



CLUB NEWS

The following guests were welcomed to our meeting: **Mark Meester** (Saskatchewan) and **Chris Potter** (Ontario)

ANNOUNCEMENTS

1. The results of the electronic Questionnaire are in.

- We had **62 responses from our 79 members.**
- Of the 62 responses **60 were in favour of paying dues.**
- **2 responded that they would leave the club.**
- Of the 60 that were in favour of dues, one was not sure if they were going to continue their membership.
- **9 members indicated that they would be willing to help** with the operations of the club. A few suggested possibly at a later date and a few others didn't feel comfortable and would need help fitting into any such role.

Some comments received included:

- Will the LOG continue to be available to non-members?
- I feel a small subscription is important as a demonstration of commitment to the club.
- Would we not require a club charter with elected officials?
- I'd like to see the club have a small cash reserve for special initiatives.
- We can likely get savings using something other than MailChimp.
- What method of payment is available?
- Let members know what the balance on membership dues is.
- Consider a little larger fee to have a fund for equipment repair or replacement.
- Perhaps a donation category for distant and occasional zoom attendees.

From the results of the questionnaire it has been decided that **MSON will progress to become a dues paying club in September of 2024.**

Dues will be set at \$25 CAD (Canadian Funds) and will be used for the unavoidable expenses of a club ZOOM platform, meeting hall with Hi Speed internet, the club website, a mail program and club email domain... all the necessities we've successfully avoided until now through the generosity of Pat Portelli and his wife Monique. A notice to pay dues and how to do it will be forwarded in August.

Between now and then we will need to find a treasurer, decide if **The LOG Newsletter** will be available to all website visitors, what to do about recording our meetings, and more.

2. A draft of a proposed **Constitution and Bylaws** document for the MSON has been emailed to all members for review and comment, or to accept as is. Please do so and respond via email as soon as possible so we might be able to adopt it for the new season.

4. At the beginning of this month's meeting **Joe Lorenzo** had asked what adhesive should be used on a acrylic display case joint assembly. At our October 2018 meeting Ray Peacock showed us how he makes his own acrylic display cases. There is a downloadable PDF document in the old BLOG section that explains on pages 5 and 6 that he uses either **IPS Weld-On 4** by Johnson Plastics or **Plastic Weld** by Plastruc. You cannot leave either container open very long as the contents will evaporate very quickly.

Pat Portelli recommended using the **gel version** of the adhesive.





5. We received a request from a gentleman in Port Perry, ON, through the website for help **cleaning and repairing** a beautiful sailing ship model built by his grandfather. We are happy to report that once again **Tijs Theijmeijer** immediately stepped up to take on the task. BZ.

MEETING ATTENDANCE

We had 49 people register to attend, and had an attendance of 33 people at our meeting.

21 of the 37 registered to attend via ZOOM were able to attend and all 12 registered F2F attendees in NOTL were present.

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 (**April -June 2024**).

We recommend preparing with a script or a list of talking points to work from to stay on topic and assure you mention everything you hoped to. Yes, you may "wing it" but this might result in forgetting points you intended to make, or straying off topic and going over your allotted time.

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.

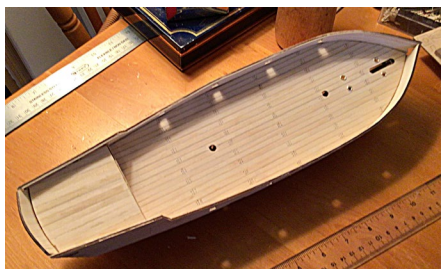
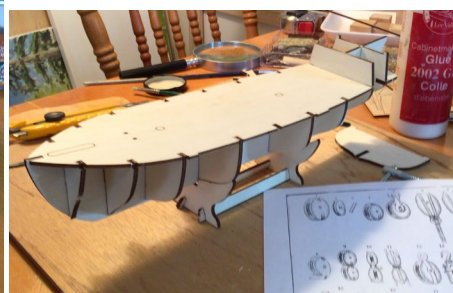
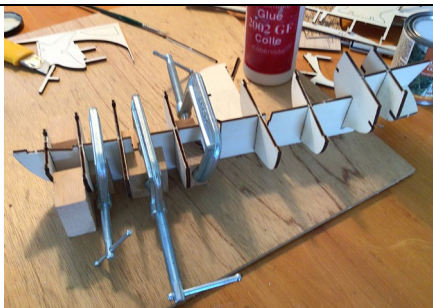
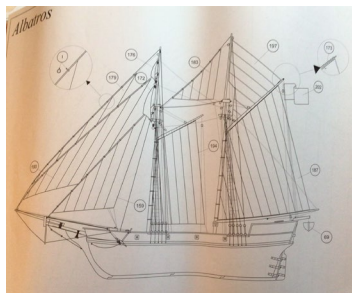
If you attend meetings F2F (Face to Face) in NOTL: We ask you to consider bringing your model to the meeting to show everyone what you are working on or have completed. Email us to let us know so we can check there won't be too many **"On the Workbench"** showings (*wouldn't that be a terrible dilemma!!*)

