



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 this Saturday, 18 March 2023 at 10:30 AM Central Time.** The second session is scheduled for **Saturday, 15 April 2023 at 10:30 AM Central Time.** The ZOOM link will be sent to all MSON members when they become available.

Port Colborne Canal Days (August 4-7): Phil Main has opened discussions with the Port Colborne Marine Museum regarding the MSON having model displays present during the long weekend event this summer. Under consideration is our being allowed table displays inside the building so models would be safe and secure overnight. Several thousand visitors attend this event. We ask local members to please let us know if you are willing to participate so we can complete plans.

Strawberry Festival (Saturday, June 17th): Pelham Fire Station No.3 has asked if we would once again be interested in participating at their event with model displays. We ask local members to please let us know if you are willing to participate so we can respond.

MEETING ATTENDANCE

32 of the 42 members that had registered for the March ZOOM meeting were able to attend. On this day the MSON has a total of 93 members from across Canada, the USA, the UK, and the Caribbean.

We regret to announce the sudden passing of
Robert "Bob" Wager (Bikerbob) of Stirling, Ontario on December 23rd.
Bob was a distant member of the MSON and member of his local club, the Quinte Model Shipwrights

MEETING PRESENTERS NEEDED

We are **booking presentations from October 2023 through to June 2024** and need new and fresh **10 - 15 - 20 minute main presentations.** Will you answer the call?

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.

We are also accepting **short video tours of member's workshops** (less than 5 minutes). You can do this with your cell phone camera (or other equipment). Conduct a quick walk through with voice description. We can play the video at a meeting so people can see where you build your models!

E-mail us at: modelshipwrightsofniagara@gmail.com



REFERENCE INFO

With thanks to Joe Lorenzo, a (free download) PDF copy of Tom Ruggiero's "how to" **tutorial for making sails** can be found at:

<https://modelshipworld.com/topic/28900-sails-for-a-cutter-rigged-long-boat-medway-longboat/#comment-825268>

A copy of David Antscherl's **Sail Making Supplement booklet** can be purchased (\$5USD) at:

https://seawatchbooks.com/products/swan-iv-sail-making-supplement-from-the-revised-and-expanded-edition-by-david-antscherl?_pos=1&_psq=sail+making&_ss=e&_v=1.0



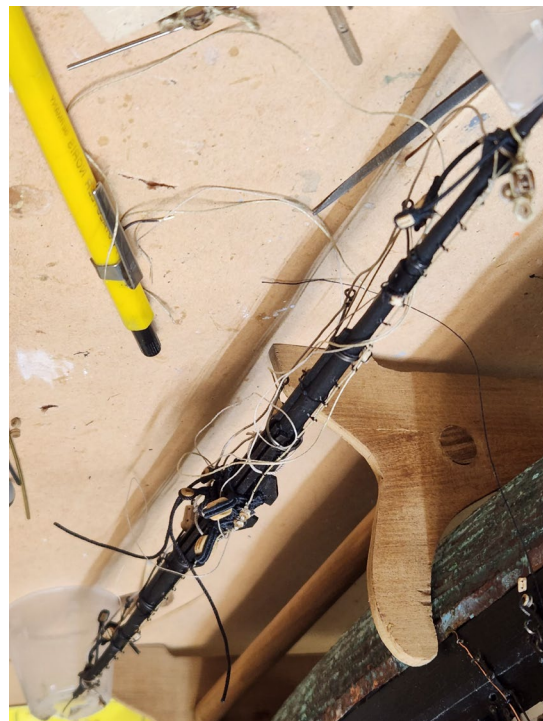
Before our presentations we were treated to a 4-1/2 minute **video shop tour** of **Kevin Kenny's workshop** made specifically for the Model Shipwrights of Niagara. The video is on YouTube:

https://youtu.be/N4K_05ZoQSw

We have three other members attempting to create short shop tour video for future meetings. Possibly it is something you might attempt?

