

Ship's Log

Tampa Bay Ship Model Society

\$12.00 DUES ARE (PAST) DUE!

Meeting of February 24th, 2026

TampaBayShipModelSociety.org

"The meeting was opened by club president and treasurer, **Steve Sobieralski**, who began things by asking for any visitors and/or guests to identify themselves. There was one response: Arthur LaFord. Art grew up in the NE and presently lives in North Carolina. He uses his deceased father's house in St Petersburg some during the winter months. He is a long time boater and came to the meeting with **Howard Howe**, who brought Art's model of a 25 *Luhrs*, which he had repaired.

Steve then gave the treasurer's report. The current amount of the club's funds is \$3,071.24, which includes \$252.00 so far collected for 2026 club dues. However the club currently owes Steve \$415.00 for expenses he paid, including \$140.00 for the club's sponsorship of the ship model category awards for the upcoming Pelicon '26 show and \$275.00 for this year's rent of the meeting room, which will bring the club treasury to \$2656.24. After the February meeting Steve and George Fehr were to visit the St Pete branch of the credit union to add George to the account as a co-signer.

Members who have not yet paid, and who wish to remain members, are reminded that 2026 club dues of \$12.00 are currently due. Failure to pay within a reasonable time are subject to removal from the roles and from the Ship's Log mailing list. Members were reminded of the Pelican '26 Convention being held on Saturday, March 14 in Tampa. Full information can be found on the Pelikan website: <https://pelikanmodelclub.org/pelicon26-1>

Chuck La Fave reported that he was asked by the club in south Florida whether some mention of their activities in our newsletter would be possible. After some discussion he was advised that they should contact the Secretary/Editor directly.

George Fehér asked whether the club membership roster, with members addresses, phone numbers and email addresses, could be generally distributed. Currently this information is held by the club officers, but may be requested by members if they wish to get in touch with other members. Some discussion was held, which included some experiences of bad behavior at other clubs where this information had been generally available. No motion was made to change the policy so the status quo remains in effect. If a member wishes to contact another member, they may request contact info from either the president/treasurer or secretary/editor using their contact info provided on the front page of the Ship's Log." – **Steve Sobieralski**

President Steve Sobieralski

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Treasurer Steve Sobieralski, assisted by
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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 **Mar. 24th, 10:30 a.m.**



Howard Howe's repair of visitor
Art LaFord's, LUHRS 25, *DYNA MATE II*.
More below.
Photo from Howard



Chuck LaFave: (*San Felipe* 1690 Spanish Tall Ship) "The *San Felipe*, launched in 1690, was one of the most beautiful Spanish galleons of the XVII century. She was the lead ship "Flagship" of the famous Spanish Armada, displaced more than 1,000 tons and was armed with 96 cannons, enabling her to take on the most formidable ships in the French and British navies.

Her role in the war against the British and French was to help protect Spanish settlements and harbors, to transport treasures, and to safeguard the long and hazardous passage back to Spanish ports. In 1705, the *San Felipe* participated in a furious and heroic battle between 12 Spanish ships and 35 British ships. After 24 hours of battle, she was captured by an English ship, but was so badly damaged that she could not be salvaged as a prize. She went down to the bottom of the ocean with several tons of gold.





(Chuck continues) The model that I'm building is from ZHI, a Chinese builder. The first three pages of directions were good to build the hull, but from there on it was down-hill. The plans called out for some size wood but that was not in box!

The wood for the masts and spars was already tapered which saved time. The blocks needed to be upgraded and the supplied lines looks so-so. I will upgrade them, too."





Howard Howe: (LUHRS Model Boat Repair)
"Art LaFord contacted Irwin through the recommendation of a local neighbor* about getting his LUHRS model boat repaired. He had purchased the kit in the 1970's and later a good friend built it for him. It sat on his mantle in NC for about 25 years before a large framed picture fell and crushed the cabin!

Irwin passed the repair job on to me, which I accepted having built similar wood model boats. I met with Art and picked up the model, broken parts, and pictures. We also had a good exchange of our boating experience background.

After checking the broken parts and determining their original location, I carefully removed the crushed plastic windows and cleared out the window groves and the interior trim wood pieces. I had some tinted plastic that I used for the window replacement. Remnants of the old windows were helpful in cutting our new ones.

The three windshield posts between the top and hull were broken badly. The two aft support posts were broken at the top and the hull. My plan was to bond the five support posts to the top, then insert and secure the windows before bonding the top to the hull.



Photo below from Howard





Alignment was critical, but using a temporary interior support between the top and the hull, I was able to align and bond the five posts to the top using my fast set CA glue. After securing the windows into the top with my ZAP canopy glue, I bonded the posts to the hull and filled in some cracks with Model Lite Filler.

I replaced the bow rail and added the name DYNA MATE II to the transom. Art attended our meeting/lunch and picked up his model.

*That neighbor is the daughter of Al Caunitz, passed/past member.

(From Art LaFord) Howard, "Good evening and thanks for contacting me! I will make a point of being available Sat 2/14. This model was originally intended for RC operation, but I used it for display since it looked so similar to a 25 ft LUHRS SF I owned in the 1970's. The damage is primarily to the cabin, which was totally flattened when a framed poster fell on it! I have plenty of good photos of the original boat to refer to.

FYI, I'm very familiar with the ALBIN line of boats, having been the Pacific NW Dealer for ALBIN in the late 80's. The 28 was a hard sell for Puget Sound but the big ALBIN trawlers sold well (folks out there like to use their boats for serious cruising year around!). Having moved to WA from RI, I thought the 28 looked just like a New England lobster boat and came close to buying one myself!"



Photos from Howard





Jeff Potter: (Per Wikipedia)
"HMS Enterprise (historically spelled Enterprize) 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.

A while back I brought in some of the frames to show, so I brought this in to show the building jig and how many frames there are in the kit and how they fit together. I also installed the first strip of the "ceiling" which is basically inner hull planking.

It will not be fully planked, but will leave gaps in the planking and decking to show some of the internal structure. Up to this point, the instructions have been fine, but now I'm starting to notice some issues in the instructions which will be the topic of the next time I bring her in for an update."



(Sec/Ed asked how many?) "As far as the number of frames on my model of the *Enterprise*, it depends on how you count them. The frames are "double frames" meaning there is 2 layers to a single complete frame. There are 37 double frames that go straight across and then there are 8 double cant frames at the bow and another 8 double cant frames at the stern for a total of 53 "double frames" If you just count single layer frames, that makes 106 frames."



