

April 2013 Volume 35, Issue 4



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss.ca



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters





Victoria Model Shipbuilding Society

General Meeting – March 14th, 2013

Call to order: 7:40 pm

1. Welcome: New Member **Adam Grossner** was introduced to the club.
2. Outreach: Welcome back to Romain.
3. Club finances: **Mike Creasy** reported the features of the club insurance policy and confirmed that payment had been made for the upcoming year.
4. Upcoming Events:
 - Beaver Fever sailing event will be held on the March 23rd and 24th weekend at Beaver Lake and **Barry Fox** requested volunteers to assist.
 - The Nanaimo Club will be having a show at Rutherford Mall in Nanaimo on the weekend of April 11-14th. It is a static show at Country Club mall.
 - The Battle of the Atlantic event will be held on May 5th at Harrison pond. The question was raised to the group as to what activities should be held after the run.
 - The Classic Boat Show at Maple Bay will be held on the May long weekend (May 25-26th). There will be a pond built to run boats at the event.
 - On Sunday May 26th the Nanaimo club will be having their swap and shop.
5. Business from the Floor:
 - A question was raised from the floor with respect to the club website. It was agreed that there would be discussion at the next director's meeting as to what could be done to update the site.
 - **Bill Sturrock** suggested that a group be formed to take photos of all the club boat plans so that they could be put on disk and everyone could see what was available.
 - **Barry Fox** announced that he was giving out membership cards. If you don't have one then pay!

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2013 Executive Committee

President: Mike Claxton	479-2258
Vice-Pres: James Cox	382-3266
Secretary: Graham Smith	477-8234
Treasurer: Mike Creasy	888-4860
Show Coordinator: B.Andrews	479-2761
Binnacle Editor: Scott Munford	382-1673
Quartermaster: Bob Rainsford	383-2256
CRD Liaison: Barry Fox	598-4619
Parks Liaison: Mike Claxton	479-6367
Sailing Director: Fred Herfst	652-8445
Librarian: Dave Denton (Plans)	478-1800
Publicity: Ron Armstrong	385-9552
Memberships : Barry Fox	598-4619
Director@Large: Jim Briante	590-5708

All above (250) area code



Your Executive meets the last Thursday of every month!

The Victoria Model Shipbuilding Society is a non-profit club, open to all, established in 1978 under the Societies Act of B.C.

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Meeting Moments

6. Show and Tell:

- **Arnold McCutcheon** showed his floating ski do vehicle.
- **Frank Lohner** showed his North Sea Trawler model that is under construction.
- **Bob Rainsford** showed his progress on his plank on frame hull.
- **Dave Taylor** presented his sailing yawl "Argyle".
- **Pascal Smyth** presented his cruise ship SS France model.
- **Dave Denton** showed a brass fitting for his steam engine

7. Adjourn and Break

8. Entertainment:

- **Barry Fox** gave an overview of sail boats and racing to the group

Respectfully Submitted
Graham Smith, Secretary



Arnold McCutcheon



Bob Rainsford



Barry Fox



More Meeting Moments



Pascal Smyth



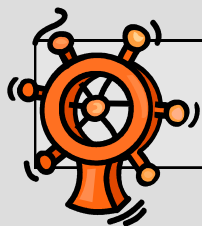
Pascal's S.S. France



Dave Taylor



Frank Lohner's boat



From The Bridge

They say that April showers bring forth blooms on flowers – if the last few days are any indication we should see lots of them. I was at Harrison this morning and it was good to see a few more members running boats. We were out of there before the next spring shower arrived.

One cautionary note – if you stop for coffee over at Fisherman's Wharf, be sure to park only in the white painted spaces or it may cost you. At least two have been ticketed making for an expensive coffee.

Presentations are available for the next three or four meetings. This Thursday Pascal will be showing us the benefit of technology with laser cutting and what materials can be used. We still have spray painting and silver soldering presentations to come as well. The building manager has told us that they can both be done in the hall.

Barry's Beaver Fever sailing weekend appeared to go off without any problems. The sun came out over the weekend, the wind cooperated, and the lake level was up enough to make the weeds less of a challenge. Eighteen boats from up and down the island participated in a number of races and I understand they enjoyed the weekend. Thanks to those members that were able to stop by and watch some of the sailing and to those that fed the group on Saturday and Sunday. I was there on the Saturday and impressed by the number of boats and how quick and manoeuvrable they were on the course.

Don't forget this coming weekend is the Nanaimo show at Country Club Mall. More information can be found on their website. It starts Thursday, runs to Sunday and usually has quite a variety of boats on display. They have a pool set up and encourage boats to be run.