MAIN PRESENTATIONS

1) Andrew Henwood presented his ongoing build of **the eight-gun schooner Albatros** (or Albatross in English), a 1/100 scale OCCRE kit from Spain. She is a bulkhead on keel construction. This is his first build. Square wooden blocks were clamped between bulkheads to keep them square while the glue set. Next was the laying of the thin plywood deck and Sycamore plank strips at 5mm wide x 0.5mm thick onto it, which were about 20" wide if scaled up! There is a gentle 4 or 5mm rise at the sheer. Next was installing the bulwarks and the rails. Instructions read to cut out the gunports before this. Andrew recommends you ensure they are at the correct height above the deck to suit the guns. So make up one of the little guns first!

Following that was the first layer of 5mm x 2mm Bass wood strip planking on the hull with glue and the supplied 10mm long x 0.5mm diameter round headed brass plated steel pins, the heads of which needed to be filed down for the second layer to set properly. Andrew used a mixture of glue and sawdust to caulk between the planks.



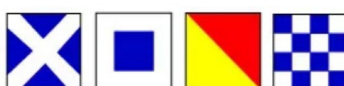


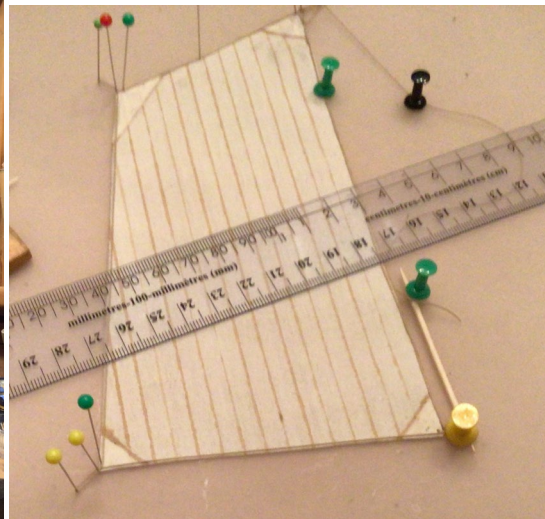
Thin 5mm x 0.5mm Mahogany for the second planking was supplied, but Andrew felt they were too wide. He has his own supply of 1/8" (3mm) wide Mahogany strips which would be 12-1/2" full size which seemed a much better scale to his eye. Then came the masts. He utilized support cradles (jigs) to assist setting them in place at the appropriate rake (tilt or angle of the mast). The plans showed masts at 1/4" diameter but the supplied dowel material was 3/16". The brass hoops supplied fitted the smaller dowel and just looked wrong. He made larger masts, keeping the 1/4" below and through the deck, and then tapering to 4mm (just less than 3/16") at the head. Andrew wasn't happy with the thin sloppy fitting egg-shaped plywood mast steps so he fabricated new ones. He also sleeved the lower section of his masts from above the step to the topside of the deck with brass tubing. When all was done, he loaded his glue gun with a tube of PL300 construction adhesive, inserted the nozzle into the hole and deposited a "dog pile"* of glue onto the step, inserted the mast foot into it and held it in place against his support cradle with elastic bands until the adhesive set.

**("dog pile": a colourful new term entering the glossary of nautical interests)*



Then he worked on the superstructure, installing the cannons, pumps, hatches, skylights and fife rails. And lastly were his new mast hoops to suit his upsized masts.



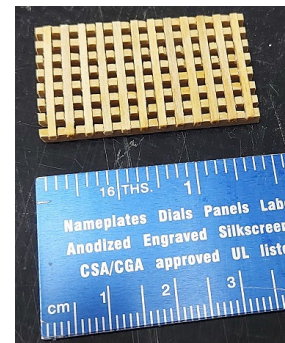


Presently Andrew is working on the sails... and that will be another presentation for next season.

