

CLUB NEWS



Attention of our F2F meeting audience is on the TV monitor

Above is a photo of members attending F2F at our second somewhat successful hybrid meeting held on the 15th of October 2023. Pat had his wits tested with PPT (PowerPoint) slide presentations that wouldn't co-operate and an MP4 video that refused to run. We are still not quite sure why but assume his laptop computer and ZOOM were over tasked with the number of files he had open. We appreciate members patience during the fiasco.



Pat Portelli (left), Ray Peacock (center standing) and Tijs Theijsmeijer (right)

We encourage members to email us feed-back to help improve our meetings. Presently we've been told the sound was better this time, camera control was smooth but presenters shouldn't attempt to hold items in front of the camera because humans are not steady enough for the camera to auto focus. We should use the manual turntable as we did last month (Ray forgot to bring it!). A couple members asked that we have more "how to" presentations (i.e. splining, ratlines) but we need members to step up and offer to do these presentations. It was also suggested speakers be introduced with their full name. Email us your thoughts and suggestions!

We had a donation of 34 books, 3 calendars, two different Patersons Steam Ship Company badges and a number of stickers from **"Mac" McAllister Horne**. I am happy to report all are gone to new homes with our members.

MEETING ATTENDANCE

32 people attended our meeting! 21 of the 29 members registered for the ZOOM meeting were able to attend and 11 of the 16 local members that said they would attend were present. Phil Main sent his regrets. He was to bring his mahogany runabout to the meeting but the effects of his medication for prostate cancer is keeping him away. He asks that we mention that all male club members be aware of the statistics: 80% of men over 80 have prostate cancer. We hope you recover quickly so you can attend a meeting again soon Phil!

Today, 16 October 2023, we welcome **Sheldon Korman of Guelph, Ontario** to our membership. The MSON now has





a total of 100 members from across Canada, the USA, the UK, the Caribbean and Türkiye. About 2/3rds of our membership are happy to simply receive the newsletters, and we are fine with that, but ask you consider participating (see below).

MEETING PRESENTERS NEEDED

We need presentations for January through June as you can see below. Everyone has something others would like to hear about and see. A model, technique, tool, etc. Time to take stock of what you're sitting on and let it shine for the rest of us. Send us an email to get on the 2023/24 program. Will you answer the call? **We are officially desperate to get bookings for the new year!!!** We have the following presentations scheduled:

2024	Sunday at 1:30 PM ET (Toronto, Canada)	November	12	2) The Hair Model Ship by Ray Peacock and Alan O'Neill 1) 3D Resin Printing by Gabe Kraljevic 2) Conversion - the shrimp boat Georgia Bulldog by David Amstutz
		December	*3	1) Turning a Cannon and Converting Plastic Figures by John Garnish 2) Modeling Water and Venting a Display Case by Alan O'Neill
		January	14	1) Painting Techniques and Tips by Daniel McKelvie 2)
		February	11	1) Sir S.L. Tilley - Great Lakes Steamer of 1884 by Tim Morrison 2)
		March	10	1) 2)
		April	14	1) 2)
		May	19	1) HMS Alert Build Update by Daniel McKelvie 2)
		June	9	1) 2)
		July	:::	SUMMER HIATUS
		August	:::	

Notice to all members

If you attend meetings via ZOOM or never attend a meeting at all: We ask members to submit a few images of the progress on the model you are presently working on for the *"On the Workbench"* segment of our meetings. Please provide a short description to go with the images, including the vessel name, scale, and work being performed. We can present your images on your behalf *if you wish* and then open the forum to questions for you to answer. If you are not at the meeting, the questions will be emailed to you and your responses emailed to all members.

If you attend F2F (Face to Face) in NOTL: We ask you to consider bringing your model to the meeting to show everyone what you are working on or have completed. Email us to let us know so we can check there won't be too many *"On the Workbench"* showings (*wouldn't that be a terrible dilemma!!*)

