

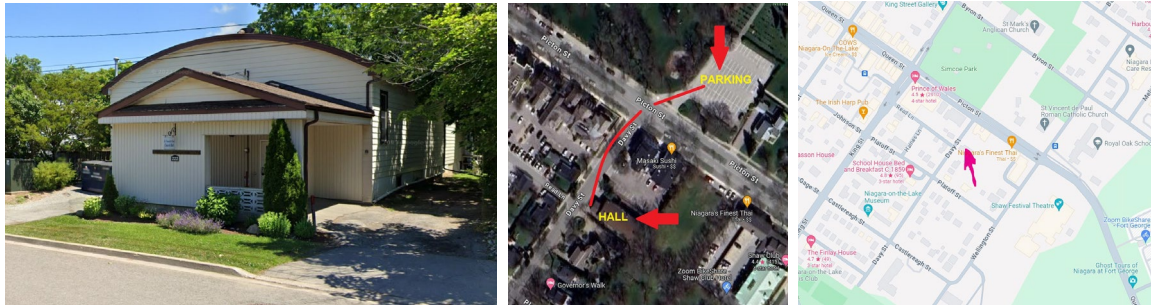


CLUB NEWS

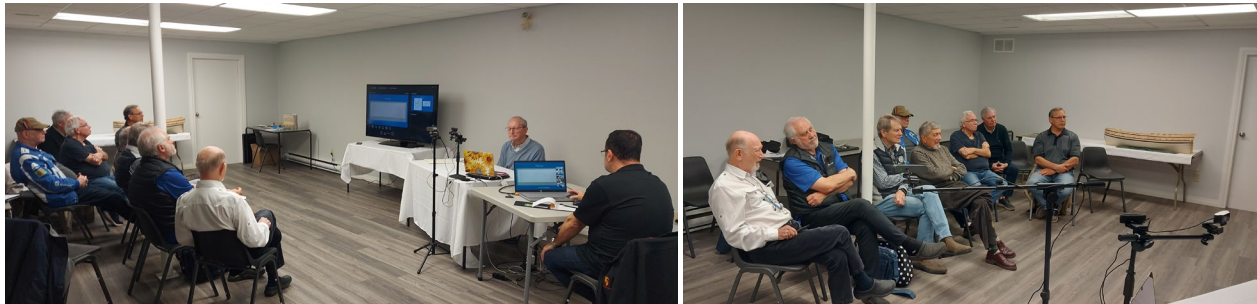
The following new local member was welcomed to our meeting: **Richard Sammon** (Niagara Region of Ontario)

ANNOUNCEMENTS

1. This month we held our first meeting (of hopefully many) in the lower meeting room at the **St. Vincent de Paul Church Hall** located at **222 Davy Street, Niagara-on-the-Lake, L0S 1J0.**



The room is large and bright with ample chairs and tables, speedy internet access for ZOOM and wide and comfortable stairs leading to the lower level. Parking is free at the church parking lot to the north or on the street one block to the south. There is a covered drive at the front entrance so you can off load any models safely out of the weather and then park your car.



2. The updated draft of a proposed **Constitution and Bylaws** document for the MSON was briefly reviewed and adopted. It will be posted on the club website under the members only tab.

3. The NRG (*Nautical Research Guild*) will be conducting a free virtual workshop **for all NRG members** via ZOOM on **Saturday, 4 May 2024 (11:30 AM ET)**. The topic is **The Basics of the Air-Brush**. The speaker is Kurt Van Dahm. Items covered include: types of air-brushes, how they work, what else is needed, how to hold and use the air-brush, cleaning (disassembly and reassembly), paints, painting tips and masking tapes.

For those of us that are not members of the NRG you can learn more on their website at thenrg.org

There will also be a **sailmaking workshop this summer in June**. Ron Neilson will show how he makes his unfurled sails and Tom Ruggiero will show how he makes his furled sails.

4. We still have a partially completed plastic model of the **TITANIC** waiting to be claimed by a member. You get a box and a half of accessories (including an **air-brush and paints**) and a custom made Plexiglas dust cover. You must agree to complete the model and send a photo to the wife of the previous owner.





5. Ron Campbell is in the process of receiving more **72Mhz transmitters, receivers and servos and electric motors**. These are **offered FREE**. If you are interested in owning any of these for your R/C builds send us an email and we will forward it to Ron. email: modelshipwrightsofniagara@gmail.com

6. On May 24th, the Confederation Marine Modellers have a show with their pond and R/C boats at the Steam Museum in Hamilton, ON. The Meccano group will be there with a display as well as the railroad club offering steam engine car rides for families.