ON THE WORK BENCH

First up was **Don Knowles'** 1:96 scale Revell kit of the **USS Constitution** that was rescued from the garbage. The original owner had completed some work and Don has carried on having to kit bash or scratch build some parts. Presently she is in the state shown in the image. Don is working on the rigging of the stepped foremast and lower fore course sail yard.





Don discovered Eriksen's book *All Sails Up and Flying* and is trying to install details from the book onto the model, making whatever is needed as he progresses. He has acquired 50 weight sewing thread to stitch his bolt ropes onto the sails and has dyed some embroidery cotton tests patches for his sails.

Dale Rex showed us his 1:24 scale scratch build of the **Tug Boat Theodore Too**. The original model was for the PBS show *Big Harbour* with a full size 60 foot tug boat having been made by Snyder Shipyard in Nova Scotia in 1989. The Tug's present home port is Hamilton, Ontario.



Dale's model hull is plank on bulkhead with a fiberglass layer for waterproofing. The superstructure is marine grade plywood. The eyes move from side to side, via servo motor and the rudder operates similarly. She has a Graupner smoke generator, a 12 Volt water pump so it can shoot a stream of water from its mouth. All the running and interior lights work and she has a sound board that will play the theme song from the TV show and the horn sound. The electric drive motor runs on two 6 volt gel cell batteries and a 12 volt gel cell runs the water pump and sound system. The cabin interiors are finished as well.

Gabe Kraljevic showed us his 1:96 scale scratch build cross section of **HMS Triton** (1773), a 6th rate 28 gun frigate. His 3D printed ballast, complete with broad arrows, being dry fitted. These ended up being printed in black resin for installation. He creates these parts in Fusion 360 and TinkerCAD at 1:48 and then scales them down to 1:96 on his resin printer.

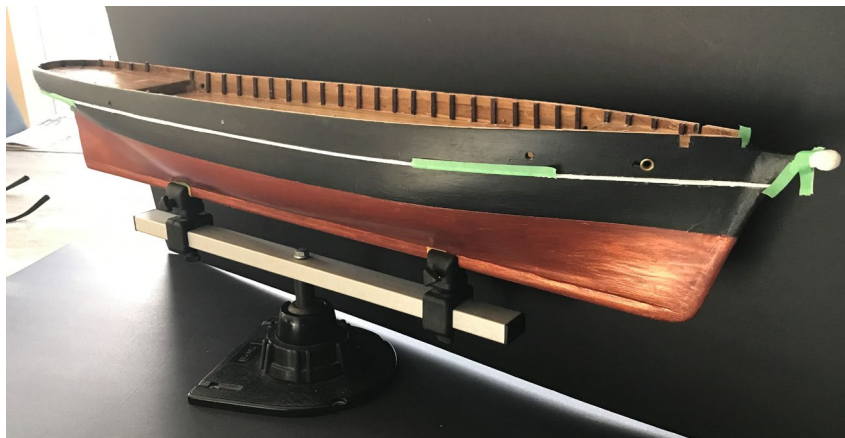
You can follow his build on the NRG Model Ship World Forum at:

<https://modelshipworld.com/topic/5761-hms-triton-cross-section-by-gabe-k-196/>

Gabe chose a smaller scale of 1:96 and has departed from the original plans in many ways: primarily to depict much of the model realistically. He has pressed his resin printer into service to make not only the iron ballast but also lanterns, casks and figures. The prototype lanterns (below) are based on a photo from HMS Victory printed at 1:48 and 1:96. "Number One", another of Gabe's designs made using the online figure creator, **HeroForge.com**, are standing alongside 1:48 and 1:96 scale water casks for perspective.



Our next submission is **Mark Lindsey's** 1:96 scale kit build of the **Cutty Sark**. He describes himself as a beginner modeller having limited tools, skill and experience. The kit is an old one acquired in the 1960's from Les Bateaux LeClerc a multi generation family run model ship maker in St. Jean Port Joli, Quebec.



