



**CLUB NEWS**

**MOTHERS DAY, 14th of May, will push our May meeting back one week to May the 21st.** We realize this is the Victoria Day weekend and might be a problem for some members but the options were, upset your mother or the mother of your children, or Her Majesty Queen Victoria? We believe we made the right choice.

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There was going to be a problem with access to our Zoom platform for our June meeting on the 11th but both John Garnish and Kurt Van Dahm offered us theirs. That problem disappeared as quickly as it came. We gratefully thank both John and Kurt for their wonderful offer.

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There may be a model boat sailing event on the Welland Recreational Canal organized for late May. We will contact members when a date is set.

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We have an opportunity to participate in two separate events this summer:

1) **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.

2) **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 by April 30th so we can respond.**

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

**MEETING ATTENDANCE**

23 of the 43 members registered for the March ZOOM meeting were able to attend. On this day the MSON has a total of 94 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 need new and fresh **10 - 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 a few 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 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 response emailed to all members.

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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!

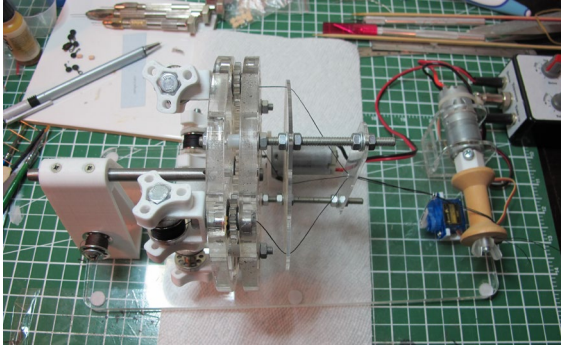
**Have you anything you would like to share at a meeting?**

If so please send us an email.

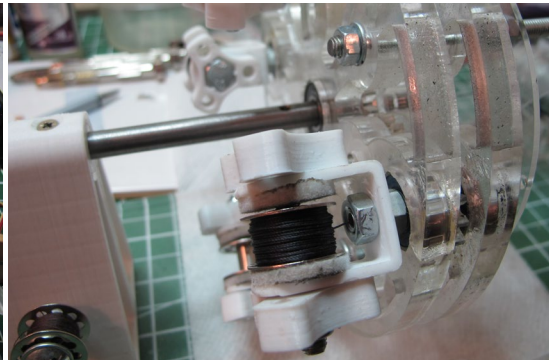
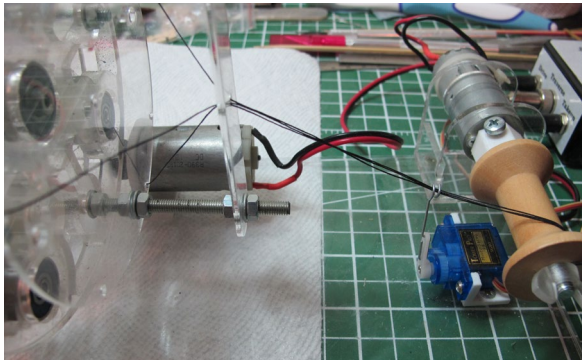
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**MAIN PRESENTATIONS**

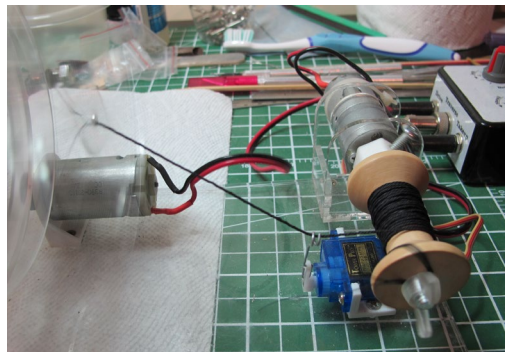
1) **Wayne Marriette** shared his experience using the **Domanoff Ropewalk and Serving Machines** and some of the work he produced with them. He makes his own rope because he is not pleased with the quality, size and colour of those supplied with most kits.



First shown was an earlier PL3.2 rope walk that can produce 2, 3 and 4 strand lines. A core is required for the 4 strand type. Sewing threads are wound on the bobbins using a sewing machine. The loaded bobbins spin opposite to the planetary assembly. The control for the ropewalk adjusts for right hand or left hand laid rope and the spool take up speed adjusts for positioning the winding point and the traverse speed for positioning the rope on the gathering spool.

