



### CLUB NEWS

We just recently received our **Certificate of Charter (No. 22-11)** from the Nautical Research Guild as an NRG registered chapter club. We are the 11th club to be registered and the 1st international club as our base of operations is outside of the United States of America. At this time there are a total of 13 registered clubs.

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Over the summer we will be organizing hybrid meetings, intending to commence in September.

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**John Garnish** has extended an invite to MSON members who are interested in **Coastal Motor Boats** (similar to the Canadian MTB or the American PT boats) to attend the **Society of Model Shipwrights of the UK** meeting next month as they will be having a 40 minute presentation on the **launch and sea trials of the replica of a Thornycroft Coastal Motor Boat**. The meeting date and time is **Friday, June 9th at 3:30 PM Eastern Time (Toronto)**. If you would like to attend send us an email at the MSON and we will arrange a ZOOM meeting link as a guest.

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**Ron Campbell** will be organizing a **model boat sailing event on the Welland Recreational Canal**. We will contact members when a date is set.

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Due to the poor response from local membership our involvement in both the **Pelham Strawberry Festival** (June 17) and the **Port Colborne Canal Days** (Aug 4-7) have been cancel.

### MEETING ATTENDANCE

21 of the 40 members registered for the March ZOOM meeting were able to attend. On this day the MSON has a total of 96 members from across Canada, the USA, the UK, and the Caribbean.

### MEETING PRESENTERS NEEDED

We need presentations for next season from November to June. 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?

Presently we have the following presentations booked:

September	1) <b>Flying Fish</b> build update by Jared Fein 2) <b>Bismarck restoration</b> by Ray Peacock 3) <b>Cutty Sark update by Wayne Marriette - To Be Confirmed</b>
October	1) <b>Byrnes table saw fence re-adjustment</b> by Bill Short 2) <b>The half model SHIFTY</b> by Ray Peacock and Alan O'Neill
November	1) <b>3D Resin printing</b> by Gabe Kraljevic 2) <b>???????</b>
December through June	<b>???????</b>

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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.

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

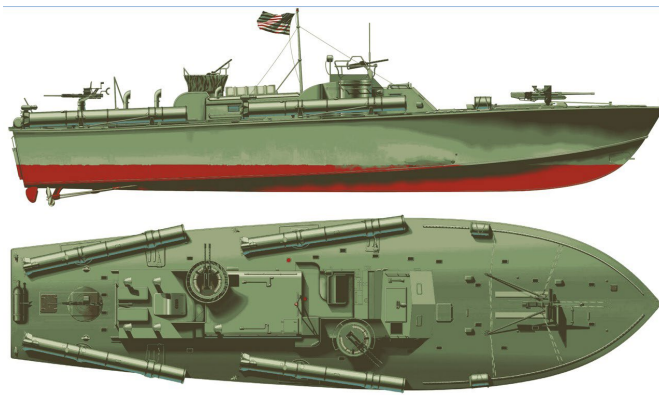
If so please send us an email.

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

**MAIN PRESENTATIONS**



1) **Ron Campbell** showed us the results of his build of a radio-controlled **Patrol Torpedo Boat - PT109**, the boat made famous by Lt. J.F. Kennedy who eventually became the 35th President of the USA. Ron bought this partially assembled and abandoned plastic kit model at BUFCON in Buffalo, New York. When he got home he checked her inventory. She was a motorized kit that held six D size batteries, operated with plastic gears and two props that rotated in the same direction, with 3 of the four torpedo tubes, and other parts missing or broken. After searching on the internet he determined she was a 1/32 scale, 2-1/2 foot long **Lindberg kit**. At a later date Ron purchased a 1/72 scale Revell kit of the same boat at a plastic show hoping it would help him with the layout of the boat. The artillery piece was absent.

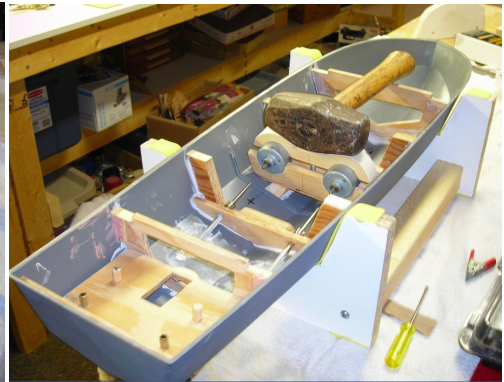


Some more searching revealed instructions to convert her to an R/C boat. Ron found she had a 37mm anti tank gun that the crew had salvaged and lashed on the deck with wood beam mounts. These beams were what floated the crew to shore after the boat was rammed and sunk by the Japanese in WW2. Ron purchased a Revell kit of the gun to add it to his model. PT boats were powered by three engines giving a cruising speed of 23 knots and an eventual top speed of 45 to 50 knots. Ron decided to use two counter rotating propellers in his R/C boat. He cut out the plastic bulkhead and discarded the provided flimsy drive arrangement.



