



**CLUB NEWS**

The **Nautical Research Guild** in co-operation with the **Society of Model Shipwrights** in the UK will be offering a **two part Workshop on Paper Models**. These sessions go beyond the Paper Model Symposium held by the MSON last June. An invitation to attend **FREE** of charge has been extended to all MSON members. The first session will be on **Saturday, 11 March 2023 at 10:30 AM Central Time**. The second session is scheduled for **Saturday, 15 April 2023 at 10:30 AM Central Time**. More information and a link to attend will be forwarded when received from the NRG. These workshops are typically "how to" type presentations. Mark the dates in your calendar!

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The MSON is still not having **face to face meetings**. Hopefully in the spring we can once again try to plan a hybrid meeting via ZOOM for distant and house bound members, and face to face for local members that can travel to the new meeting site in NOTL.

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Our new **On The Workbench** segment to this month's meeting was quite the success with eight participants. Having the short presentations narrated by Ray Peacock followed by Q+A with the individual modeller's helps to control the time and gave some that are reluctant to speak to our crowd an opportunity to share. We hope to have those that don't care for ZOOM but receive our newsletter a chance to participate. If the modeller is not at the meeting we will get answers to questions from them and forward those answers to all members via email.

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**A HEADS UP:** We ask that all local members start thinking seriously about your participation in an MSON display at this summer's Port Colborne Canal Days (July 29-31) long weekend event. Phil Main had volunteered to act as our liaison with the museum and is having preliminary discussions with them now. There will be more discussions over the next few months before we share details and ask members to commit to participate.

**MEETING ATTENDANCE**

30 of the 41 members that had registered for the February ZOOM meeting were able to attend. On this day the MSON has a total of 97 members from across Canada, the USA, the UK, and the Caribbean.

**MEETING PRESENTERS NEEDED**

We are **booking presentations from October 2023 through to June 2024** and would like some new and fresh **15 - 20 minute main presentations**. Will you answer the call?

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**Notice to all members, whether you attend ZOOM meetings or not.** We ask members to submit one or two images of the progress on the model you are presently working on for the **"On the Workbench"** segment of our next meeting. Please provide a short description to go with the images, including the vessel name, scale, and work being performed. We will present your images on your behalf 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 response emailed to all members.

E-mail us at: [modelshipwrightsofniagara@gmail.com](mailto:modelshipwrightsofniagara@gmail.com)

**REFERENCE INFO**

The book **SHIP MODELS FROM THE AGE OF SAIL - Building and Enhancing Commercial Kits** by **Kerry Jang** was recommended by **Ian McLaughan** at our February meeting after Mike Draper presented his kit bash of the Caldercraft kit of HMS Agamemnon. Kerry is an experience modeller who explains how kits

can be enhanced and improved for accuracy.

With all the discussions regarding sealing wood at our last meeting **Gabe Kraljevic** has provided the following two links to sources of "wipe on Poly":

<https://www.lowes.ca/product/sealers/minwax-473ml-clear-wipe-on-polyurethane-24499>

<https://www.homehardware.ca/en/946ml-wipe-on-satin-alkyd-polyurethane-finish/p/1879569>

**Philip Main** uses a clear, quick drying (30 minute), water based matte interior varnish product made by Delta Ceramcoat available from Michaels. He rubs it down between coats with 0000 steel wool then clean up the fragments of steel wool with a small magnet before re-coating.

### **ON THE WORK BENCH**

First up was **David Amstutz** and his **Crabbing Boat** that he picked up for \$10 at an estate sale. He has assembled the keel, stem and stern posts, installed the frames and she was somewhat a scratch build from there. Presently the hull has been painted and his build continues!

