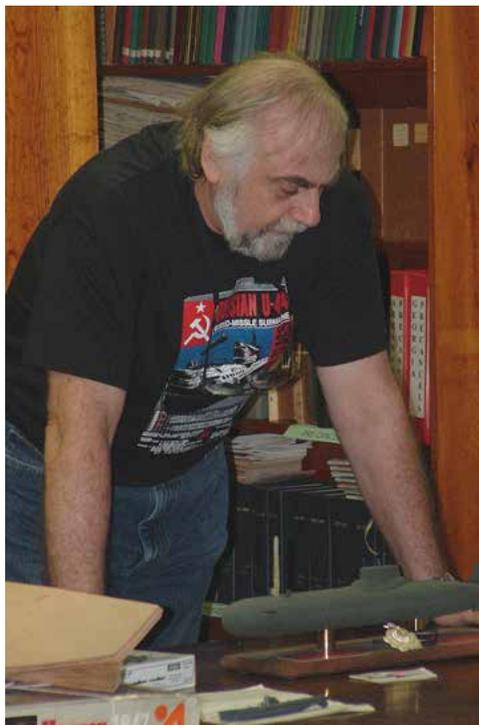
And yet another esoteric model for my ship board artillery "Collection". See for more information <https://www.ancient.eu/article/649/roman-artillery/>

Roman Artillery

Ancient History Encyclopedia

Roman artillery weapons were instrumental in the successes of the Roman army over centuries and were especially used in siege warfare, both for offence and defence. Principally used in fixed positions or onboard ships, these machines, known generally as ballistae, could fire bolts or heavy stones over several hundred metres to punch holes in enemy fortifications, batter ships, and cause ...

www.ancient.eu



Images submitted by Ed



Bob Johnson: "I happened to watch *Captain Blood* a few weeks back (Errol Flynn) and here are some classic lines that might suggest the group start a "master list" of salty sayings (no special order);

- Stand by the helm and (garbled)
- Raise the topsail!
- Clear the deck and lay off! (or something close to that...it all came rapidly)
- Keep it trimmed by the head!
- Clear the decks for action!!!
- To your stations me hearties!
- Hoist the colors and come amidships!

Errol reels off a LOT of great stuff and it's hard to note it all...I may search the movie so I can stop and rewind. Anyway, fun to watch old swashbuckler stuff, plus lots of REAL ships (but not all).

I am in favor of eliciting participation by lay-about members. Shall there be ground rules? Eliminating naughty words could shorten the list significantly, or reduce my inventory of asterisks a bunch.

Opening the list to "Hoist (raise?) such and such a sail" is a huge jump start! 27 minimum for a 3-masted SQ.

I was moving some books just the other day and discovered this long forgotten (by me) book...*"WHEN A LOOSE CANNON FLOGS A DEAD HORSE THERE'S THE DEVIL TO PAY"* by Olivia A. Isil, subtitled *"Seafaring Words in Everyday Speech"*. As it kind of refers to the subject you and I discussed a month or so back, I thought I'd mention it and give a few random (brief) examples of terms included (perhaps of interest to the members);

"Tide Over" meaning to wait. Refers to anchoring a ship against adverse tides, awaiting a fair current.
"Tar" meaning sailor. Origins relate to a seafarer

treating one's clothing with tar to make them waterproof.

"Rummage Sale". Origins related to dockside warehouses selling damaged cargo goods. Derived from the French word "arrumage" meaning to pack aboard a ship, ultimately meaning cast off items.

"Posh" meaning elegant. An acronym POSH (Port Out Starboard Home) written in chalk on ship-board passenger's baggage/trunks sailing to and from India and Britain (the most comfortable side of the ship).

"Fly-by-night" meaning of dubious reputation. Supposedly originating from a reference for a sail that was easy to control and especially useful at night.

"Between the Devil and the Deep Blue Sea" meaning being in a tough spot. The devil was the seam between the top plank of the hull and the side of the deck...a notoriously difficult place to safely access for maintenance.