He then installed stronger plywood rib framing with marine epoxy to support his new drive arrangement. He used two 12 volt DC brushed car window motors from Princess Auto, Hamilton, Ontario in the surplus bin. He used an ESC (Electronic Speed Control) with two output leads to the motor, one positive and one negative. This device controls the output voltage to the motors to adjust rotational speed. He used two rudders controlled in parallel via levers and one servo by the rudder command on the transmitter. He built one clear plastic well aft to hold the servo and

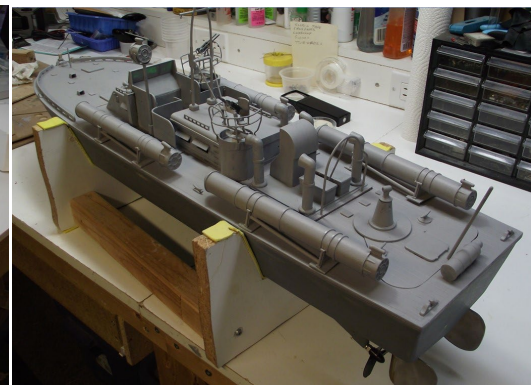
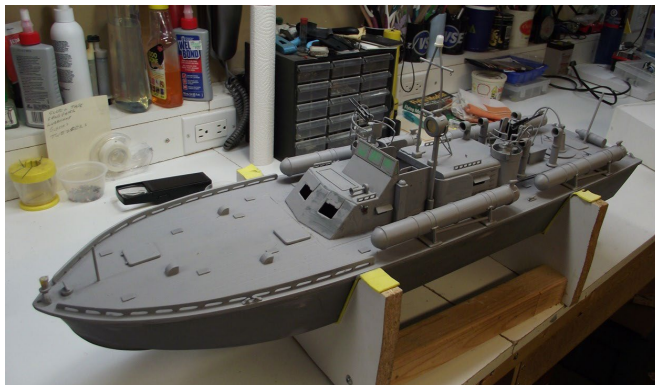
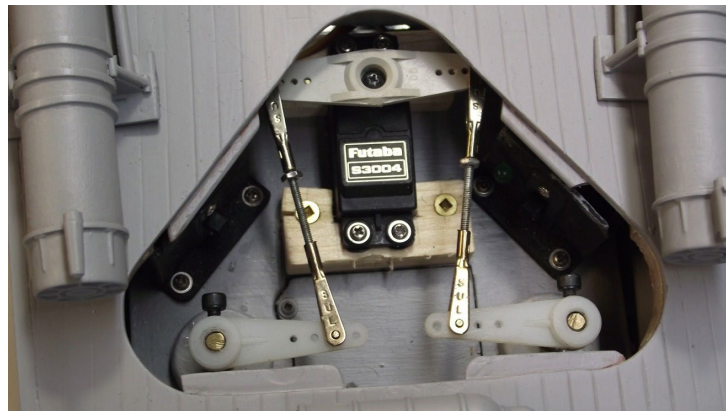
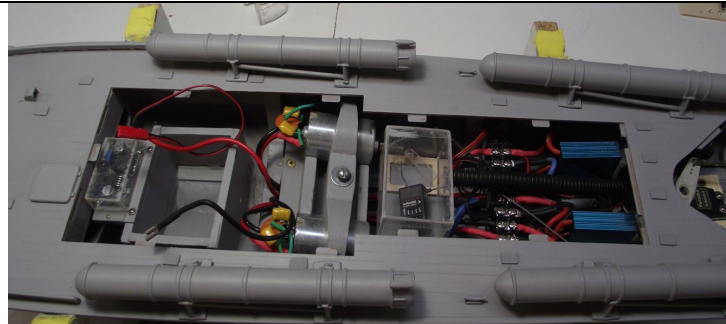
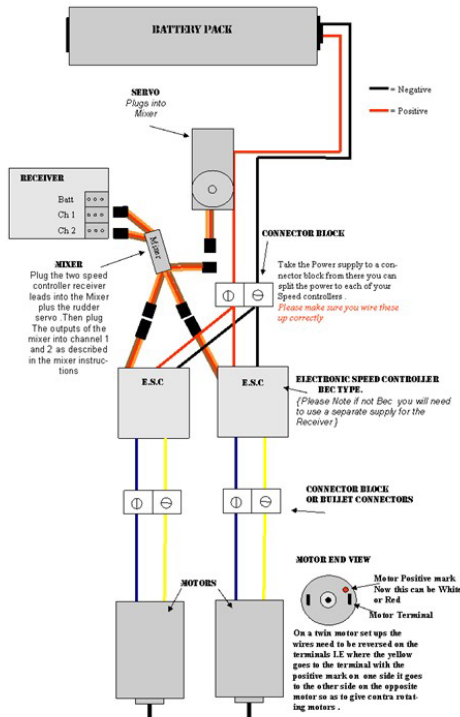
another forward for the ESC. The motors were held in place with a simple clamp mechanism using a single screw. The removable cabin housing gives access to the motors and battery. Ron uses a 12 volt gel cell battery for power he shares with other R/C boats in his fleet. Another removable hatch cover aft gives access to the servos and rudders. Ron scratch built the cabin windshield as it was missing, as well as one torpedo tube.