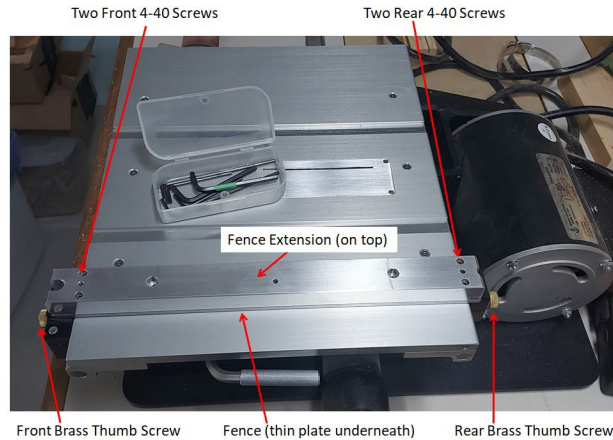
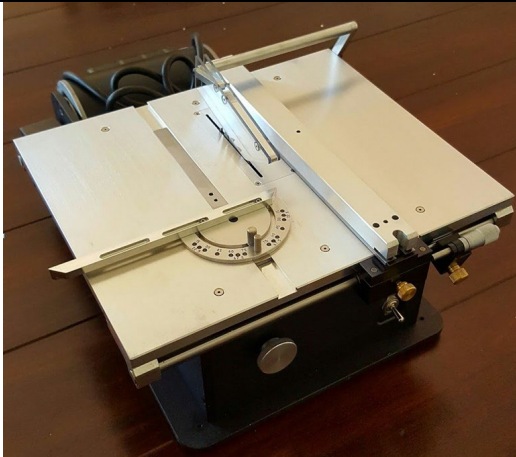
MAIN PRESENTATIONS

1) Bill Short provided a slide presentation (that was presented by Ray Peacock on his behalf) showing how to **Re-adjust a Byrnes Table Saw Fence**. Alan O'Neill followed up by showing his saw at the meeting so people could realize the actual size and see the parts Bill (and Ray) were showing in the slides.

Somewhere along the way, when either moving house or setting up his workshop, the fence on Bill's Byrnes Table Saw went out of adjustment. He started experiencing binding when slitting wood of any size and thickness. Basically, after the strip left the mid-point of the blade, the wood started to bind and slow down the saw that resulted in burning. It was especially apparent when using slitting saw blades with no set. Even the 4" carbide blade supplied with the saw behaved in the same manner.

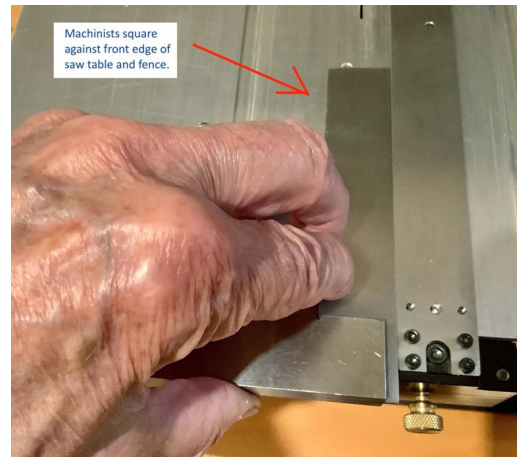
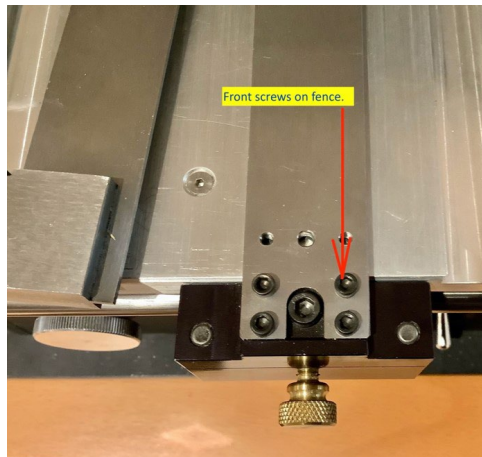
Following are the instructions Jim Byrnes offered:





Machinist Square Method

1. Remove the fence extension that is mounted above the thin fence with four 4-40 cap screws located at the corners, using a 3/32 hex wrench.
2. Loosen the front and rear brass thumb screws.