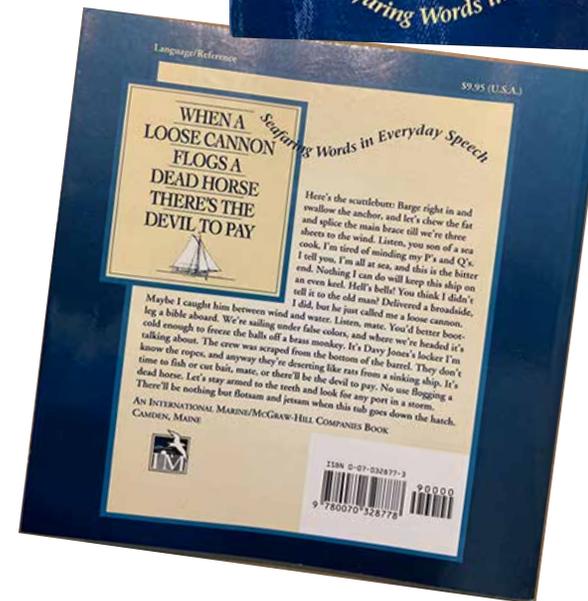
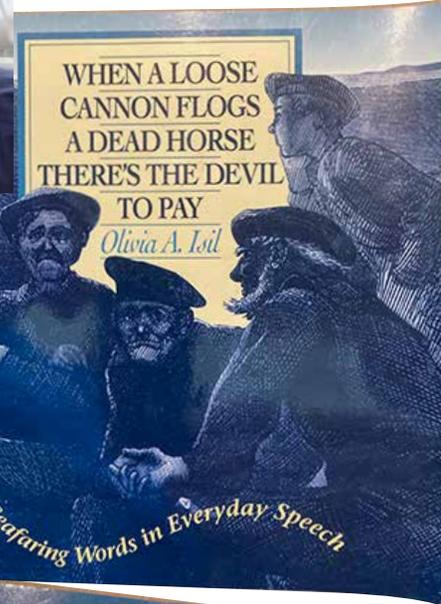
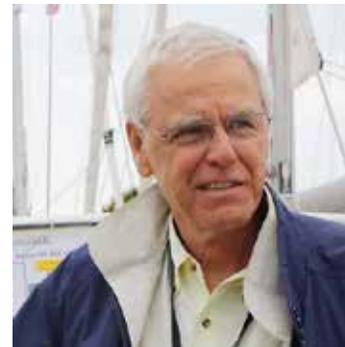
"Avast" meaning "stop!" Supposedly derived from either the Italian "basta" (enough) or Old Dutch "houd vast" (hold fast).

"A1" meaning "best". Lloyds of London (insurers of ships) created this rating term centuries ago for ships of the highest quality.

"Freeze the Balls off a Brass Monkey" meaning very cold. A brass tray (called a "monkey") was used to stack cannon balls (pyramid fashion) aboard sailing ships years ago. Legend has it that in very cold weather the cannon balls would shrink and tumble off one another. The author admits to being somewhat uncertain about this reference, but thought it deserved inclusion for its creativity.

I will also add that some of the explanations seem to be a bit of a stretch, but it is an interesting and amusing read for the most part."

Photos submitted by Bob





Sec/Ed Irwin Schuster, on Volunteer rendered in paper: *Volunteer* was an American racing yacht built in 1887 for the America's Cup races. She was the victorious defender of the seventh match that same year against Scottish challenger *Thistle*.

Design: *Volunteer*, a centerboard compromise sloop, was designed by Edward Burgess, built by Pusey & Jones Shipbuilding Company at Wilmington, DE in 66 days for General Charles J. Paine of the NYYC. She was the first America's Cup yacht with an all steel frame and hull.

After the races *Volunteer* was modified to serve as a cruising schooner. In 1890 a major modification by George Lawley & Sons lengthened the hull by 5 ft. and changed to a sloop. The yacht then had a large cabin and seven staterooms with three toilets. The crew was composed of 4 officers and 8 crew. She measured 115 ft. LOA, 90 ft. WLL, 23 ft. 2 in. beam and owned by J. Malcolm Forbes home ported in Boston.

Career: *Volunteer* easily beat the 1886 America's Cup defender *Mayflower* during the 1887 defender trials and won both Cup races on September 27 and 30, against *Thistle*. She was skippered by Captain Hank Haff, with the assistance of Captains Terry, Berry and L. Jeffreys.

Damage after 1893 grounding: Soon after the Cup races, *Volunteer* was bought by John Malcolm Forbes (who also owned *Puritan*) and re-rigged as a schooner in 1891. On August 21, 1893 she went onto the rocks at Hadley's Harbor, Naushon Island, off the coast of MA. Damage was extensive, [Do ya think?] as shown in the picture at right. In 1894, in anticipation of racing with the British *Valkyrie*, she was returned to her original sloop rig. She was broken up in 1910.



