Model Shipwrights *of* Niagara

Issue No. 1

MONTHLY MEETING LOG

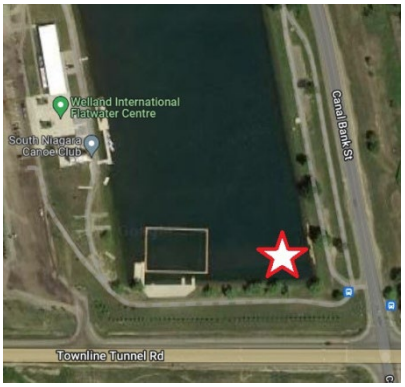
Sunday, 11 September 2022

The Golden Horseshoe, Ontario, Canada

https://modelshipwrightsofniagara.weebly.com/

CLUB NEWS

Beginning this new season we have implemented a change from our ***Monthly Website Blog*** to a ***Monthly Meeting Log*** report in PDF format. These will be emailed to members and posted on the Blog page.



Ron Campbell reports he has found a **local "pond" for R/C craft**. Actually it is on the Welland Recreational Canal at the ***Welland International Flatwater Centre*** on the north side of **Townline Tunnel Road** where the rowing group is. Quickest access is from Canal Bank Street. So long as we keep out of the rowing lanes all should be fine. Ron says the east corner (right when looking at the water from the "plug" marked with a **star** in the image to the left) is the designated spot.

On this day the MSON presently has a total of 78 members of which 36 are classified as local and 42 are distant. Of the distant members 22 are Canadian, 16 from across the USA, and 4 from the United Kingdom.

We had MSON representation at the **Pelham Strawberry Festival** at the Cream Street Firehall in June with a number of models supplied by Derek White, Ron Campbell, Tijs Theijsmeijer and Alan O'Neill. Thank you Derek and Ron for manning the tables.

The MSON had received and distributed a number of models, tools and paints to local members from a variety of sources over the summer. If you are one of the recipients we'd like to hear how you are using your gifts at one of our monthly meetings!

MEETING PRESENTERS NEEDED

The MSON needs you to step up and volunteer to show your models, techniques, tools and tricks at our meetings. We have very little content for meetings scheduled from January through June 2023. We would like to have some 5 minute regular model progress updates from individuals to supplement some new and fresh 15 - 20 minute main presentations. Will you answer the call?

E-mail us at: ***modelshipwrightsofniagara@gmail.com***

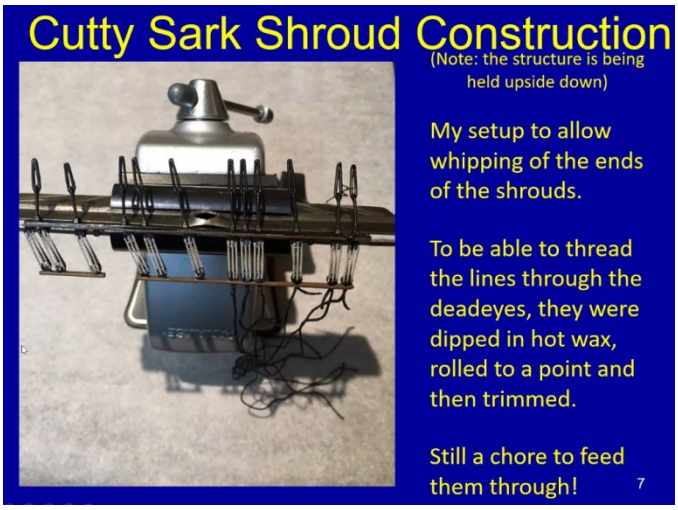
MEETING ATTENDANCE

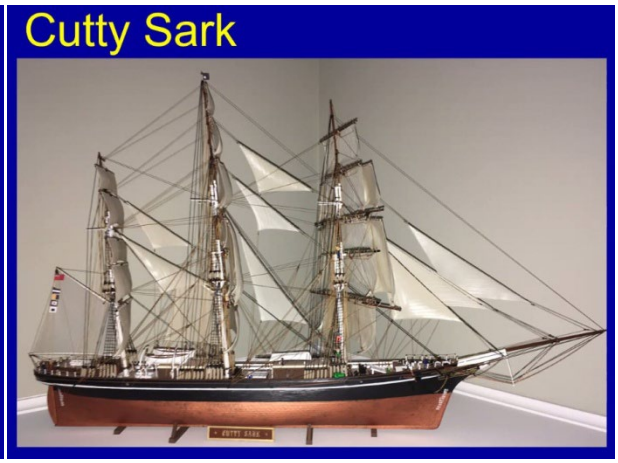
This month was yet again a virtual meeting via ZOOM. We had 14 people in attendance to kick off the new season. Our next meeting may be HYBRID (In-Person for those local members who wish and via ZOOM for all others). Watch your email for a notice and location info.