Jeff Continued –

Warships of the Great Lakes: Synopsis

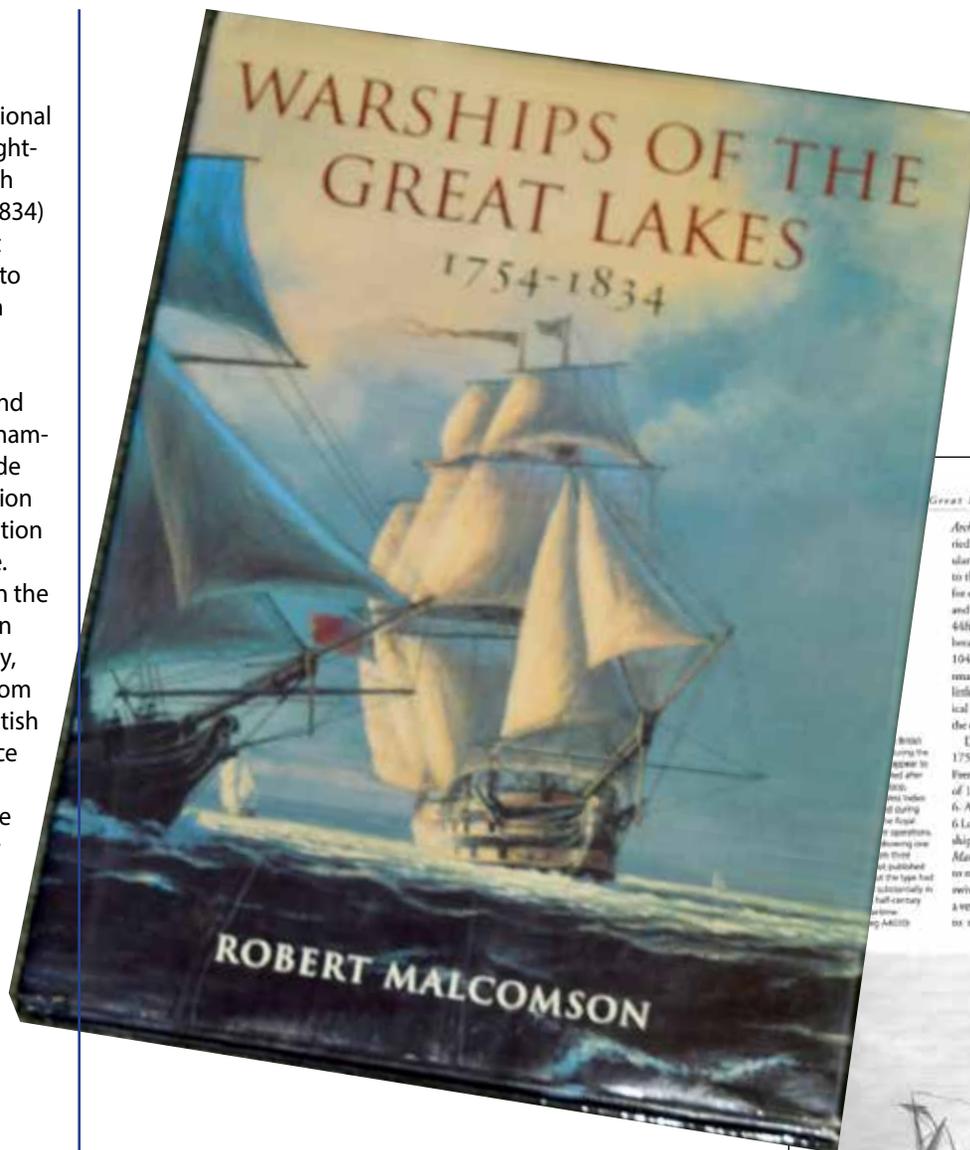
“While the great fleets battled for international dominion on the ocean seas, the age of fighting sail also evolved in the interior of North America. For eighty years (roughly 1754-1834) freshwater was the home to warships that ranged in size from the simplest gunboat to a First Rate that could have held its own in Nelson's line of battle.

This book presents the history of the navies developed by the French, British, and Americans on the Great Lakes and Lake Champlain, its primary objective being to provide the reader with a comprehensive description of the warships, their design and construction and their utilization during war and peace. Although armed sailing ships appeared on the lakes in the 1600s and their remains spawn intensive archeological investigation today, the specific period of study here ranges from 1754 until 1834. It was in 1754 that the British Admiralty issued instructions to commence building a naval presence on the lakes.

In 1834 it formally closed the last of the establishments where the warships under sail had operated.

From the Publisher

Winner of the 2001 North American Society for Oceanic History, John Lyman Book Award in the category of Canadian Naval and Maritime History, John Lyman Book Award in the category of Canadian Naval and Maritime History”



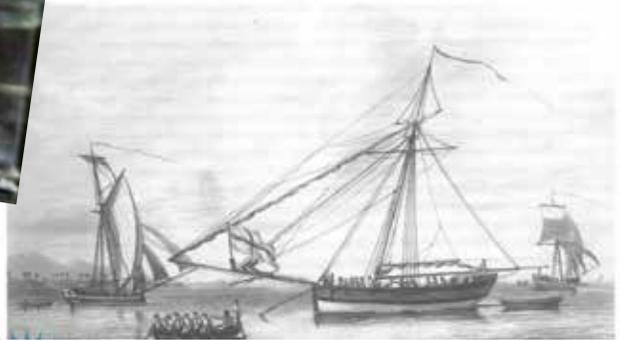
Great Lakes

Archibuteau Nicolas Merveille (1760) that carried ten spars and twelve masts. This was a popular rig for commercial vessels and well known in the Royal Navy: the Virginia sloop *Mallard*, for example, was bought into the service in 1785 and proved very useful. It measured 61ft on deck, 44ft between perpendiculars by 21ft 2in extreme breadth by 9ft 9in in the hold, for a burthen of 104 tons. It seems that Broadley's sloops were smaller versions of this type of craft and that his little schooners, lacking square topsails, were typical of the popular rig used by merchants along the eastern seaboard and in the West Indies trade.

During his brief voyages on Lake Ontario in 1755, Hosanna Broadley did not encounter French vessels then afloat, the schooners *Hosah*, of 12 guns, and *Louise*, 6, and the sloop *Vieux*, 6. At Fort Frontenac during the winter of 1755-6 Louis-Pierre Toulon de Courval Cossé, a master shipbuilder from Quebec, built the schooner *Marquis de Vaudreuil*, which was large enough to mount eight spars, eight spars and eight 2pdr swivel guns. Captain René Hélyotie La Force, a veteran Canadian mariner, arrived in the spring to take command of the new vessel and the

squadron." Another experienced seaman, Pierre Boucher de La Broquerie, captained the *Hosah* and was the artist/cartographer who portrayed the French and British lake vessels in letters on his *Carte de Lac Ontario*. While the *Vaudreuil* was larger than Broadley's original vessels, the other three appeared similar in size to the British sloops. La Broquerie depicted each of the two larger French vessels with a single square main-topmast, although from a practical sailing point of view, the craft probably carried such sails on their fore-masts as later British vessels did. While French documents generally referred to their lake vessels as "barks" without specifying their rigs, La Broquerie's illustration identifies them as schooners and a sloop; British reports noted that all four French vessels were schooner rigged.

The governors of the colonies decided late in 1755 to increase their naval presence on Lake Ontario. "When Broadley, recently promoted to major and commander, returned to Oswego with La Force and a few men the next spring, the colonial governments took full responsibility for financing the new vessels without support from the Royal Navy. Several merchant captains were



