

# Ship's Log

# Tampa Bay Ship Model Society

Meeting of July 25, 2023

[TampaBayShipModelSociety.org](http://TampaBayShipModelSociety.org)

## President & Treasurer Steve Sobieralski

2906 Bay Villa Ave. Tampa, FL 33611  
ssobier@verizon.net

## Secty/Newsletter Editor Irwin Schuster

8503 Portage Ave. Tampa, FL 33647-1707  
813 866-1442 irwin.schuster@verizon.net

**Webmaster** Phillip Schuster. Contact Sec/Ed.

## 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, Aug. 22, 10:30 a.m.**

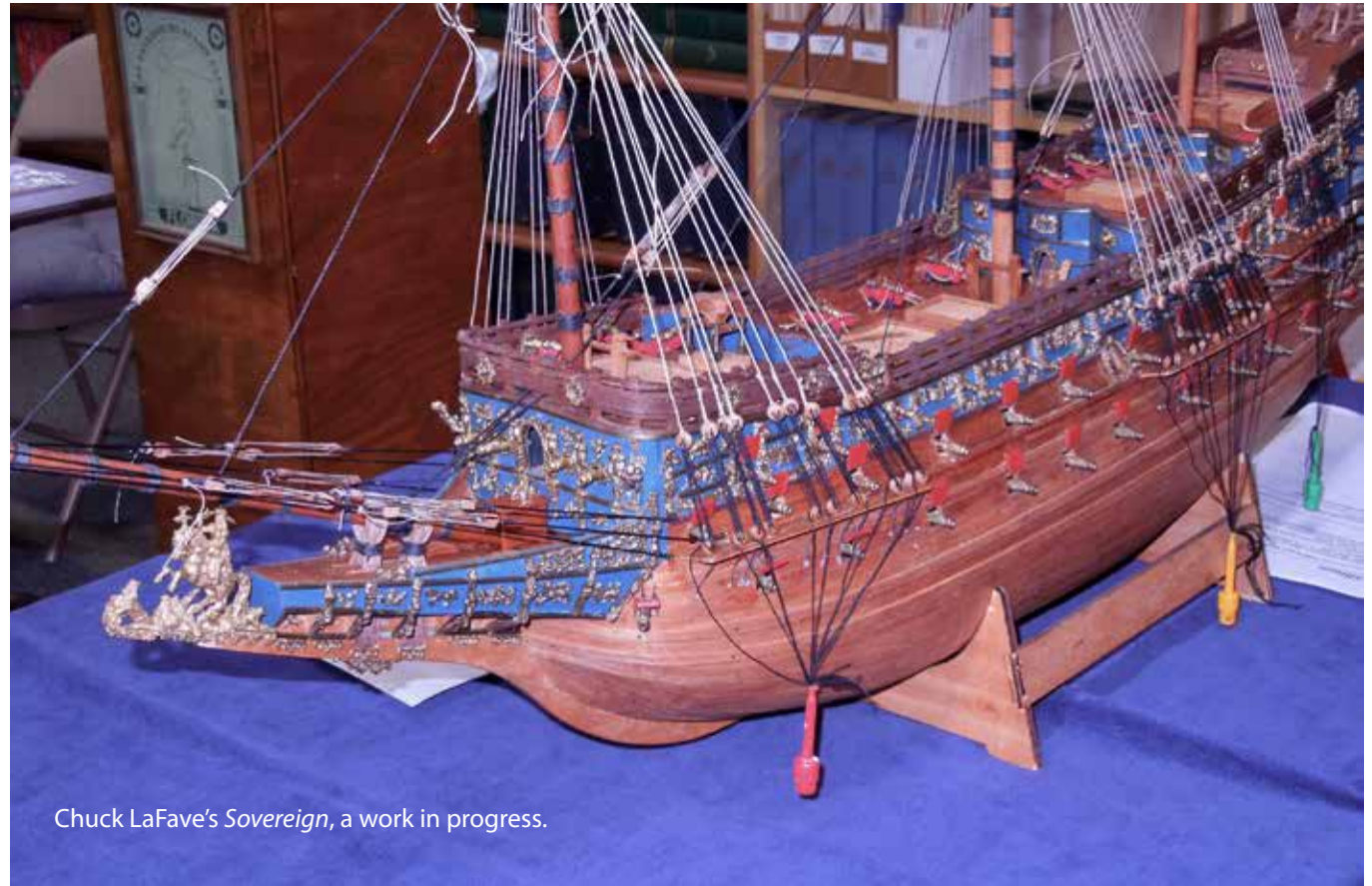
This regular meeting was called to order by President and Treasurer, **Steve Sobieralski**.

**George Fehér:** Upon the dissolution of TBSMS, any remaining funds from the TBSMS Treasury shall be disbursed to the American Victory Ship & Museum, Tampa, FL. This motion passed and will be incorporated into the Bylaws.

**George Hecht** suggested a Credit Union for Society funds, when Skipper Sobieralski brought up the issue of having a second member name on the account (not now available on the existing account).

**Howard Howe** reminds that this month has five (5) Tuesdays. **Meeting is on 22th (FOURTH Tuesday).**

The club is examining arranging for space for a cabinet in the area of our library, to house materials, tools, kits and modeling supplies for better access by members. Sec/Ed is expecting a donation in time for this meeting.



Chuck LaFave's *Sovereign*, a work in progress.



**Steve Sobieralski:** "I brought in my recently completed 1/32 scale *Dambuster Lancaster*, built from the HK MODELS plastic *Lancaster* kit and using a cast resin conversion kit from ICONICAIR for the *Dambuster* bomb and aircraft modifications.

On the night of May 16, 1943 the RAF undertook "*Operation Chastise*", a mission to breach three dams on the Ruhr River in Germany. The dams, the Mohne, Eder and Sorpe, were seen as important strategic targets, the destruction of which would cause major disruption to German industrial production in the Ruhr valley.

The *Lancaster* aircraft used were standard RAF bombers modified to deliver a special bomb designed by Barnes Wallis and code-named "*Upkeep*". Wallis devised a 9,000 lb bomb in the shape of a cylinder, equivalent to a very large depth charge armed with a hydrostatic fuse, designed to be given a backspin of 500 rpm. Dropped at 60 ft altitude and at 240 mph, the bomb would skip across the surface of the water, bouncing over the German anti-torpedo nets in front of the dams, before hitting the dam wall as its forward speed ceased. Initially the backspin was intended to increase the range of the bomb but it was later realized that it would also cause the bomb, after submerging, to run down the side of the dam towards its base, thus maximizing the explosive effect against the dam.