Having completed the hull, Mark is presently doing some last touch up painting, after which he will apply

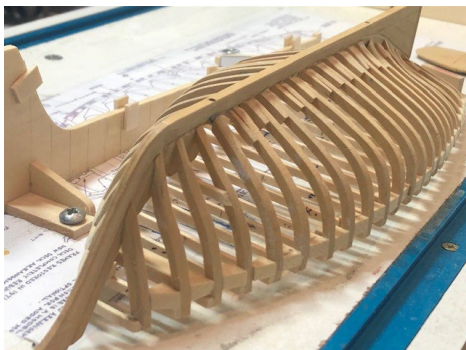
a coat of clear non-glossy polyurethane. He hopes to have the hull completely finished by Easter and will then begin to work on the topsides. He had picked up two other Les Bateaux LeClerc kits of the same age at a yard sale almost 30 years ago and recently completed one, the Bluenose which he also showed us.





Maury Stuffmann provided images of his present 1:48 scale build of the schooner **Emma C. Berry** as she was re-configured in 1886-87. He prefers work boats so he doesn't get bogged down with a multitude of cannons and such. The first image showed framing, then inboard and outboard hull planking followed by gorgeous fitting of deck beams, knees, deck planking, grating and his very nice painting of the hull. Over the summer he made sails following David Antscherl's practicum. His intention is to have his sails furled and he asked if others had knowledge of making them as he heard the height of sails should be shortened

by 1/3rd as they will seem bulky otherwise. A few concurred with this and Joe Lorenzo suggested referring to Tom Ruggiero's tutorial on Model Ship World. We've included the links to both David and Tom's instructions earlier in this newsletter. David is a local member of the MSON and Tom is a Director of the NRG.





Our next submission is of the French frigate **L'EGYPTIENNE** of 1790 at 1:160 scale by **Richard Simon**. This is his third ship at this scale. The last two took 5 years. This one might be three years to finish.

Images below show the present overall state of Richard's build is to the left, shown from the starboard, or larboard quarter. Visible portions are Pyrenees boxwood, ebony and some pear. The images show the gun deck, transom board carvings and bow elements. He is presently working on the quarterdeck and forecastle.





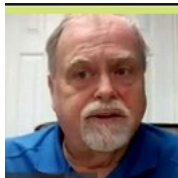
Our final submission is an update from last month by **David Amstutz** and his **Crabbing Boat** model. When last seen he had the hull painted and decking in place.

The kit supplied a preformed basswood block for the forward companion way. He chose to replace this by fabricating it from walnut and lighter coloured wood strips. The anchor being too large was cut down and re-soldered. David has dyed some chalk line with Minwax walnut stain for his anchor line. He has added the scratch built spotlight, the running lights, and the pot for cooking the crabs.

The crab sorter machine and the winch are yet to be made. The paints are all brushed acrylics. As time permits, David will start on the masts and perhaps some of the nets.