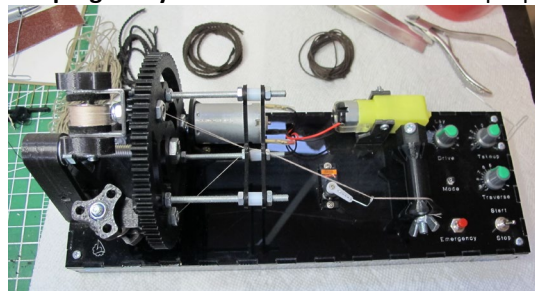


Above left we see the threads before starting when set up with the threads close at the landing point. Above right shows the back view of the loaded bobbins clamped in their cradles that will rotate them. The bobbin at the lower left of the last image is for the core or centre strand for a 4 strand rope. It feeds through the centre axle and the 4 rope strands will be wrapped around it. In the image below the ropewalk is spinning with the traverse positioning it on the spool.

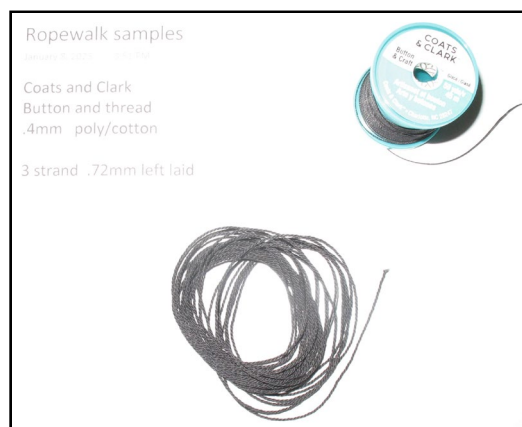


Motion videos of working Domanoff ropewalks can be viewed on their website at [shipworkshop.com](http://shipworkshop.com)

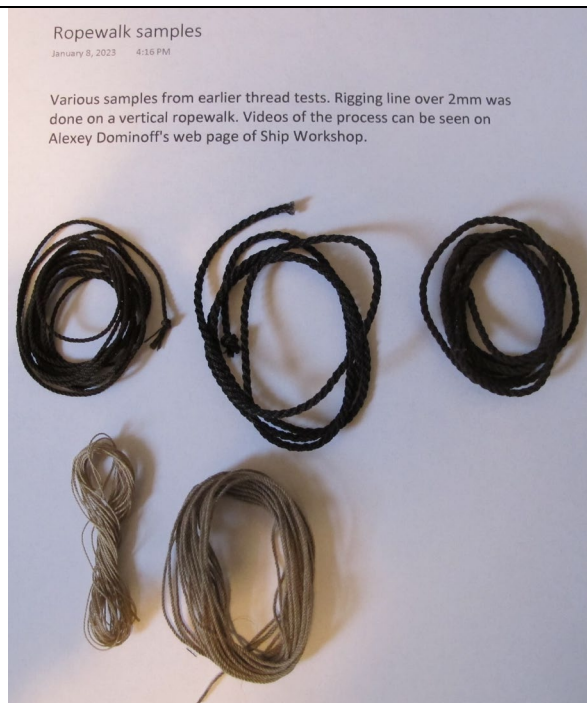
Below is a newer PL4 version ropewalk available for 2 and 3 strand ropes, or 2, 3 and 4 strand ropes. It is a little noisier than the older unit as it was rubber tire driven and the newer one is gear driven. A 3 strand line of Gutermann Poly thread at 0.14 mm size produced 143 feet of 0.35mm line on the spool. Threads are right hand laid on the purchased spools. When winding them to make scale rope they become left hand laid and then if rewound again to make larger diameter rope they once again become right hand laid. If a particular size and direction are required experimentation with initial thread sizes or using monofilament thread will be necessary. Poly-cotton or 100% poly threads require an application of CA (Cyanoacrylate) glue before cutting to prevent unwinding. Wayne found **LePages Liquid Professional Superglue by Ankle** to be the best for this purpose.