ON THE RADAR

INFORMATION ON UPCOMING EVENTS

May 5th: Battle of the Atlantic Tribute
May 18th: Maple Bay Classic Boat Show



Meetings: Second Thursday 7:30-9:30
St. Peter's Anglican Church, Lakehill
3939 St. Peter's Rd.
Upcoming Meetings: April 11,
May 9th, June 13th



POWER: Sundays 10 – 12
Harrison Model Yacht Pond (HMYP)
Dallas Road at Government Street



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake
Next is April 21st

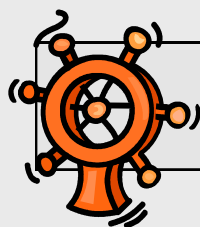


LANGFORD LAKE NAVY
Wednesdays 9:30
Langford Lake, Leigh Rd at Trillium

Our next event - Battle of the Atlantic is scheduled for early May – trick up those naval craft and charge your batteries for that day. There are usually a larger number of spectators around the pond and active boats always catch their interest. We are still hoping to have some other boating activity that will interest members that day.

The Maple Bay Marina staff have sent us photos of their pond being built so it will be there for us on the May long weekend. There are a number of exhibitors with booths at the marina that weekend plus the wooden boats that come each year. The coffee shop and pub are both open so you can drive up, enjoy the scenery and have a pleasant hour or day running a boat. We will share the pond with the Nanaimo club so a great opportunity to share information.

(Continued on page 6)



From The Bridge

(Continued from page 5)

Show and Tell part of the meeting –always a surprise and seems to be well received by everyone. Let us know if we can change the format to keep it interesting.

Let's have fun and go boating!

Mike



How would you like to win \$200
cash
& a free membership?

Every member who brings an item for **"Show & Tell"** will get an entry into the draw. Bring an item every meeting and you can have 12 entries in it. At the end of the year, one lucky name will be drawn.

So dust off your projects, tips & ideas and bring them along.

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Ship Kits & Accessories
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**Contributions to the Binnacle are
welcomed.**

**Deadline for submissions: Sunday
before the monthly meeting.**

Editor: newsletter@vmss.ca



THE SUB SUBJECT

(NOTE: Article originally published June 1998. This was the very first article penned by Romain for the Binnacle.)

The March 12th “Model Submarines” presentation to VMSS ended up sandwiched between a top layer of “The Matthew” and an urge to patronize Tim Horton’s. No problem, except that the closing heading of the presentation read: “Problems”.

In a way this may have been fortunate. The interest shown was not disappointing. Some attendees, in fact, went on over-time to look and ask. That was nice. But some others, so it seemed, looked a tad like attendees when the magician asks for volunteers to climb up to the stage. Them’s the ones I wanna get – in spite of what follows.

Model submarines, of course, nudge the top in the problem basket that comes with all model building. These four, however, when conquered, make all other look picayune.

- 1) Leaks
- 2) Trim
- 3) Ballast tank size
- 4) Linkages

The foregoing is a random ranking, and may ultimately depend considerably on the builder’s skill/patience, the class/shape of the prototype and access to/availability of both materials and components. For this “Binnacle”, let’s just go for the leaks.

As mentioned in March, a model sub can be built dry or wet. The dry species require permanent (lead?) ballast to allow submergence, and each one of the often numerous hull penetrations has to be sealed to withstand 0.42 lbs p.s.i. of water pressure for each foot of depth. Not simple and often hernia promoting. So I champion wet boats.

Wet boats, of course (except Wally’s?) are not all wet. They have to have a pressure hull (PH) in which to stash all electronics, the motor and nicads – if the latter are the chosen source of juice. The PH, of course, will sport a number of penetrations, i.e. battery leads, at times the antenna, the stuffing box, and the rods linking servos to rudder, fin, bow planes, stern planes, ballast tank valves and, sometimes, to active periscopes, torpedo and/or missile launchers.

The ruling goal in sealing PH’s with an outdoor ballast tank is to KEEP WATER OUT, and not air in. That aim for primarily one-way sealing indicates the manner in which glue or silicone is applied around static penetrations (battery or antenna wires) and the orientation of all seals around rods, stuffing box or drive shaft(s).

Assuming that Lexan or equivalent material is used for the PH’s bulkheads and lid or body, the surest way of sealing static penetrations is to drill an undersized hole, drive an epoxy-CA-soaked screw through it, cut off the head of the screw, and the solder the wire (can use washer, wire terminal and nut) to the two ends. Antennas are so thin that a hole,



chamfered on both sides to make way for the sealant, will usually do the trick. If that's done, do not overlook sealing the end of the antenna wire, which will reside in the free-flood part of the hull.

For penetrations involving active connectors as listed three paragraphs earlier, I have, so far, exclusively relied on Subtech products, out of New Jersey. Subtech manufacturers bulkhead seals (BHS's) and stuffing boxes (SB's) in various diameters and lengths. The BHS is a brass housing, ¼ inch diameter for inside the PH; ½ inch outside, that holds a neoprene seal with a lipped profile. The deeper the boat, the tighter the seal – and also the higher the drag on the rotating or sliding shaft. Subtech's BHS price is \$13.0-0 US for a four pack. SB's are about the same price – somewhat depending on length.

As an alternative to Subtech's nifty stuff, Coast Industrial Parts on Dupplin, carries about every size of "O" seal imaginable, together with all sundry grommets and couplings needed. Less expensive than Subtech, but my personal experience is limited to Coast's valves and tubing. Yet, I've operated another bubblehead's model that relies on Coast bought seals. Totally satisfactory. For an SB though, I'd sooner go Subtech.