Then he rebuilt the protective screens on both machine guns using 1/8" copper wire soldered together. Of the four air vents Ron had to build the two aft units which he made to pivot. The model has an antenna mast with an LED light on top and a working LED search light. In testing Ron discovered that due to the weight of the gel cell the boat sat low in the water and the rudder tubes were too short allowing water to rise through them flooding the compartment. He extended the tubes to eliminate the problem. The boat hasn't enough speed to plane as the real boats did but she is fast and almost reaches planing speed. Ron says that he could increase the propeller size to get more speed. He has yet to mount the anti tank gun on the forward deck and the four exhaust mufflers on the transom. It is primed in grey and he is presently searching for the proper dark green colour to finish the painting.

In discussions Joe Lorenzo originally suggested Green #39, a dark matt green that was used in the PVR (Vietnam era) boats and he promised to supply Ron with the paint suppliers contact info so he can ask them. In subsequent follow up emails to Ron the paint colour was corrected to be **Marine Corps #23 Green, FSN 34052 (Flat)**. As the model Joe's group (Rochester NY club) were working on was 5 feet long they used a Sherwin Williams latex paint (colour matched on a piece of wood) bought at Skygeek - Shop Aviation Supplies Online.





**2) Stephen Deppisch** explained to us how he **turns his masts and spars in Swiss Pear**. Traditionally boxwood is used or ebony for dark or black wood, Cherry and Swiss Pear aka European Pear is used as they are all stable, hold a keen edge and most importantly they have very little grain. Swiss Pear wood is a typical fruitwood. Its properties are similar to Rosewood. It is generally hard and dense, easy to cut, saw, plane and sand.

It is very resistant to splitting and warping. Its colour varies from tan to pinkish and will add contrast to your build. Ray Peacock said that the wood is steamed at the source to even out the colour. Sculptors like it as it they can approximate human flesh colour with it. It will darken over time due to oxidation. Plain sawn is best for modelling as it will have very little grain showing. It dyes very well and can be substituted for ebony if stained with India ink.

Sources of Swiss Pear include **Windsor Plywood** in Western Canada, **Exotic Woods** in Burlington, Ontario and (per Ray Peacock) **A&M Woods** in Cambridge, Ontario.

The tools Stephen uses to make masts and spars include the Byrnes table saw, Unimat 3 lathe, small block plane, sandpaper and calipers. He buys his Swiss Pear wood in slabs and cuts it down into 1/4" slices on a full size table saw and then cuts that down to suit the sizes required for his masts and spars on the Byrnes table saw. He starts with a square blank at the largest diameter for the part and cut off to length slightly longer than necessary to ensure he can finish the ends cleanly. Once squared he lays it on a wooded rest with a Vee or square notch that helps to hold and orient the blank. Using a block of wood he will clamp it all down to the workbench at the end closest to him so he can plane away from himself to knock off the four corners to create an octagonal piece. He will then unclamp it and rotate it so he can plane the previously clamped end similarly.