Photos by Irwin

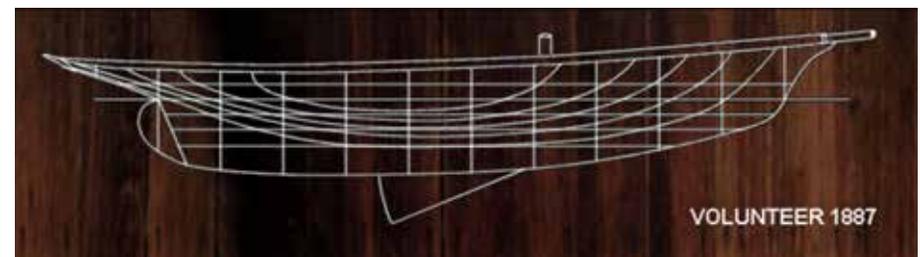
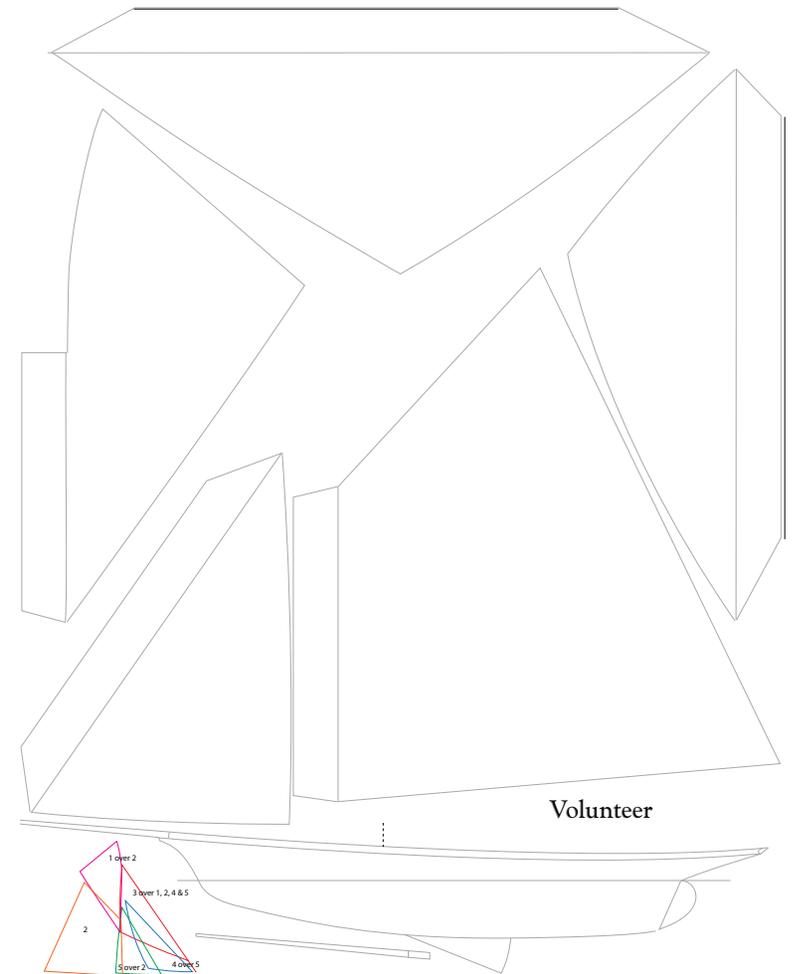




The "Model:" I drew it out in Adobe Illustrator, printed it out on 65# NEENAH Bright White, cut it out with X-ACTO #11 and curled the parts. Paper grain seemed to not have any affect on the curl. Sprayed with matte KRYLON after testing a few rattle-can products and spray starch. No observable difference in holding the curl but wet spray starch was eliminated forthwith. Reglar ol' ELMER'S stuck it down to a Bainbridge Board field. The frame is from Michael's @ 2/\$15. Sold as a Shadow Box, neither the website nor labeling mention the internal depth, and as the pair is shrink filmed, I took the chance. I modified it to make it deeper. A whole lot easier than making a scratch, glazed case.

The drawing is reversed so that no lines would show on the displayed surface after cutting. The tabs were scored and folded under to be glued to the backboard.

The photo below has been on my mind for years. Now that is over. What next?