That said, the PH's lid and/or access hatch has to be sealed. In conventional designs (mine), it is common to cast an about 1/8 inch thick silicone gasket, on which the lid is pressed down with stainless studs, washers and nuts that are spaced about 1 ¼ inch to 1 ½ inch. Works fine, as long as the upper surface of the silicone seal is given a thin coating of Vaseline.

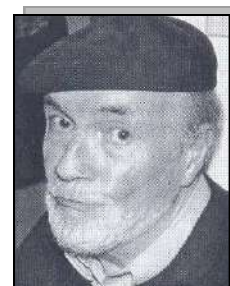
Assuming that all of the above steps have combines to yield a tightly sealed PH, it is still good practice to (very) slightly pressurize the PH. A Schroeder valve in the lid and three to five strokes from a bicycle pump will do the job.

Okay, everything is sealed, all is dry. Will it stay that way for long? Yes and no. Between workshop shelf, car trunk and pond, the sub may suffer husky temperature variations. And not all of the glued together materials expand and contract in harmony. I have yet to solve that happen stance. Meanwhile, that and other problems explain why I said submarine models take lots of maintenance and repair time between patrols.

Next month, Trim's the topic.

Yours un-ballasted
Romain
(The only one, so far)

Romanus Unicum



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HMS Bounty's Jolly Boat donated by **Art Vangetta**, starting bid is \$40. Auction ends at the April General Meeting

Boat built and donated by **Nelson Combe**, starting bid is \$50. Auction ends at the May General Meeting.



Donna Ensor has donated this supply of wood from her late husband Ken to the club. **Bill Andrews** will be bringing small bundles to the General Meetings to sell. If you would like to see the entire collection, please contact Bill.



2013 Beaver Fever – IOMs in Victoria, BC

by *Barry Fox*

Beaver Fever is becoming the kick off regatta for IOMs in the Pacific Northwest area. This time of year provides all of the best conditions to hold a sailing event at our venue. The water is high, the weeds are low and spring winds tend to be better than later on. In addition the water is too cold for swimmers so we pretty much own the use of Beaver Lake for the regatta.

This year we had 18 boats entered and almost all of them managed to sail for the full two days without having any mechanical issues. For our fleet that is a great gain as we had full races every heat. We also had a good number of skippers who were experiencing their first competitive event outside of their normal club racing. Because of what we thought would be a pretty diverse set of skills, we ran the regatta with two heats using a 4 place promotion/relegation giving us 11 boats on the line for each heat. This made for good equal starts and cut down on recalls (none) and the dreaded over early call (only a few).

Julian Laffin put his stamp on the event from the very beginning and sailed very consistently to hold the lead all the way. A couple of times the lead got down to 1 point but he still prevailed and ended up with a 4 point margin over the designer of his boat and his sailing mentor, **Graham Herbert**. VMSS member **Fred Herfst** took third place honours and led the home team in the standings.

We got 18 full races in over the two days. The wind worked out to let us run all the heats to a full two lap length providing lots of racing for everyone.

We had very good wind all day on Saturday. That helped drive any floating weed down the lake and away from the course area so there were very few times that anyone collected any weed on their keels. Sunday wasn't quite a good at the beginning and the lighter winds saw a few folks got bitten by it. Once the wind came in we saw that problem go away again.

36 full heats over the two days was a good accomplishment and everyone got a good fill of competition. We completed the event around 2:00 PM Sunday to provide lots of time for our out of town sailors to make their way home.

This year I had good help from a number of VMSS members. **Adrian Harrison**, Dave Seager, **Mike Pednault** and **Fred Herfst** helped do parts of the initial organizing and a lot of the non-racing running around. **Bill Andrews**, **Bob Rainsford** and **Mike Claxton** did a great job of feeding everyone both days. **Ron Armstrong** did some good work for getting us some media coverage for the event and we had a fair number of spectators from time to time. Special mention goes to **Dave Seager** for his T shirt design that was the centre piece of everyone's event memento.

I have to say that I thought a few others were going to show up to help man the rescue boat (which we really didn't need) but then didn't. Not sure if I wasn't clear enough about times and dates or what happened. More hands are always better than too few but we did fine as it turns out.

Now to start planning for next year's event.





Beaver Fever

Place	Skipper	Sail	Club/City	Hull	Score
1	Julian Laffin	82	Hornby Island, BC	Zoom	23.0
2	Graham Herbert	37	Hornby Island, BC	Calypso	27.0
3	Fred Herfst	96	Sidney, BC	Ska	68.0
4	Martin Herbert	99	Saltspring Island, BC	Aero 3	77.0
5	Adrian Harrison	23	Victoria, BC	Ska	82.0
6	Andy Slow	123	Hornby Island, BC	Coyote	90.0
7	David Cook	80	Victoria, BC	Ska	92.0
8	Matt Law	84	Calgary, AB	Zoom	105.0
9	David Taylor	30	Saanichton, BC	Trinity	112.0
10	Peter Stevens	21	North Saanich, BC	Ska	131.0





Beaver Fever