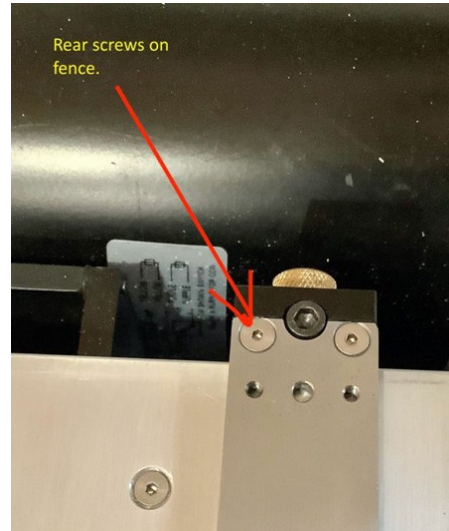
3. Loosen the four 4-40 cap screws on the front of the fence bar with a 3/32 hex wrench. Do not loosen the back 2 screws.
4. Place the machinist square up against the front of the table and square the fence to the beam. Don't worry about the back of the fence not being up against the square, it has a slight taper to it. The fence starts tapering at the blade center.
5. Snug the front and then the rear brass thumbscrew. **ALWAYS LOCK THE FRONT THUMBSCREW FIRST.**
6. Tighten the front four 4-40 cap screws
7. Recheck the fence with the square. If everything is square lock down the front 4-40 screws. If not adjust the fence until it is square.
8. Take a few test cuts on some scrap.

After completing this adjustment, Bill tried ripping some wood and found the same issues still prevailed. As well, the fence was not sliding back and forth freely. It seemed to be binding at the back guide rail of the saw. A friend and fellow modeller, Ed Cotton, loaned him a fence from one of his two Byrnes saws and Bill tried it on his. There was no binding issue and the fence moved freely on the guide rails. The issue then was clearly in Bill's fence.

To correct this, he followed Jim's posted procedure. All went well until he got to the last step. Each time Bill



loosened the front and back brass finger screws, slid the fence back and forth and retightened the brass finger screws (**front first**) the fence measured 0.006 inch out of parallel. It finally dawned on him that tightening the back finger screw was pulling the fence out of alignment.



He then went through the alignment procedure except loosening the two #4 cap screws mounting the back mounting bracket to the fence instead the four #4 cap screws on the front bracket. This solved the problem as the fence when slid and locked into place remained parallel.

Jim Byrnes does state that you must not loosen the back two #4 cap screws at the rear of the fence. It seemed logical to Bill that if the fence was binding at the rear guide that the answer might be to loosen them and then tighten the front brass thumbscrew, then tighten the back brass thumbscrew and tighten down the two #4 cap screws to complete the fence adjustment. That resulted in the fence sliding perfectly on the guide rails and when locked in position, ripping wood returned to normal without burning. Bill now had the built in clearance after the midpoint of the saw cut that was designed by Jim to prevent burning and binding.

2) Tijs Theijsmeyer entertained us with some **nautical themed coins** he brought to the meeting. He had three Canadian fine silver \$20 coins (a brig, three masted ship, and a ketch), and a gaggle of other collectable coins mounted in cards. He also included a 1-1/2 cent coin as he was certain most of us would have never heard or seen such an item.





Tijs had mentioned a funny fact that the British renowned for their navy had never produced coins with the image of a ship on them, only royalty and coats of arms. The next day John Garnish of the UK emailed the following images to prove otherwise.



Tijs could only respond that due to memory loss he had actually forgotten he had these coins himself.

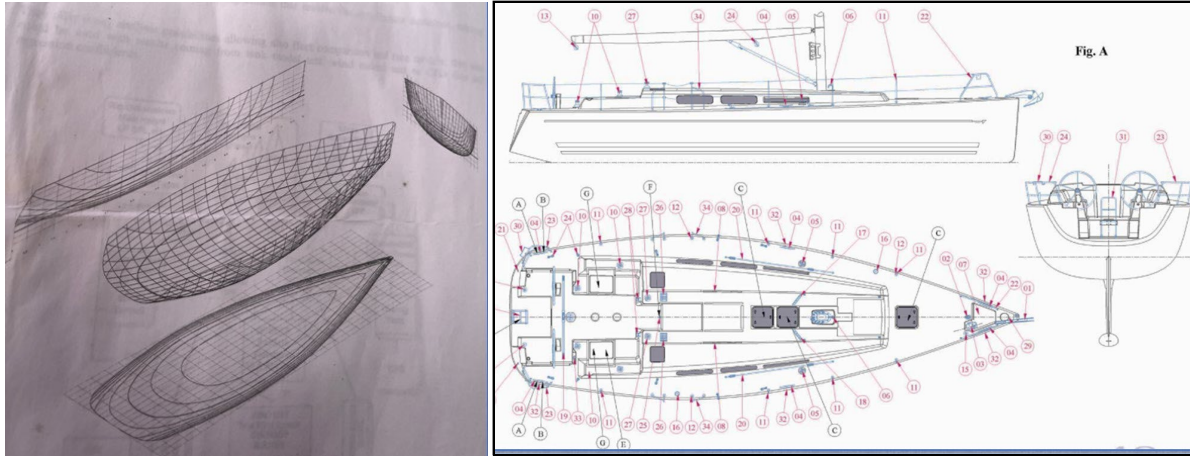
3) Ray Peacock presented his **half hull build of the racing sailing yacht SHIFTY** (with a reversed letter "S" in her name). Ray was allowed only 6 weeks to complete the model. The Dufor 40 boat is 12 metres long and it was decided that at a build scale of 1:24 the half hull would be 19-3/4" long from stem to stern.