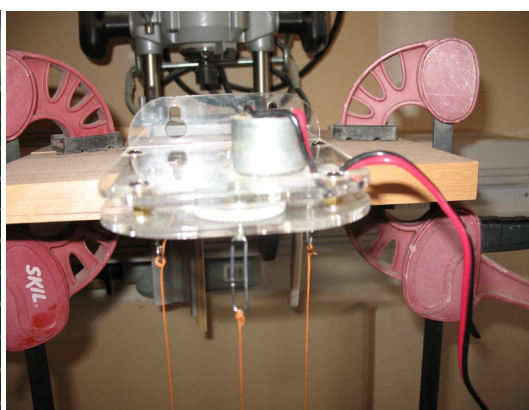
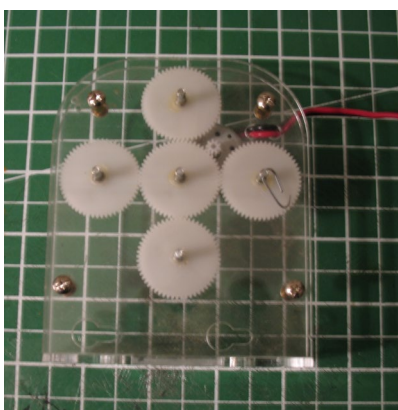
Following are some samples of scale ropes Wayne produced.







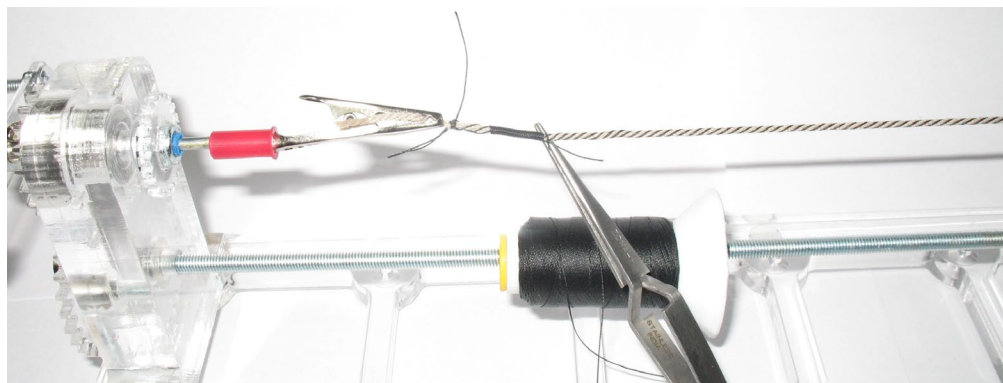
Wayne also had the Domanoff 2, 3 and 4 strand vertical or horizontal ropewalk (seen below) that he uses for larger lines over 2mm in left or right hand lay. His is mounted vertically (clamped to an overhead shelf) as he hasn't the space to run it horizontally. The strands are held steadily below with a suspended weight to provide tension. When starting, the weight is held from spinning until it has lifted 10% to 15% of the distance as marked off by Wayne's height contraption seen is a photo below. When the height is reached, the twisting stops and the weight is released which starts the winding. The winding can be made tighter by increasing the weight to 300g.



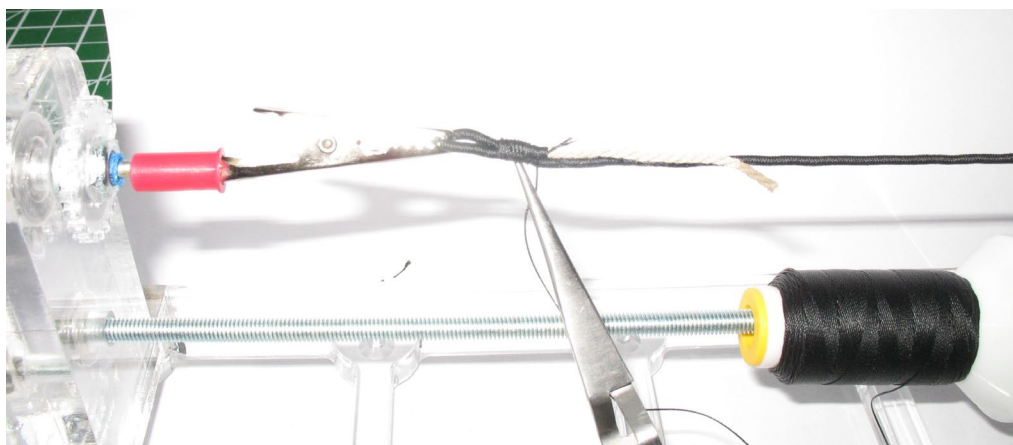
Next, Wayne showed us his motor driven model 2.6 Domanoff serving machine. The purpose is to simulate the worming and serving of standing rigging as they would have been actually done for protection from wear and the sea. Worming is filling the space between wrapped strands and serving is wrapping the rope after worming. This was done on tarred rope with tarred rope. Operating the machine with the motor takes practise to maintain uniformity which Wayne hasn't mastered as yet so he operates it manually with the hand crank just visible at the far right side.