Buttocks. Remember that for later.



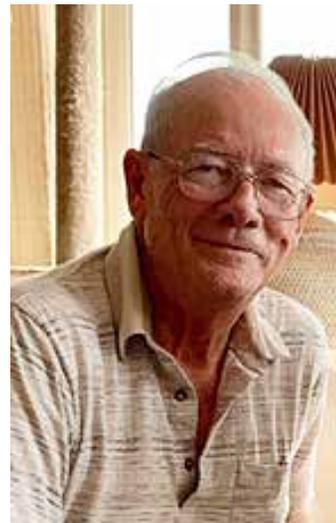
Howard Howe Reports on *Perseverance* (former *Imara*): "The successful mission of the Mars Rover named *Perseverance*, has resulted in my decision to modify my *Imara* model and make the necessary changes, similar to the changes that was made to the real tugboat and renamed in the early 1930's.

The RC component location and wiring have been completed and successfully bench tested. All through holes in the hull were drilled, filed, and the lead port holes and wash port covers installed. The decks have been trimmed and installed with a slope from the center line. Everything has been bonded in place and gaps around the edges caulked to make the deck water tight.

A water line was established using 6mm masking tape per the full scale drawings. Then, I predrilled a hole in the deck for the mast that would be at the correct angle with the water line. The model was too large for my drill press, so it required some ingenuity to establish the angle on the sloping fore deck for using a hand drill!

After masking the boat above the water line and the props, I spray painted the bottom paint using Satin Heritage Red (seemed appropriate). After a change of masking, the deck got spray painted with Satin Brown Boots (I liked the color and the name)! Finally after changing the masking, I sprayed painted the sides and gunwales with a Satin Black. Since there is no history of the actual boat colors, it is a modeler's choice.

Soon I can start sorting the hundred's of lead castings and proceed with the super-structure assembly and painting. Question is "all this lead safe to handle?"



Photos submitted by Howard

Right, somebody else's rendition of *Perseverance*. At the rate Howard works his version will be afloat post-haste!





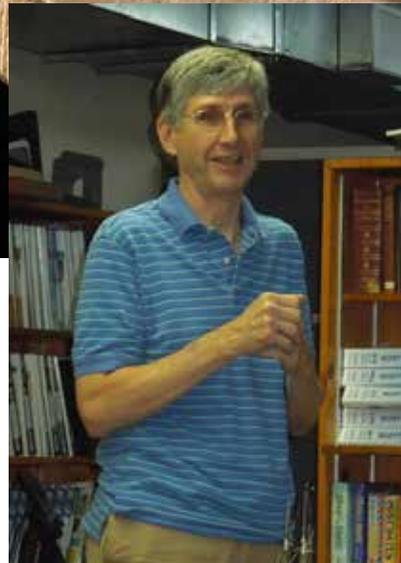
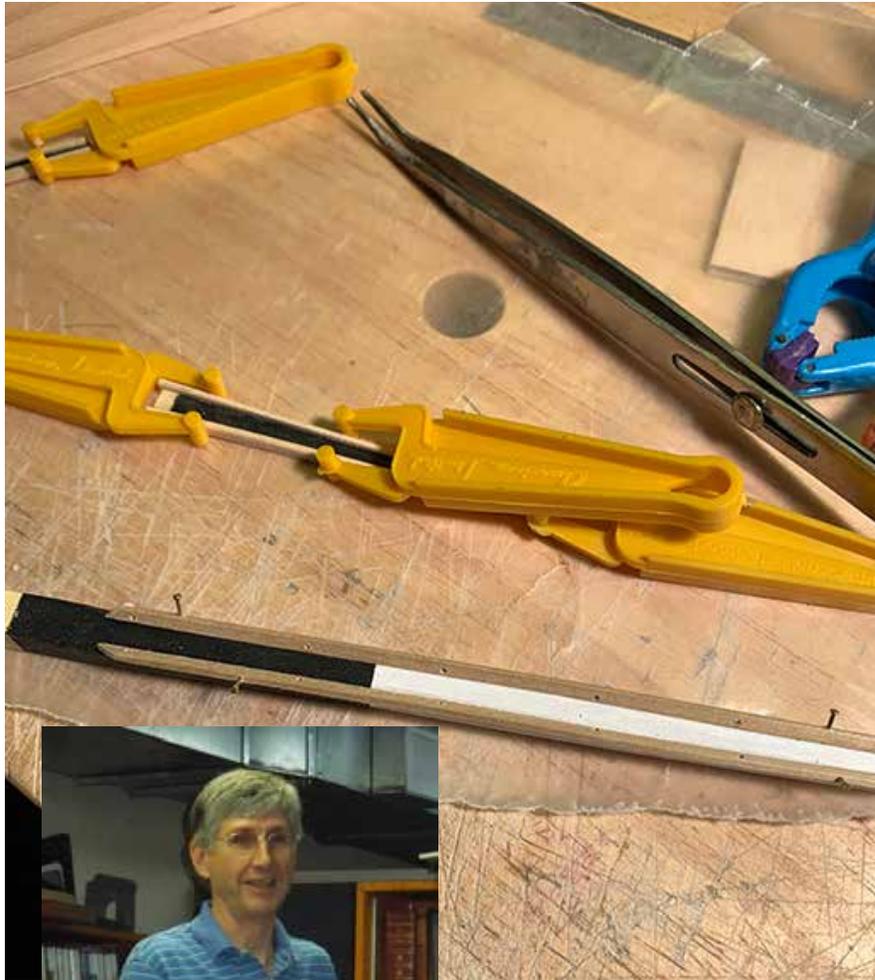
Before and after waterline stripe – boottopping