7. Andrew Henwood has a supply of **cabinetry grade pieces of walnut, basswood, butternut and beech free for the taking**. He lives very near the meeting hall in NOTL. If you are interested in accepting this offer email us and we will forward your message to him.

8. **We are looking for a volunteer** from within the MSON membership to help with the operation of the club. Coming this September 2024 we will need a **Treasurer**. At present we feel the Treasurer should be a local member. Also, looking for anyone willing to help with 1) maintaining **the club website**, and 2) editing the **Monthly LOG Newsletter**. These two positions can easily be handled from a distance.

If you wish to volunteer please contact us via email: modelshipwrightsofniagara@gmail.com

MEETING ATTENDANCE

We had 50 people register to attend, and had an attendance of 39 people at our meeting. 28 of the 39 registered to attend via ZOOM were able to attend and all 11 registered F2F attendees in NOTL were present.

MAIN PRESENTATIONS

1) David Antscherl presented his ongoing commission build of the frigate **South Carolina** (formerly **L'indien**) of 1778.



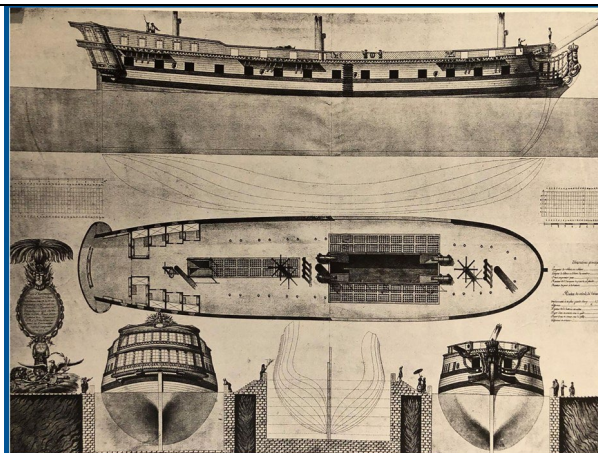
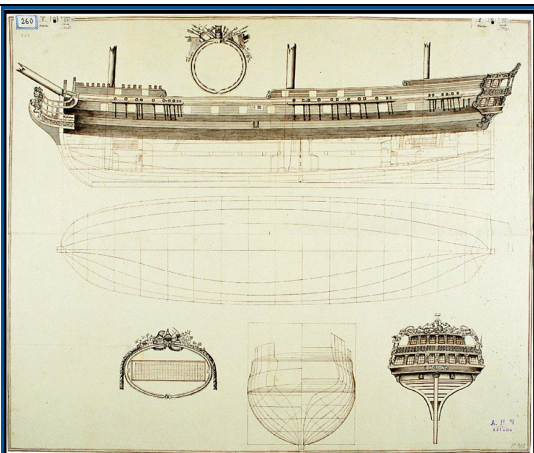
The ship was designed by the French shipwright Jacques Boux for the U.S. Commissioners, and built by the Dutch in Amsterdam. She had a draft that was too deep to get her out of the shallow waters. After two years of pondering on the dilemma they sealed the ports on one side and tipped her on her beams ends to haul her out to deeper water where she was up-righted and fitted out. She was transferred to the navy of South Carolina in 1780 where Alexander Gillon was appointed in command. She operated as a privateer with limited success and was captured by the British in 1782.

The ship was not used by the Royal Navy as she was badly hogged (the bow and stern had drooped as there wasn't adequate buoyancy).