Next it goes to his Unimat 3 lathe, gripped in a 3 jaw chuck. He doesn't use the tail stock as the part is quite short so he finds it to be unnecessary. Using the sanding block on one side with a notched support block held behind it, the mast or spar is rounded. The notch in the back up support block must be smaller than the mast or spar finished diameter.







The ends of the spars are sometimes tapered  $1/4$  to  $1/2^\circ$ . He does this manually with the sanding and backup blocks running them back and forth for the partial length, stopping and checking regularly with the calipers to halt at the requisite diameter. Sometimes the ends may be rounded over. He does this with a file. Stephen finishes his parts with a brushed on coating of Watco Danish Oil, a blend of penetrating oil and varnish that dries in a matte finish.



Below is Stephen's **Marmara Trade Vessel** that he is currently working on along with the set of spars and masts. He is now at the stage of installing these pieces and beginning rigging.

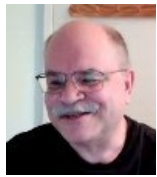


Some discussion followed about dying wood. As mentioned earlier Stephen has used India Ink to dye his Swiss Pear to simulate Ebony. Liquid shoe polish has been used by some but not by him. India Ink being a water soluble



product might be absorbed in the wood easier than liquid shoe polish that contains wax. **Aniline dyes** (available at **Lee Valley Tools** in powder form in small pouches that is mixed in water) that dye by tinting and not by filling pores is likely a better way to go because modelling woods are typically very tight grain structures and will not readily absorb store bought stains that are designed to be soaked into the pores or open grain of the wood. Ray Peacock suggested that to achieve a varnished Mahogany look in Swiss Pear, a reddish-brown Aniline dye might be suitable, followed by a good polish.

#### ON THE WORK BENCH



**Gabe Kraljevis** presented his **Artesania Latina 1:65 scale kit model of the Santa Maria** that he will be gifting. Originally meant as a university graduation gift for his son symbolizing "the voyage of discovery that lay ahead" but the day came and he wasn't anywhere near done by that milestone so he planned to present it as a wedding gift... but once again she wasn't ready. Now there's a grandchild on the way and a new goal date has been set. Things always seem to work out!

Gabe expected an out of the box build but felt he needed to fabricate new gudgeons and pintles for the rudder and he fashioned the cradle using hardwood flooring cut-offs from the homes of both grandparents with the red flannel from an old Halloween costume from his son's youth. His 3D resin printed figurines represent the parents-to-be (an inside joke) are yet to be painted. Presently Gabe is working the masts.





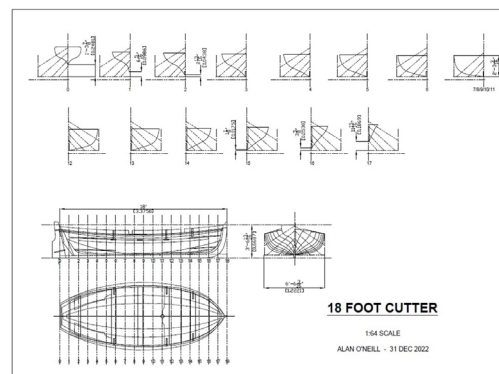


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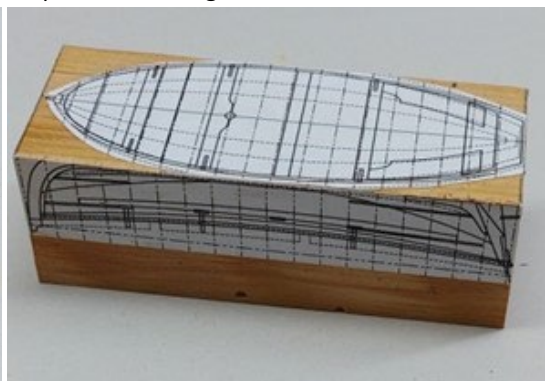
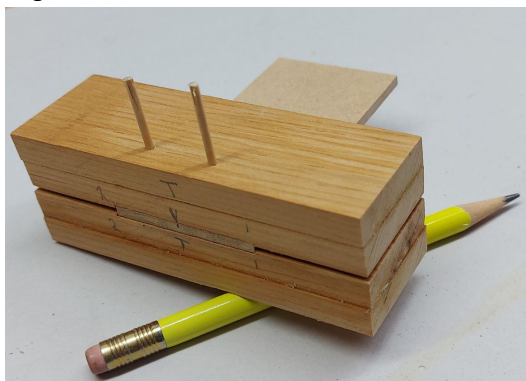


Alan O'Neill presented the build of his first small boat; an **18 foot cutter** for his Bellerophon, the 74 gun war ship of 1786 he has been working on for a few years now. He followed David Antscherl's instruction that were published in the **NRJ Vol. 55-1 of Spring 2010**. Alan needed to redraw the lines drawing from 1:48 to his 1:64 build scale. His boat is 3-3/8" long.