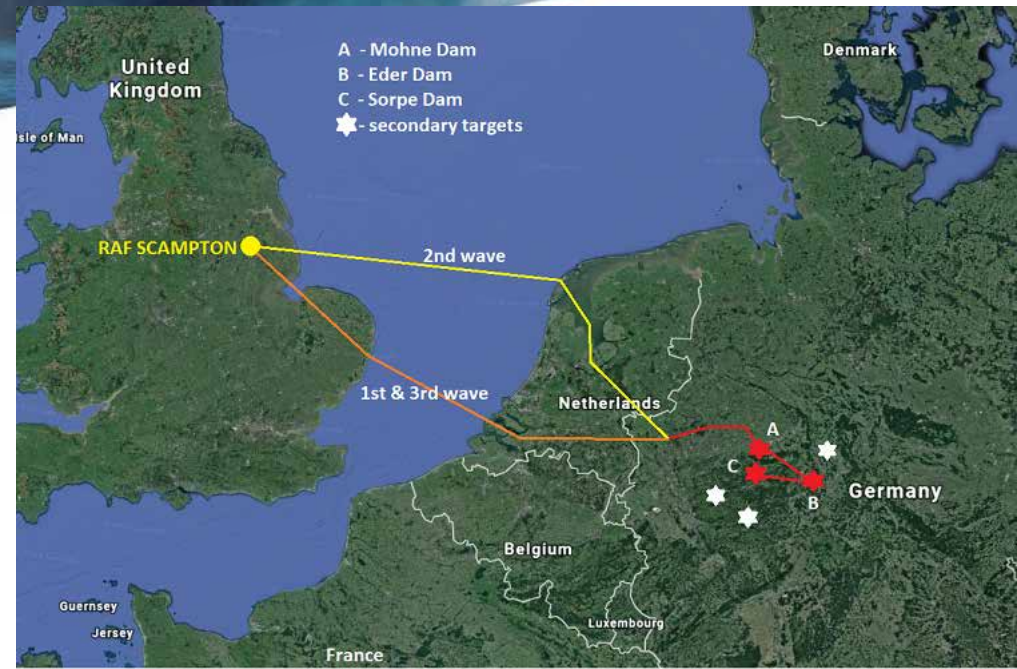
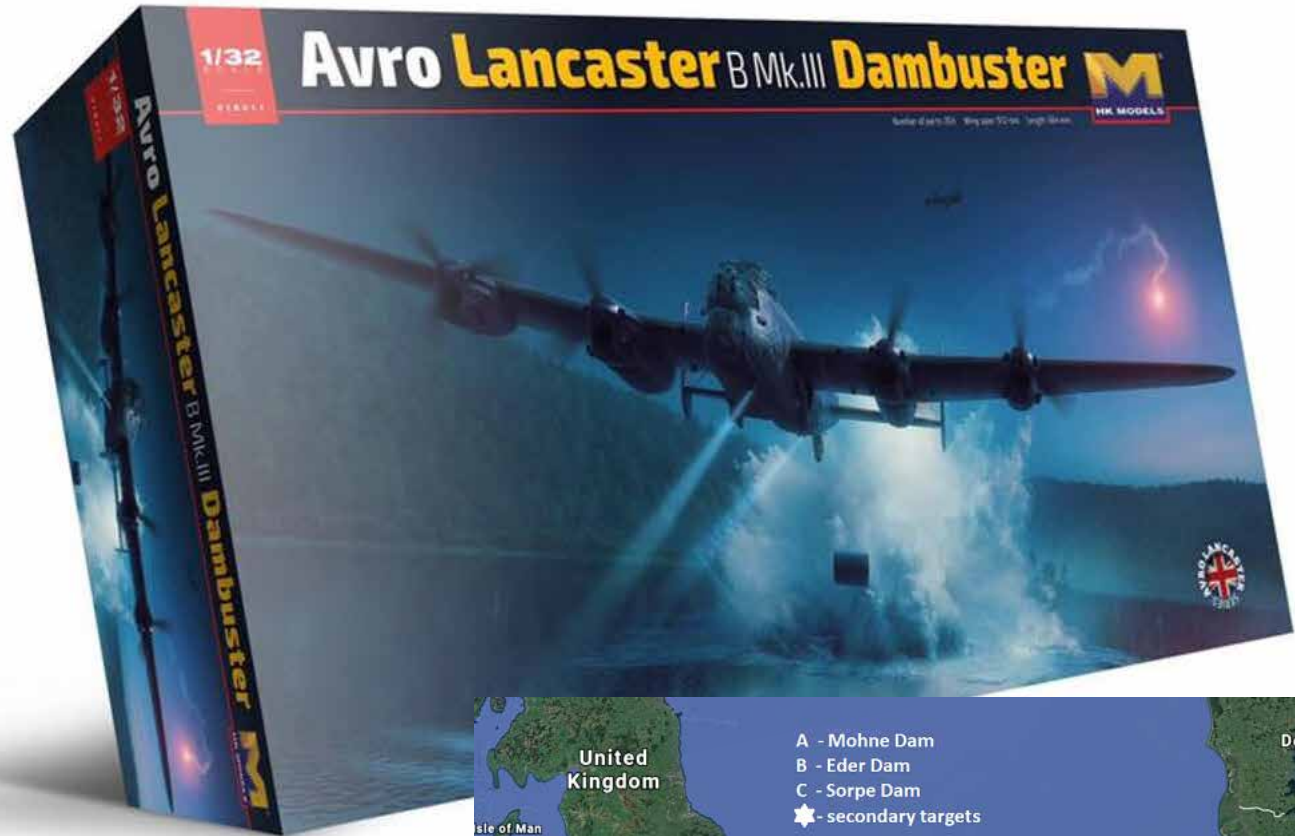
The aircraft had their bomb bay doors removed and the bomb bays were faired over with the exception of





an area in the middle directly under the aircraft's center of gravity where the bomb was carried externally. In addition to other minor modifications, the top turrets were also removed in an effort to compensate for the increased drag of the bomb. The bomb was held in place by two spring-loaded "V" shaped struts, one on each side of the cylindrical bomb attached at the center of the circular sides and hinged at the tops. A hydraulic motor used a flexible belt to spin the bomb up to the 500 rpm rotational speed required. At bomb release the springs forced the hinged struts apart and the bomb fell away from the plane, struck the water and bounced until, stopped by the dam wall, it sank and exploded.

The Mohne and Eder dams were breached, causing catastrophic flooding of the Ruhr valley and of villages in the Eder valley; the Sorpe Dam sustained only minor damage. Two hydroelectric power stations were destroyed and several more damaged. Factories and mines were also damaged and destroyed. An estimated 1,600 civilians were killed by the flooding. Despite rapid repairs by the Germans, production did not return to normal until September. The RAF lost 56 aircrew, with 53 dead and 3 captured, amid losses of 8 aircraft.