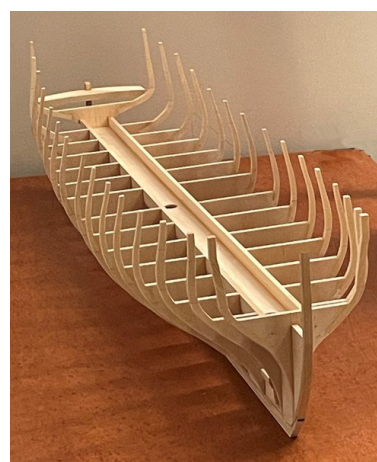
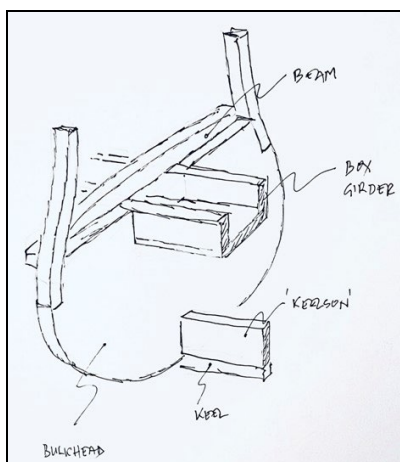
David had two sources of information for his build, the measurements recorded in Josiah Humphrey's notebook when she was delivered to the USA, and the British survey records when she was captured and determined to not be seaworthy. She was recorded to have 172-1/2 feet length on the gun deck and 42 ft 8-1/2 inches extreme breadth.

There were also plans from the Spanish Archives (below left) and the Souvenirs de Marine (1880's) album that was assembled by Amiral Paris of France (below right). Upon examination there are some differences between the two and some details that were very unlikely. In both images the hull lines are fairly consistent.



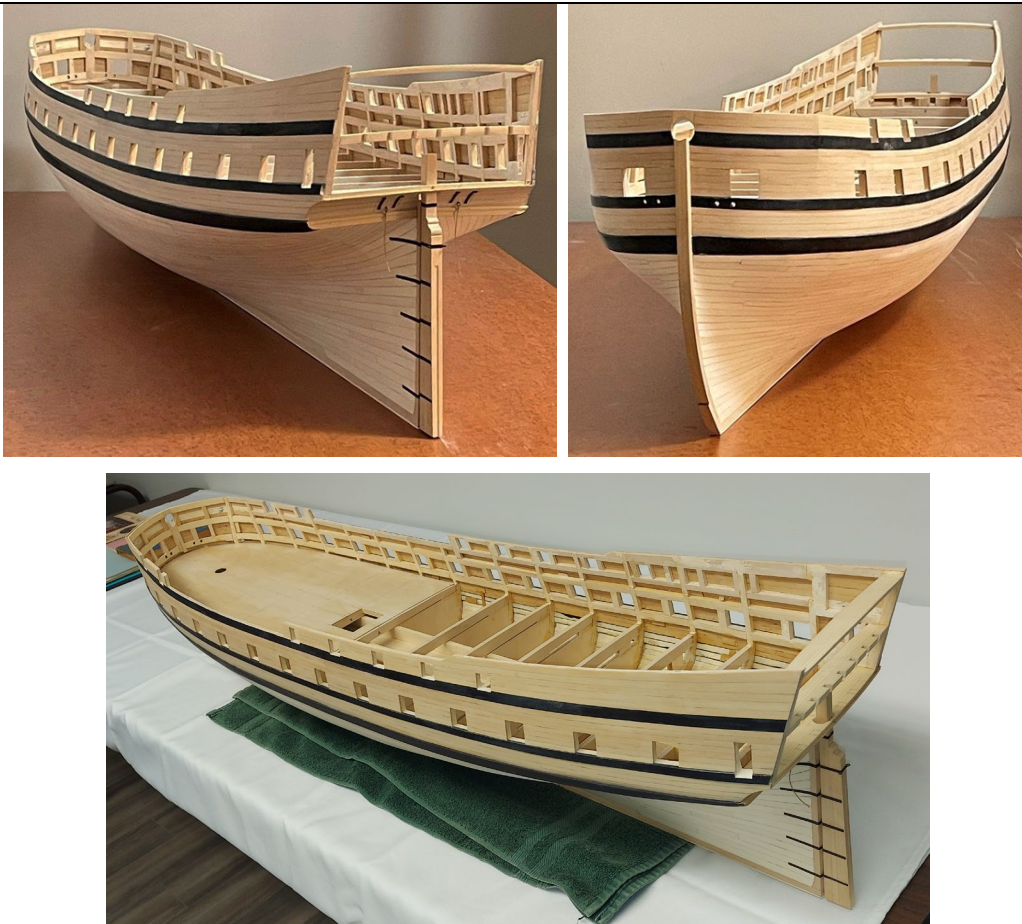


After drafting his own plans to 1:48 scale, David had to devise a method to keep the model from also hogging. He decided to install a box channel section through the upper part of the bulkheads throughout her length and added a vertical stiffener 'keelson' piece on top of the keel as can be seen in his sketch below and accompanying photos of his actual build.



