



CLUB NEWS

The following guests were welcomed to our meeting:

- Carolyn Pollard (Ontario)
- Mark Meester (Saskatchewan)
- Russ Milland (Ontario)
- Chris Potter (Ontario)

ANNOUNCEMENTS

1. The MSON has been blessed from 2008 to today with a membership that has stepped up to offer services that have allowed us to operate fee free, but we need to be prepared for the day when circumstances may change and we have to pay for services... we need to have a **Plan B**.

Presently we have the use of **the Portelli family LOFT** as a meeting place and Pat's wife's business ZOOM Platform. Our website is a free (and limited) one as is our mailing program. So we therefore believe we should begin the process to eventually become a dues paying club. After reviewing what costs would be, we've determined \$25 per year might be reasonable, but this needs to be discussed with and reviewed by the membership.

To that point we will shortly be sending via email all the details of our **Plan B** along with a link to an electronic questionnaire on this plan to help us appreciate how the membership feels about the subject. There will be a space for your comments.

We ask all members to review the document and respond to the separate electronic questionnaire in the week it is received so we may tabulate the results and discuss them at our March meeting.

2. The tin plate model of **HMCS Athabaskan** that was posted on the club website was claimed by a modeller from the Confederation Marine Modellers of Hamilton, ON.

3. As Ray Peacock could not be present in the LOFT for our meeting the small **Long Boats** (4-1/4") that were offered to club members were not delivered to Alan O'Neill so he could send them off to those members who had requested them. They are on their way to Alan via Canada Post and he will have them sent out as soon as they are received. Ray mentioned there were a few left if anyone else was interested.



4. We apologise for the recurring error in last month's newsletter. Apparently absolutely no one, including our various checkers, noticed that the year had not been updated to 2024 in the header nor the notice for the February meeting. That's definitely being deducted from their pay!

5. The link to our monthly meeting is usually sent out two or three days (Thursday or Friday) before the Sunday meeting as a bulk email to groups of ten recipients via the club Gmail account (or Alan's personal Gmail account 4alanoneill@gmail.com). If you have registered for the meeting and have not received the link by Friday evening please check your trash or spam folder. The subject line of the email will clearly identify it as being from the **MSON** and containing the **ZOOM LINK and F2F meeting site location directions**. If you cannot find the email please email us by Saturday morning latest, the day before the meeting, and we will send it out again directly to you. Sometimes servers think the bulk email is spam and divert it. Some members get the mail a day after it was sent and others not at all.

email: modelshipwrightsofniagara@gmail.com





MEETING ATTENDANCE

We had a record 56 people register to attend, and a record attendance of 43 people at our meeting! 34 of the 40 members registered for the ZOOM meeting were able to attend and 9 of the 12 local members that said they would attend were present. If you are adding up the numbers, the 4 needed to equal a total of 56 were our guests.

MEETING PRESENTERS NEEDED

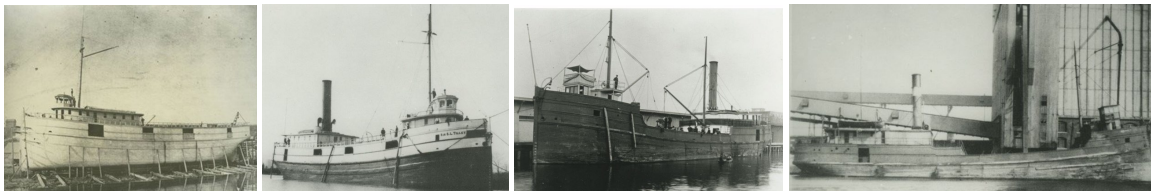
We are presently booking presentations for next season (September 2024 - June 2025) and as always we are booking **monthly build progress reports** from our members for the remainder of this season (February -June 2024).

If you attend meetings via ZOOM *or* never attend a meeting at all: 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 meetings. 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 responses emailed to all members. If you prefer we can present on your behalf but we will require a script to read from.