### Steve continued with the *Bounty*:

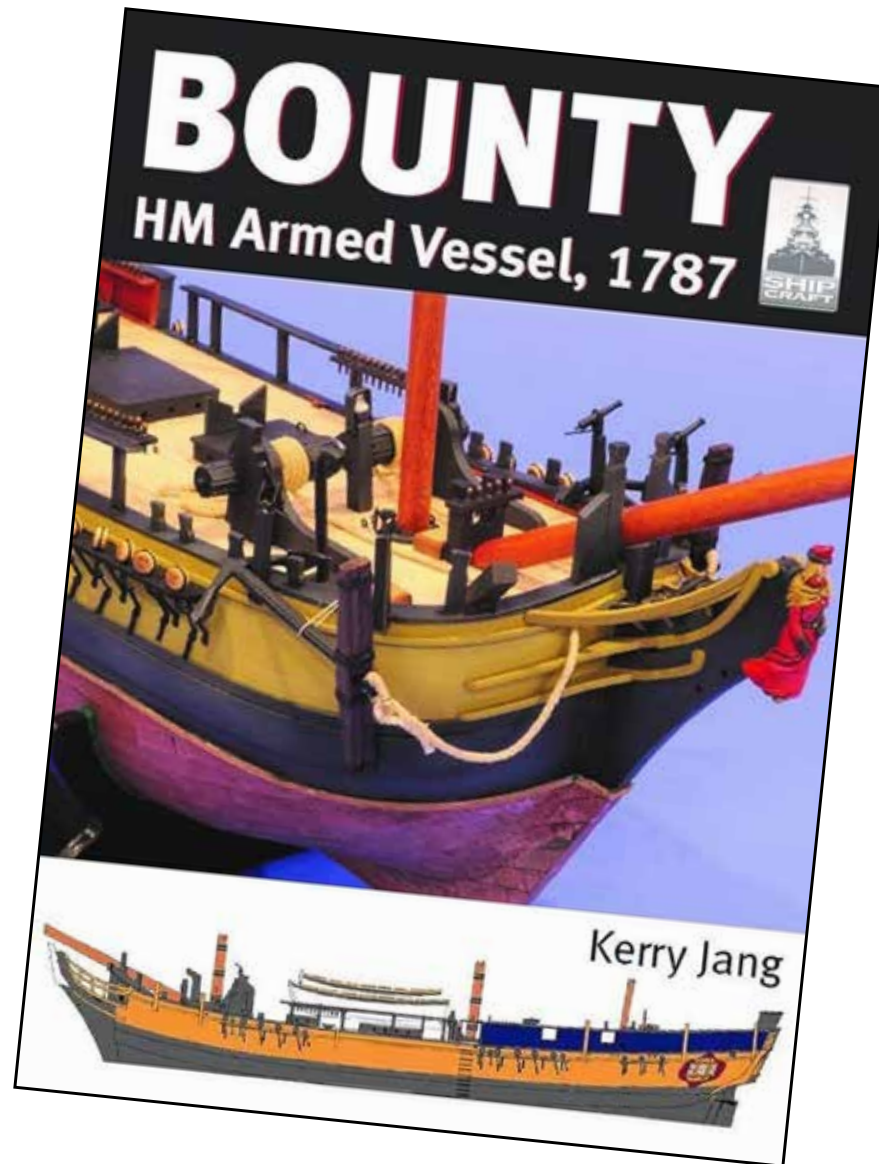
HM Armed Vessel, 1787 (SHIPCRAFT #30).

*Bounty*, a merchant vessel purchased to undertake a special mission to the South Pacific, will always be remembered for the drama of the mutiny against Captain Bligh and his epic open-boat voyage that followed. The events inspired many books, and at least three major movies, and make this ship a very popular modeling subject. Despite the ship's fame, and the vast range of kits it has inspired, there are question marks over many aspects of the vessel's fitting and, especially, how it was painted. This volume tackles these questions, reconstructing convincing color schemes for the ship both as a merchant vessel and in naval service.

The modeling section reviews the strengths and weaknesses of available kits, lists commercial accessory sets for super-detailing, and provides hints on modifying and improving the basic kit, including the complexities of rigging.

This is followed by an extensive photographic gallery of high-quality models in a variety of scales, and coverage concludes with a section on research references – books, monographs, large-scale plans and relevant websites.

The 'SHIPCRAFT' series provides in-depth information about building and modifying model kits of famous warships. Following the pattern of the series, this book, by Kerry Jang, provides an exceptional level of visual information – paint schemes, models, line drawings and photographs – and is an excellent reference for anyone setting out to model this famous, or infamous, ship.





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**Chuck LaFave:** "HMS *Sovereign of the Seas*, was a 17th-century war ship of the English Navy. She was launched as a 102-gun, first-rate war ship, costing 65,000 pounds.

She mounted bronze demi-cannons (*Wiki- the demi-cannon was a medium-sized cannon, similar to, but slightly larger than culverin, and smaller than a regular 42-pound (19 kg) cannon*). With all the elaborate gilding, the enemy called the ship, "Golden Devil."

I didn't build the hull. It came from a gentleman in the Fort Myers area who passed away before finishing the build. The kit was about 30 years old, and was given to me to finish. I should have it done by the end of August."



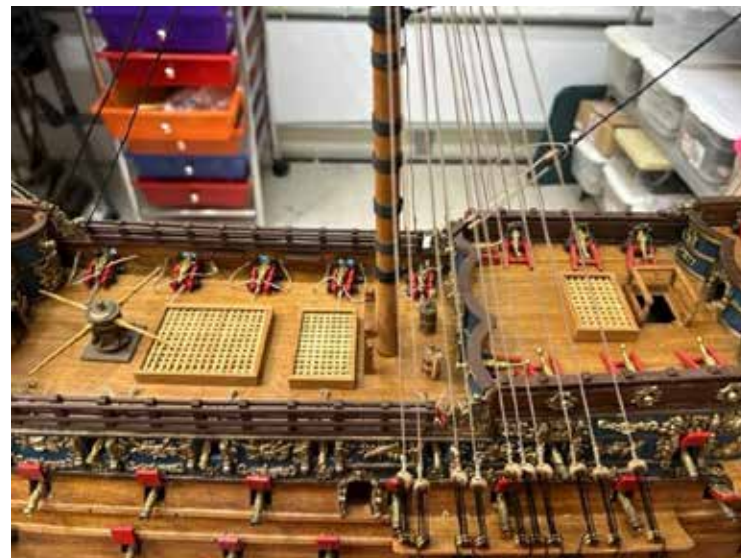


**Chuck Continues:** "HMS *Royal William* was a first-rate, 100-gun ship launched in 1670 as the *Prince*. She was rebuilt in 1692 and renamed the *Royal William*. I have worked on this ship on and off for over 5 years.