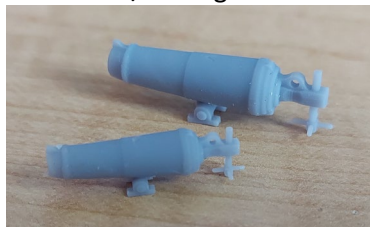


Joe Lorenzo asked what was used to seal the wood. David wasn't at the meeting but did reply by email that a 15 minute epoxy by **Bob Smith Industries**, thinned with acetone was used inside and outside.

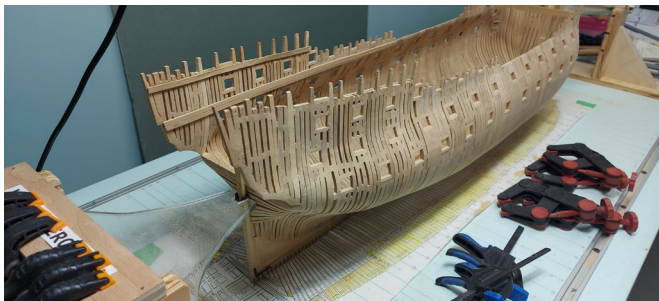
**Brian Trueman** submitted his **Scratch Built Skiff** based loosely on Midwest 948 Skiff plans. He added a 3D printed rower in Skeleton form dressed as a Pirate whose head spinning, arms and back motions are operated by servos. The fellow's hands were borrowed from GI Joe.



**Alan O'Neill** submitted photos of his progress on **HMS Bellerophon (1786)**. He just received the two 32 Pound and six 18 Pound carronades that were 3D resin printed from his models by Ron Thibault. To appreciate the scale, the large one is 1" and the smaller about 3/4" long.



Having just completed his second attempt installing the aft side counter framing, Alan started installing deck clamps to stiffen the counter frames prior to doing any cutouts. Below left we can see the counter side frames, roundhouse and quarterdeck clamps installed.



He realized that longer reaching clamps would be required to install the lower deck clamps and after a Google search he found a YouTube video on how to make "elastic band operated clamps". He made a pair of 8-1/2" reaching clamps to test them and found when set they could not be budged. So now he will be making some narrower ones to nest closer together and some much smaller clamps to be used through the gunports.

**Joe Lorenzo** showed us his **space saving work bench** with a top that rotates on two 3/8" stainless steel clinch pins from an uncluttered work top surface to his Sherline Model 4400 lathe. This unit maximizes his small space on the main floor of his home. The top of the table is black formica material as is the face behind the two bottom drawers. He is presently working on a guard to control wood or metal chips from ending up on the floor.





**Kevin Kenny** has been completing the installation of the outside strakes on his 1:48 scratch build model of **HMS Thorn (1779)**, a Swan Class 14 gun British Sloop of War. You can follow his build on the MSW forum and watch each step in his collection of YouTube videos. Kevin has been following **The Fully Framed Model** practicum, a four book set by David Antsherl and Greg Herbert.

**YouTube video link** - <https://youtube/bekcZQmVw64>

**MSW build forum link** - <https://modelshipworld.com/topic/13066-hms-thorn-by-kevin-kenny-swan-class-148-scale-david-antscherl-practium/>



Besides needing to treat his wood for Caribbean termites (poor fellow), Kevin always uses a satin polyurethane varnish finish which brings out the beauty of the wood without any shine. He finds that a gloss finish highlights the edges which usually highlight errors in the piece and in the grain of the wood. Kevin uses a Monokote heat gun to bend his strakes. He does not soak the wood as he finds the natural moisture content of the wood to be adequate. A short moment under the nozzle allows it to bend and then a moment later it is set. Heating strakes on the build can be a bit tricky as it can soften glued joints. He has a 3-1/2 minute YouTube video showing how he uses his gun at: <https://youtu.be/TKPWuQxTfYc>

Kurt Van Dahm added a warning for people to be aware that heat guns have been the cause of many a fire, so be careful! Joe Lorenzo uses a de-soldering device that has temperature control and multiple tip shapes. Then there are always Morton's bending irons shown at last month's meeting.