If you attend meetings F2F (Face to Face) in NOTL: We ask you to consider bringing your model to the meeting to show everyone what you are working on or have completed. Email us to let us know so we can check there won't be too many "*On the Workbench*" showings (*wouldn't that be a terrible dilemma!!*)

MAIN PRESENTATIONS

1) **Tim Morrison** presented his **Great Lakes Steamer Sir S.L. Tilley** of 1884. She was built at the recently rediscovered (present archeological excavation of the) Shickluna Shipyard in St. Catharines, Ontario, on Renown Road below the west side of the overhead Burgoyne Bridge, on the site of the fire department training tower with the old Renown sea cadet hall beyond that. The yard is presently under 1920's gravel back fill.



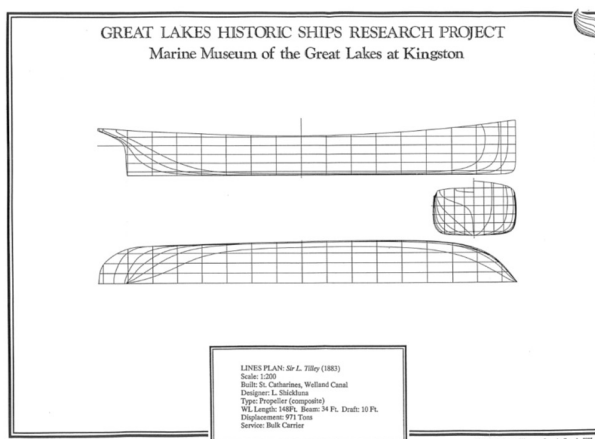
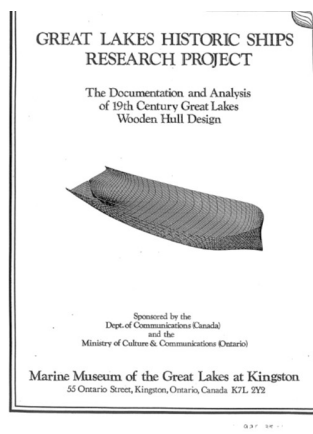
The various configurations over her 43 year life span

The Tilley was built on the second Welland Canal as a package freighter with passenger cabins, and with length, width and beam dimensions for safe passage through the third Welland Canal. She was of hybrid construction of iron frames and wooden hull planking with two decks and all wood above the main deck. She had a fore and aft compound steam engine with two cylinders, two boilers and one screw propeller. She went through various configurations over her sailing life but after she burned in 1899, she was salvaged in 1901, then lengthened and renamed **Advance**. She was stranded on the shore of Manitoulin Island in 1927, salvaged and quickly returned to work but after several mishaps she was finally scrapped after 43 years of service.

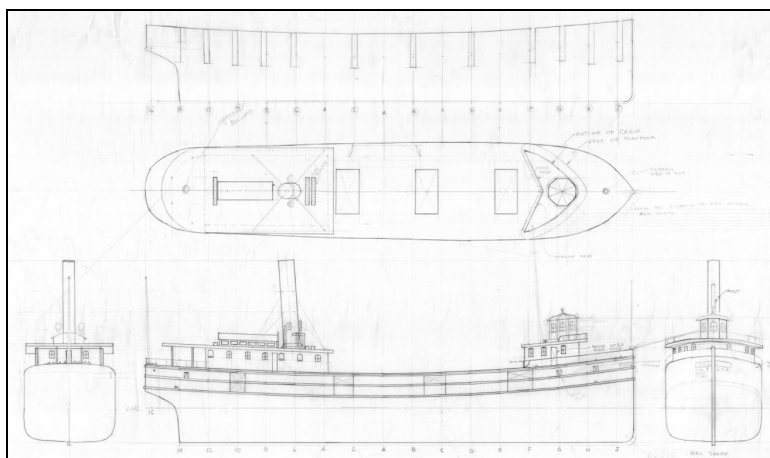
There are no contemporary drawings from Great Lakes civilian shipyards so Tim found the Great lakes Historic Ships Research Project report (image below) quite useful.