Below we can see the worming between strands and the beginning of the serving operation over the line. You start by passing the worming or serving line through the strands at one end to lock it in place and then crank the handle to rotate the rope while manually sliding the spool over while guiding your wraps to either set between strands when worming, or nest tightly when serving.



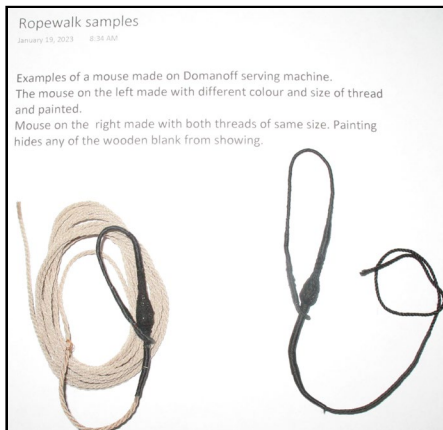
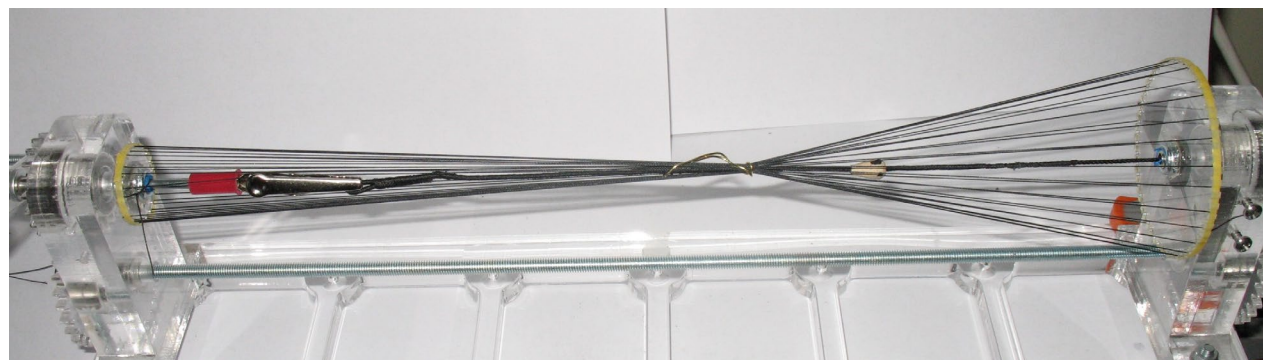
When serving an eye splice, Wayne first serves the line and then folds it over itself to form the eye and finally serves them together as seen below.



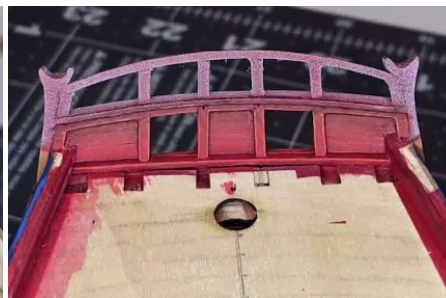
We were next shown how Wayne weaves a mouse with his serving machine. First he creates a wooden cone shaped



form for the mouse with a hole through it so it can be slipped over the served line. Next, he runs an odd number of lines between the gear teeth at both ends of the machine with a wire clip to hold them at one end of the mouse so he can begin to manually rotate the assembly while weaving a needle and thread over and under the odd numbered lines to create the tight weaving over the mouse form as can be seen finished in the accompanying image.



**2) Daniel McKelvie** gave us an update on his 1:64 scale build of the **Cutter Alert (1777)** a Vanguard model kit to which he has made a few changes. We were shown his finished transom which he strayed from the simplified kit and installed counter timber framing to give her a more realistic look. Then, he showed us his unique technique of painting in shades, once again for a more realistic look as in real life items are not seen in a single shade. This tricks the eye into believing something is bigger than it is. First is creating a gradient of the colour as if the light might bounce off the water to illuminate an area, or shadows might be created darkening another area as under the railings to make it look natural. Also light along the edge of an item is different than seen on a flat surface.