**James Dockrill** has been working on his 42" long 1/10th scale **Dumas Typhoon Model** kit. He changed the kit supplied deck material to African Mahogany to create more contrast, added a dummy 8 cylinder engine mounted overtop of the electric radio controlled motor turning the propeller, a working compass, illuminating running lights and dash board.



Sunday, 12 February 2023

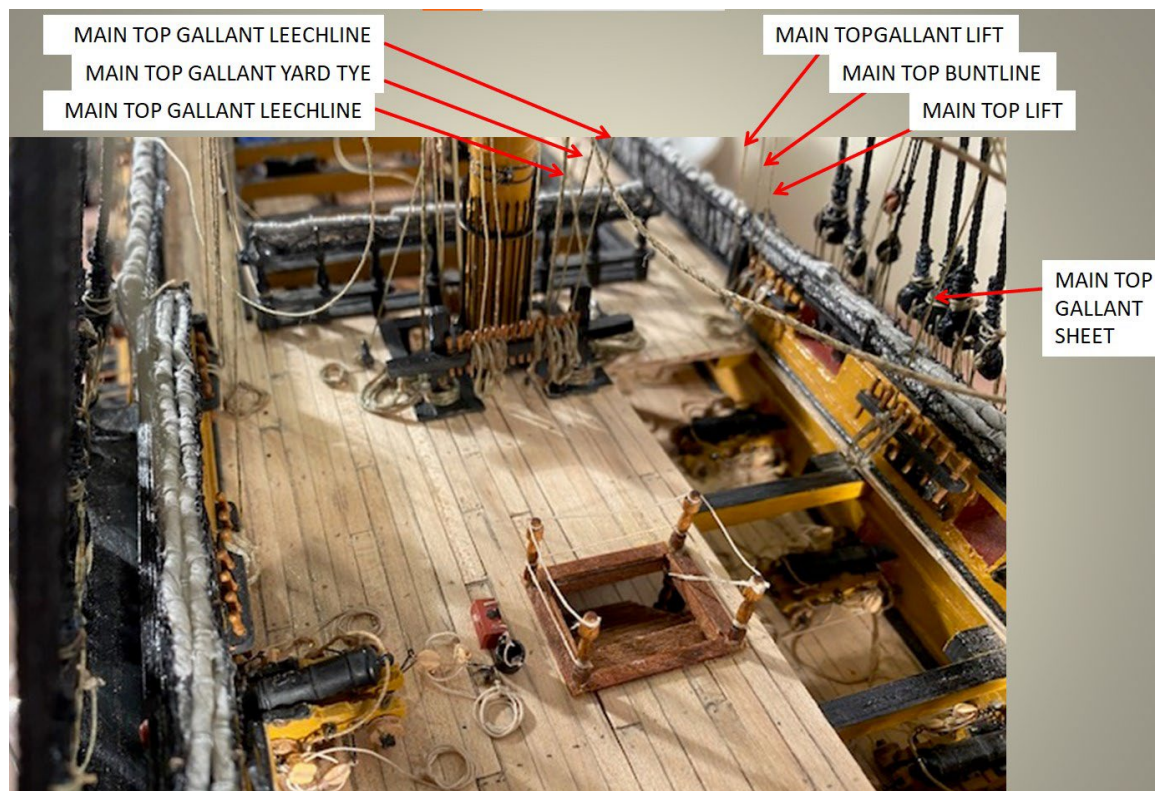
The Golden Horseshoe, Ontario, Canada

<https://modelshipwrightsofniagara.weebly.com/>

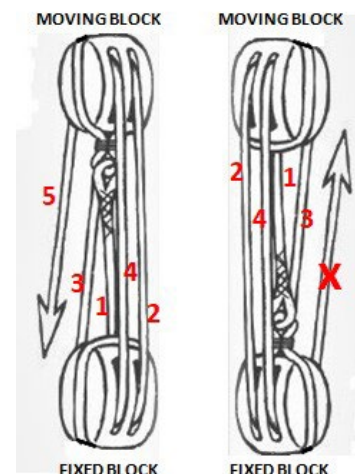
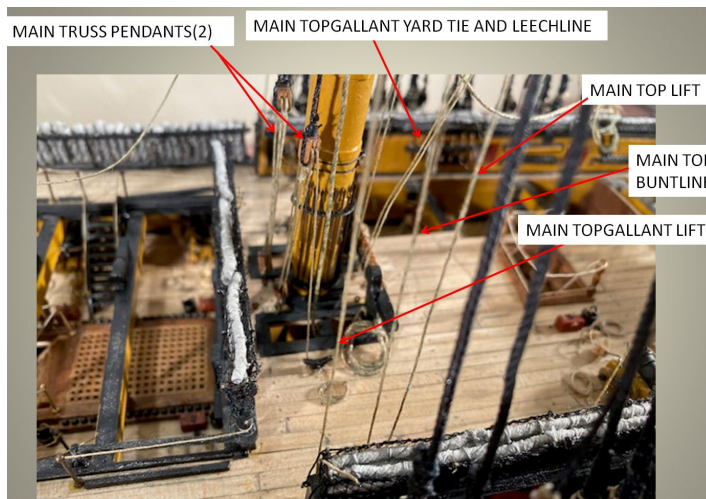
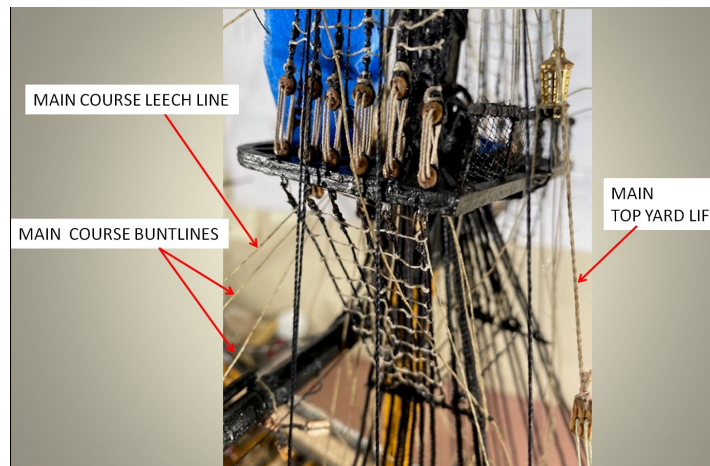


He reports the location of the compass seen above has been moved from the rightside of the cockpit to a central location. The deck caulking is 2mm styrene sandwiched between strips of mahogany. James will be applying 4 layers of resin to seal the boat. Kurt VanDahm suggested **West Systems Epoxy** that has catalysts or hardeners that provide three different curing times.

**Morton Stoll** has been working on the running rigging of his Caldercraft 1:72 scale model of **HMS Victory (1765)**, specifically the main course, top and topgallant rigging. There were numerous clear sketches (from "**Rigging Period Ships**" by Lennarth Petersson) showing how his lines were run and then Mort's following three labelled images showing his installed rigging at deck level.







There was a question raised about the termination of the main course yard truss pendants seen immediately above left as the double blocks might be reeved to disadvantage. We've supplied a sketch (above right) to help explain what follows. In this example, the sailor needs to pull down on the standing end of the rope. There are two double sheaved blocks employed and the rope is tied off to a cleat on the deck. Counting the number of rope falls supporting the load (passing through the moving block) in this arrangement, there are five (5) as the moving block is above the stationary block, so this system is actually reeved to advantage. The amount of pull required is  $1/5$ th the load being moved. If we flip the blocks around and we pull up on the fixed block on the deck, the number of rope falls supporting the load (passing through the moving block) is four (4), so the required pull is greater ( $1/4$ ) and in this arrangement it would be reeved to disadvantage.