Tim would base his model build after the configuration of the second image of the first four images. An amateur historian and model builder provided him with ample high resolution images to see all the details.





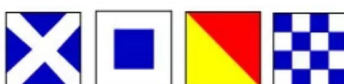
From these Tim created his own drawings at 1:100 scale for a manageable 20" length along the keel and 4-1/4" width. He made his bulkheads and false keel from 1/4" plywood, and the false deck from 1/16" aircraft model grade plywood. The deck planking is 3 x 0.5mm birch strips, and hull planking is 3 x 1mm lime wood. Other materials included card stock, polystyrene shapes and sheets, brass wire and tubing and thread.

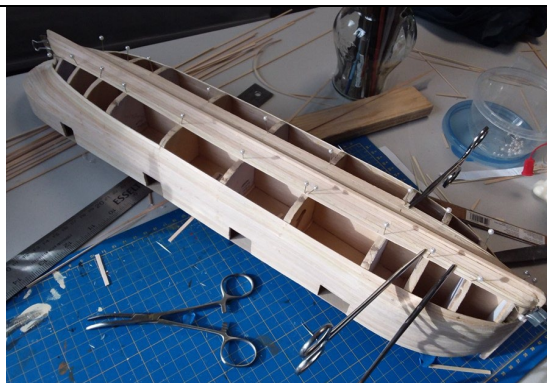


Tim wanted to use as much wood as possible but an experienced modeler convinced him not to be so rigid about the materials.



Assembling the false keel and bulkheads



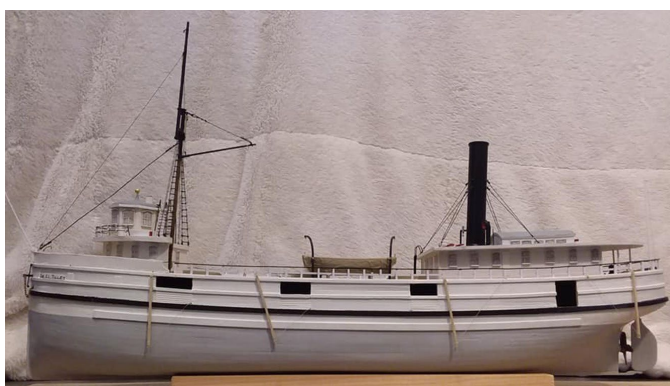


Installing the decking and hull planking

Tim made a foam board mock-up of his frame work to check the fairness for planking. From this preliminary check he made adjustments for the run of his planking on the final wooden frames.



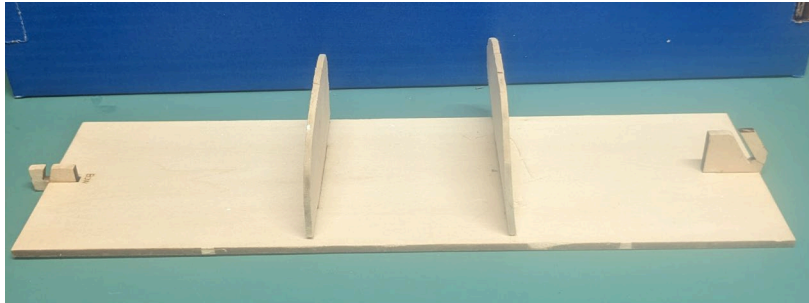
Bow and stern quarter views above and of the final assembly below