The sails were made at HiSModel: Radimír Beseda, B. Nikodéma 4476/15, 708 00 Ostrava, Czech Republic :

< HiSModel.com >

The model is quite large. When I get a case made it will be 50 x 24 x 43 inches, from "Grandpa's Cabinets in Middleburg, FL (greater Jax) <grandpascabinets.com>



Images from Chuck



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Images from Chuck

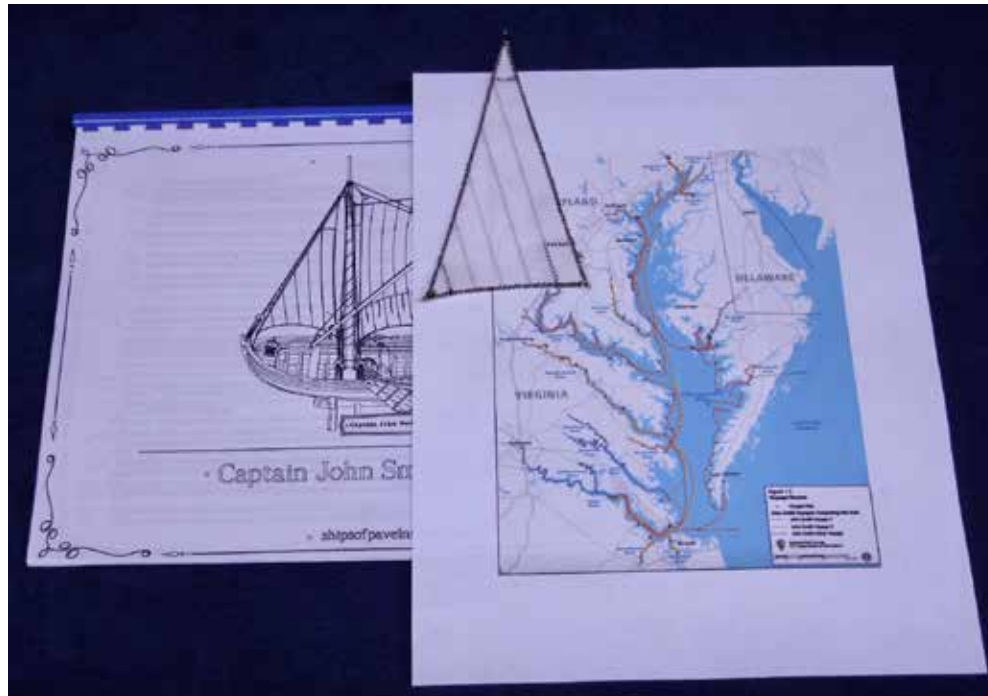


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**Guy Hancock:** "I described touring the Wright Museum of WWII in Wolfeboro, NH, which has some tanks and other vehicles as well as several ship models on display.

I showed the mostly completed Capt. Smith's Shallop, and the sails with bold ropes stitched to them. I want to change the color of the sails, and I can't use a dye because it won't take where there is CA glue on the sail. I had ordered a compact airbrush (\$20) as (President) Steve mentioned in a past meeting *and it came later the same afternoon.*

I plan to use a very thin coat of paint after practicing on some spare material. I watched Olha Batcherov's YouTube videos on building a case and will use some of her techniques. The base will have charts showing the 3 routes of Capt. Smith's explorations of Chesapeake Bay. I hope to find a figure to add as well."







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**Howard Howe:** "For the past month I have been concentrating on the fly bridge details (on Grand Banks *Restless*) and the installation of operational running lights. I made the fly bridge removable by attaching it to the cabin frame with two screws that are accessible under the helm cushioned bench seats. I stained and applied all the teak/mahogany trim and the decking strips first.

To make the seats removable, I created interior wood frames to hold the two seats in place. This provides access for the attachment screws and wiring for the running lights. Next, I pre-drilled the perimeter holes for the railing to be installed later.

Then came the assembly of the running lights and plans, so the wire connections would be under the seats and wiring on the underside of the fly bridge to the battery source in the hull. Note the gold letters for the name *Restless* on the light boards!

Next was the installation of the fly bridge electronics, steering wheel, and gauges followed by the railing. The railing provided in the kit are beautiful chrome sections and while fragile during handling they saved me a lot of soldering and painting. Since the port railing section connects with the main cabin railing, it was necessary to cut it into two sections and connect with a sleeve for ability to remove the fly bridge for interior access.

Assembly will continue with mast details and life boat assembly before starting on the hull and RC capability."



Images from Howard



Images from Howard



**Howard continued:** (TESTOR & MODEL MASTER Paint Storage Rack). "After years of accumulating my bottles of TESTOR and MODEL MASTER paint and trying to find the one I wanted, I came up with a storage rack solution. I thought about dabbing paint on the caps, but the rack solution was more fun and a space saver!

Using existing material in my shop, I cut out the three vertical sections with steps from MASONITE to provide 5 different shelf rows for visual identification. All parts were assembled and glued with TITEBOND adhesive. At the base of the steps, I used some 3/4" oak molding for stability."

Images from Howard



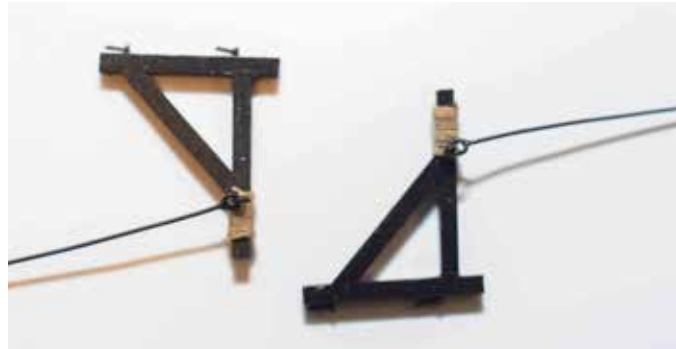


**Steve McMurtry:** "Hello to all you Floridians!! Hot enough for you? I have made substantial progress on the *Morgan* since my June update. Most of this work has been on small detailed parts for the outfitting of the 5 whaleboats. It amazes me that you could fit a crew of 6 on a 29' x 7' boat with all this gear aboard.

Each boat has a large line tub and a smaller line tub for the rope used to engage the whale. There is a compass fitted under the cuddy and a lantern keg lashed to the logger head. Each boat also carried a "pig in" (a bailing bucket with a wood handle), a water cask with drinking water, and a grapnel hook.

For propulsion each boat has 5 oars. Each oar is a different length to compensate for the beam of the boat at that particular rowing station. The oars are identified by stripes on the blades to indicate their position. If oars aren't enough there are also 5 paddles in case of emergency. Finally, there is the steering sweep which is a long oar used to steer the boat when rowing.

We're not done yet. Each boat has a rudder for use under sail. The sail rig is fitted with a mast, a gaff fixed on the luff end, with a snotters, a headstay and shrouds with a gaff rig-type sail of 340 square feet. Each boat carries 5 harpoons, 3 lances, a blubber spade and a boathook.