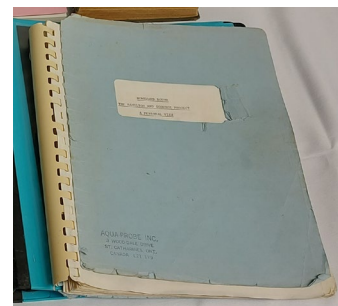
It took David three months, working seven days a week, to complete the planking of the hull!





Above is the current state of the model. It is about 4 feet in length. On the top left we see the rudder installed. The groove running down most of the length of the aft face of the rudder is a chatter groove. This dampened the vibration caused by the water turbulence passing around the rudder blade that was felt by helmsman. You will note there is something different about the bow in the image on the top right. From the keel up to just above the second wale, just below the gunport, the hull strakes have a smooth curve to them. Above this wale and up to the top rail the strakes develop a definite crease or angle. This was just one more challenge for David. At present he is installing a sub-deck of aircraft plywood that will be planked over.

2) David Rogozinski began his 30 minute presentation on **the discovery of the Hamilton and Scourge** off the south shore of Lake Ontario near Port Dalhousie. These two American merchant schooners were converted to warships for the War of 1812. The manuscript *Outward Bound* (image right), written by Dan Nelson in 1984, of which David may have the only copy, describes all his work discovering the two warships. Dan was not only David's dentist and mentor, he was a ROM (Royal Ontario Museum) Research Associate and Archeologist, and had extensive wreck diving experience.



Dan Nelson began researching the Hamilton and the Scourge in 1971. He had an idea of where they were but in order to get funds for the project he needed to find proof. He contacted the American Navy and found they did not have logs for the ships. He tried the American National Archives which offered him the log from the HMS Wolf in that time period.





An entry on 8 August 1813, the day of the sinking, pin pointed that the enemy fleet was seen "bearing east and by south 4 or 5 leagues standing to the westward on a larboard tack" while the mouth of the Forty Mile Creek was located about 8 miles SSW of the Wolf. These were the details Dan used to help him pin point the location of the wrecks after having to determine if the 8 miles were statute or nautical, and making corrections for the deviation of magnetic north over more than 200 years. There was a 3 hour difference between the Wolf log entry and the sinking of the ships... how far did they travel? (40 mile creek is 40 miles from the mouth of the Niagara River to the east)



Dan Nelson's next piece of information came from the novelist James Fenimore Cooper (*Last of the Mohicans*) who wrote a book about his friend Ned Myers (*Life Before The Mast*). Mr. Myers, a survivor of the Scourge, told him the ships hadn't moved! From this Dan could identify a 32 square mile area to survey.

He now had the details to allow him to get the research money and the hunt began.

As we experienced computer problems and David had run out of time his presentation will continue next month.

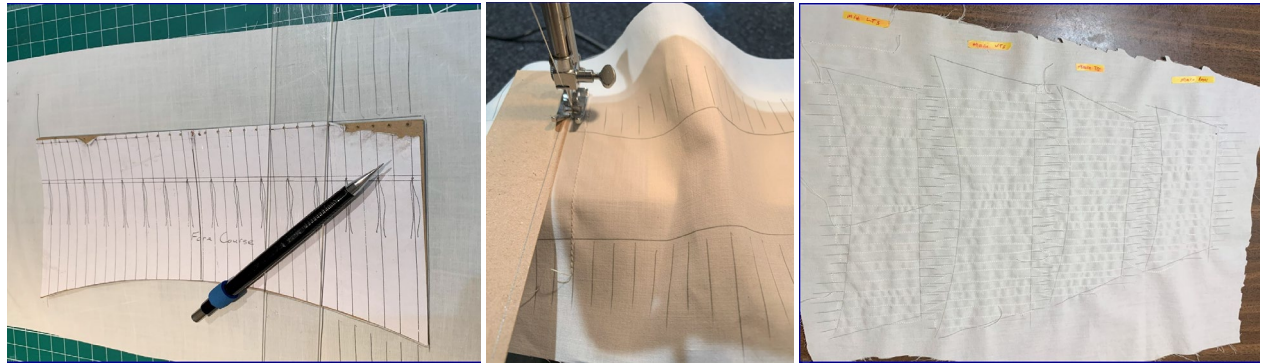


3) **David Cramton** explained **how he made the sails** for his first wooden ship, the 1:72 scale ARKIT model of the Cutty Sark. (Please note this is one of a number of different ways to make sails) He was quick to point out that he had to make modifications as the kit was from an old manufacturer and he had challenges with some items, such as frames that were not laser cut, a damaged lifeboat, improper mast lengths and an oversized (about 3X) figurehead. The model's overall length is about 37 inches.

