

August 2009 Volume 31, Issue 8



The Binnacle

Victoria Model Shipbuilding Society
Victoria BC Canada
vmss@shaw.ca
<http://members.shaw.ca/vmss>



Yahoo! Newsgroup : VIRCB
Vancouver Island Radio Control Boaters



Photo by Bill Sturrock

Ryan Heal proudly shows the sailboat built by his great grandfather, **Tony Linders**, for the opening of Harrison Model Yacht Pond over 50 years ago. Tony Linders was a friend of Mayor Harrison at the time of building Harrison Model Yacht Pond.

Contributed by Jim Cox.

See close-up of deck on page 5. [Also read about the photo session for military models at HYMP on Sunday Aug 30th. Ed.]

Victoria Model Shipbuilding Society

General Meeting – July 9, 2009

Call to order: 7:30 pm (23 members in attendance)

1. Welcome: New member **Don Meyer** introduced himself to the group.
2. Outreach: All is well.
3. Club Finances: **Mike Creasy** reported that we now have \$2966 in the bank along with our \$5300 GIC. The Maritime Museum has paid their \$300 fee for Pirate School. We still have some unsold merchandise that members might like to purchase (vest, pins, & crests). We have two new members, **Martin Schmuki** & **Don Meyer**, which brings us to 47 single & 4 family memberships. Mike Porter of Courtenay has contacted the club for help in selling an M Class Destroyer model.
4. Upcoming Events: The Saanich Fall Fair goes from September 5th-7th. Sign-up sheets to be passed around. The 2nd leg of the Summer Sailing Series takes place on July 19th at the Esquimalt Lagoon at Royal Roads. The 3rd race is on August 22nd & 23rd at Robinson Lake.
5. Navy Celebration: **Mark Giles** gave a summary of how his meeting went about next year's celebration. The club voted to have an event at Harrison Pond and invite the navy to attend rather than try to fit it to whatever they have planned, which according to Mark is not much so far. Mark will meet with the Navy's Liaison personnel and see if they are interested in this approach and report back to the club.
6. Open Forum: **Ken Ensor** would like whenever anyone gives a talk, that some notes be taken and kept in the club library. **Craig Patterson** suggested that a list of the plans available in our library be published in the binnacle. **Jack Lenfesty** asked about getting an updated membership list. **Scott Munford** said he would bring copies to the next meeting and would email out one to all the club members. **Bob Rainsford** is taking orders for more XL vests but they must be prepaid.
7. During Show & Tell **Dave Taylor** and **Mark Giles** gave a brief talk on their respective projects they are working on.
8. Adjourn business portion & break
9. **Mark Giles** gave an excellent demonstration on working with styrene and various glues.

Respectfully Submitted
Scott Munford, Secretary



2009 Executive Committee

| | |
|---------------------------------------|----------|
| President: David Taylor | 652-6480 |
| Vice-Pres: Ken Ensor | 478-6884 |
| Secretary: Scott Munford | 382-1673 |
| Treasurer: Mike Creasy | 965-6487 |
| Show Coordinator: B. Andrews | 479-2761 |
| Binnacle Editor: Bill Sturrock | 479-0239 |
| Quartermaster: Bob Rainsford | 383-2256 |
| CRD Liaison: Rob McDonough | 598-4619 |
| Parks Liaison: Mike Claxton | 479-6367 |
| Sailing Director: David Cook | 388-5994 |
| Librarian: Dave Denton | 478-1800 |
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ON THE RADAR

INFORMATION ON UPCOMING EVENTS

Saanich Fall Fair – 5th to 7th September

Powell Cup – 27th September



MEETINGS: Second Thursday 7:30-9:30
313 Brunswick Place
Next is September 10th, 2009!



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



SAILING: 1st and 3rd Sundays 1 – 3 PM
Beaver Lake
Next is August 16th, 2009



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



[No comment.]



From the Bridge

Hi Shipmates

Well it has been a busy month for me but unfortunately not so much on the model boats but on the various sail & power boats in the many marinas here on the Island. It makes me glad that my largest boat is only 48 inches with minimal electronics on. We had our first regatta at the Royal Roads venue with very varied wind conditions during the day. Winds from very light to a good solid B rig made it an interesting days sailing. During the early part of the day we suffered from a fair amount of the local eelgrass.



Our next event will be the **Saanich Fall Fair**, Sept 5th, 6th & 7th, over the **Labour Day Weekend**. This is usually a good event for the club and in the past has been well supported by the club members. We will have the sign-up sheets at the next meeting and there are still plenty of names needed. If you are unable to make the next meeting, Thursday 13 Aug, please let **Bill Andrews** or myself know which days you can be available to stand a shift. Bill needs to know for the allocation of the **FREE passes** to get into the show. We also of course need plenty boats for the display tables. The set-up of the pond and tables for the show will be on Thursday Sept 3rd so if you are available to help Bill would like to know.

Thanks

Dave T

VMSS MODEL BOAT PHOTOGRAPHY CONTEST

OPEN TO MEMBERS OF ANY MODEL BOAT CLUB

Just a few Rules:

1. Maximum of 3 entries per amateur-photographer/member: **DIGITAL (jpg) only!**
2. Send by email attachment to: vmss@shaw.ca subject line: "PhotoContest Entry"
3. Model ships and related topics only, please. Limit of 3 entries per person.
4. **Deadline November 15th, 2009.**
5. Judges decision final; prizes to be announced at a later date in the Binnacle.

NOTE: It is intended that the top 12 BEST entries will be used in our VMSS Calendar for 2010. **Questions:** email to: vmss@shaw.ca

GOOD BOATING AND SHOOTING!!