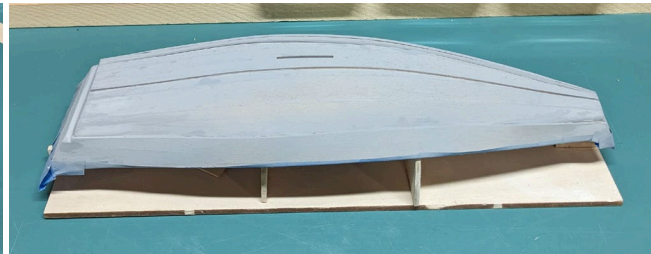
2) Shelby Korman presented his 1:12 scale Model Expo kit build of a **Norwegian Sailing Pram** as designed by MSON club member David Antscherl. Shelby was reluctant to present his model because he thought it wasn't good enough, but thank goodness we were able to convince him. Shelby has done a wonderful job with the kit assembly. It shows quite nicely and his presentation was indeed something we all learned something from. The pram is the second in a series of progressive skill building models. Shelby previously completed the first in the series, the Lowell Grand Banks Dory.



The 12-1/2" long boat was built upside down on the build board seen below. He stained and glued the knees to the transoms and then fitted the transoms into the build board slots.



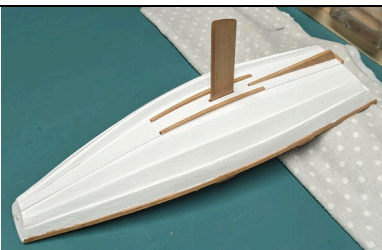
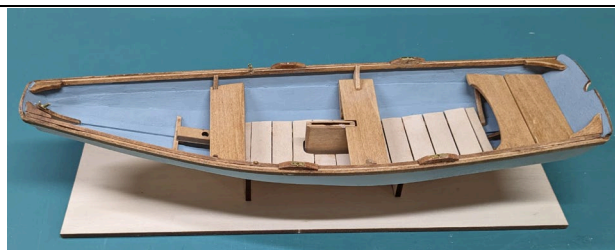
Following this the hull planks were installed one at a time utilizing quite a number of clips to clamp them in place. Shelby found keeping the strakes symmetrical and balanced was a challenge. Shelby wanted to stain all the trim pieces first so he thought it prudent to paint the hull right away. Using painters tape to protect his stained parts he primed the wood first in light grey and then finished her with about six coats of FolkArt brand white acrylic paint. The next time he will choose a primer colour that matches the colour of the boat!



He found it a little nerve-wracking to hold the boat in one hand firmly enough to do some work with the other hand, but not too firmly, so as not to crush the delicate model. He taped 1/8" over the top sheer planks to allow later gluing of the inwales, taped the stained parts before painting the inside silvery blue. The floor boards were left natural (unstained) as they'd be too slippery on the real boat when wet. The outer edges of the thwarts and stern sheets were rounded off slightly before staining. The skeg and bilge keels were also stained, but as he purposely painted the hull early in the build process, he had to scrape a thin line through those six layers of paint to expose the bare wood for the gluing of the keels.

Shelby then discovered they had packaged the wrong size brass bolts (tiny nails) that were to be used to secure the rudder gudgeons to the transom. The holes in the brass plates were too small for these nails and they could not be enlarged as there wasn't enough material in the plate. Having had no response from Model Expo Shelby super glued the plate to the transom board. The heads of the nails were then super glued to the plates to complete the look. Then he discovered the same problem with the nails supplied for the rowlock pads and inwale stay plates.





That would not be the last of his frustrations. The tiller extension connection brass rod was too large for the provided hole. Trying to enlarge the hole to suit was a big mistake and he had to remake the part but with enough material to allow a larger hole. The back stay strap bolts located near the head of the mast were again found to be too large so Shelby used pins and painted the heads brass coloured. He also had some difficulty shaping the supplied mast, boom and gaff material so he remade these parts using dowels that he simply tapered and rounded the cut ends.

To prepare the sail cloth, the instructions required that one side of the sail be coated with diluted white glue. Shelby couldn't seem to get this to look good, so after finding an alternate method on the internet, he painted both sides with the same white acrylic paint that he used on the hull and it only required one coat!