David's good friend Sadik Dobra, a skilled modeller, helped him with this sail making technique. He had to cut down the height of the sails to fit the lengths of the supplied masts. Using a cardboard template, David marked off where the panel seams would be and then used a sewing machine to simulate the stitch row for each panel.

Next was the installation of the bolt rope. First a mixture of 50/50 white PVA glue and water was brushed around the perimeter of the sail to make the edge stiff so the zig-zag stitch would not crumple it. Next the bolt rope was laid along the edge of the sail with a loop formed for any clews, sheets, or halyards. A fast-drying elastic fabric adhesive (E6000 Fabric Fuse) was used to attach the bolt rope to the edge of the sail. These were held more securely with the zig-zag stitch.

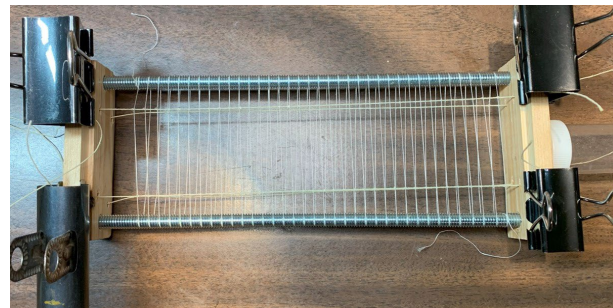




Marking Off and Sewing the Simulated Panels

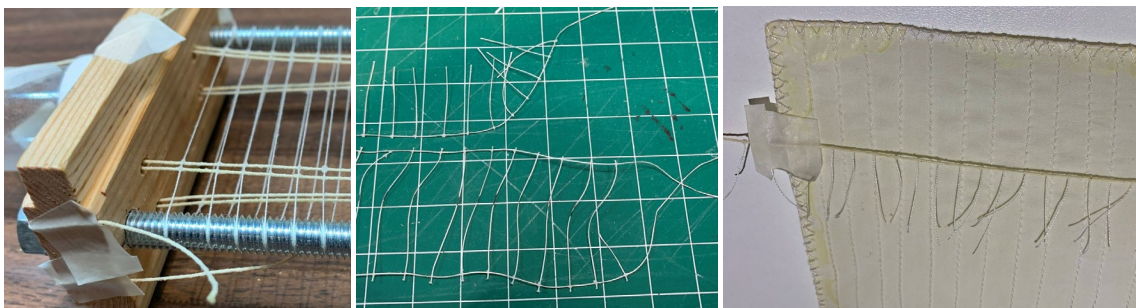


Zig-Zag Stitch to Secure the Bolt Rope



Rack to Make the Sail Reef Lines

David made his reef lines using a rack comprised of two threaded rods between two blocks of wood. With this method the reef lines are secured to a bolt like rope that is glued to each side of the sail. Reef lines normally pass through the sail, but David didn't want to thread and pass a needle through his sail resulting in a large hole that would need to be sealed up with glue. The line was continuously wrapped around every fourth thread on the bolts and double horizontal lines were strung across along the outside with a space between them and with dabs of glue to secure them to each vertical line. When dry, the vertical lines were cut in the short gap between the horizontal lines and the horizontal line ends were cut at the blocks of wood. This left four rope ladder type assemblies. The rungs of the ladders were cut to create eight bolt-like ropes with strings of reef lines dangling from them. The bolt-like rope was then glued to the sail with the reef lines hanging downwards. He only had to do this to six of the sails on his build.