Sometimes you have to take into account which method is more comfortable to work with if mechanical advantage is not a concern. When pulling down, the standing end can be temporarily wrapped around a fixture (belaying pin?) and another seaman can grip the line as high as he can reach, then by using his body weight he can pull down on the rope, inching it tighter. This cannot be done so easily when pulling



up from a block below you.

This does not address the question raised about the working line being tied off on a deck cleat. This particular rope, a truss pendant, is used to cinch the main course (lowest) yard to the main mast after it has been raised. It may still experience the force of the wind on the sail pulling the yard away from the mast. Will this result in the cleat being hauled out of the deck? It seems many of the reference books do not agree on the termination points for ropes on old sailing ships, so we don't have the answer, but, we would suspect such fittings would be bolted through the deck and into a beam below it. In practice, especially for heavier loads, line #5 would pass through a turning block secured to an eyebolt on the deck to allow more than one crew member to haul on it.

Our final submission for "**On the Work Bench**" was from **Alan Barraclough** of his **ship in a bottle**, the tall ship **Gazala of Philadelphia** at 1:428 scale (approximately 1" = 35 feet). She is a retired two masted barquentine fishing vessel built in Portugal in 1901 that was lengthened to 177 feet in 1938 to accommodate a 540HP engine and propeller. The ship is presently owned by the Philadelphia Preservation Guild.

Alan began shaping a 2" square x 8" long block of basswood for the hull. The bulwark is a styrene strip and he is presently working on the masts seen on the table top held upright with spring clamps.

We hope to see more of this ship as the build progresses!





**PRESENTATIONS**



1) **John Garnish** made a most interesting presentation on the **Falkirk Wheel**, the world's only rotating boat lift linking two canals with a 35 metre (115 feet) elevation difference replacing 11 lift locks, in Tamfourhill, Falkirk, in the midland valley of Scotland. It opened in 2002, re-linking the Forth and Clyde canal with the Union canal for the first time since the 1930's. The canals follow the Roman Antonine wall built in 142 AD. The canal system was designed for sea going vessels with a maximum draft of 10 feet and originally involved a total of 39 manually operated locks to overcome the change in elevation.



The idea to replace the 11 locks in Falkirk was born as a millennial project. It is a boat lift whose visual design was inspired by a bearded Celtic axe used in wood working and boat building.



The canal system at the bottom leads to a lagoon and the lift, and at the top, the aqueduct leads to a tunnel that passes under the Antonine wall. The power to rotate it is a mere 22.5 kW (30 HP). As the boat enters the gondola station of the lift, the water is displaced so the weight of the pair of gondola stations is always equal (*Archimedes Principal*). Two pivoting gates rise to seal the water in the gondola, the water is pumped out from between the gates and the water tight seal that connects the gondola and the basin is removed. Securing pins are removed hydraulically which allows the wheel to rotate. Ten hydraulic motors turn a central axle which connects to the outer arms of the wheel rotating the wheel at a speed of 1/8 RPM taking about 4 minutes for half a turn. The direction of rotation is alternated to reduce directional wear on bearings and other parts. The gondolas are kept upright during the rotation by a system of gears. The wheel is operated year round and there are YouTube videos available on the internet showing the lift in operation. Search for: **Falkirk Wheel YouTube Video**