Ray had limited information but a wrinkled isometric lines drawing on the cover of the boat manual saved the day. Due to time limitations he contacted Alan O'Neill and asked if he could reproduce the lines using CAD which Alan



agreed to do.



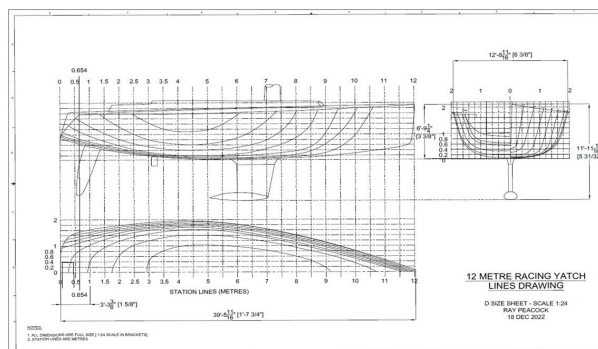
Ray provided photographs the client had previously taken of the vessel hauled out of the water ready for winter storage.

Using the 2D Computer Aid Drafting (CAD) program DraftSight, Alan imported the three view image of the vessel, scaled it to match Ray's build scale, and then traced the outline of the side, top and end views. He used the isometric plan to recreate the waterlines in the half breadth view (top/bottom view) and recreated the buttock lines in the sheer plan (side view).

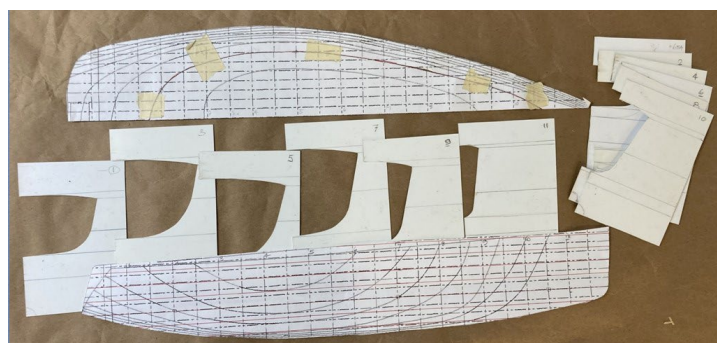
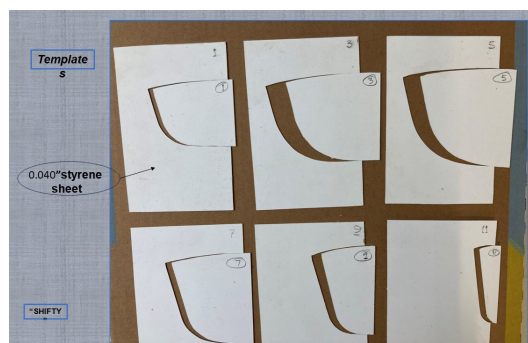
With the station and water lines creating a grid, Alan took the points at which the waterlines in the lower view and



buttock lines in the side view intersected the grid work and extended them to the body plan (end view) to create a cross section profile at each station. These profiles were used to create Ray's templates at each station to shape the hull. Alan had prepared a video that showed exactly how it was done but due to technical difficulties it could not be shown. He provided a cloud storage Google Drive link that was sent to all MSON members so they could watch it from the comfort of their home computer.