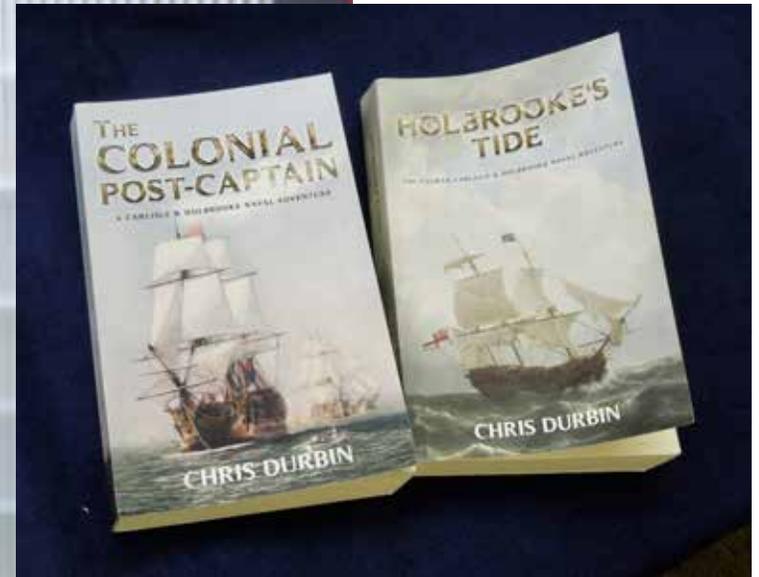
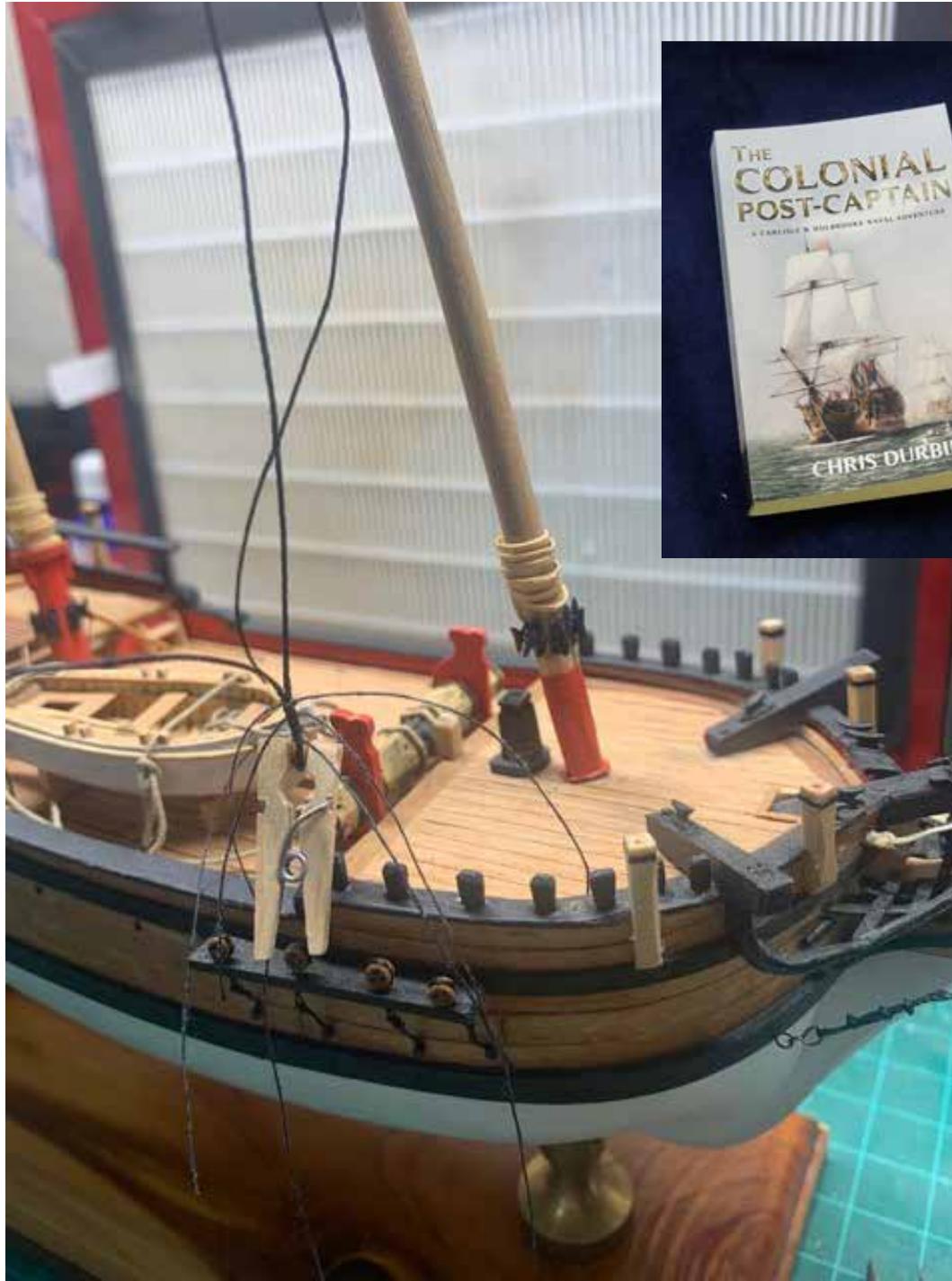


Guy Hancock: "I showed the *Sultana* on which I have completed the two jibstays and two forestays. They are different diameters of line, and the inner jibstay has a lanyard rigged between two hearts.

The outer jibstay runs through a sheave on the bowsprit and is rigged with a lanyard between two single blocks. The topmast forestay has served eyes at both ends. Getting this just the right length so it is tight was a challenge

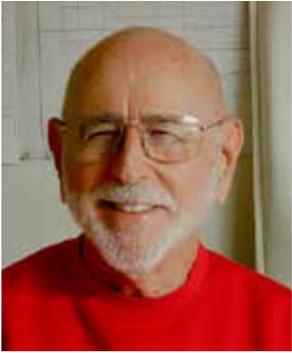
I hung all the lines with weights for a while to try to remove the kinks from being wound on flat cards. I'll do the shrouds on the mainmast and the stays between the masts before starting on the ratlines.

This photo shows how I secured the lower end of the shroud to a deadeye. The deadeye is in the clamp and the seizings are the smaller black lines. Those will all get trimmed off."



Guy returned these books that were mentioned in a previous edition of the newsletter. Both are historical fiction about an officer in the British navy in the 1760's stationed in the Caribbean and in the Mediterranean.

Left, Guy's photo

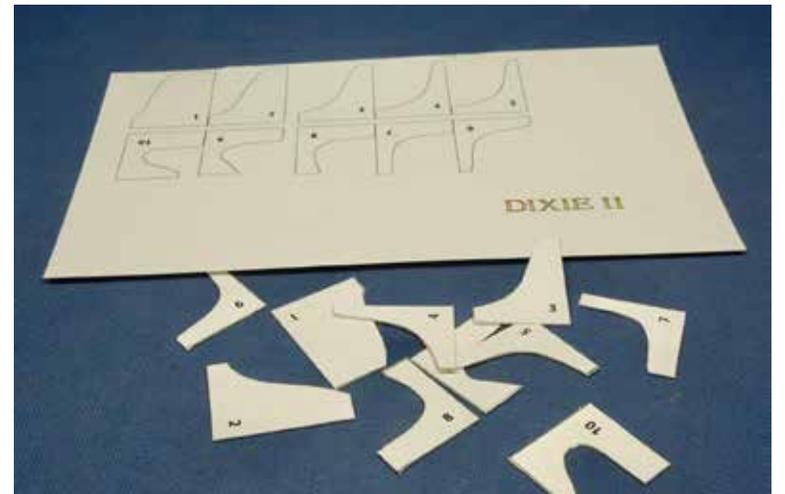
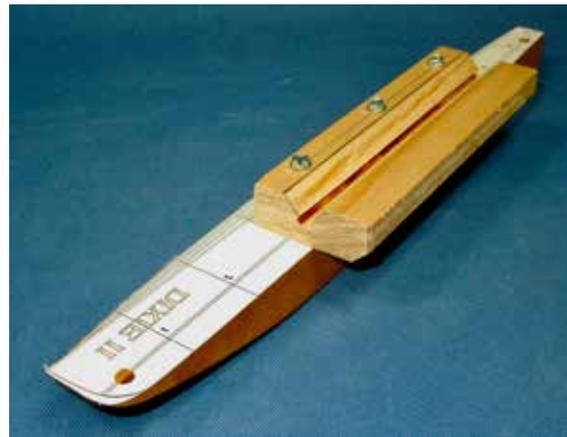
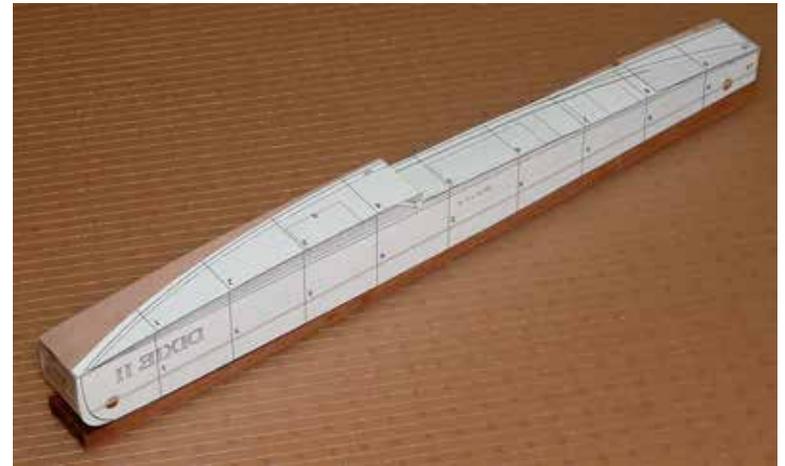
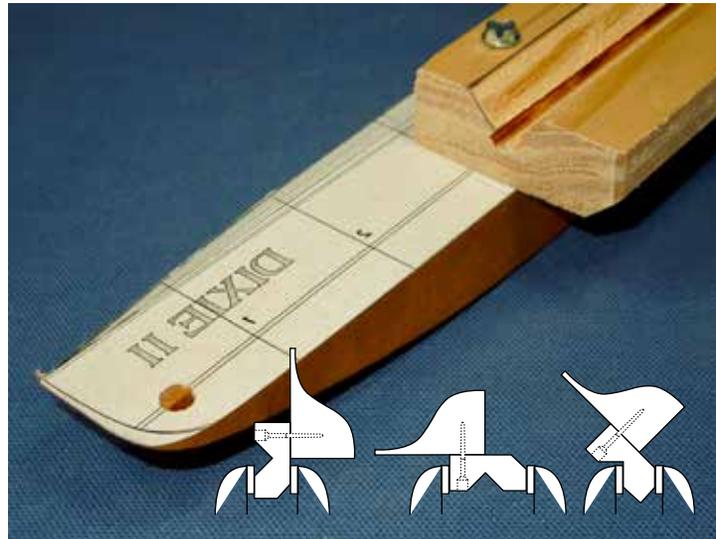
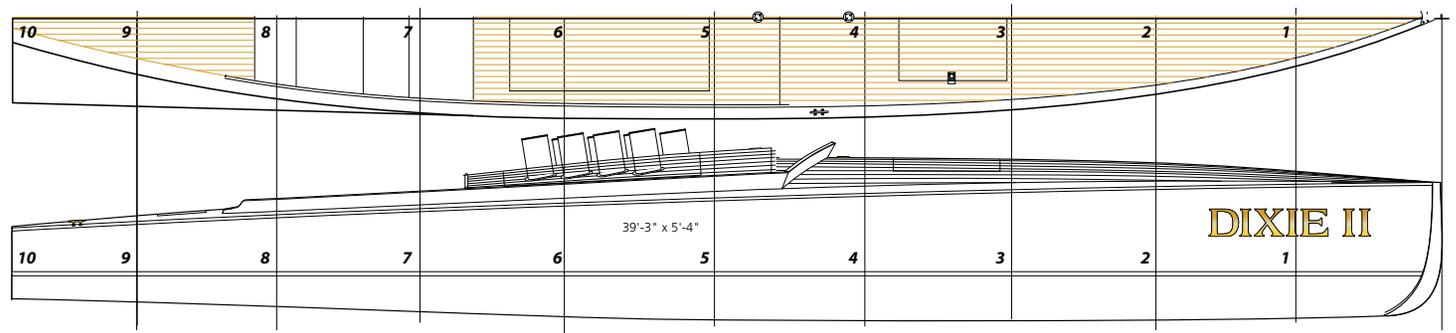