The final update Daniel made was to the sheerline of the kit. When looking at the Marshal painting of Alert and the plans in Goodwin he noticed the sheer of the kit was too low. Daniel added a wedge on both sides so the sheer rose to the transom as per the painting and plans.



Presently he has installed some of the deck furniture, is working on making the missing quoins (wedge as seen above bottom right) for the gun carriages, and is getting ready for a large painting session.



**ON THE WORK BENCH**

First up was a new local member, **Lee Chan**, who showed us a sampling of his **scratch built paper models from recycled materials**. The first was a rough representation of an Italian Light Cruiser from the 1930's built using corrugated cardboard for the keel and bulkheads all located out of view inside the model. The outer skin is lighter cardboard from items like cereal and cracker boxes. Other recycled items included the cap of a medicine bottle, eye dropper bottle, toilet paper rolls (the funnels), small hotel shampoo bottle and a ball point pen (the propeller shaft). Lee likes to add rust and weathering with paint to make it look more realistic.



The next shown was a representation of a **Japanese Battle Cruiser c.1911**, a work in progress with plans to add propellers and rudders.



Lee then showed us his fictional Coastal Patrol Ship (below left) that he had started 20 years ago. The inside of the superstructure is actually a large piece of packaging styrofoam. Other pieces include Kinder Surprise Egg, multiport printer cartridge, lip balm (the missile launchers). Making the sonar dome was a challenge. Lee used pieces of a yogurt container to create the shape.



Sunday, 16 April 2023

The Golden Horseshoe, Ontario, Canada

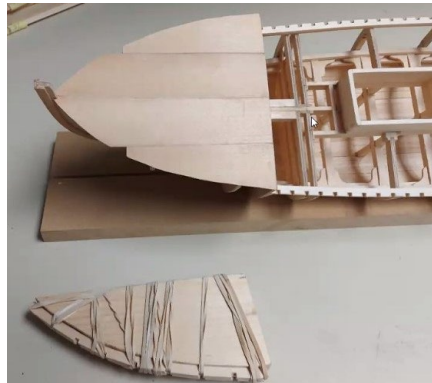
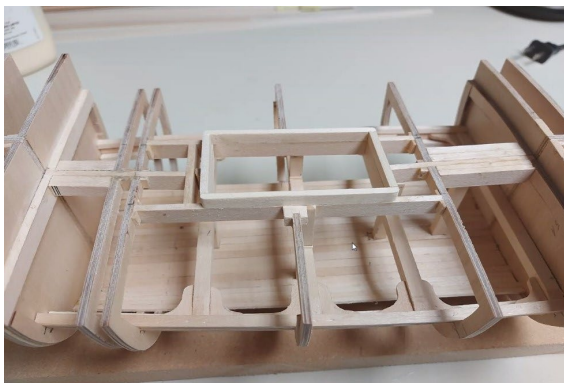
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The last shown was an **Offshore Support Vessel** (image above right), another work in progress he started in January. It employs a used floss container, two caps from dish detergent soap dispenser (the winch), two caps from toothpaste dispensers, yogurt container for the stern of the hull. A very remarkable, ingenious and clever use of recycling materials.