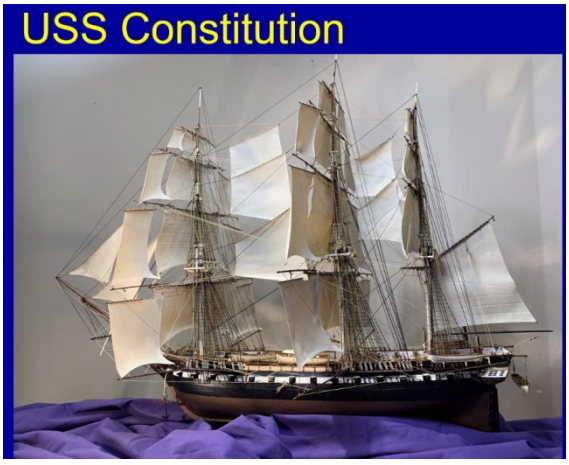
PRESENTATIONS

1) David Cramton presented his static model kit builds of the **USS United States, Cutty Sark, USS Constitution** and a cross section of the **San Francisco**.

He began with a view of his enviable shop or "shipyard". His first kit was the United States in which he was not happy with the kit supplied shrouds and ratlines so in his next build he made his own jig to make these look more realistic.

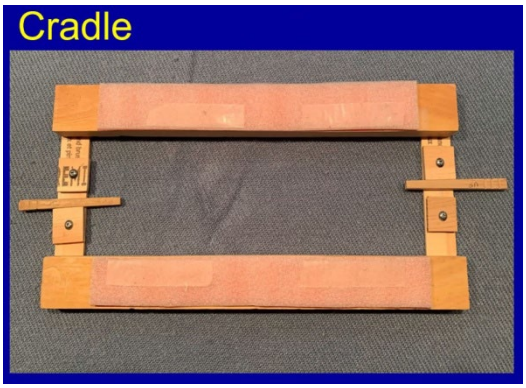






He has since begun a second **Cutty Sark** kit having borrowed a cradle from Ray to hold his model on a table top by wedge clamping the keel to hold it securely. He is presently faced with a number of challenges including making his stern look something like the actual ship's stern and making the

figurehead supplied with the kit look more like the actual ship's figurehead.

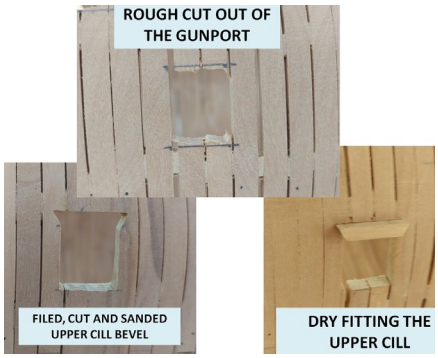


We look forward to seeing how this one wraps up!

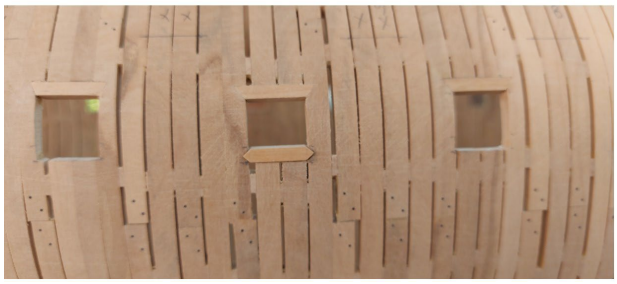
---

2) Alan O'Neill gave a summer progress update on his **HMS Bellerophon** (1786) 1:64 scale scratch build. He reports that he completed his three lower mast tops and then painted his 74 cannons and 12 swivel guns. These were supported on a sheet of Styrofoam and placed on a turntable in a open cardboard box to collect the overspray. Quarter turns of the table and short bursts with a can of flat black acrylic paint until coated, let dry, and then repeated two more times.