Irwin Schuster (Sec/Ed):

I presented three subjects, the small-scale half-model of the 39', 1908 race boat, *Dixie II*. The original lives at the Antique Boat Museum in Clayton, NY. I started it a couple of times at different sizes. In so doing I drew up art for custom Photo Etch. I have not decided the degree of finish for this model. It might end up as a wood-only sculpture. This one is about 1/35. The boat is a Clinton Crane design, Harmsworth and Gold Cup winner.

The odd doodad screwed to the half-hull is a universal vise grabber, by Capt. Nat. See next page for what a complete model could look like.

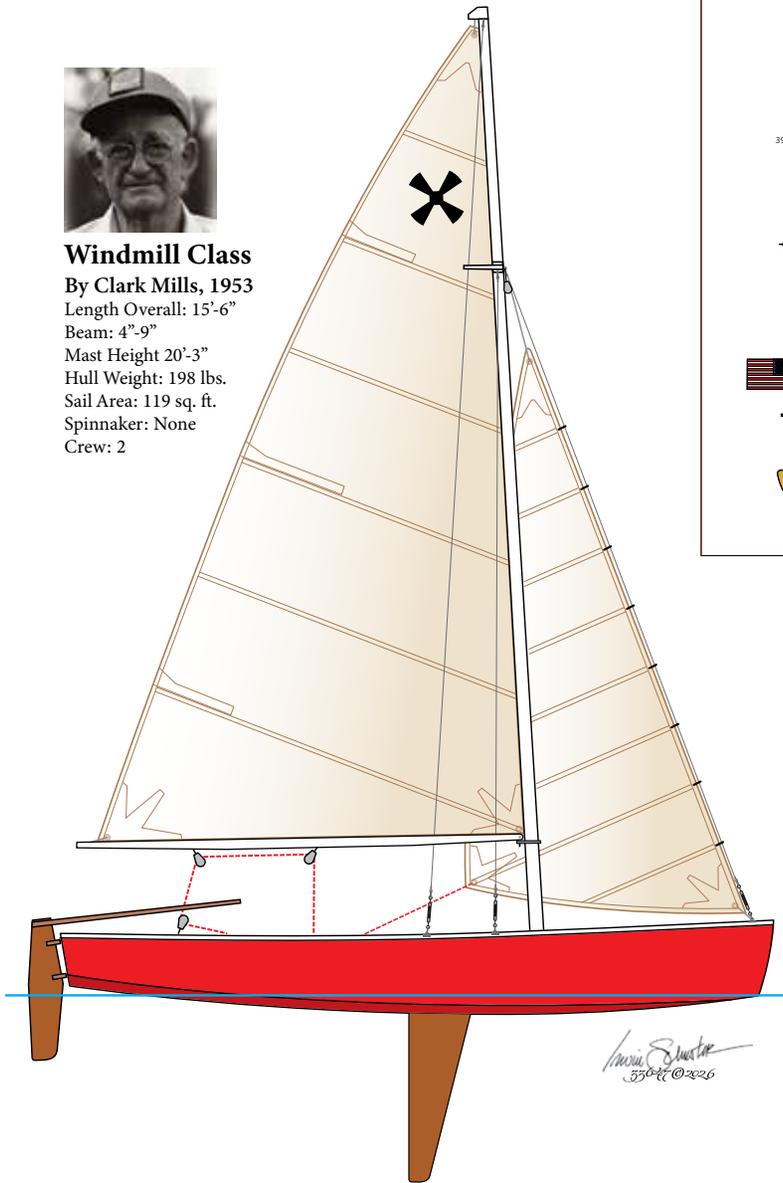
Subject #2 (next page) was a request from what is called right now, the Gulf Coast Maritime Museum, for a fund-raising T-shirt using the logo of the Geo. Luzier Boatyard in Sarasota, and the GCM logo. I asked about recognition of this yard and other than **Fairlie Brinkley** and **Bob Johnson**, who have been associated with GCM development, nobody had heard of that shop.





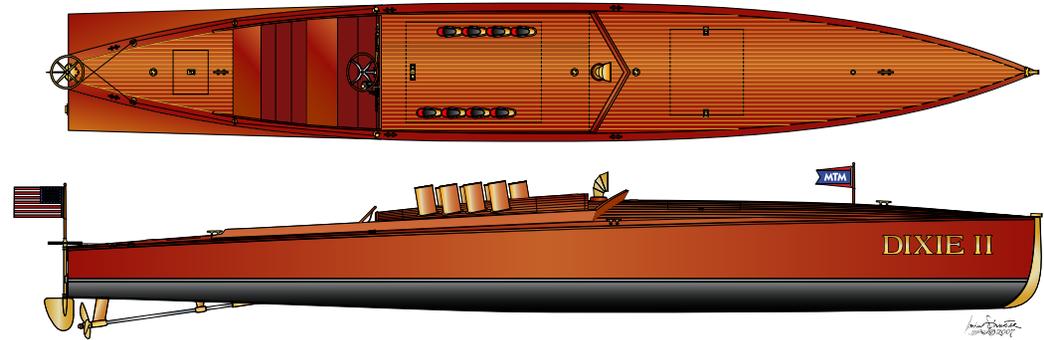
Windmill Class

By Clark Mills, 1953
 Length Overall: 15'-6"
 Beam: 4"-9"
 Mast Height 20'-3"
 Hull Weight: 198 lbs.
 Sail Area: 119 sq. ft.
 Spinnaker: None
 Crew: 2



DIXIE II

39'-3" x 5'-4" • 1908 HARMSWORTH & GOLD CUP CHAMPION • DESIGNER CLINTON H CRANE • DRIVER/OWNER E J SCHROEDER • BUILDER FRANK WOOD, CITY ISLAND, NY • POWER CRANE-WHITMAN V-8 220 HP @ 900 RPM • APBA GOLD CUP SPEED 29.94 MPH

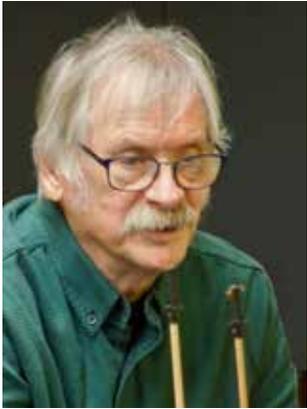


Subject #3 was an illustration of the 1953, 15'-6" *Windmill* class sailboat. That came about when I realized I had not drawn that local class by Clark Mills, designer of the world's largest class, the *Optimist Pram*.