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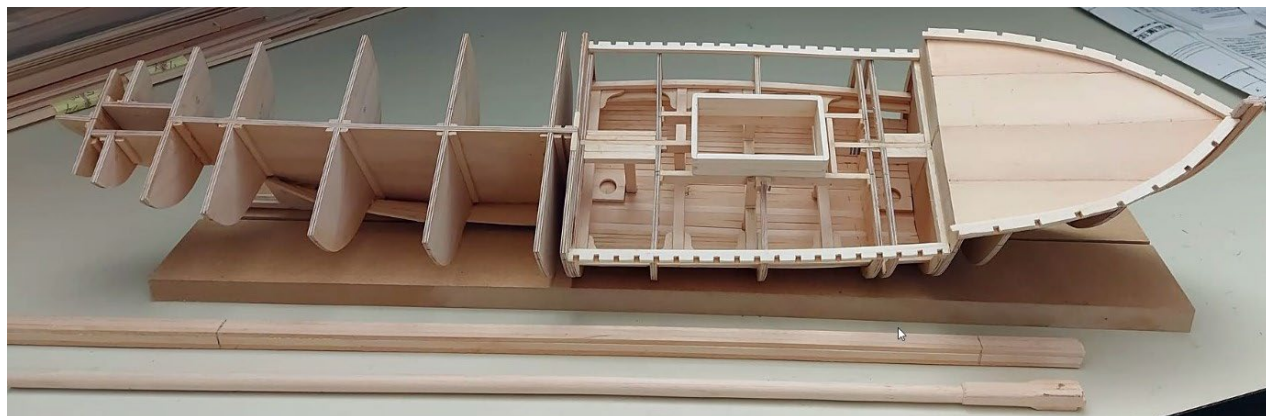
**Bruce LeCren** gave us an update on his 1:48 scratch build of the **RCMP Schooner St. Roch**. Last month during his lofting lines presentation we saw the ship's frame was completed and the main deck framing was begun. Bruce now has some of the hold flooring installed (image below lower left). The main deck framing is complete. Posts, beams, clamps and knees are installed in the hold. He wants to show these pieces as they were design especially for her hull to withstand crushing by ice. The main deck waterways notched for the stanchions have been installed (lower right). The 1/32" basswood foredeck parts are installed and the 1/8" foredeck waterways were steamed and clamped to a shaped pine block template.



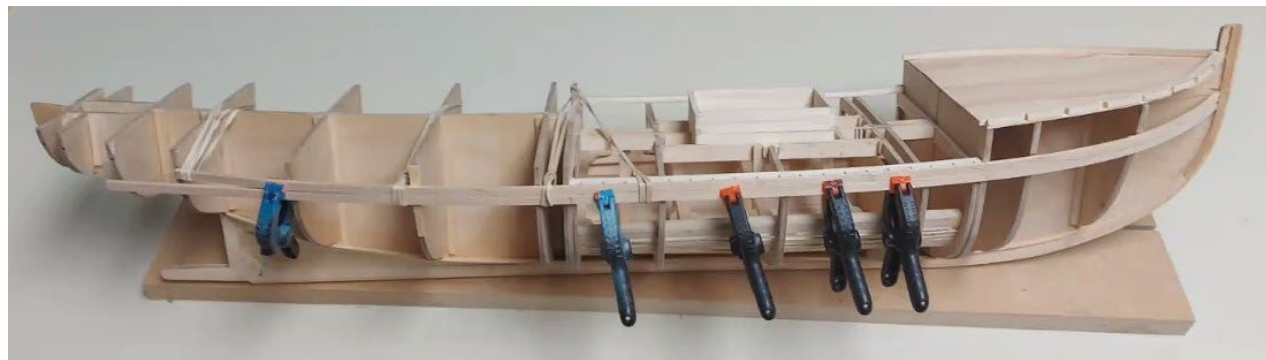
The deadwood and garboard planks were installed (below) in pieces, trying to stay somewhat true to the actual ship.



Main deck framing, hatch coaming, mast steps, foredeck and waterways installed (below). Masts made up and the foremast sanded round.

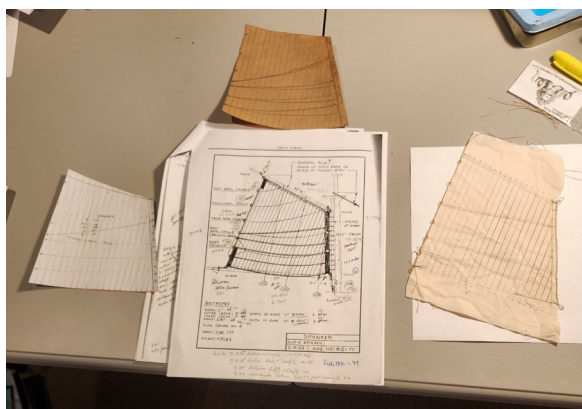


Starboard wales are presently being installed!