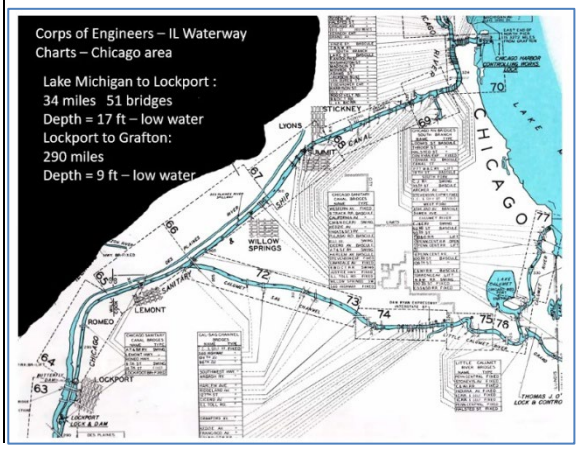
After building a height gauge he marked off his top timber and gunport heights and cut his gunports using a plunging rotary cutter on his Dremel with a flex-cord extension. He pointed out that the rotary cutter prefers to travel upwards when moving left and downwards when going towards the right so you must have a firm grip, move slowly and keep control of it, but it made short work of the deed. These rough cutouts were sanded to the marks. Notches were made with micro-files, a triangular file for the upper and square file for the lower notches. He admits they should have been shallower but the depths he did is what he was comfortable doing. The gunport upper and lower sills or cills beams were cut chiseled and sanded to fit the notches snuggly.



UPPER CILLS INSTALLED AND SANDED
ONE LOWER CILL INSTALLED BUT NOT YET SANDED

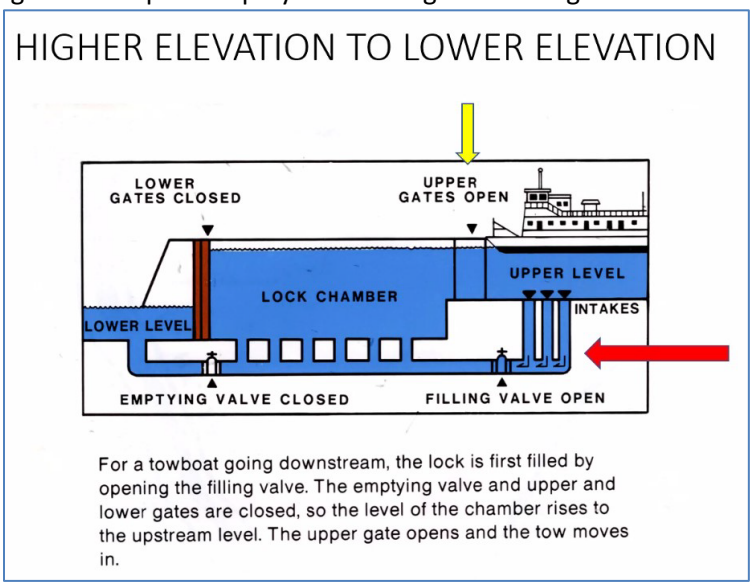


His top timber frames were deliberately left thicker than necessary because, in his words, he is clumsy and they are thin and delicate. Now was the time to get them down to their proper thickness of about 0.09" to scale. This was done by cutting 3/32" wide strips of bond paper and rubber cemented them to the topside of his frames to help him visualize the smooth graceful flow of their shape. Then he sanded inside and outside to the paper edges, peeled off the paper and cleaned up the rubber cement. Now he needs to do a little more cleanup before installing the stern timbers to close her up and then on to the deck beams.