This is tied up with GCOMM, as Mills will certainly be featured by that operation. I have allowed and submitted about 30 other Florida ships and boats for promotional use and fund-raising.

The board is initially using my research and illustration on SS *Mistletoe* in its roll-out.





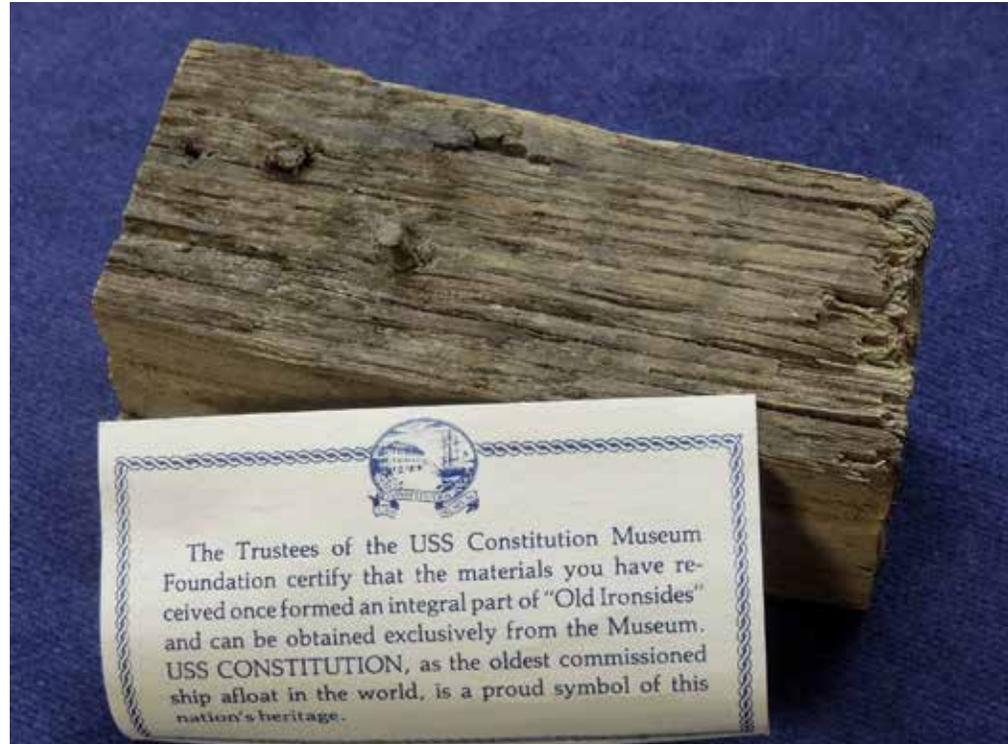
George Pope: (Old Ironsides items)
"Today I brought in a small section of wood from the restoration of Old Ironsides in 1983. Following a tour of the USS *Constitution* in Boston, I purchased this piece from the Museum Store with plans to use it someday in a model. However, nothing has changed in the forty years since, so I am offering a small piece to any members that wish make a nice addition to their ship model display.

Also, back in 1976, I was able to visit a very large-scale model of the USS *Constitution* on display in the Chicago area. The model was for sale at \$1,000,000 and the brochure describes it as follows: *'This remarkable model of America's most famous fighting ship is the creation of a surgeon and tool and die maker.'*

The statistics are mind-boggling: The scale of 1/2" to 1' was established by reproducing the powderhorn. The smallest it could be made was 1/24 actual. There are 13 different woods, 7 different metals all worked from specially constructed tools. 2 years were first spent examining documents, books, blueprints and the original ship. The actual construction which followed took more than 62,000 man-hours,



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over a period of 25 years.

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Along these same lines, I was able to uncover another large-scale ship of Old Ironsides from 1932! The description from the September 1932 issue of Boys' Life magazine shows a photo of the craft. The size is difficult to judge but my estimate is around 1/5th scale. It was called 'USS Constitution, Jr.' and I wish I could find more information about her. The magazine article states: "Very few boys in the last hundred years have had an opportunity to actually see what this ship [USS Constitution) looked like, but the Sea Scouts of Washington, DC., are more fortunate. Last June a shipbuilder, Mr. James H. Callan, of Washington, D.C., launched a vessel which was built to resemble the U.S.S. *Constitution* or Old Ironsides. He calls his vessel the U.S.S. *Constitution, Jr.* The Sea Scouts of Washington, D.C., have had several cruises on her and enjoyed them very much. You can get an idea of the size of this ship by comparing her with the boys on the deck, as show in the picture."

SCALE MODEL OF THE U.S.S. CONSTITUTION, \$1,000,000

This remarkable model of America's most famous fighting ship is the creation of a surgeon and a tool and die maker. The statistics are mind boggling: The scale of 1/2" to 1' was established by reproducing the powderhorn. The smallest it could be made was 1/4 actual. There are 13 different woods, 7 different metals, all worked from specially constructed tools. 2 years were first spent examining documents, books, blueprints and the original ship. The actual construction which followed took more than 62,000 man-hours, over a period of 25 years. There are more than 1,000,000 pieces. The ship weighs 450 pounds, is 12 1/2 feet long, 9 feet high. The bilge pumps really draw water, all 52 bronze cannon actually fire. The hull was successfully launched, remaining afloat and upright. *The model can now be seen at our Old Orchard gallery.*

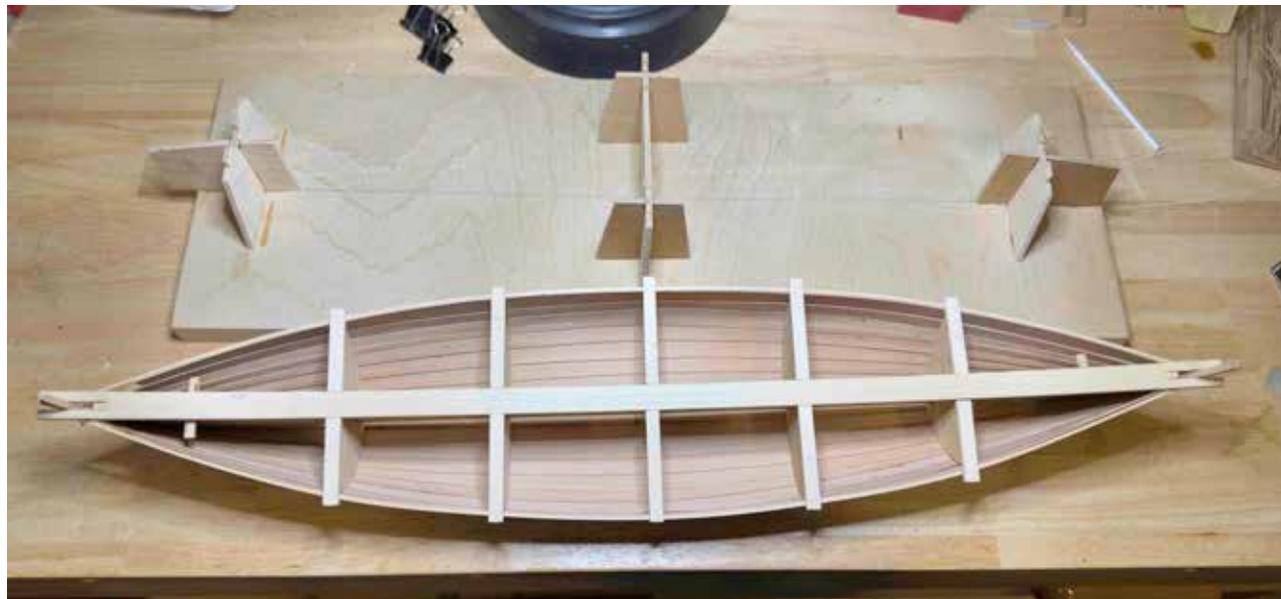


Steve McMurtry: (Whaleboat progress update)
"Hello all!! I have really lost track of time. I just realized that my last report was in November and here we are in 2026.

This model has been easier than I expected and I am making great progress. The planking is complete. I have removed the hull from the strongback but left the molds in place. The next step was to install the ribs in the hull. These are 1/16" square Swiss Pear strips steamed and bent to shape before gluing. I installed most of these before removing the molds. Then, the last few ribs were installed. The hull is very light and amazingly strong.