Images from Steve

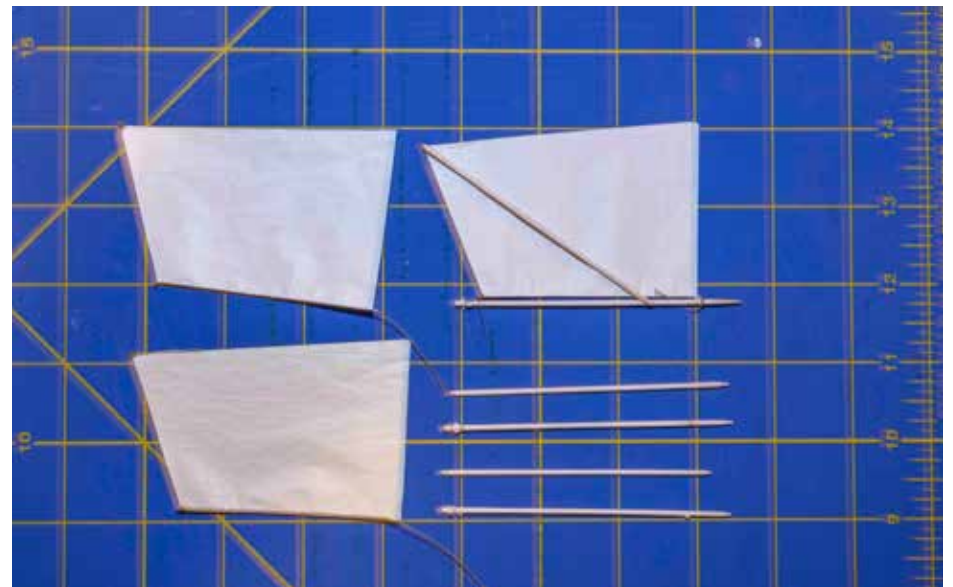
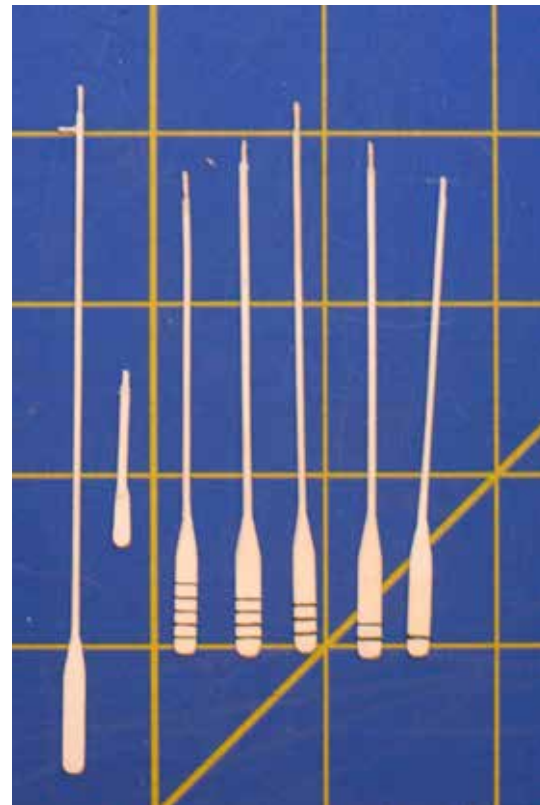
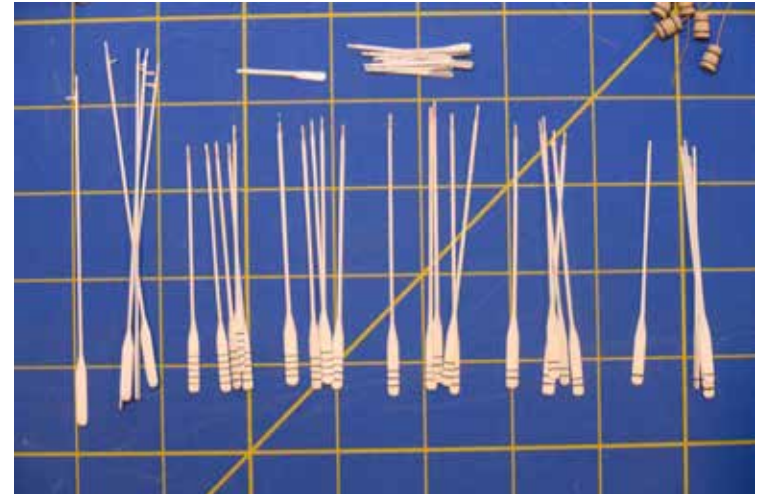
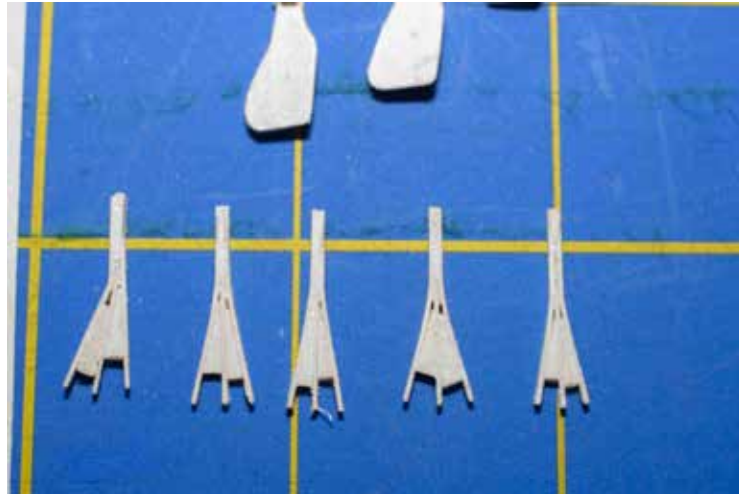


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Next update I will have photos of a fully laden boat. I have spent much of the past 2 months making all this little hardware to scale.

My remaining tasks are to dress the footropes in the rig, straighten all the rope coils on the belaying pins and do a general cleanup of all the deck furniture while it is still easily accessible. Then it will be time to finish fitting out the 5 boats and get them up on the davits.

Now it's time for bubbly!!!!!"





**Pat O'Neal:** (Subject – Rainbow Fleet in a bottle) "I thought I would give you guys an update on my progress on my ships-in-very-large-Antique Bottle; 27" long, 14 inches wide, perfect for a fleet of cat boats running down Vineyard Sound and around the beautiful light house. All the Cats with different colored sails, i.e. "The Rainbow Fleet."

I did a lot of research on epoxy pouring of the water and with bottle laid down and level, a 4-quart pour of colored epoxy was going to be perfect. Investigating on who had experience. The closest I found was the new Rockler store in Brandon. They were knowledgeable and holding classes on "Deep Epoxy Pours, colored to look like real Ocean water and poured into 2-to-3-inch voids in the new live-edge boards that tables were being made of.

These pours and coloring looked great, but, they did not have any experience in pouring into a glass bottle. So, I talked to several of their instructors on how to make the pour and how to colorize it. What I was concerned about was the amount of heat that the curing process would generate. I discussed positioning a fan far enough away that it would exchange the outside air inside the bottle without blowing too hard as to upset the epoxy. They thought that would not be good and that glass was a good insulator and would be ok. I also decided to do the 4-quart pour in two pours to minimize the heat.