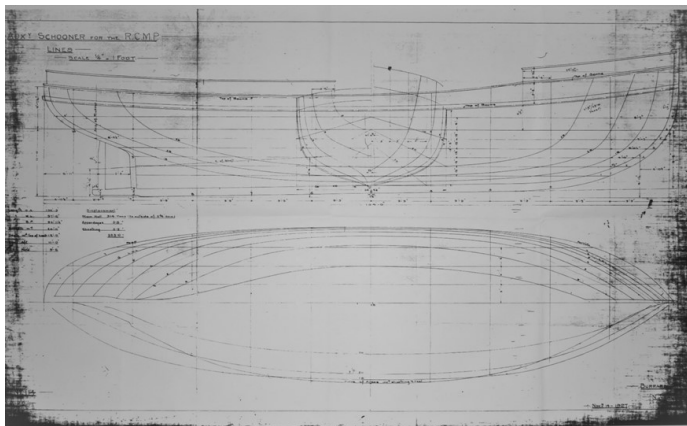
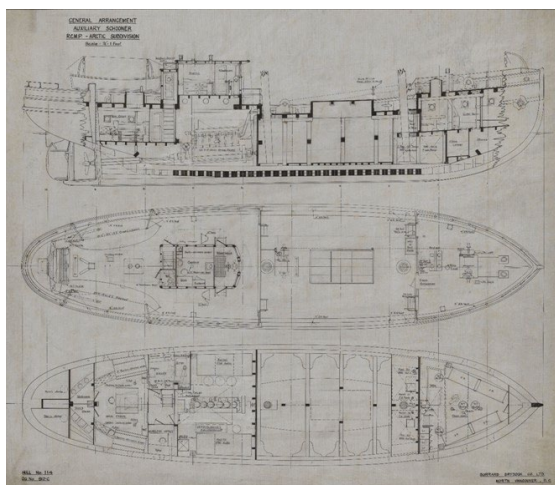


PRESENTATIONS



1) **Bruce LeCren** showed us how he **Lofted Frames from Line Drawings** for his build of the **RCMP Schooner St. Roch** as she appeared in the 1930's with the smaller deckhouse, mainmast and schooner rig. As there are no kits at 1:48 scale or in the earlier configuration he decided to scratch build and he'd need to make templates. Copies of original plans were accessed through the Vancouver Maritime Museum. All plans were conveniently at 1:48 except the cross section through the hold which was at 1:16. Bruce needed to convert these measurements from the hold section to his build scale.

Bruce's build will include a "spine" (aka "back bone" or "false keel") running the length of the centre and half bulkheads attached to and held perpendicular to the spine with wooden cleats. He does not use full bulkheads because that would need interlocking slots cut into the spine and bulkhead and he admits this is something he is not comfortable doing.



There are ten vertical station lines in both the General Assembly and Lines Drawings spaced from stem (bow) to stern, plus the stem and stern perpendicular lines (extreme ends of the hull), a total of twelve lines that will reveal the profile of the bulkhead at each these locations. However Bruce needed to add a



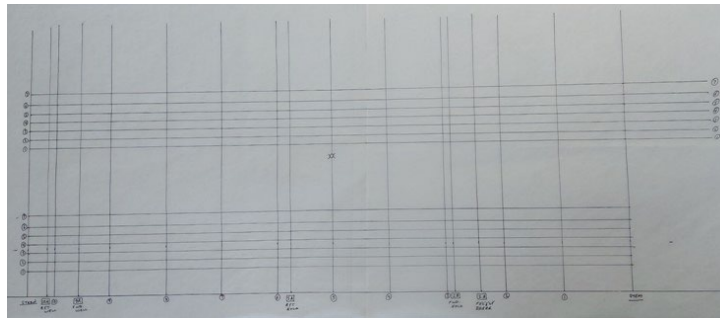
few additional lines to derive the shape at the forecastle break, the fore and aft ends of the main hold and those of the rudder well. He simply pencilled in vertical lines at these important locations and measured the distance from the nearest adjacent station line so he could locate those bulkheads in his build.

The bottom view (**Half Breadth Plan**) of the lines drawing reveals seven waterlines. These show the profile of the hull at seven different depths from the keel to the deck.

The upper side view (**Sheer Plan**) has the seven horizontal waterlines shown at their distances from the keel to the deck, and it has actual dimensions which means he needn't worry about copier error (paper stretch/shrinkage and wrinkles) when trying to measure the distance and copying them. It also shows the buttock lines. These are sectional profiles from stem to stern at various depths from centre moving outwards. The buttock lines aren't of much use to him. Bruce mentioned these drawings had 1/4" (1 foot full scale) shrinkage error in length of the hull.