The two halves of the plug onto which the shell of the clinker built boat would be built over were made of Hemlock fir. The centerboard used to hold the assembly in a clamping vise was made of 1/8" MDF. All the pieces were dry pinned together with two small friction fitted maple dowels.

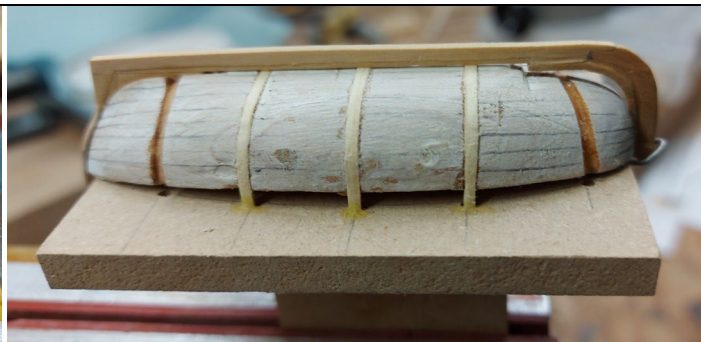


The plug was taken apart and the two halves were rubber cemented together. The top and side views were cut from the drawing and rubber cemented to the block and then the profile was rough cut on the band saw.

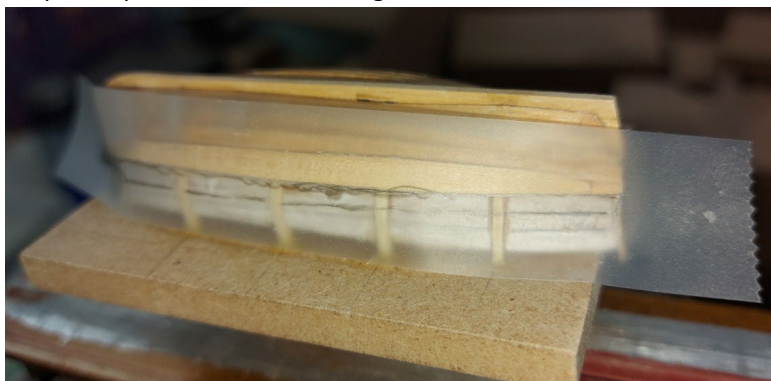


The profiles of five evenly spaced stations were marked onto the cleaned and reassembled plug. These five stations were traced from the plan onto card stock and then cut out to make templates used to check progress in rasping, filing and sanding the shape into the soft fir plug.

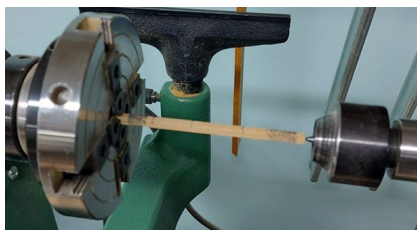




The Castello boxwood stem post and apron, stern post, transom and knee (deadwood), and the keel were assembled following David's instructions. The shaped plug was coated and rubbed with white GESSO and after drying the planking guide lines and five station locations were penciled on. Notches were then cut into the plug for the framing timbers. The plug was coated with brushed on (tooth brush) and rubbed in Beeswax so any over spillage of glue would not stick the boat shell to the plug. Alan added a shelf using a keyhole slot allowing it to slip over the centerboard into which the Maple bent timbers were set into drilled holes to hold their ends in place. The timbers were glued to the keel and shelf. Planks were cut from 1/32" thick Hemlock strips using transparent tape to create cutting templates by tracing the outline with a pencil onto the tape. This was transferred to the fir strip and cut with a scalpel. All parts of the boat were glued with Weldbond PVA as it dries crystal clear.