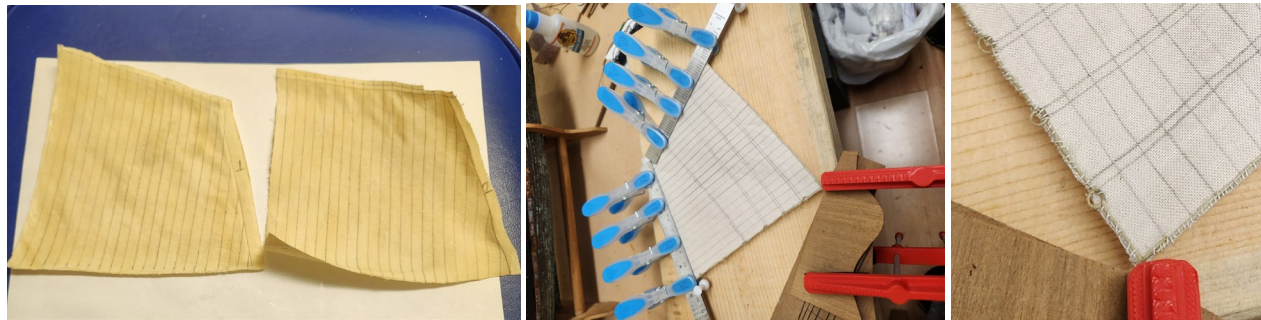
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Next, **Don Knowles** explained how he made his **Spanker Sail** for his 1/8th scale **USS Constitution**. From the engineering specifications for the sail (image below) Don created a first rough draft (left of the specs) and fit this to the ship. Adjustments led to the brown paper version above it which finally produced the fabric to the right. The material was suggested to Don by his son, a fabric artist.





He experimented with a number of different dyes and settled on onion skins with a little tea to create a stain. The cloth was soaked for a couple days then washed /rinsed and dried. Don then marked the material in pencil depicting the various strips of cloth and finally cut them out. (*Kurt Van Dahm recommended against using tea as it is a tannic acid that will eventually destroy the sail. Don's seems well diluted so it might survive the test of time.*)

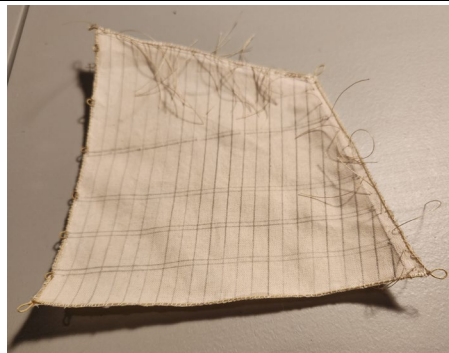


Don wanted to get some billow shaping into the sail. He started by clamping the two sides or edges of the sail that would be attached to the mast and gaff with four stainless steel rules and clipped them together so they stayed straight. He then clamped the bottom left corner (the clew) so he could maintain a little stretch between all four points. The sail edges were hemmed with a sticky chemical product (Aleene's Stop Fraying Permanent Fabric Adhesive) to stiffen the edges. This held the bolt ropes including cringle and clew eyes to the material. Don then stitched the bolt rope to the material. (Bruce LeCren suggest another product called **No Sew** available at fabric stores)



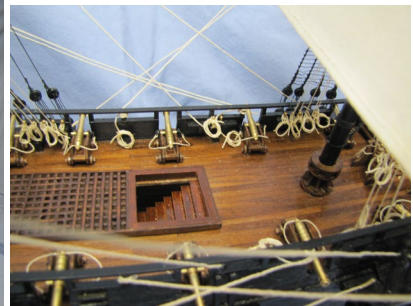
Don diluted **Acrylic Matte Medium** with water (50:50 mix ratio) and brushed it onto the material. Then using 2 or 3 cups of **grain material (Quinoa)** in a plastic bag as a weight he shaped the sail. Once dried he set it to the ship to check the fit. All rigging had to be installed prior as he wouldn't be able to get his hands in the space once the sail was installed. Once he was satisfied with the shape he installed the rope bands across the top for the gaff and side for the mast hoops (image below). The ship is snow rigged meaning she has a secondary smaller mast nested behind the mizzen so the square sail yard could be raised and lowered without disturbing the spanker sail. She was then permanently attached with reef knots using tweezers and a dab of CA glue.