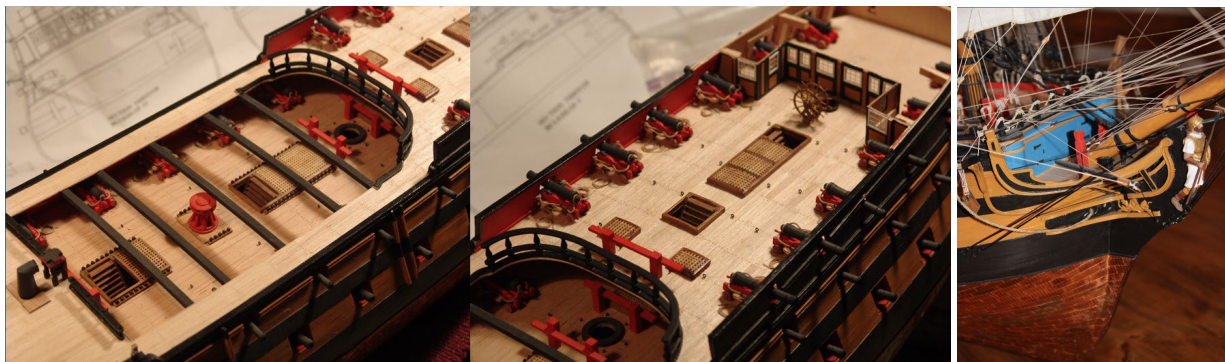






2) **Mike Draper** presented his kit bash of the Caldercraft 1:64 scale **HMS Agamemnon**, a 64 gun third rate Man of War of the British Royal Navy. She was built in 1771 and served in the American Revolutionary War, the Battle of Copenhagen and the Battle of Trafalgar. The model is 51" long and 37" tall taking Mike 12 years to complete.

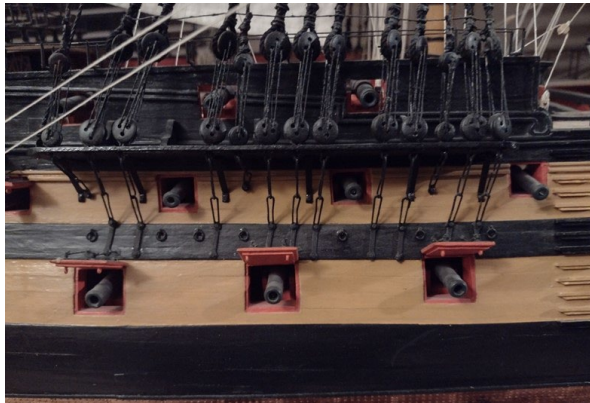
Modifications started with the hull and deck plank material, changing it to Canadian Maple which he says is a wonderful material to work with. He replaced the kit supplied lower deck half dummy guns with full guns. The carriages varied in height to allow each barrel to fit through the centre of its gunport. That exercise added 4 months to the build.



The gun rigging blocks were bought from Syren Models and the rope from Talus, a book binding supply store. He also raised the height of the roundhouses from deck level to railing level and raised the edge of the headrails with trim.



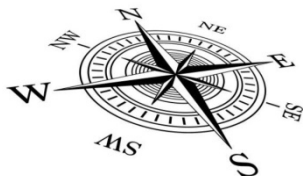
He then made paper templates of the sails and had a friend from down under (Australia) supply the finished product. Rigging the sails alone took 16 months. Mike also made new flags by photocopying the image to one side and painting the other side. Eyebolts and braces were added below the channels to create more pleasing detail.



The kit supplied copper hull plating are all individually glued on using Zap-a-Gap CA glue. Over the years they have developed a very pleasing patina. The wood is sealed with white bond polyurethane.

**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 March 2023**

Forum opened at 1:15 PM ET for a 1:30 PM start

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

Notices will be e-mailed.

**The upcoming February meeting presentations:**

- **Old World Lofting Frame Shapes from Line Diagrams** - by **Bruce LeCren** (20 minutes)  
*Learn how to use a ship's line drawing to copy stations, waterlines and create build templates of hull shapes*
- **Atlantis** - by **Joe Lorenzo** (20 minutes)  
*Customizing the Robbe kit from radio controlled to a static model with some unforeseen challenges*

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

If so please send us an email.

[Modelshipwrightsofniagara@gmail.com](mailto:Modelshipwrightsofniagara@gmail.com)