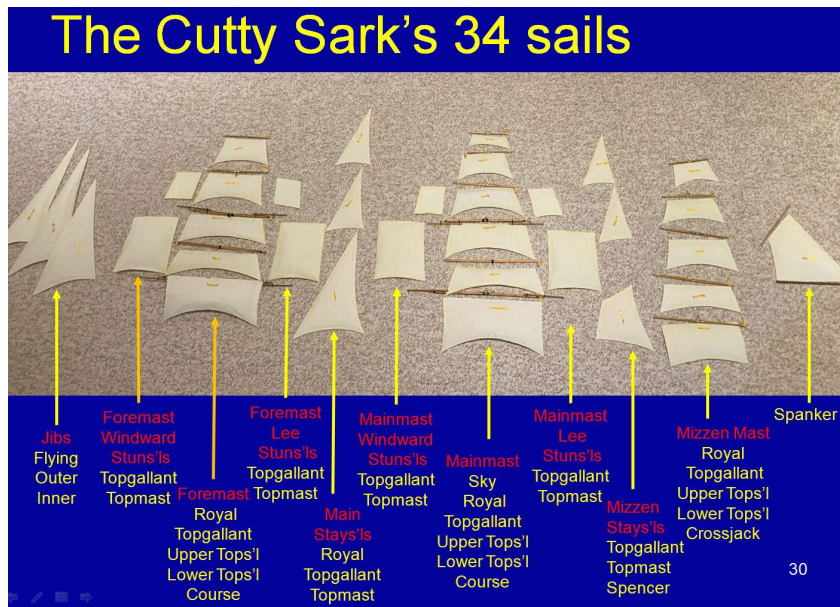
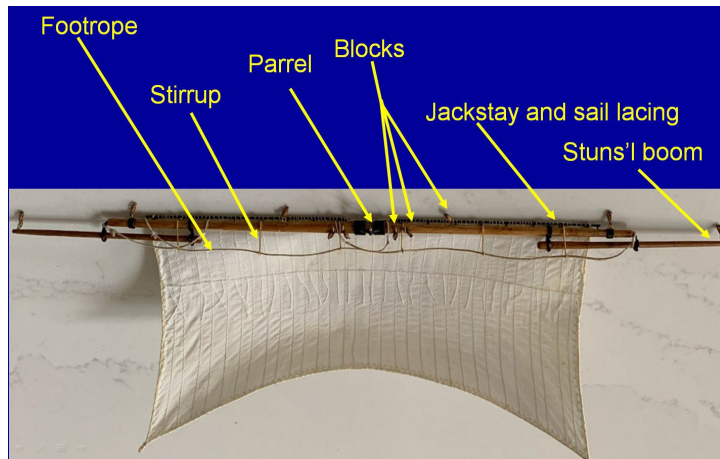
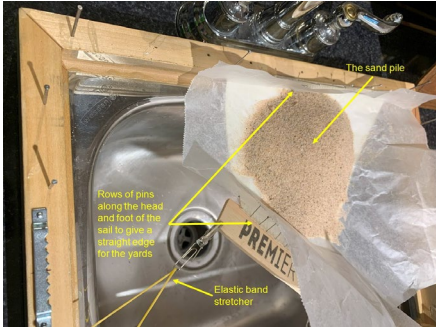


Now came the part of making the sails billow with the wind. The sail was "painted" on both sides with a 50/50 white glue/water wash and then stretched inside a wooden picture frame. The edges that attached to a yard, gaff or boom had to be kept straight, so these were pinned to the edge of the wooden frame or pinned to a wooden batten. The other corners were stretched out with clips and elastic bands. Waxed paper was placed over the sail, sand was piled onto it to weigh it down to form a billow, then allowed to dry for 24 hours. The result was a fairly stiff natural shape.





Be sure to plan that all sails are billowed in the proper direction!



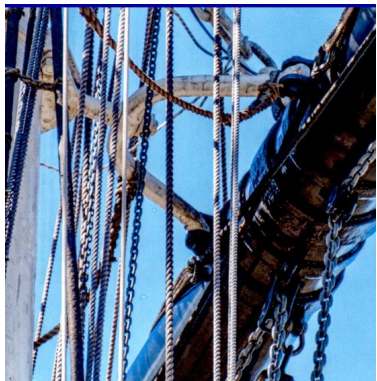
David Cramton had planned to mount his sails from forward to aft, bottom up. David Antscherl suggested he might consider starting aft and working forward as all the braces that run back might get in the way if you start forward... unless you leave rigging the braces until last.

The last item David has tackled to date was securing the yards to the mast. Referring to a photo supplied by Jared





Fein, the actual Cutty Sark yard was held away from the mast with a swivelling bracket allowing the sail angle to be set, so David fabricated something quite similar looking using soldered and blackened brass rods for his model. This is how far he has gotten!