There was a bit of carving and fitting to complete the bow section of the hull. Two parts called cheek pieces were fit to blend into the gunwale planking strake and for the heavy section of bow that the harpoon line runs through. The bow chocks, 2 more beefy timbers, were added on top of the cheek pieces and the wales to add even more strength to the bow section.

My plan is to paint the upper portion of the hull interior gray but leave the lower ceiling (interior planking) weathered wood. To this end I installed the thwart riser – a plank that runs the length of the hull interior that the 5 seats rest on





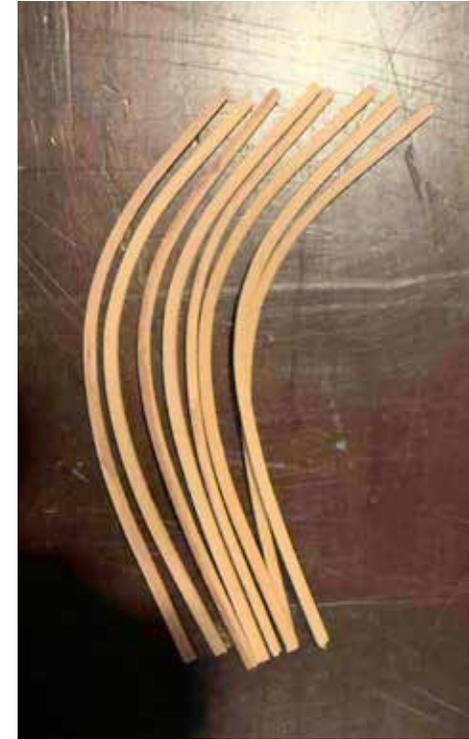
– and any other detail pieces. I installed the gunwales and inwales along the top of the hull then masked and sprayed.

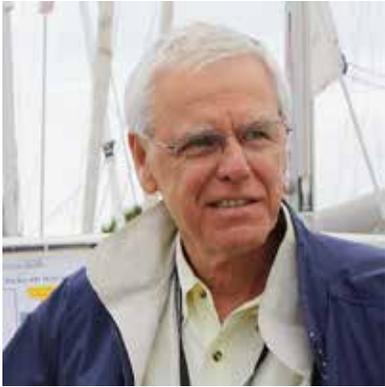
There are small flat decks called 'sheets' in the bow and stern of the boat. I installed the supports that these rest on. They were designed to be removable.

I have been stuck for several weeks. The solution I use to age the wood is steel wool dissolved in vinegar. All the steel wool I have found has an anti-rusting coating so it isn't dissolving. I just found a solution to this and am waiting for it to cook.

In the meantime I have been working on other components. I have made the center-board trunk and centerboard, the mast step, the bow and stern sheets rough cut all the ceiling planks and the mast hinge.

My next update should show a mostly complete hull and I will be working on all the functional pieces that go into the boat."





Bob Johnson displayed his *Smuggler*, in process.

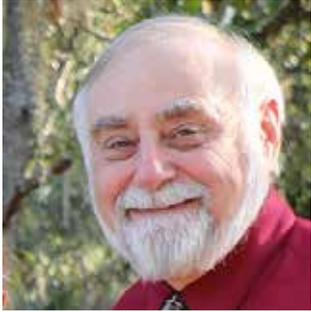
Smuggler | An 1877 Gloucester Schooner with a reputation of being the most beautiful schooner ever to "slip down the ways,"

An 1877 Gloucester Schooner is a remarkable vessel that was built during the height of the age of sail. This particular schooner was constructed in Gloucester, Massachusetts, a town known for its rich history in shipbuilding and fishing. The design and construction of this schooner were a testament to the skill and craftsmanship of the shipbuilders of the time.

The Gloucester Schooner was a two-masted, fore-and-aft rigged vessel, making it highly maneuverable and efficient for fishing and cargo transport. Its sleek design and large sails allowed it to navigate through the often treacherous waters of the North Atlantic with ease.

Smuggler is one of Bluejacket's most popular models. A superb 96-page instruction manual by the renowned Erik Ronnberg, Jr., coupled with her large 1/4" scale, and fine laminated basswood hull, make this kit ideal for the less experienced modeler who wishes to build a model that contains remarkable authenticity and detail. *Smuggler's* overall length of 33" makes for a most impressive model.





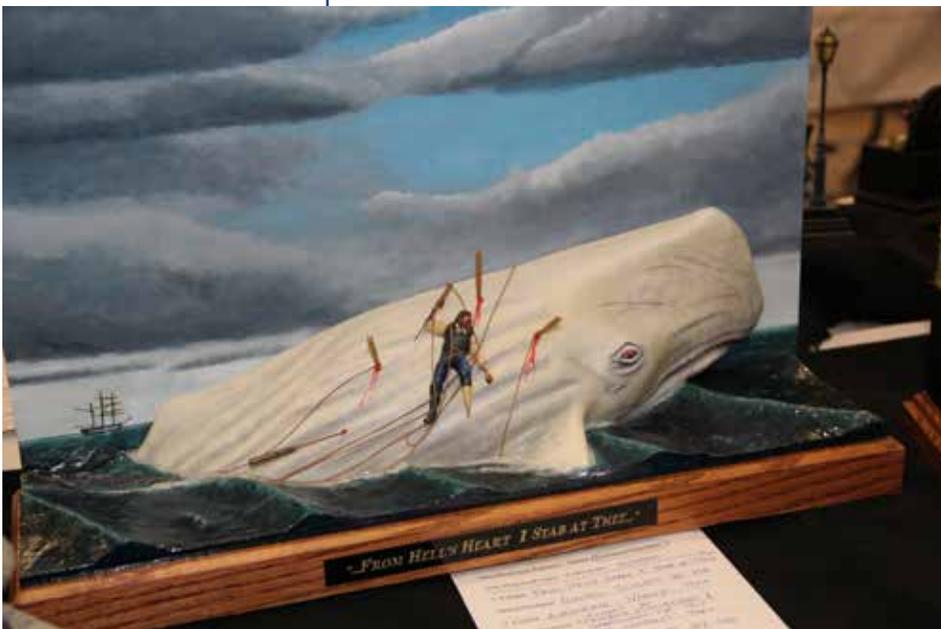
Ed Brut: "Many years ago, my wife and I were in Mt. Dora, Florida roaming through the many little shops down town. In one shop, on a counter was a rotating display case. In it was a very unusual pewter sculpted ship. It looked like a Viking ship but not. I recognized it as a Roman warship, very different from a casual glance of a Viking ship. Having built at least two Roman Biremes in my days, I decided to add this little ship to my collections. I have searched EBay and other outlets trying to find any mention of this miniature, but to no avail. I may own a unique and special piece.

The other Pewter Ship shown is one I purchased in Groton Conn., at a shop in Mystic Seaport back in the 1980's. It is a CHARISMA pewter piece representing a Polaris nuclear submarine. The seaport being close to General Dynamic's Electric Boat submarine construction yard, I could not imagine why they might have submarine stuff . . . LOL





Ed's report on Atlanta Military Figure Society show Feb. 20th thru the 22nd. "About 200 miniature figures and dioramas were on display. The figures ranged from historical, ancients to modern soldiers to fantasy subjects. Many original sculptors in detailed dioramas. Pictures are just a minor sample of the miniatures on display."