Although there are four oar locks on the boat, it only carried two oars as can be seen above. The oars have a protective wear band of leather that was made with a 1/4" wide band of brown paper. The tips of the oar blades were covered in copper or tin to protect them from damage, Shelby used his grey primer paint to simulate tin.

The model mounts on the supplied cross pieces secured to vertical dowel stands. Shelby couldn't seem to get these pieces to fit so he remade the cross topping pieces from larger 1/2" dowels giving it a wooden dock pylon look. Despite all these trials and tribulations building the Norwegian Sailing Pram, Shelby reports the experience was overall very satisfying. He encouraged new modelers not to strive for 100% perfection as a goal, which would be difficult, and that the journey is far more important than the destination.

Shelby is currently in the early stages of his third build, the Muscongus Bay Lobster Smack.



3) Mike Draper presented photos from his two day adventure of **Sailing on the Star of India in November** of last year in San Diego, California. A picture is worth one thousand words...



He reports all the crew are unpaid volunteers except for the Skipper and first mate. Going back after he retires to be on the crew for a cruise is on Mike's bucket list.





Need he say more?

Well there were a few other vessels present, including...



Hakule Polynesian replica and the 93 ft long *San Salvador 1542 Galleon* launched in 2015





Another view of the San Salvador and the 136 feet gaff rigged schooner Bill of Rights



And this unidentified American Destroyer escorted them for part of the cruise.

ON THE WORKBENCH

4) Darrel Bedford brought in his **Billings Boat model of the Bluenose** to receive help with "how to" plank the hull. He received this model in the late 70's and just started building it last year. He lost the instructions but got the information for the Bluenose II kit which is different and doesn't explain how to install the hull planking at the stern of the model and it had given him some trouble.





David Antscherl (seated above) was ready to help describe to Darrel (standing) how it should be done and how he might repair it and began with *"let's look at the patient"* which drew a hearty laugh from everyone.

David described that the modeller must first think of the things wood will do and then the things it won't do, and *"the amount of torture"* you can put the wood through depends on the species of wood you're using. A plank can bend quite easily on its thinnest section and can twist fairly easily but it will not bend so easily across its deepest or widest section. Most kits supply straight strips of planking material which are terrific for siding a house. Planks for a ship's hull must be shaped to match the curvature and twist of the hull. Hull planks are normally cut with the requisite curvature or banana shape spiled and then bent and twisted after heating the wood to soften the lignin which will allow the wood to bend. Lignin is the structural part of the wood that is keeping it rigid. When cooled it will set in its new shape (retain the bend). Heating can be done by immersing the wood in hot or boiling water, or by wrapping the wood in a damp paper towel and putting it in the microwave for a few seconds, or using a heat controlled iron.

Alan O'Neill added that Kevin Kenny uses a hot air gun with a nozzle to direct the heat to the portion of the wood that needs to be bent over a bending form that he clamps the wood to. Kevin only uses the moisture that is in the wood, he does not soak it.

Alan would also like to add that he uses a reclaimed rice steamer to steam his wood. The rule of thumb is 1 hour of steaming per inch of thickness. A 1/16" thick plank might need 4 minutes by that rule.

John Garnish (located in the UK) is a fan of using ammonia to bend his wood. He showed the bent one-piece gunwale or capping rail of his model of the Matthew 10mm (0.39") x 4mm (0.06"), the wood bent full length on the 10mm section. Household ammonia is not strong enough but print shops use a stronger ammonia which is what he uses. John has a length of 2" diameter plastic pipe full of ammonia with a screw-on cap. He drops his wood in and leaves it for half an hour and then pulls it out and bends it. John also mentioned some





modelers are not fans of the smell or the method.

Alan would like to add that the blueprint machine in the engineering office he was employed at in Canada in 1975 used packets of powdered ammonia that were mixed with water. Engineering firms now use CAD machines (computers) to create drawings and large laser printers to print the drawings. Old prints are scanned and then printed. He has not seen an ammonia printer in ages.