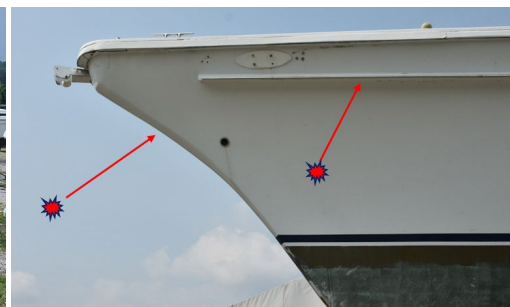


The Cutty Sark



David's Model

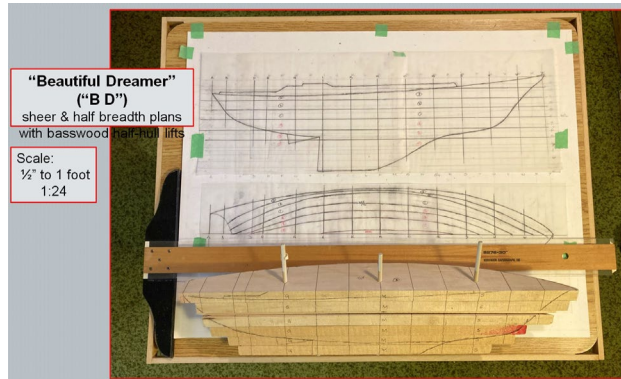
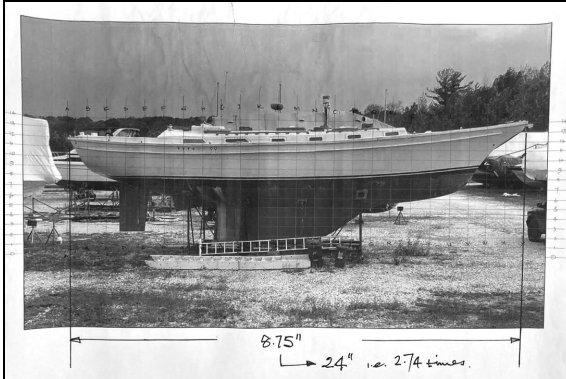
4) Ray Peacock gave us an update on his commission build of the *Beautiful Dreamer* with a clipper style bow and a cove moulding piece mounted onto the outside of the hull. Normally these are simple painted stripes on the hull. The keel is bolted on with little fairing and there is a prominent crease in the hull below the counter. There is also a skag support for the propeller shaft, possibly used to protect the propeller. These features can be seen in the first four images below.



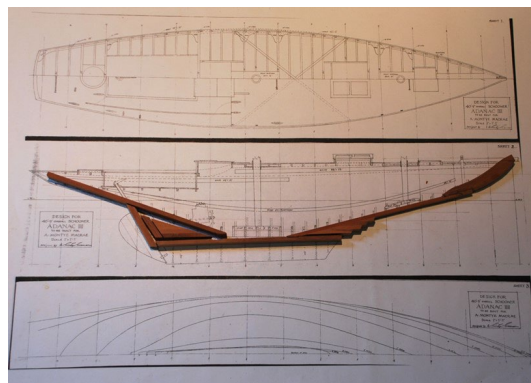
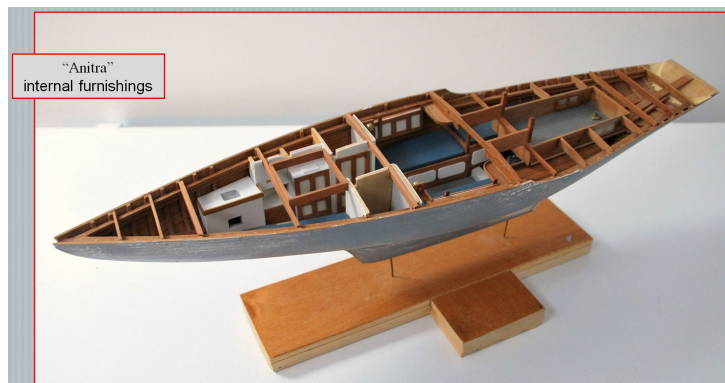


The build of the sailboat was started 45 years ago and was still ongoing when the builder passed away in 2022. Ray was approached by the daughter of the builder to make a model "in memoriam" in 2023. After searching on the internet Ray found the Rhodes 48 "Thunderhead" (last image above) was very likely the same hull design as it had some of the same features.