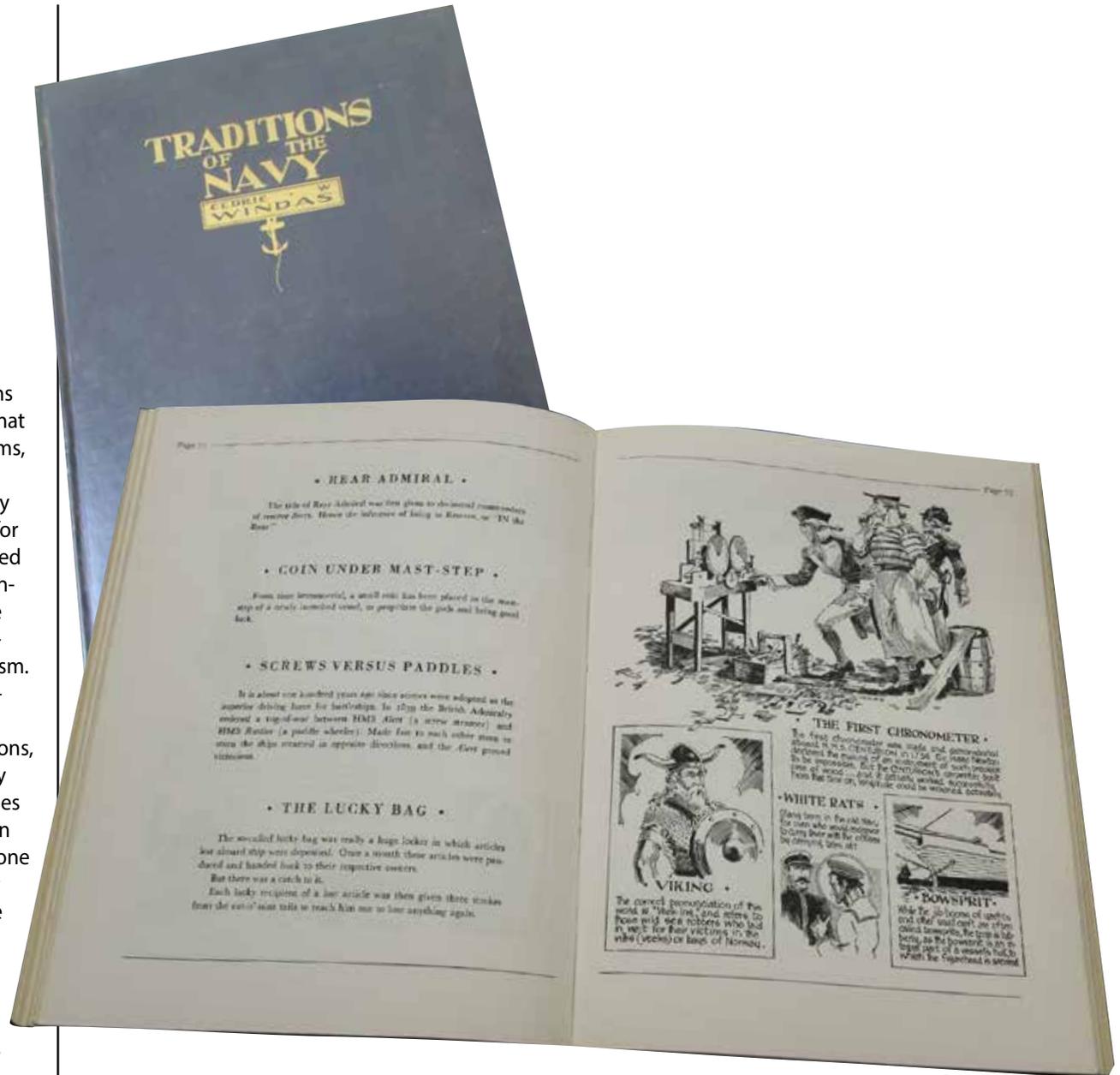




Paul Cohen: History & Traditions of the Navy by Cedric W. Windas (1942 & 1954 Editions). Cedric W. Windas's *Traditions of the Navy* is a compact, highly readable reference work that explains the origins, meanings, and evolution of the customs, ceremonies, slang, and everyday practices that shaped the U.S. Navy's identity. First published in 1942, during the early years of World War II, the book served as a cultural primer for a rapidly expanding Navy filled with new sailors who needed grounding in the service's heritage. The 1954 edition continued this mission for the postwar fleet, preserving the same accessible style while updating examples for a Navy transitioning from wartime operations to Cold War professionalism.

Windas covers a wide range of naval traditions—everything from the origins of salutes, uniforms, and shipboard ceremonies to the stories behind nautical terms, superstitions, and long standing habits of speech. The book explains why sailors “holystone” decks, where the term “scuttlebutt” comes from, how the Boatswain’s pipe developed, and why certain rituals endure even as ships and technology change. The tone is authoritative yet light, making the material engaging for both sailors and civilians. Later reprints emphasize that the book’s value lies in helping readers understand the “inheritance” passed down through generations of naval service, expressed in ceremony, custom, insignia, and language.

Across its editions, *Traditions of the Navy* remains a concise but rich repository of naval heritage—part history, part folklore, and part cultural guidebook—preserving the character of the U.S. Navy.

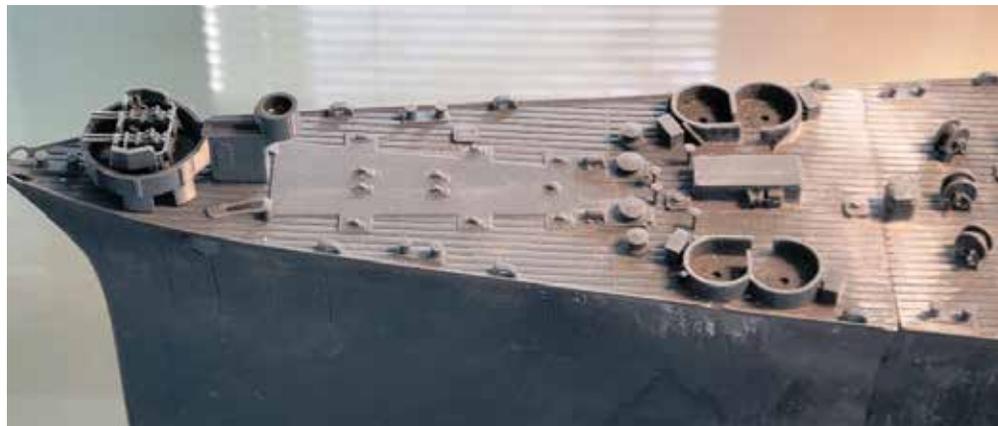
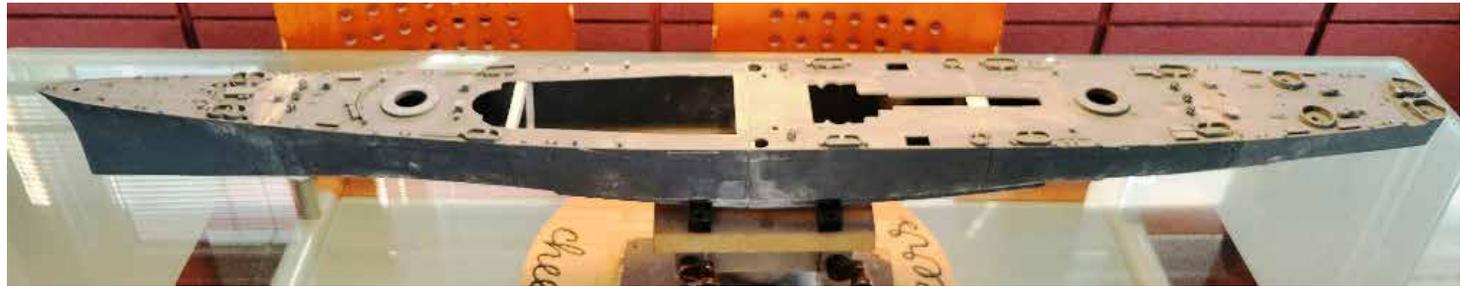




President Steve Sobieralski:

(US & German subs USS *Bashaw* and U-47) "For Show and Tell I brought in two submarine models. One is the 1/72 scale *Gato* class REVELL plastic kit, which I am building for a gentleman whose father was a WWII submariner. The model is being built as the USS *Bashaw* SS 241, one of four boats his father served on and the one that most closely matches the kit's configuration. WWII sub captains were often allowed a wide latitude when it came to making modifications to their boats, and *Bashaw* was no exception. I am therefore making modifications to the kit's conning tower structure to match the reference photos I have. I am also adding many photo etch details from a set made by EDUARD.

I also brought in a model I completed many years ago of the German Type VII B U-47. The Type VII was the backbone one of the German submarine force in WWII and was featured in the movie *Das Boot*. This model is also 1/72 scale and was built from a kit by the Italian company





AMATI. I brought it in to demonstrate the striking difference in size between a typical American and German submarine of the period.