2) Alan O'Neill explained how he made his **scratch built gratings** at 1:64 scale for his 74 gun Royal Navy warship Bellerophon of 1786.

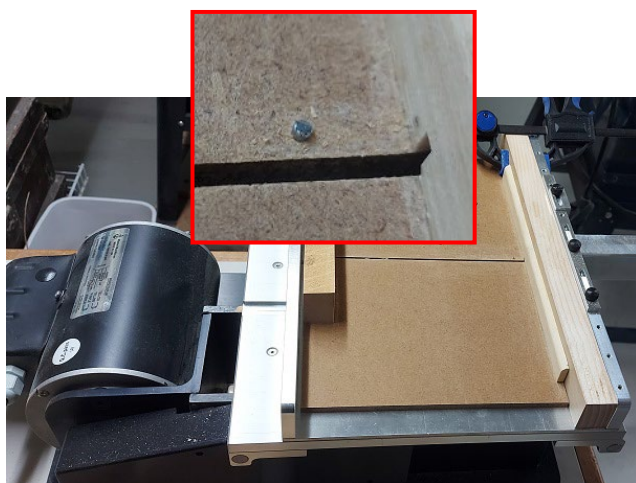
Gratings are used on ships to allow ventilation through decks and light below from above the deck. They are composed of thin oak lath **battens** and thicker fir **ledges** that are notched to receive the battens. Gratings can normally be removed to pass items (i.e. supplies) through to the decks below or all the way to the hold.

First he needed to identify the sizes of the components. A table from David Steels 1812 scantlings for gratings was conveniently posted on the Model Ship World Forum (aka MSW) that can be found at <https://modelshipworld.com/topic/34579-scantlings-of-gratings/#comment-985579>.



The table reads that the ledges for all Royal Navy ships of 50 guns or more are 3" broad (wide) and 3-1/2" deep (high). The battens are 3" wide by 3/4" high. The gap between battens and ledges would be equal to the width of 3" creating 3" square apertures. At 1:64 scale, 3" is 0.047" (1.2mm). The kerf (blade thickness) of Alan's Byrnes table saw is 0.056" or equivalent to 3-1/2" full size. The 0.009" difference is indistinguishable to the eye and as he says, no one will be taking a vernier to his build when it is done.

Alan created a number of jigs to help him cut the gratings on his Byrnes table saw. As seen to the right are a sliding bed jig, table saw blade height setting gauge, a thin strip gauge and an assembly jig (not shown).



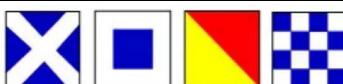
The sliding bed jig is a wooden fabrication with a metal pin that sets on top of the Byrnes table saw sliding bed. It has a thin board base and blocks of wood glued to the head and tail ends of this base. The head block is clamped onto the sliding table so that it doesn't move and the blade is raised to cut a shallow zero clearance slot. A metal pin to aid in incrementally cutting and spacing the notches was needed. Alan used a finishing nail that was slightly thinner than the kerf of his saw blade for this (photo with enlarged inset to the left).

He made a wooden 0.05" (3" full scale) wide thickness gauge stick. With the table saw blade raised and the sliding bed pushed forward he set the stick against the blade and put a pencil mark onto the wooden base along the outside edge of the stick, away from the blade. This was the location of the outside of his pin. He drilled a friction fit hole for the pin, applied some CA glue to the pin and drove it into the wooden sliding base. The protruding height of the pin above the sliding base was marked off at the thickness of a batten (3/4" = 0.012") and the excess height was cut off. The pin cut edge and top were filed smooth.