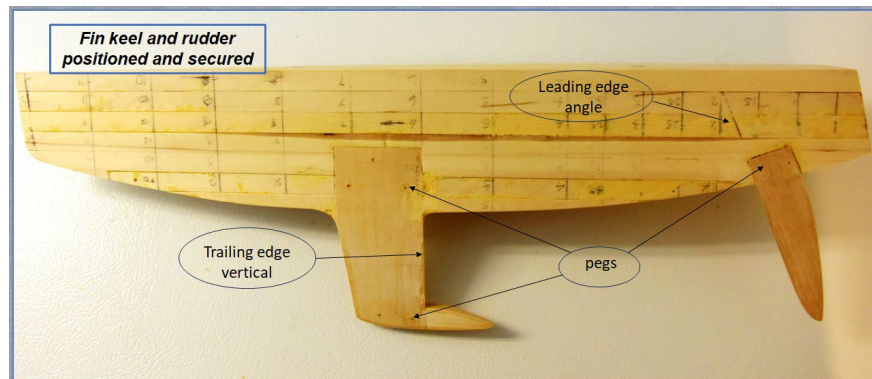
Alan created PDF's of 2D drawings that Ray traced these section shapes to 0.04" styrene sheet from which he cut out his templates. Each of these was used as a guide or check at the appropriate station to help him shape the hull.



He planed 1/2" thick lifts from basswood and traced the half breadth (bottom view) waterline shapes onto them to get the profiles.

Three registration dowels were used to lock them in place for shaping and to keep the lifts from slipping when glued and clamped. Sometimes the lifts on older models delaminate and cracks between layers are visible. This is due to climate changes through the changing seasons (humidity). The dowels help to resist this from happening. The dowels are also used to clamp and hold the half hull in a vise when shaping.



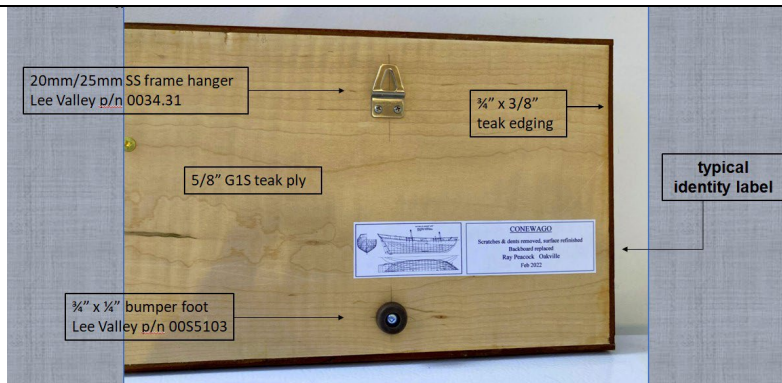


After the process of shaping and fairing the keel, cast iron bulb and rudder were glued and pegged in place. Ray uses Emtech EM1000 Universal Sanding Sealer #EM1032 from Lee Valley Tools. He applies three coats on basswood hulls, sanding between each, finally using 600 Grit sand paper after the last application. The hull was primed, waterline scribed and upper portion painted white. Three 1mm wide boot stripes were taped and painted individually allowing two days between each to allow the paint to fully cure. Toe rails were glued and pegged with trunnels (trenails) to the topside outer edge of the deck. SHIFTY decal was made and applied to the hull.



The final photo shows the details of the backboard and edging material, hanging bracket and a bumper foot to keep the backboard from leaning into the wall. Ray adds his personal build identification on a printed label adhered to the back of the backboard.





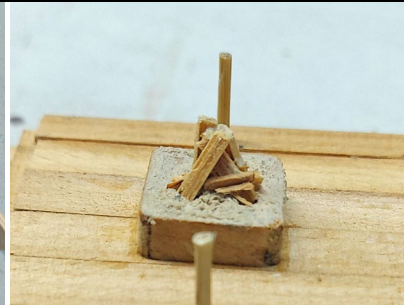
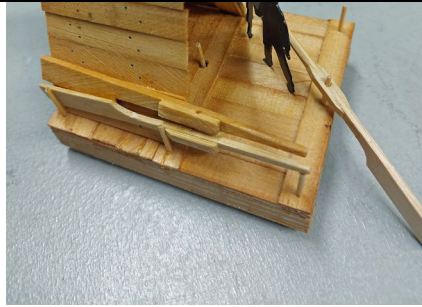
4) Alan O'Neill brought back his 1:48 scale **Mississippi River Plank Raft** scratch model for the new members to view. It was originally shown in December 2020 and was published in the Nautical Research Journal (Vol. 66-1). The raft is based on the Mark Twain story about Huckleberry Finn published in 1840. Two pages revealed everything there was to be learnt about Samuel Clements imagined raft.