David recommended people visit the tutorial section on the Model Ship World website as there are a number of excellent tutorials that explain in great detail how to mark off, splice and plank a hull... you can find them all here <https://thenrg.org/resource/articles> but to make it even easier for you, the articles to download are:

- [Lining Off Your Hull Planking, Tutorial and Fan](#) by *Chuck Passaro*
- [A Primer on Planking](#) by *David Antscherl*
- [Plank Bending](#) by *A compilation from the MSW forums*

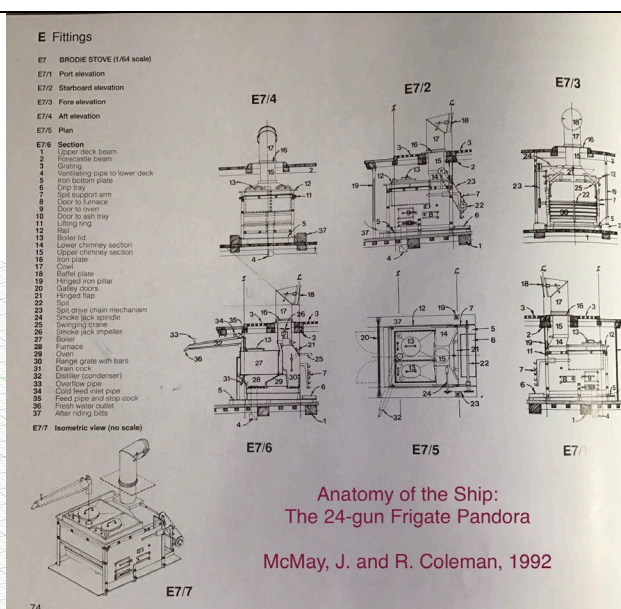
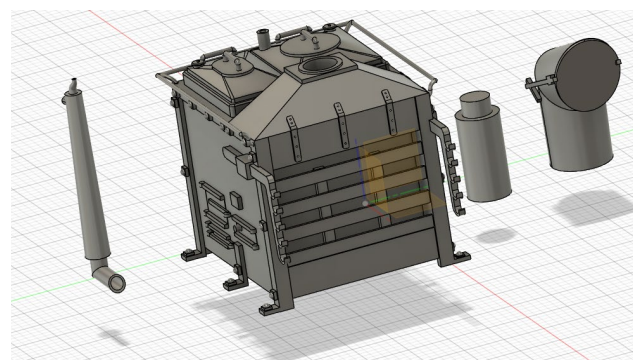
David then showed how to work out the areas of the planking of the hull that are to be filled. Everything from the keel up to the rub rail and main wale has to be filled by planking and the planking will vary in width as you go along the model. Some people use thin laths of wood to divide the bands of planking, but David prefers thread because it will easily follow the contour of the hull whereas lath is too stiff. You start with the "mechanical part" by taking three or four spots along the hull, dividing the height from the keel up into three or four equal divisions and marking those spots. You then run your thread along the hull according to those marks. The thread is dabbed with diluted white glue in spots along its length to hold it in place. Then comes the "artistic part" where you view the model from each end to observe the run of the thread. You will see it likely does not run smooth to the eye in some points. These points are adjusted by wetting your finger and rolling it over the glued dabs to move the thread up or down until all the threads run in sweet lines from stem to stern.

On Darrel's Bluenose, the problem (as can be seen in the last photo with David above) is he is trying to cram the same number of planks from the wide smooth curved hull at its mid-section into the smaller curved area at the stern. The transom is much narrower and will not fit full-width planks. The white PVA glue is easily removed with rubbing alcohol (91% Isopropanol), so he must first unglue the planks back to where they look good, and then work out how many planks will fit nicely in the smaller stern section and finally equally reduce the width of each plank to nest in nicely against its neighbours at the transom.