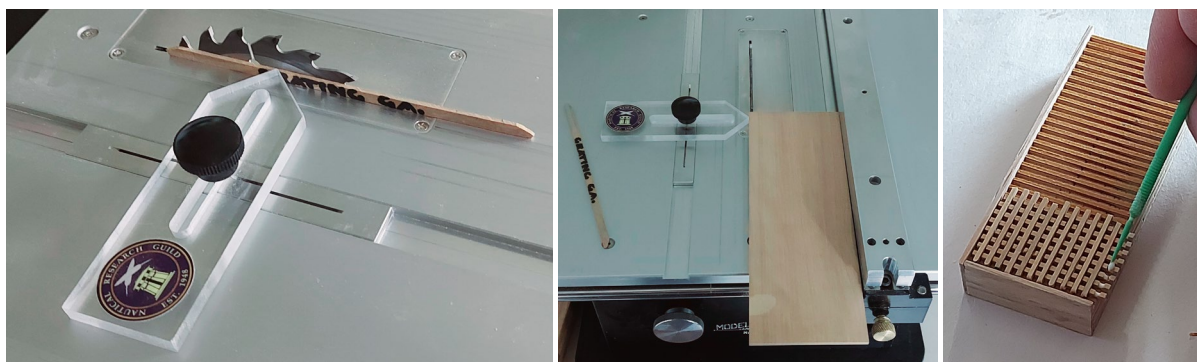
Next was the need to set the height of the blade. He calculated the height required above the metal top of the table saw (the thickness of the metal sliding table bed + the height of the wooden table jig bed + the depth of the notch required in the ledges) and cut this slot into a block of wood to use as a gauge to quickly reset the blade height when notching ledges at a later date (photo right).



With the blade height set, it was time to cut the ledges; Alan sanded some ledge stock material 0.094" thick x 3" wide and 8" long. The grain was oriented to run the 8" length. He butted the 3" wide end against the metal pin and cross cut (**across the grain**) his first slot (photo left). He lifted the stock off the table, blew away the fine saw dust, placed the stock so the pin was set into the first slot and cut his second slot. The stock was raised; sawdust blown clear and the stock placed into the second slot to cut the third slot. This was repeated ad nauseam until the underside of the stock was completely slotted. It is important to stay alert



during repetitive work because this is when accidents happen, and although it is a small-scale modeling table saw it can do full size damage to hands.



Now, with the ledge stock completely notched, Alan set up his Byrnes table saw with the fence and a thickness jig installed. He reused the "stick" gauge (photo above left) to set the thickness gauge the proper distance from the blade to rip (cut with the grain) his ledges. The saw blade was lowered to just protrude above the stock and the gauge was then slid forward in front of the saw blade to help guide the material through the blade (photo above centre). **NOTE:** You must cut these with the notched side down. If you attempt to do it with the notches up you will pop off the ledge nubs.

Finally, the assembly. Alan made a jig from a block of wood and attached edge stops on two faces to help with alignment (image above right). The ledges were placed in the slots and glue was dabbed in a row of notches with a pin like applicator. Battens were fit into the glued slots. When dry, the face was sanded and the edges were trimmed and sanded.

David Antscherl suggested Alan run a bead of glue along the underside of the batten rather than dabbing it into the individual notches of the ledges as it might be easier.

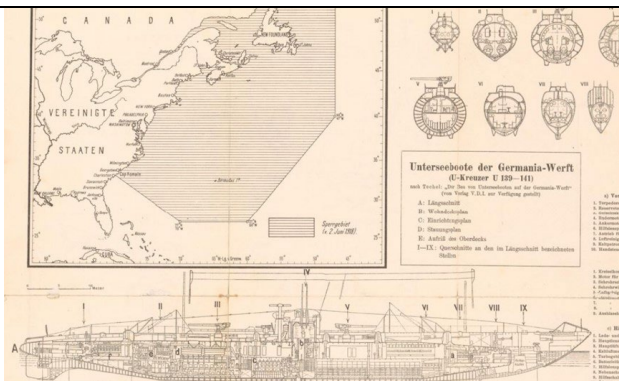
3) Kirk Binns has been involved with a World War I study group in Halifax for about nine years. His presentation to the MSON was on **German U-Boats Operations in Canadian Waters during the Great War (WWI)**, particularly the saga of U-156. Prior to 1915 the vessels were developed to carry cargo from North America to Germany. At the commencement of the war, Germany needed U-boats to move up to 700 tonnes of supplies past Royal Navy blockades. In 1915 there was unrestricted submarine warfare until shortly after the sinking of the RMS Lusitania. The cargo-carrying U-boats called U-Kruezers were equipped with two 150mm cannon, two 88mm cannon, two torpedo tubes, seven torpedoes, and mines to help them stop cargo ships and take their prize. They usually had one prize crew to board a captured vessel after firing a warning shot. They would put the captured crew into their small boats with food and send them off, take what they needed or wanted and sank the unmanned captured vessel.