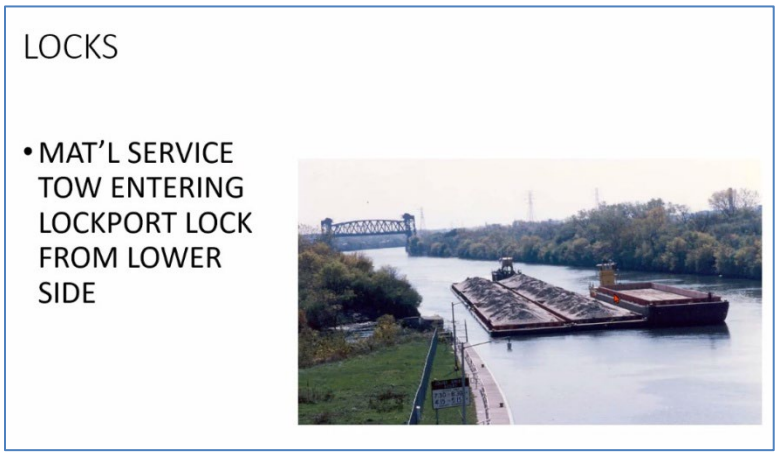


3) Kurt Van Dahm made a presentation on the ***River and Canal Barges and Towboats of Chicago and Illinois***. He began by telling everyone that all inland ships are referred to as boats in the USA (this is not the case in Canada where they are ships or vessels). Kurt continued by describing the Illinois waterway and it's connection to Lake Michigan at one end and the Mississippi River at the other end. He listed the limitations of each of the sections of the canal system; width depth and height restrictions. There are 51 bridges to allow crossing over the canal systems and 7

locks from Lake Michigan to Lockport employed in raising or lowering boats 160 feet in total.



He described how the locks are able to lift or lower boats by simply opening or closing a couple valves (with the lock gate closed!). He also described various towboats and barges, their sizes, propulsion and steering mechanisms... and steering using propulsion! They are equipped with steering and flanking rudders. The steering rudders are used when going forward and are located in-line with and aft of each screw whereas the flanking rudders are forward of each screw and used when reversing. We saw images of the hydraulic rams and levers used to adjust the rudders. Some towboats have pilot houses that can be lowered to create extra clearance when necessary. He also clarified that towboats actually push utilizing fore and aft knees that make the physical contact with the vessel being pushed.



Kurt told us there are two types of barges used to carry any imaginable cargo. Covered or open hopper barges carry grains, ores, coal, sand, gravel, steel coils and sheets, and even garbage. Tank barges are used to carry fuels, oils, chemicals and even hot materials such as pitch. Deck barges carry roll on machinery and large rocks pushed off with a dozer. Work barges are equipped with cranes, work platforms or house workshops. Barges come in many sizes from 35 feet wide x 195 feet long and on up to 75 feet x 395 feet with capacities of 1500 tons, 52500 bushels and 453600 US gallons. One barge is the equivalent of 15 jumbo railroad hopper cars or 58 large 53 foot semi trailers and they can be pushed along the canal system as a single barge, in tandem (side by side) or multiple tandem units. His point was that this mode of transportation was much more cost effective for the portion of travel along the canal system.

Model Shipwrights *of* Niagara

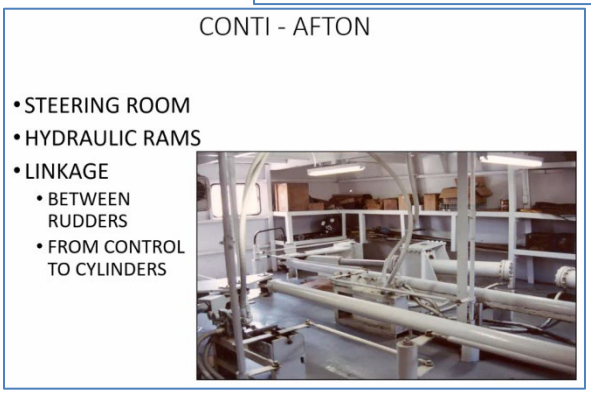
Issue No. 1

MONTHLY MEETING LOG

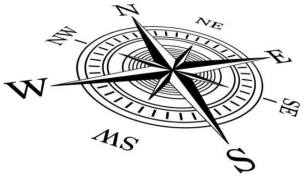
Sunday, 11 September 2022

The Golden Horseshoe, Ontario, Canada

https://modelshipwrightsofniagara.weebly.com/



That concluded our presentations and monthly meeting.



The MSON
Helping to keep fellow modelers on course since 2008

Our next meeting will be held on **Sunday, 16 October 2022**. Notices will be e-mailed. The date has been moved to the 3rd Sunday due to the Canadian Thanksgiving weekend being on the 2nd Sunday, our normal meet weekend.

If this is to be a Hybrid meeting (In Person + Zoom) it will be held from a location in Niagara-on-the-Lake. We will keep you posted.

Watch your e-mails!

The upcoming October meeting presentations:

- **The Origins of the Sailing Sloop of War** - *Ian McLaughlan* (15 minutes)
- **HMS Surprise - a completed model build** - *Wayne Marriette* (15 to 20 minutes)
- **The Harold Hahn Method of Model Building** - *John Garnish* (20 minutes)

Have you anything you would like to share at a meeting?

If so please send us an email.

Modelshipwrightsofniagara@gmail.com