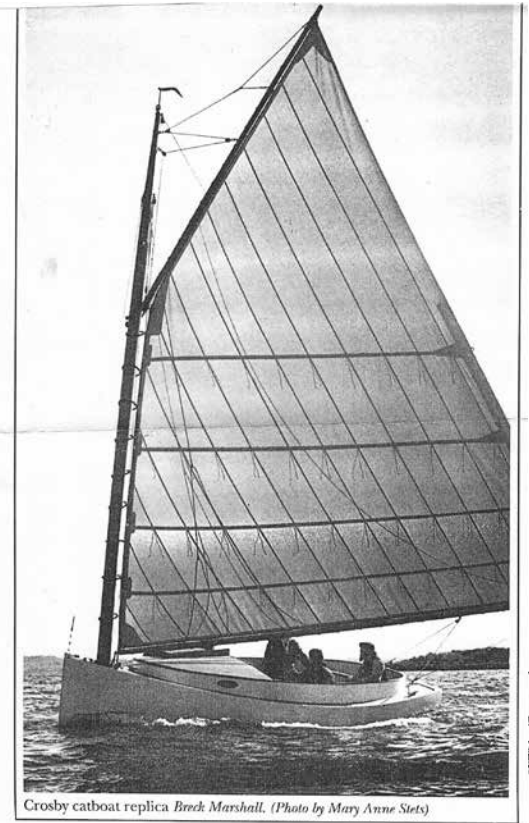
So, I mixed the epoxy, added the color, stirred up thoroughly as to not create bubbles and using a large plastic

funnel with a clear plastic hose to make the bend into the neck of horizontal bottle and only pour into the main body of bottle.

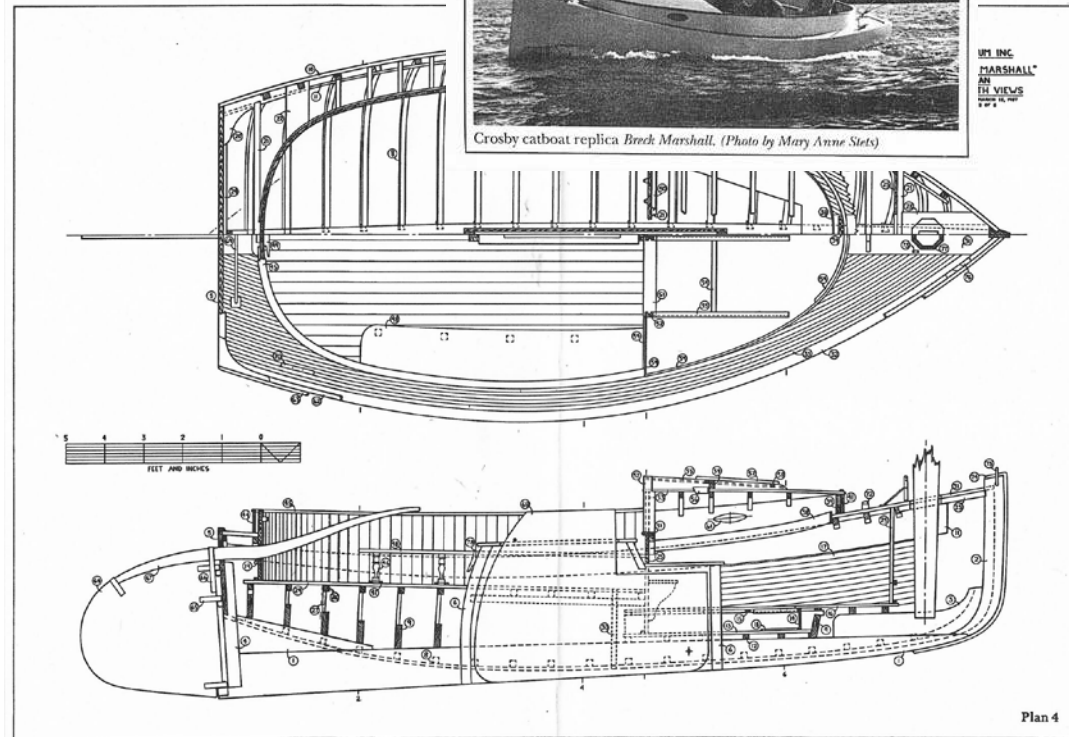
All worked fine, the color looked great, no bubbles perfectly flat and level. The epoxy cured in about 1-1/2 to 2 hours, with only a small amount of condensation in the bottle. Seemed to be a success. At about the 4-hour mark, most of the heat had gone and I turned on the fan to eliminate the moisture in the bottle. The plan was, after it set overnight to do the second pour of 2-quarts, let it set for a day and mail it off to WoodenBoat so it would be there when I arrived on the 6th. I also had been working on the fleet of cats and assembling the lighthouse.

Unfortunately, when I went down to inspect my perfect job, I discovered my beautiful antique bottle had cracked completely around the neck. So, I snatched defeat from the jaws of victory. Very discouraged! So, what did I do wrong? I had a much smaller 2nd bottle that I was going to put another boat in, so I tried the same process but, I put the fan on the bottle neck as soon as I finished the pour. Success! Looks great! The mixing of deep-pour epoxy and adding color was very simple and this new epoxy hardly had any smell. So, for now the Rainbow Fleet is out and I am going up to class with a smaller bottle and a larger cat boat. I will let you know how it comes out. Thanks for all the advice and interest. Sorry for long story. Onward and upward."

Pat will be using the Crosby-style, *Breck Marshall* plans.



Crosby catboat replica Breck Marshall. (Photo by Mary Anne Stets)

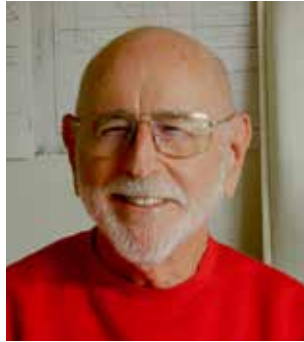




**Irwin Schuster (Sec/Ed):** I re-presented my scratch – unique, “SubmaShark,” of 2017. Mostly because I had to take it from the wall, and I have not yet decided where it will go. It is a whimsical proposal shaped from structural foam, with a center-plate of sheet styrene to form centerline fins (dorsals, caudal and anal), and the same for the pelvic and pectoral.

On SS *Mistletoe*, the Manatee library produced three clippings from *The Manatee River Journal*. One states that in 1894, the ship was totally rebuilt to 84' and her new name was to be, *Nellie S.* This has been mentioned nowhere else and *Mistletoe* she remained until 1910, when she was altered again to become *City of Sarasota*.

**Fairlie Brinkley** has anted up \$50 to the *Steamship Historical Society of America* in Cranston, RI, for their archivists to plumb their files. No results from that as yet, but when those are in, I plan to assemble what we have learned and wrap it up.