A National Archives image of U-155 can be seen on the at: <https://navsource.org/archives/08/500/0850904c.jpg>

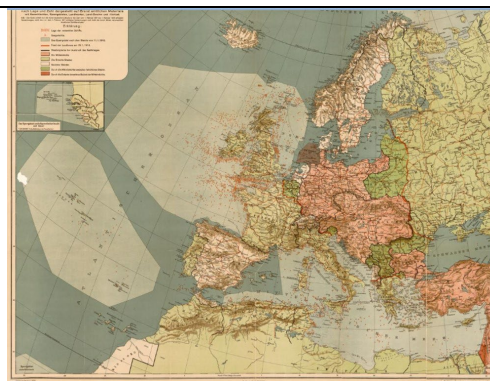
The Canadian "miniature navy", comprised of fishing boats, trawlers and schooners equipped with a gun, were used to hunt submarines along the east coast and to escort convoys of supply and troop ships across the Atlantic.

Goods were transported by train to ports along the St. Lawrence River (Montreal, Quebec City, Gulf of St. Lawrence) and Halifax, Nova Scotia. Until 1917, convoys out of New York were considered neutral. Attacks occurred close to port. Once out to sea, the convoys would open up and the ships could do their own thing prior to reaching the UK, where they reformed in convoy for protection from the real submarine threat.





West Atlantic Submarine Attack Area



East Atlantic Submarine Attack Area

Attacks were a regular occurrence on the east side of the Atlantic. On the 5th of August 1918 three ships, a trawler, fishing schooner and an oil tanker, were sunk by gunfire from U-156 near Halifax. This was a shock as it was the first occurrence on the west side of the Atlantic. During the winter months when the St. Lawrence was frozen, troops could only be shipped out of Halifax and so they were heavily escorted. When the US became involved after 1917 they provided sub-chaser escorts that could actually combat the submarines. The U-boats could cruise on the surface at about 7 knots and possibly 5 when submerged. The sub-chasers could reach 30 knots, and although outgunned, they had Y-guns (depth charge throwers) and torpedoes. This was a game changer.

(<https://unwritten-record.blogs.archives.gov/2016/04/26/spotlight-submarine-chasers/>)

Kirk explained that because of their comparatively slow speed subs had a narrow attack angle or limiting line of approach. If the submarine rose and was at 90° to a convoy they could not catch it even though the convoy was slow and zigzagging.

Kirk completed his talk with a telling of the final cruise of U-156. She crossed the Atlantic, arriving off the coast of New York to lay mines which resulted in the sinking of the cruiser USS San Diego on August 2nd 1918. She also sank four barges and three or four shells actually landed on the beaches of Orleans, on Cape Cod, Massachusetts, USA. She captured a four masted cargo schooner that had left on it's maiden voyage from St. John, New Brunswick, with a load of lumber for South Africa. The crew of nine were fed onboard the submarine and then sent on their way in their dories equipped only with oars, no sails. The ship's master lost his license over the incident as he had passed secret information about their trip to the enemy.

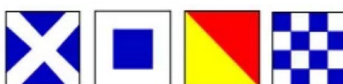
U-156 captured a Canadian fishing trawler and then encountered a small flotilla of four ships on the 21st of August being escorted by HMCS Hochelaga an armed yacht with a 6 pounder gun at the bow. While U-156 was boarding and sinking the four captured schooners, the Captain of the Hochelaga ordered his ship to turn around and head back home because they were outgunned. The Captain was arrested, court martialled, and dismissed from the service.

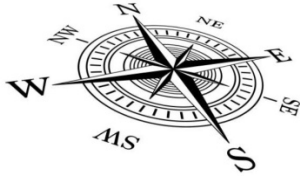
On her way home U-156 disappeared after sending out a wireless message confirming she was passing through what was called Area Alpha, a mined area in the North Sea off the north-east coast of Scotland stretching across to Norway. She likely stuck a mine and all hands were lost.

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, 14 April 2024**

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 April meeting presentations:

- **The South Carolina (ex L'Indien) of 1778** - by *David Antscherl*
- **The Discovery of the Hamilton and Scourge Warships of 1812** - by *David Rogozinski*

Followed by our ***On The Workbench*** segment (members build progress update reports)

- **Making the Sails for Cutty Sark** - by *David Cramton*
- **A Hybrid Model of Beautiful Dreamer** - by *Ray Peacock*

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-themall-prohibited-on-model-ship-world/>

As of 14 March 2024 at 1:15 PM the list includes the following:

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