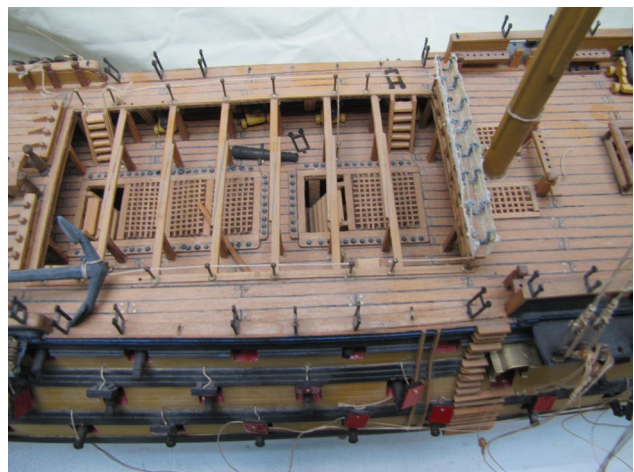


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**David Nelson** provided us a few images of his model of **the Black Pearl**, a 1:50 scale Molin kit of the fictitious Pirate ship captained by Jack Sparrow in Disney's Pirates of the Caribbean films.



Next was David's 1:90 scale kit of **HMS Victory** he had acquired from an estate sale. The previous owner had started the build but David will be completing her. He is presently working on the rigging.



Then for something different he showed us his 1:8th scale kit of a 1700-1800's **Royal Mail Coach**.



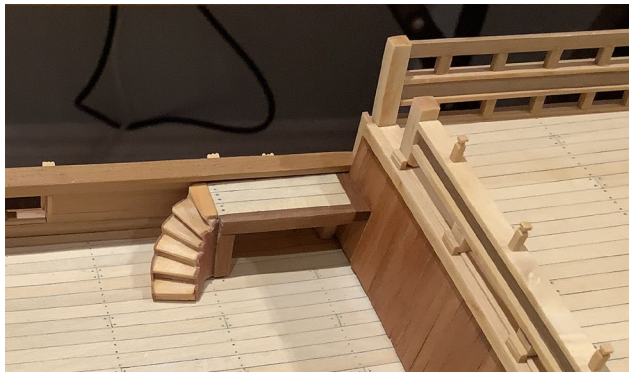


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Our final showing was by **Bill Short**, one of our four original club founding members. He is presently working on **the Sovereign of the Seas**. The ship is a 1:78 scale Mantua kit which he abandoned and scratch built everything but the hull structure. Materials are English Boxwood for the carvings, Swiss Pear for the dark part of the hull, Holly for the deck planking and Mansonia, for the darker deck fitting parts. You can see some of this build on the Ships of Scale website:

[\(https://shipsofscale.com/sosforums/threads/sovereign-of-the-seas-1637-heavily-modified-mantua-kit.910/\)](https://shipsofscale.com/sosforums/threads/sovereign-of-the-seas-1637-heavily-modified-mantua-kit.910/)

Lately he has been constructing two curved staircases that lead from the top of a walkway on each side of the main gun deck down to the deck of which you can see below. This has proven to be an exercise in patience as Bill reports he has never built one before. Materials are Boxwood, Swiss Pear and Holly. The next step is to turn balusters and create railings for the walkways and staircases. The staircases will have added carvings against the Swiss Pear walls.



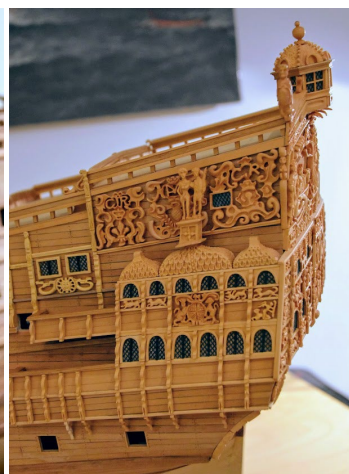
Speaking of carvings.... Bill is well known for his rotary tool carvings of which he has an abundance of on this model.



**Sunday, 16 April 2023**

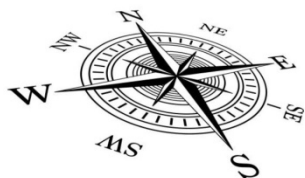
The Golden Horseshoe, Ontario, Canada

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**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, 21 May 2023**

(The date is shifted one week due to Mother's Day)

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.



## **MONTHLY MEETING LOG**

**Sunday, 16 April 2023**

*The Golden Horseshoe, Ontario, Canada*

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



**The upcoming May meeting presentations:**

- R/C PT 109 build progress - by *Ron Campbell*
- Turning Masts and Spars in Swiss Pear - by *Stephen Deppisch*
- 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\*](mailto:Modelshipwrightsofniagara@gmail.com)