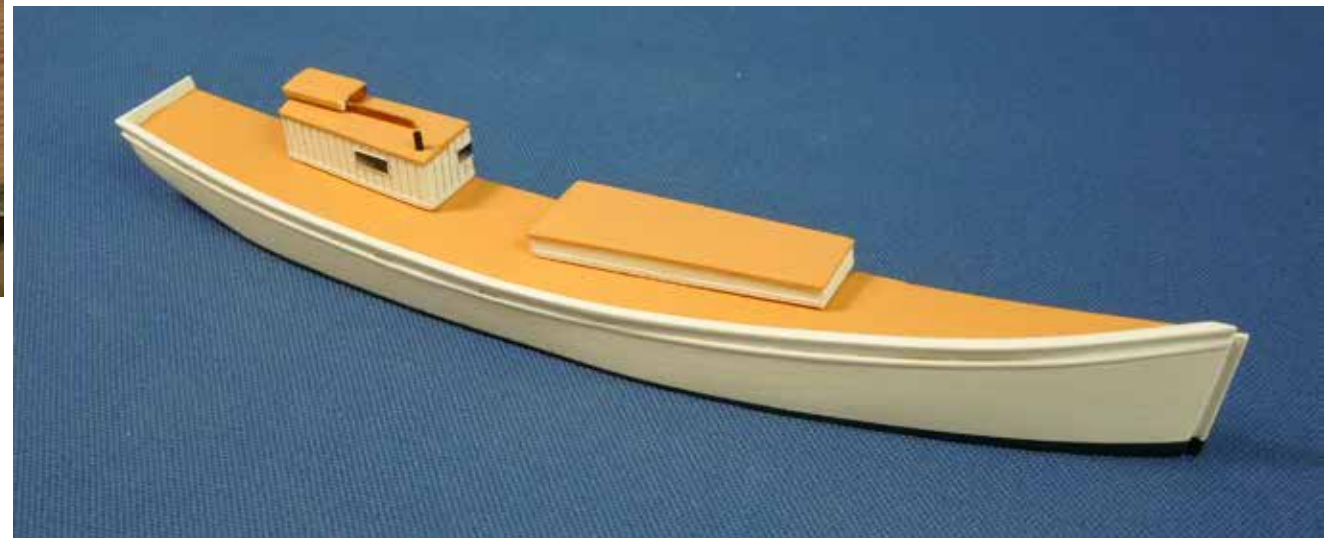
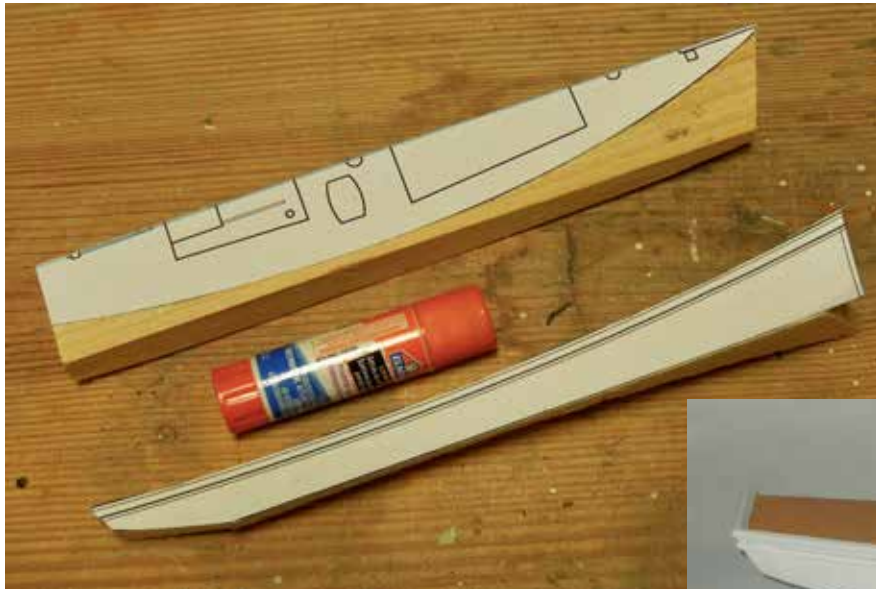
The steamer Mistletoe has been rebuilt from the keel up, and is now at John Savarese's wharf receiving her finishing touches. She will be rechristened the Nellie S. and will be ready for service about September 1. Her dimensions now are: 74 feet on keel, 84 feet over all, 22 feet beam and 1 foot draft when light. She will carry 30 tons, and with her new machinery is expected to make nine



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Finally, I have started to build a 1/60 rigged, half-model of *The Annie*, of Cedar Key, 1892. I fractured my left wrist working on a Hillsborough County Bluebird nesting box trail on 5 June, so have been out of the shop.

I had planned to use foam for the hull, but a scrap of cedar was the perfect size, so I used that. I shaped the hull and skipped the sealing coat and went straight to spray primer. That raised the grain and once again, bulling ahead bit me on the transom. Nothing is known of the underwater profile, so this will be a waterline half-model with mid-coast chart for a field, over which the sails will be printed. It will be an easy model as the graphic presentation will overwhelm the boat itself.







**Doug Hamilton:** (*CSS Tennessee II*) "This is the third time this model has made an appearance at our meeting. There has been progress made in completing the lower hull construction. I added the rudder post and rudder to the stern area. I also completed the box that completes the keel surrounding the prop. The prop also received a small brass rod that is the exposed portion of the shaft. I sanded everything to shape and primed everything in preparation for paint.

This time we see it in base coat color. The lower hull was painted with AK Interactive RC057 Dunkel Grau (Dark Gray). This is the color I like as a base when looking for the finished model to appear as black. It allows shadowing to be evident when using either lamp black or ivory black as the shadow color. More on this in a moment.

The surfaces above the waterline were painted a color I custom mixed for this project. It consists of TESTORS MODEL MASTER Enamels paints mixed in the following ratios. One part FS 36320 Dark Ghost Gray and one part FS 36495 Light Ghost Gray. I added a little (by eye!!) FS 35164 Intermediate Blue to taste. *Tennessee* sported a color that has been described as Blueish Gray in various texts. That's a pretty nebulous term for a color, and leaves the door open for interpretation as there is no primary sourced material to confirm or deny what the color actually looked like. Besides, I like it, so it must be right!!!

After the paint cured for a few days, I shot a gloss coat over both top and bottom. After allowing that coat to dry I added shadow to the lower hull in black and did touch ups as needed."





**Your Sec/Ed** prevailed on the NRG to share the list of its Florida members so that I could make a one-time contact, offering a TBSMS membership "deal," to wit, Ship's Log distribution and honorary participation as a member, free of charge, in hopes that these folks, with no local clubs to attend, would find the relationship rewarding, for the rest of the year. In January, dues will become payable, as for all.

From that, I got four responses and I asked them to introduce themselves, as they are all at some distance and may find it difficult to attend.

**New Member Walt Philips:**

(Sarasota) "My main interest - solely as a function of aesthetics rather than any particular historic interest - is in sailing ships, primarily late era clipper ships, and 19th century naval sailing ships.

I've been building, off and on, for 35 and more years, but I'm only now in process of building a model completely from scratch, this being the *Emma C. Berry* using the plans Ben Lankford drew for the MODEL SHIPWAYS kit. I've always enjoyed working on any sort of project with wood.

I built plastic and wood/paper models as a kid and now I'm mostly interested in wood rather than plastic. I've built a few paper models of castles but I'm inclined to build ships from wood. I'm also in the process of moving, organizing, etc., so I've not worked on anything for or over a year. I work very slowly.

I've also built a few RC kits and now live on a pond, so I'm inclined to build another RC kit. The two I've built many years ago are more or less played out and not really water-worthy.