It consists of 2" thick x 18" wide x 12 or 15 feet long planks stacked in layers normally to 2 feet height. In the story Jim had removed a few layers to build what Huck called a wigwam (more likely an A frame) and raised the floor about a foot inside the wigwam with some cut planks so all their gear would be kept dry above the steamboat waves. The stack of planks were pinned together with nine grub stakes with the root balls to act as stoppers. There were three steering oars, one in use and two stored, and a small fire pit inside the wig-wam. A lantern was hung from a forked branch so the boats could see them at night. Blackened brass sheet silhouette cut-outs of the figures of both Jim and Huck were added as was a rope to secure the raft when at shore, some firewood and two blankets.

The cloth for the blankets was dyed in tea but Alan has since learned the acid will eventually eat away at the cloth.





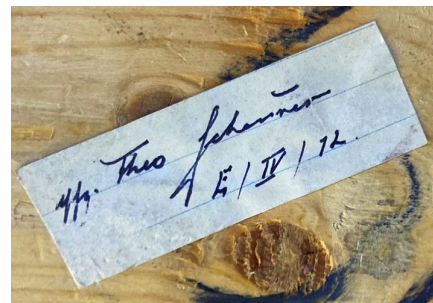
Alan floated his raft above a river bed scene mounted on top of the book. The river bed is sandy coloured grout on a thin sheet of standard hardboard double sided taped to the book. Two traps were added, one for crayfish (crawfish or mud bugs) and the other for shrimp (or glass, grass or ghost shrimp). Floats were added to be seen extended from the river bed to the imagined water level, being held up with wire wrapped inside the rope.

One member at the meeting told the group that the sleeping kits meaning your bed roll with your clothes rolled in them were the "traps". Alan had never heard the term used like this so went back to the description to read how it was stated: *"Jim made a floor for the wigwam and raised it a foot or more above the level of the raft, so now the blankets and traps was out of reach of the steamboat waves."* I suppose he could be correct!

5) Ray Peacock had an update report for the **two Bismarck POW** built models he had refurbished. There was information penned to each model that needed to be deciphered.



Ray reminded us that the first one which read "Oktober 1944, Lager 133, Lethbridge (Alberta) Canada" was the prisoner of war camp that also had "W. St." in the lower right corner. This is Wilhelm Smit, one of the 115 survivors of the sunken Bismarck.



Ray has since discovered more about the inscription on the label under the second model. It reads "Uffz. (Unteroffizier or Sergeant) Theo Schennes, E/IV/12". The last bit has been discovered to mean "Section E, Barrack Number 4 (of 6 barracks), Room Number 12". The prisoner was captured in North Africa, probably at El Alamein in the western frontier of Egypt. He was sent to camp Ozada, a temporary camp near Lethbridge, Alberta until the main permanent camp, Lager 133, was completed in December of 1942.





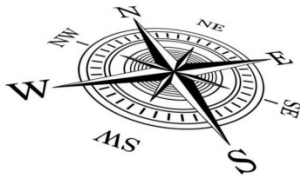
6. Ray Peacock then told us about his present build: "Roger's Beautiful Dreamer".



Roger had been building a full size 48 foot boat for over 44 years. He recently passed away and the boat is incomplete. His daughter asked Ray to build a half hull model where one could see both the outside of the hull and then looking at the reverse side they could see the inside of that half. Ray will be using Plexiglas as a mounting board to permit seeing the reverse side. This will be an interesting future presentation!

That concluded our presentations and monthly meeting.

A special thank you to all members that have stepped up to present and add to our meeting content. It is your participation that makes this club successful and helpful to others.



The MSON
Helping to keep fellow modellers
on course since 2008

Our next meeting will be held on **Sunday, 12 November 2023**
Forum opens at 1:15 PM Eastern Time for a 1:30 PM Eastern Time start

This will be a HYBRID meeting.

Local members can meet face to face (F2F) on site in NOTL.

Those not able to attend F2F can do so via ZOOM.

As always meetings and membership are open to all and are free!

Notices will be e-mailed.

The upcoming November meeting presentations:

- **3D Resin Printing** - by *Gabe Kraljevic*
- **Conversion - the Shrimp Boat GEORGIA BULLDOG** - by *David Amstutz*
- On The Workbench (members build progress update reports)

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

If so please send us an email.

Modelshipwrightsofniagara@gmail.com

(I did mention we are desperate!)