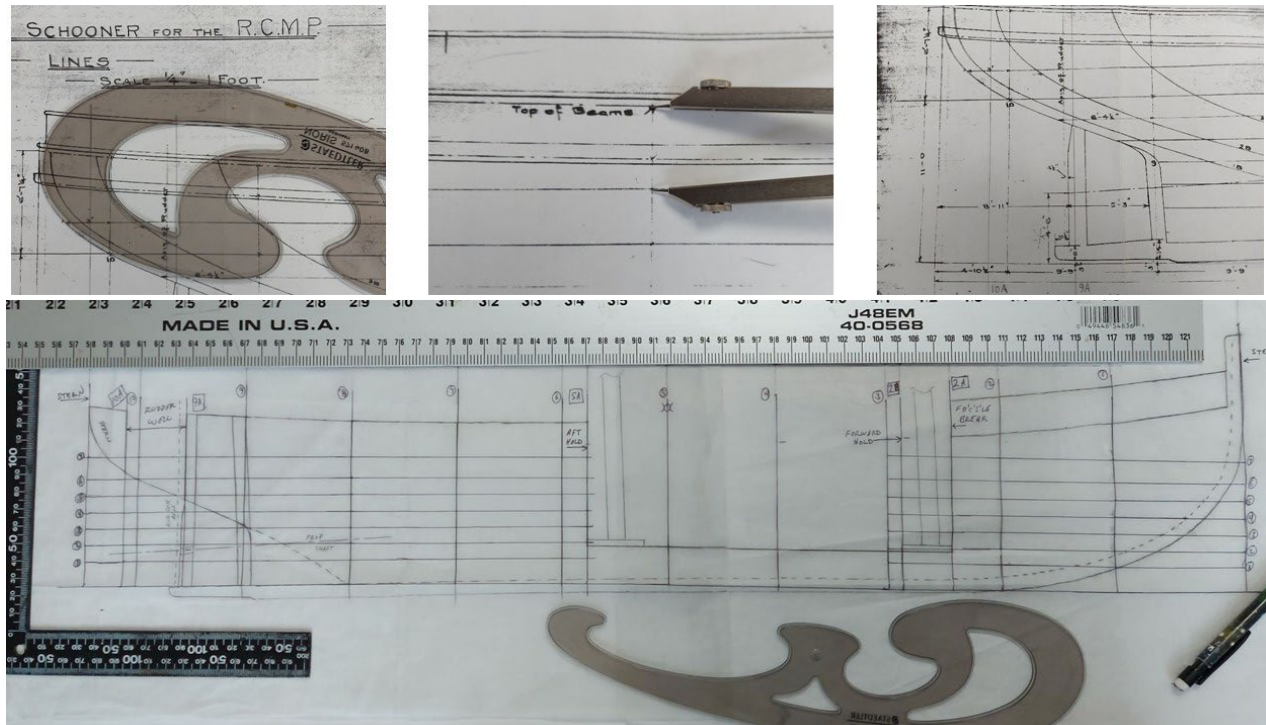
In the middle of the side view is the "head on" or end views (**Body Plan**). These are the bulkhead profiles at the various station lines as derived from the waterlines at those stations (the distance at which the waterlines intersect the station lines). These are what he needs and they are drawn in halves. The right side depicts the station profiles from the stem (bow) perpendicular and back to midships. The left side is from midships back to the stern perpendicular. The top of each profile line is deck level at the outer edge and decks are normally rounded (humped up at the centre) for water runoff. The plan tells him the deck rounding or camber dimension is 3". The bottom of the profile line is the intersection of the bulkhead at the keel for the Garboard plank.

The tools used include tracing paper, a straight edge longer than the build, square, pencil, marker, French curves, divider and a vernier or micrometer for measuring. Graph paper can be used as well as flip chart paper. Avery makes 8-1/2" x 11" label sheets so you could draw your parts on those and stick them onto your wood.