I'll send some pictures of completed kits in a few days. I'm happy to sign onto any kind of carpooling to/from Sarasota to St. Petersburg."

**Tim Huggins signed on:** (Brevard County) "Thank you for the detailed reply! I would certainly enjoy being placed on the mailing list for now. I am curious how the non-attending members participate without some form of a Video Conference, unless I misunderstood the original graphic)? So, a few details about myself: I live on the East Coast a little north of Melbourne in Brevard County with my wife and two kids (10 and 6).

I don't mind sending a portrait but I'm not on my home computer at the moment so I'll have to follow-up with one. I have been a virtual member of the Rochester Ship Modeler's Guild, but sadly their meeting times have not fit my schedule for the last 6 months or so. I would enjoy knowing about ship modeling a little closer to home.

I have very little maritime experience myself - but my mother (and her siblings and father) did a lot of sailing (mainly *Lightning*, I believe) in New Jersey. My parents had (what I believe was) a small *Sunfish* sailboat that I went on a time or two in the Chesapeake Bay. I became interested in wooden ship modeling when I saw a hull of the *Constitution* that my father had attempted to build (pre-kids) but didn't finish. Somehow that grew in an appreciation

of the beauty of tall ships and I always wanted to build one. A few years back I bit the bullet and ordered two MIDWEST kits off eBay that I built, but I didn't really start to satisfy the itch until I built the HM *Alert* kit by VANGUARD models out of the UK. I'm currently working on a scratch built cross section of the HM *Echo* using plans from ADMIRALTY MODELS but as of lately it has hit a full stop due to the heat in my garage and the fact that my family got a new puppy.

I do hope to get back to it eventually though. I want to become a scratch-builder, however I do have another kit or two that I would like to build (and I need to acquire a bandsaw at some point to do some re-sawing). I'm mainly a wood modeler, but I have dabbled in paper (my skills need some advancing there, but I have a few more kits to try and see if I can make anything respectable).

I'm not certain that I have a preference for kinds of ships/boats but I am interested in building some "ancient" ships - a kit that I have on hand is a *Liburnian Monoreme* that I think will be my next build if I can ever get back to the cross section. I think I may start dabbling in "miniature" scales as I don't have tons of display space - how I miss the basements of my youth."



## Larry Sperling Introduces himself:

(Naples) "I started my work career in the marine industry. I worked for Douglas & McLeod building the *Thistle* and *Highlander* one-designs and with Charlie Britton at TARTAN MARINE on the T-27 and the design of the T-41. I also worked for HOOD YACHT systems in Marblehead, MA for 2 years. I've sailed since I was 8 years-old and been in almost every race you can think of including the Transpac, S.O.R.C., etc. I've owned, raced and crewed at least 20 sailboats in my lifetime. I have been the Navigator on Com. Perry's "*Niagara*" in Erie, PA where I learned to sail a Brig full-and-by. I've been around Cape Horn (Tierra del Fuego) twice. I am primarily a Great Lakes sailor and won the Port Huron and Mac race back-to-back in 1980 on "*Aristeia*", a 43' PETERSEN "two-ton class". I have a 400 T Master of Sail and 600 T Commercial Maritime License, long since expired ... the license, I mean!

I started modeling at 8 years old and have never stopped. I started the Cleveland Nautical Guild of which Harold Hahn was a member. I've built *Niagara*, *Dapper Tom*, *America*, *Missouri*, *Confederacy*, *Wellcraft* Offshore racer, and many more. My tastes are eclectic so I won't bore you with a complete list. Currently am working

on a *Balao*-class sub, a 1/200 scale version of the *Yamato* and a few others. I build scratch, kits, some plastic with PE ... whatever keeps my ADHD under control.

In the 90's I was the Executive Director of RCHTA. THE RADIO CONTROL HOBBY TRADE ASSOCIATION and ran the 400-exhibitor trade show in Chicago at Rosemont. In addition to all the aforementioned, I am a machine designer, fabricator, welder and machine automation specialist. I retired in May of 2022 and have kept my brain active with gun-smithing of all things... go figure... it's challenging. I have an outbuilding on my property where my shop is located.

I am a US Army combat veteran ('68-'78) and served in the 82nd Airborne, 9th Special Ops, as a battlefield nurse in Cambodia."

## Linda Kenny has signed on as well:

(Winter Springs) "Sorry for not getting back in touch. My husband has been sick so things have slipped by me. He's better now so things for a short time will be back to something more normal. There's not too much to tell on my part. I enjoy researching and building wooden sailing ships especially the clippers.

I have done a few kit models (*Thermopylae*, for one) and done a few scratch (*Flying Cloud*, *Cutty Sark*, *Endeavour*). I am now working on a kit model of the *Constitution*. I've dabbled with two scratch-built Viking long boats based on the *Oseberg*. In the beginning what I have learned came from books but I recognize the great value in learning how others have gone about building their own models no matter the era or type.

I don't build to show but to enjoy the process of re-creating those marvelous ships even with my imperfect skills; normally only those who visit my house know of my interest."

(Linda told her age, but as an aspirational gentleman, I am not passing that on.)

## Filler

**CA Usage:** Am I the last modeler to figure this out? Do NOT use the spout tip at all. Unscrew the entire cap assembly and dip in with a pin or loop-wire. Holding those in a small hemostat or pin-vise allows them to be set down.

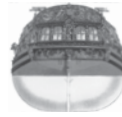
In a recent *Nautical Research Journal*, **Kurt Van Dahm** offered a tip on the alignment of surfaces to be glued together. He suggests scraping a few grains from course sandpaper and sprinkling them on one of the surfaces after spreading the glue (on both). When aligned and hand-squeezed, they should prevent slipping when clamped. Here in coastal Florida, we can just slip off a shoe for those little crystals.

## An Inquiry from Randal Biddle of Idaho about the Ketch *Santa Cruz*:

...a product of the collaboration between H.I. Chapelle and Wm. A. Robinson of Ipswich, Mass. Looking for plans, photos, etc. Anybody have anything?



# & FINALLY...



# Ship's Log Tampa Bay Ship Model Society 20



## Believe It Oar Knot!

**The offer below is open to all club members regardless of NRG affiliation:**

Customer Service <agesofsail@gmail.com>

Inbo...rizon.net 12:08 PM

CS

NRG Club Member Discount

To: Irwin Schuster DSL <irwin.schuster@verizon.net>

Hello Irwin,

I hope your day is going well.

My name is Winter and I work for Ages of Sail. We wanted to reach out and offer you and your members a 10% off discount code for [our site](#). The code is NRG10.

This coupon code is good for any order and all orders over \$150 are eligible for free domestic ground shipping. The coupon is good from today through September 1st for all online orders. If you have a newsletter, feel free to put the code in it. If you have any questions, please feel free to reach out to us.

Kind regards

Winter

Ages of Sail



Pre-meeting, the crew wanders and chats. This for new members and those "from away." Dress is casual. Might entertain another change to the bylaws – option to turn away anybody who shows up in long pants.

## THE NAUTICAL RESEARCH GUILD

"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include Virtual Workshops, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



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