On one side of the model Darrel already has cut the planks, so he was concerned that they might now be too short. If they are, he should remove them back to where he can stagger the joints to make it look good when adding in new plank lengths. As Darrel intends to paint the hull, staggering the joints is not quite as important because they might be hidden, however a line of straight joints may be harder to conceal under paint.

5) Gabe Kraljevic had sent Alan O'Neill a 3D resin printed **Brodie Stove** at 1:64 scale for his build of HMS Bellerophon. Alan brought the stove to the meeting and with the help of five slides Gabe described how the galley stove body, exhaust stack and extension and evaporator or condenser parts were modelled and printed. Gabe referred to details from the book *Anatomy of the Ship: The 24 gun Frigate Pandora* by John McKay and Ron Coleman to make his 3D model. For anyone interested the NRG website has some plans by Rex Boocock available at: <https://thenrg.org/resources/Documents/articles/ShipStovePlans.pdf>





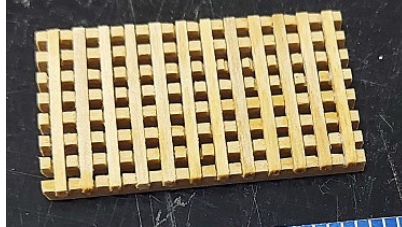
The front portion is for roasting on a spit, the back is a boiler where the top surface was used for heat and cooking. Alan will make a rotating spit for the front and "MacGyver" the fresh air intake from below using some extra exhaust duct extension pieces Gabe sent him.





Above left is a photo of the various attempts at printing before he had the two "good" versions shown in the forefront of the image. To the right is an image taken from the Model Ship World Forum of a galley stove placed in a model showing how it was shoe-horned into the space. This one is missing the evaporator or condenser used to convert seawater into "fresh" water as is the larger depiction of the galley stove in use on the frigate HMS Trincomalee.

6. As a teaser Alan O'Neill showed us his **1:64 scale wooden grating** to be used on his 74 gun HMS Bellerophon build.

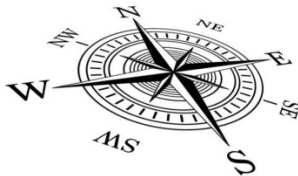


This was his very first attempt at making scale grating.
The openings are 3" (0.05") square.
The battens are 3/4" (0.012") thick by 3" wide oak.
The notched fir ledges were 3-1/2" deep by 3" wide.

Alan might be showing us how he made them sometime soon.

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, 10 March 2024**
Forum opens at 1:15 PM Eastern Time for a 1:30 PM Eastern Time start

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.

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

Notices will be e-mailed.

Our scheduled March meeting presentations:

- **The Schooner Albatros (1:100 scale)** - by *Andrew Henwood*
- **WW1 U-boat Operations in Canadian Waters** - by *Kirk Binns*

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





Check It Out

The **Nautical Research Guild (NRG)** has a directory for recommended Vendors, Resources and Links. Specifically 723 resources in 58 categories at <https://thenrg.org/resource/directory>

Our Stance on Piracy in our Hobby

The MSON, as a chartered NRG club is bound by Chapter Guidelines which include not knowingly publishing or having any mention or photos of kits, books or plans that have been illegally copied or pirated from another's work... other than to list who should be avoided.

Per the Model Ship World (MSW/NRG) forum at

<https://modelshipworld.com/topic/31966-please-read-list-of-banned-mfgs-and-distributors-who-pirate-kits-or-sell-them-all-prohibited-on-model-ship-world/>

as of 18 January 2024 at 1:41 PM they include the following:

4HModel	Huasong	Modelship Dockyard (China)	Snail Model
CF	Jacodean	Moxing	Unicorn Model
CN	JD Model	RealTS	woodenkit (Russian MFG)
Crown	LHQB	SC	WN
Dry Dock Models & Parts (Canada) selling for companies that pirate			Master
Shi Cheng	XinFeng	DUJIAOSHOU	Microcosm
Shi Hai	YengFan	YQ (YuanQuing)	ZHL



Image of coaster made by Gabe Kraljevic