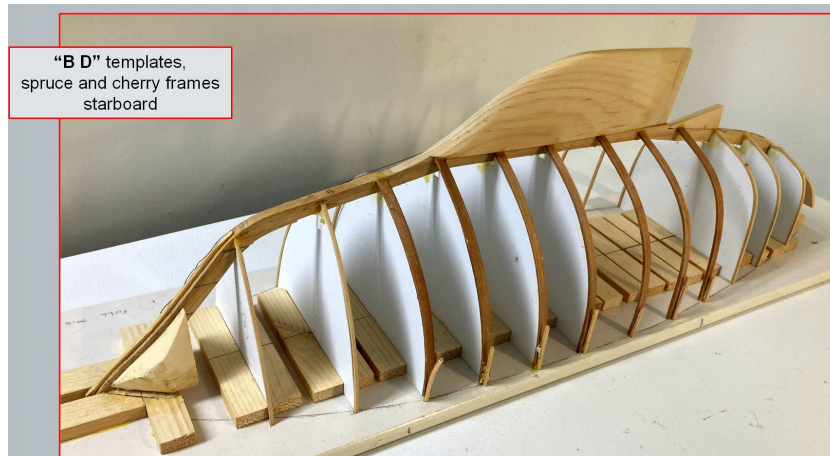
The original plan was to make this as a half model. Ray drew a grid over a photo of the *Beautiful Dreamer* so he could reproduce the profile and draw the deck using measurements at 1:24 scale (1/2" = 1 ft). Then using solid basswood he cut the lift profiles at the various waterlines on his drawing then drilled and pegged them for registration.



Ray was about to start carving the lifts when, during a casual conversation with the client, he described a previous model he had made of the *Anitra* that he had built in 2012 with a hollow shell that had all the internal cabin details.... she wanted this! Time to start over. As he still had the plans for the *Anitra* he simply needed to stretch them to fit. (Is anything that easy?)



After sticking his station templates on styrene sheet they were mounted on his build board. The spine, keel and skeg were installed along the templates and very thin (3/16" sq.) spruce frames were stuck to the periphery of the styrene frames. Station frames for the hull section that will be left open for viewing details inside the cabin were made of laminated cherry. The cherry would be nicer to look at as it will be exposed, and the laminated construction made them easier to bend. These were also adhered to the styrene templates with CA glue. Roughly shaped blocks of wood were installed at the bow. Their shaping was to be finalised later.



Below we see Ray has started planking. The star on the left shows the block of wood at the bow was changed out. A flare and a clipper bow is a difficult shape to plank. At the stern Ray installed fan type beams of wood to assist his planking to the transom. The plank material is repurposed IKEA wooden window blind slats. It is beautiful straight grained spruce but needed to be cut on the modelling table saw and thickness sanded to plank size.

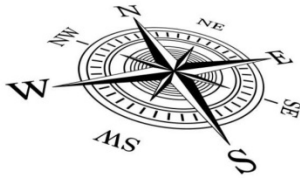


This is as far as Ray has gotten to date. The rudder is temporarily mounted with pegs. He expects to cover the planking with wood filler and after sanding to a very fine finish it will be covered in resin and fibreglass. The model will be housed in a clear acrylic dust cover case when finished. We anxiously wait to see the finished product!

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, 19 May 2024**
(not the 12th as that is Mother's Day)

Forum opens at 1:15 PM Eastern Time

Meeting commencement at 1:30 PM Eastern Time

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.

Meetings and membership are open to all!

Notices will be e-mailed.

Our scheduled May meeting presentations:

- **HMS ALERT build update** - by *Daniel McKelvie (15 mins)*

- **Amerigo Vespucci** - by *Ralf Schurbusch (15 mins)*

This is the first wooden model built by this paper modeller!

- **The Discovery of the Hamilton & Scourge Warships of 1812 (part II)**
- by *David Rogozinski (20 mins)*

Followed by our **On The Workbench** segment (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

MSON Volunteer Executive Committee through Seasons 2021-2024

CHAIR - *Ray Peacock*

PAST CHAIR - *Ray Peacock ... (since Noah and the Great Flood!)*

TREASURER - *none*

EDITOR of the LOG - *Alan O'Neill ... (since December 2022)*

WEBMASTER - *Alan O'Neill ... (since December 2017)*

I.T. MASTER (ZOOM meeting host) - *Pat Portelli ... (since March 2021)*

SPECIAL EVENTS CAPTAINS - *none*

*The MSON was established in 2008 as the Maritime Modellers of Niagara(-on-the-Lake) by Bill Short
with three other founding members: John Hatch, Jim Towndrow and Ray Peacock.*