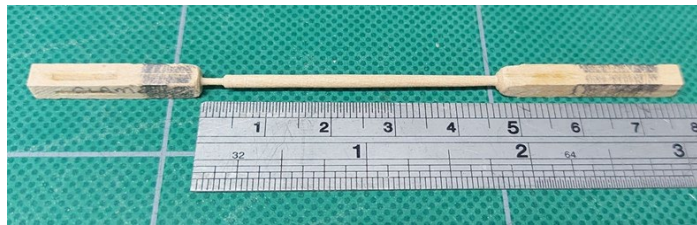
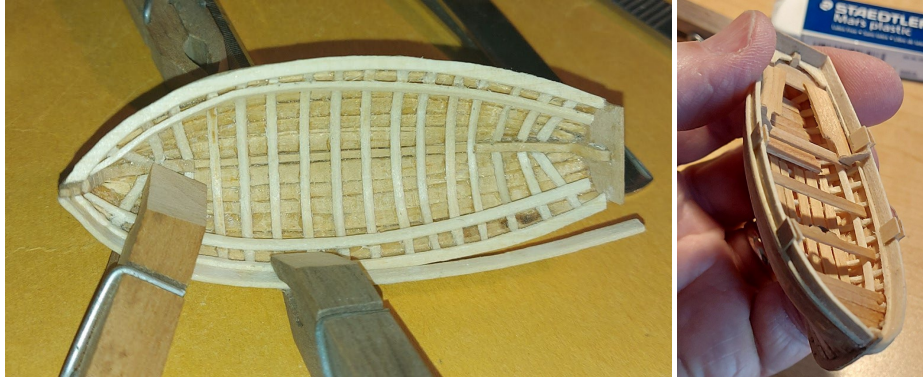


Once planking was completed and cured the timbers were cut free of the shelf and the boat shell was popped off the plug. The additional Maple timbers were installed between the existing five, Maple risers (to support the benches and thwarts), gunwales and washstrakes were installed after which Hemlock floor boards, benches and thwarts were added. Knees, breast hook and rowlock/crutch plates were installed. These were eventually sanded flush to the top of the washstrake and then sweep notches were razor cut and filed into them. A "sweep" is an oar that is held by both hands. An "oar" is operated in pairs with each held in one hand.



Stock for the four sweeps were cut from Castello boxwood on a Byrnes table saw and the shaft and handle turned on a mini wood lathe using a wood rasp, files and sand paper. Shafts are 0.059" diameter and handles about half that. His sources for dimensions are the **Specifications for Oars of the US Navy for the year 1900** published in the Nautical Research Journal and provided on the Model Ship World Forum, and also a formula

provided by DRUXEY on the Model Ship World Forum with his build of the 28 foot American Cutter. The blades were shaped with files and sandpaper. Alan is not particularly happy with his sweep blades as they should be symmetrical, not curved when viewed on edge. He will be making new sweeps to replace them.



The rudder was made in one piece of Castello. The tiller was commercially blackened jewellery wire and the ball on it was made by dipping the end in Weldbond glue and colouring it with acrylic paint. The metal straps are strips of bond paper coloured on the face and edges with black permanent marker before gluing them onto the rudder and transom. Fastener heads on the metal straps were made by applying pin pricks of Weldbond glue onto the blackened paper, building up to the desired size. Once dry they appear black because they are crystal clear and the paper below is black.



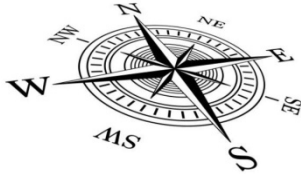
Alan was asked about his choice of using Hemlock. He explained he had obtained a large FREE supply when he first started his build, and being a novice he soon discovered it was a terrible, grainy, brittle wood not at all suitable for scale model ship/boat making... but he vowed to himself that he'd use it somewhere on the build!





**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, 11 June 2023**

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

As always meetings and membership is open to all and free!  
Notices will be e-mailed.

**The upcoming May meeting presentations:**

- **Conservation and repair of the Nonsuch** - by *Bruce LeCren*
- **Scratch build of HMY Fubbs of 1682** - by *David Antscherl*
- 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)

**PIRACY**

Please Note:

The following list from the NRG are ship model manufacturers (companies and/or individuals) that are known to pirate intellectual property (plans and/or designs) of others and so should be avoided:

*ZHL, RealTS, Snail Model, XinFeng, Crown, JD Model, LHQK, Huasong, Shi Cheng, woodenkit (Russian MFG), YengFan, Unicorn Model, YQ (YaunQing), Master, CN, CF, shi hai, 4H Model, Moxing, Microcosm, WN, Jaocdoen, SC, DUJIAOSHOU, DryDock Models and parts (Canada) selling for companies that pirate, Modelship Dockyard (China)*