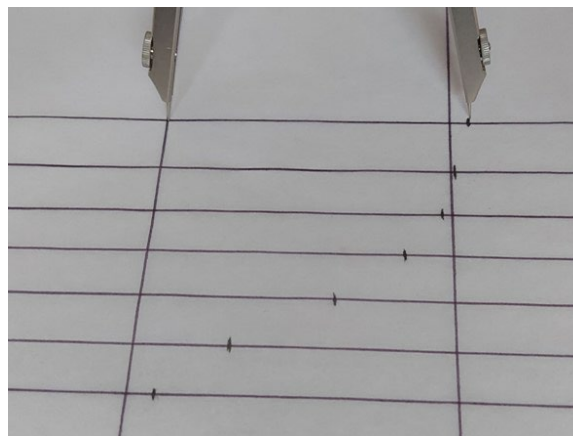
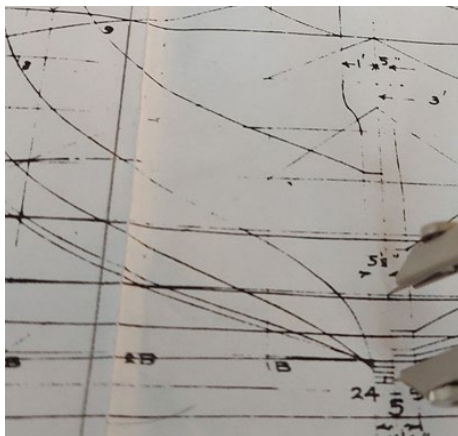
The first thing to do is to tape sheets of the tracing paper together to allow you to draw the full side view length of the model and at least 2-1/2 times taller than the side profile of the model so you can draw your bulkhead profiles above it. Draw a horizontal reference base line near the bottom of the sheet. This is not necessarily the underside of the keel. Having measured vertical distances off the plan, draw your stem and stern perpendiculars, and your twelve station lines perpendicular (90°) to the base line. Now draw in any additional station lines you might need, (Bruce added five above) spacing them properly from the

nearest adjacent station line to minimize any errors. Draw in your straight waterlines above the base line at their proper spacings. Then, well above that, draw a second set of waterlines. The upper set is where the bulkhead profiles will be drawn.

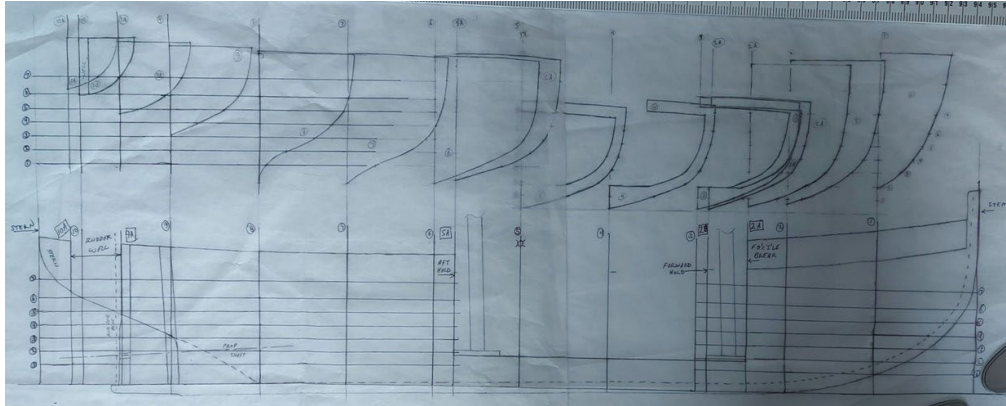


Measuring off the plan, where the outboard most buttock line intersects the waterlines recreate the spine profile from the upper side view (**Sheer Plan**). The garboard points must be plotted at each station as well as the stem post (at the bow).