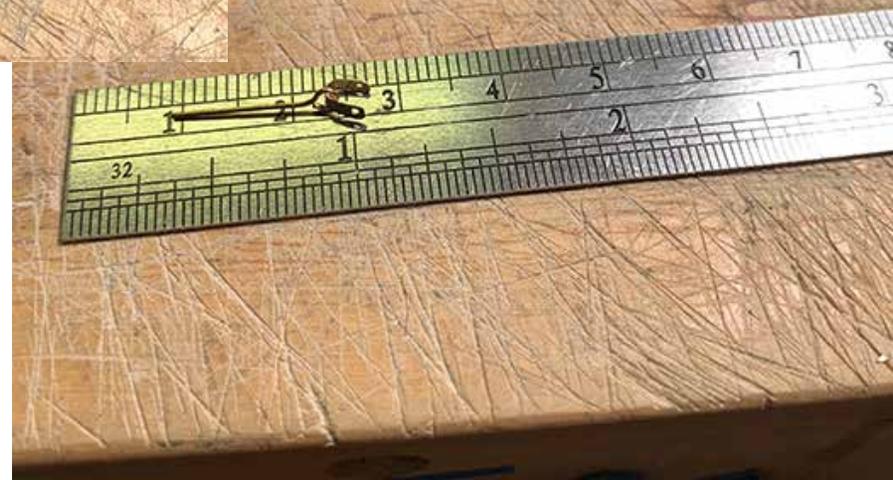


Guy Hancock updates *Emma C. Berry*:

Berry: "This month I have finished the woodwork on the bowsprit, and the painting. In the background of the photo is one of the tailboards which I built up of 3 pieces, then cut at the point where they angle off the bowsprit and go along the covering board. I used some TAMIYA 1mm masking tape when I painted the cream trim pieces along the top and bottom edges. I have been working on the linkages connecting the rocker to the purchase arms on the windlass. The pieces have a shackle at each end, connecting a bar with an eye in each end. The total length is 1.5 cm, so the pieces are really small. I had no success flattening the end of a wire so made the shackles by drilling a couple of holes in sheet brass, then cutting a thin strip and bending it into a U shape. I've made 4 shackles, and had some wire with an eye in one end. Am making the other eye by bending around a drill bit. These will need to be assembled and have wire soldered to close the shackles, then blackened."



Photos submitted by Guy





A few years back, Gus Agustin had plans to move to Florida, and joined our merry band. Sadly, life did not allow that, but we still keep track of his work in miniature carvings. The tiny book displayed is a model itself and houses this carving. Gus has used the technique for many of his marvelous, intricate miniature ships.

The Forecastle Report, March, 2021 - P.18

● Ships on Deck ●

Continued

Carvings by Gus Agustin

Photos by Gus Agustin





Believe It Oar Knot!



This barge demonstrates amply, the "Buttocks" of a vessel. Well, maybe not in the traditional terminology.



Here we have an over elaborate jig, unless you sre going to make quite a few iterations of this radius.

But, the concept is sound.

How about using a vise to press the die parts together?

Images captured from the www for educational purposes.