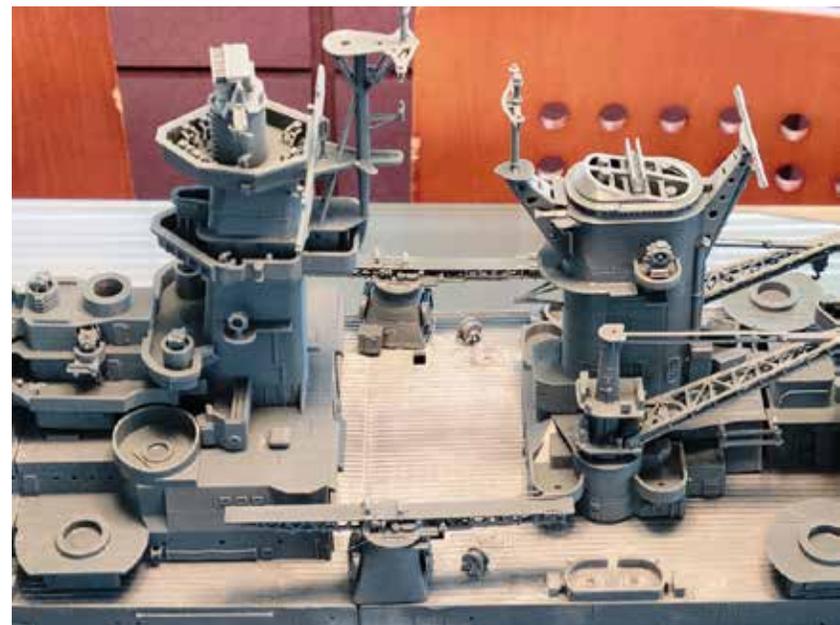
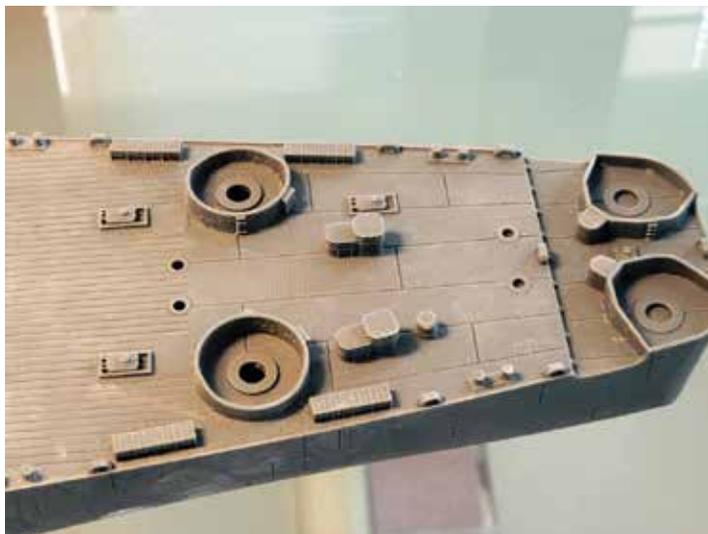
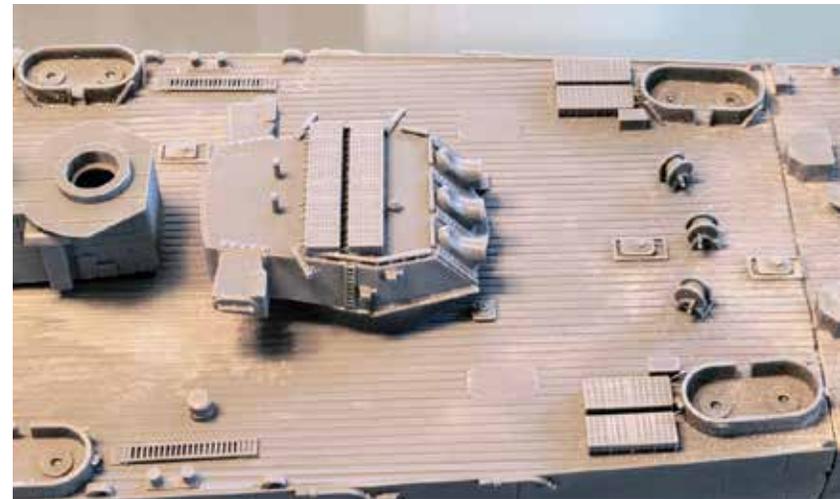
USS Alaska

I also brought in a palette of parts from my latest acquisition, a 1/200 kit of the large cruiser USS *Alaska*. The kit is 100% 3D printed, which is likely the future of model kit production. I purchased the kit, with some trepidation, from China through EBay. I was fully expecting to have to pay large tariff fees upon delivery, but fortunately that did not happen.

The palette contained the ship's main gun turrets and barrels and demonstrates how 3D printed parts are typically presented. The palette is enclosed by a sturdy "fence" to protect the parts during shipping, and the individual parts are surrounded by many tiny struts which support them during the curing process. After removing the fence the struts must be carefully cut away from the parts to free them, which can be a somewhat tedious task. The kit came with about ten separate parts palettes and six hull pieces. There were, however, no instructions or photoetched parts included, so I'm on my own there.

Once the parts are freed they can be quickly assembled into a "preview" of the finished model as shown in the photos below.

Don't be fooled though, there is still a lot of work to be done before the model is finished.





The fit of the six hull pieces was not very good and a lot of filling and sanding will be required there. Most of the deck detail is printed in place, which will make painting a pain and some of the detail is on the heavy side and will need to be modified or replaced.

The decks themselves were rather a disappointment as they are scribed with "planks" about 18" wide in scale, which is about three times what they should be. The decks were painted during the war, not left natural wood, so I am going to fill in the scribing, which will be another tedious project. But for a 1/200 USS *Alaska*, one of my all-time favorite ships, it's the only game in town.





Charlie Gravallesse (CONFEDERACY - 1778)

"*Confederacy* is now officially completed. To recap, I first began work on this model around 1998, and I had no idea how challenging the project would be. I also never imagined how long it would take me to finish it. The number of problems to be solved and the length of time gaps between work stages were immense. Many times, along the way, I considered dumping the project all together.

It was only after I fully retired in 2014 that I found the time and focus allowing me to complete it. And the word "completed" is not entirely accurate. It's more like me calling it completed. In reality, if I did not call it finished, I would continue tinkering forever. However, I decided yes, it's done! Getting the model installed in its permanent display case forced me to sort of put a period at the end of the story. It's time to move on.

Sad to say, I am not able to bring the completed model into a club meeting. The finished product is big, cumbersome, and kinda heavy. I would not survive the trauma of carrying it down those stairs and around those corners. Instead, I've submitted these photos for your viewing pleasure. Thank you all for your kind words and support over the duration."

(Sec/Ed) Info from the www:

The USS *Confederacy* was a 36-gun sailing frigate of the Continental Navy launched on November 8, 1778, in Chatham (near Norwich), Connecticut. Construction:

Commissioned in 1777 and built by Joshua Huntington, the ship was constructed with oak, pine, and cedar. It was noted for its elaborate carvings and was 153 feet long.

Service & Command: Commanded by Captain Seth Harding, it served from 1779, escorting merchant vessels and capturing British prizes.

Major Incident: In late 1779, while carrying diplomats to France, the ship was dismasted in a hurricane, forcing it to seek repairs in Martinique.

Capture: On April 14, 1781, while returning from the West Indies, it was captured by the British ships HMS *Roebuck* and HMS *Orpheus*.

Fate: The British renamed it HMS *Confederate*, but declared it "unfit for service" due to structural issues and dismantled it in 1782.

Here, lads, is a sample of Charlie's photos. In order not to overbalance this issue, look for the addendum with the remainder.





Believe It or Oar Knot!

NS VISIT MAIN SITE DAY 1 DAY 2 DAY 3 SAVE!



[atalog](#)

Lot 2010

LARGE SCRIMSHAWN WHALES TOOTH OF SEA SERPENT



Just to add a bit of appropriate, traditional art to this ShLog. This may well be of recent origin. If you have an hour to kill, seek the Thomaston Place Auction site. Lots of nautical antiques with potential values attached. (Thomaston, ME)



"While Florida's southeast Atlantic side is known as the Gold Coast, the Gulf side does not have one single nickname. Instead, it is divided into distinct regions: the Emerald Coast (northwest/panhandle), Nature Coast (central/big bend), Sun Coast (Tampa Bay area), and Paradise Coast (Naples/southwest)."

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