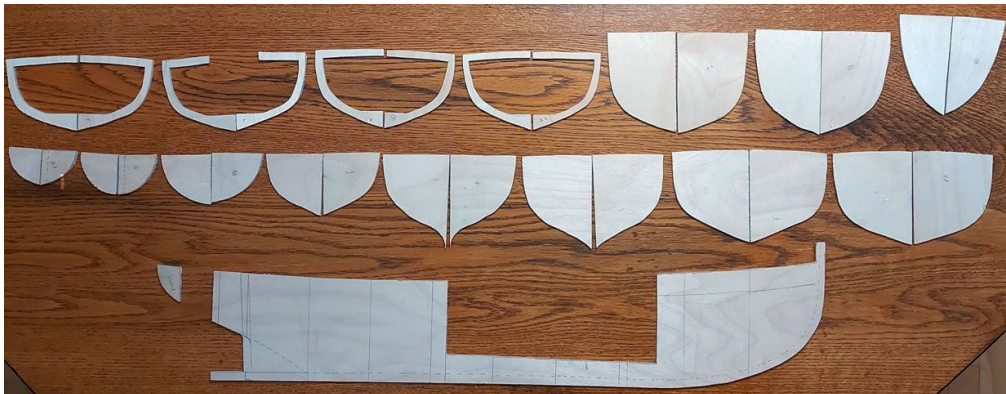
Now we can recreate the bulkhead profiles, plotting each station profile from the head on end view (**Body Plan**) and from the deck level down to the garboard point.



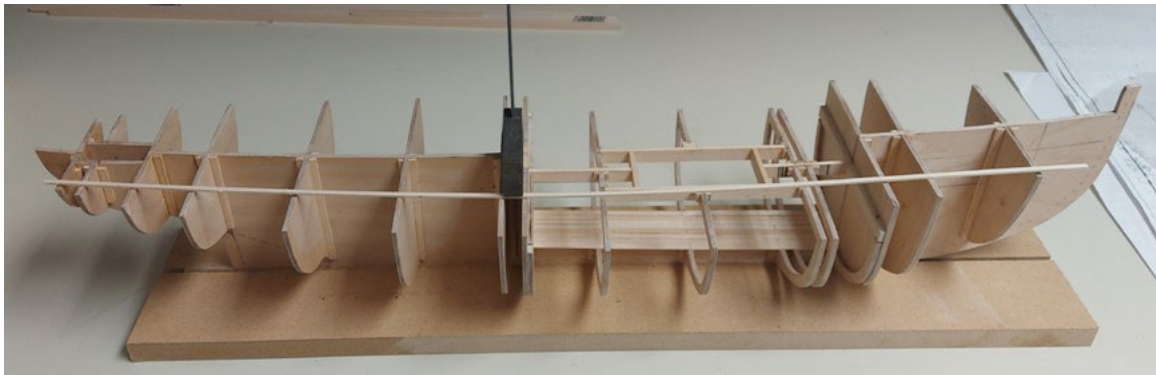
When completed all stations, we will have both the spine and bulkhead templates drawn.



These are then transferred onto his plywood sheets. As he has drawn the bulkheads as half profiles he needs to cut out two copies of each, one for each side of the spine.



Then, it is simply a matter of assembling it all to create the shape onto which Bruce will be shaping his hull and deck planks.





2) Joe Lorenzo presented his customization of the Robbe Kit **Atlantis** from radio controlled to a static model. She was an expensive model from the 1980's. Joe began its one year transformation in 2017. She is 5-1/2 feet long and 6 feet tall, with an ABS hull and weighing more than 35 lbs. The original manufacturer, Robbe, went out of business about 1990 and although the model is no longer produced the rights were acquired by Krick of Germany.

Some minimal assembly work had been done by the original owner but the masts, bulwarks, sail and accessories were missing.

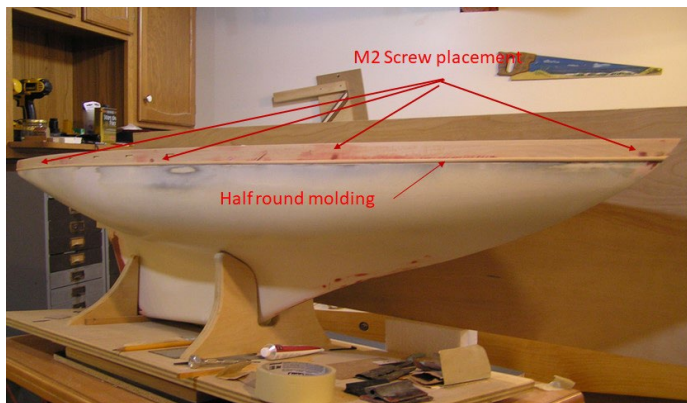


The plastic shapes shown above were meant to be used by the modeller. They were to be covered with wood forms supplied with the kit. Joe did not use these. There was also a rabbet (recess) provided for the missing bulwark (short wall extension above the deck).



The hull needed a small amount of work due to imperfections in manufacturing. Joe used Nitro Stan Glazing Compound (brown colour) for the minor issues.

The transom was supplied open to install the R/C steering components, but as this was going to be a stationary display model Joe closed it up. Evercoat Rage and Easy Sand were used on the body voids.



Joe outlined the outboard edge of the deck and around the deck furniture with an accent strip of mahogany. The deck was planked with boxwood using DAP InstaCure All Purpose glue, a CA based adhesive which allowed a generous 30 seconds to reposition parts before it set.

Joe made the Bulwarks with maple fixed to the hull with countersunk M2 screws and dabs of DAP. To get the two strips to mate properly at the bow he put sand paper on

both sides of a card scraper and passed it between the two pieces until they met up tightly. Half round moulding was added to hide the rabbet margin (gap).

Joe then painted the entire hull white, but the paint crazed (splitting due to the top layer drying quicker than the bottom)! The paint was a Rustoleum spray can product. Kurt Van Dahm mentioned they had reformulated their product which has created this problem. He sanded the crazed area, lightly re-primed it, washed it with degreaser and followed up with distilled water then repainted. Joe applied a band of blue above the waterline and an automotive gold pinstripe.



As mentioned earlier, Joe was not a fan of the supplied covering over the acrylic forward cabin (above left) so he scratch built a new one (above right). He then modified the main cabin (below). They were built in place for a snug fit using box wood and mahogany. Port holes, lights and grab rails were purchased items.

He scratch built the combination engine room and helm. The binnacle and wheel were purchased items and the instrument panel is simulated (print).



Joe's next challenges were the rigging and sails. She has wire stays with tensioning screws on the shrouds. He discovered model racing car steering turnbuckles worked perfectly and these were mounted with actual working shackles. Krick (Germany) supplied new masts. They needed a bit of rework (lengthening the main mast by cutting a piece off the too long foremast). Joe found sail material at his local model shop in the form of a Genoa (much bigger sail) from which he could fashion the fisherman's sail, adding cleats and such and lengthening the fisherman's wishbone spar. Finally he made a stand of hard maple, mounted the model and delivered her along with a book of materials, glues and how to notes for any future repairs that might someday be required.



She needed to be dismasted to transport and was re-rigged on site.

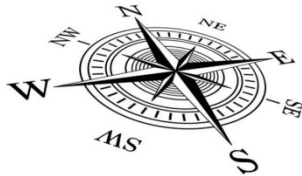
Now she is sitting in the loft on a table Joe also made specifically for the model from quarter sawn Douglas fir as the owner hadn't a stand large enough.



The model **Atlantis** was re-christened as **Herself** to suit the owner's Irish heritage.

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, 16 April 2023**

(The date is shifted one week due to Easter)

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 April meeting presentations:

- **Cutter Alert Build Progress** - by **Daniel McKelvie** (10 minutes)
- **Domanoff Ropewalk and Server** - by **Wayne Marriette** (20 minutes)
- **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