THE SUB SUBJECT PART III

MUCH THOUGHT WENT INTO THIS MONTH'S column before I, at last, started the draft. I wanted all I'm now faced with out. Realizing, of course, that what I'll report below is all my own doing—my NOT doing—I will not resort to excuses. And I'll guard against any glimmers of self-pity. Here goes.

Current State of the Fleet

The Märklin wind-up toy sub still runs well on the surface, but its now second replacement spring hasn't got quite the oomph to give her diving speed. The clockmaker isn't prepared to take the clockwork apart again. It wasn't designed for disassembly in the first place. Further, I can't face separating the epoxied upper and lower hull halves once more. Bottom line: I consider it an antique, deserving of rest and display on the mantelpiece. I may still stick it in HYMP's waters once in a blue, for nostalgia's sake.

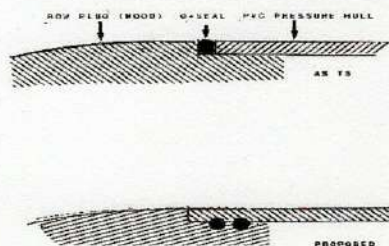
The two experimental, free-running boats have served their intended purpose. Through them, I learned what I needed to know about hydrodynamics, buoyancy, balance, required planes' sizes, ballast needs toward neutral buoyancy, and linear weight distribution. Both models rest indefinitely on a workshop shelf. They're decommissioned.

The first R/C model in the fleet is the 1:125-scale Miami—a dynamic diver—which is in deplorable shape. Here's a list of what all needs work:

- Her leaking has to be stopped once and for all. To that end, the two main O-seals (bow and stern cone) seating has to be altered from lateral to vertical compression, and should be increased from only two to four rings. (Major, major job.)

- Stern and bow planes need replacement. All have rusted out. Sintra or Lexan to be used for the new ones.

- The servo-to-rudder and servo-to-stern planes linkages follow too tortuous a path. The



Top: As is: L to R: Bow plug (wood), O-seal, PVC pressure hull.

Bottom: Proposed.

strain the servos. Replacement with Nyrods to be tried.

- The circuitry has to be simplified. A BEVR (Battery Eliminator/Voltage Regulator) holds a good part to an answer. All the same: new wiring is needed.

- The stern planes' connecting yoke that allows passage of the driveshaft has to be contoured tighter. The way it is, the lower half of the stern cone has been carved out too thin already.

Completion of that work order may well take more time than it took building her. Logic would see her to pasture or the breakers, but memories of her erstwhile star performance give big-time cause for second thoughts.

Turning now to the ballast ank-equipped 1:96-scale Miami, the following must be done:

- Replace the ballast tank servo once more, and devise a better slave (secondary) linkage to operate the R.A.M. sonar "ping" board. That should alleviate the servo's load.

- The articulated stern planes have been patched up too often. New ones, shaped out of Sintra or Lexan are planned. Their vulnerability to damage, however, is not readily avoidable.

- Some or all of the wiring may have to be replaced.

All in all... a seemingly simple rehab—going in at least. But fully prepared for other gremlins to turn up.

(Continued on page 5)

(Continued from page 4)

And now: the Boomer, i.e. Florida.

- With the now known dimensions and weight of the two torpedos and their launcher, it is now possible to retrim the boat. But the torps don't work so good. Need to consult a reknown torpedo SubCommittee guru in San Diego. Also, servo operation for the launcher remains a question mark, viz. an extra channel?

- In the now two-year old rebuild of the workshop, all of the Trident missiles disappeared—including the master. At the same time, with minor but potentially dangerous past experiences in mind, it may not be such a hot idea to launch missiles again. In remote venues? Perhaps. A poor alternative: force them out and up with strong coil springs rather than gas.

- The always vulnerable on-off main switch has to be redesigned, replaced and relocated. No big deal to get Florida floating and running again, but my new car is seven inches shorter than was the wagon, and it has no roof rack. Some time may have to pass before the boomer will hit the limelight again.

Last but not least: the torp-releasing Molch.

Following about a year and half of radio grief, and at least three misdiagnoses, a new RX awaits installation. Should that prove to be the remedy, redesigned torps have to happen. Just hope that the time to get there will not compete with that of the Second Coming. Also the wooden bow and one-piece sternplane will be scrapped, with Sintra jobs to take their place.

To conclude: the fleet is in pretty grim shape. If, however, I can get back on top of my game...lots can happen.

Next moth, mainly for the benefit of new and newer members, the index will be updated from January 2004 to September 2009. Till then,

Romanus Unicum



PHOTO SHOOT AT HARRISON

Publicity pictures for the Navy Anniversary next year are needed by the Committee headed by Mark Giles. Please bring your Navy models (operating or not) to Harrison Pond on Sunday, August 30 at 10AM or so.

Contact Mark Giles or Bill Sturrock for information.

Old Wood & Rusty Iron Get Out of My Way!

by Mike Creasy

Have you ever driven a car in another country? It can be exciting if you aren't familiar with local rules of the road, especially in places where they drive on the opposite side. Of all modes of transport – road, rail, air and sea – road transport is probably the least coordinated on an international basis, with more variations in rules and attitudes than any other mode. Maybe this is because there are so many more “amateur” drivers than there are private pilots, weekend boaters or free-style train operators.

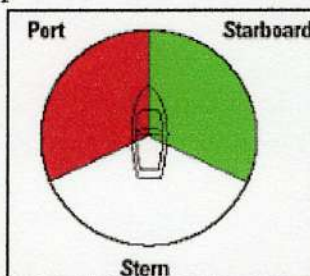


Whatever the reason, it seems that our attitude towards operating a car is not only getting worse – road rage, rat racing, ignoring traffic lights, etc, etc – it's spilling across into the small boat arena.

A recent close call at Port Renfrew reminded me that even in this age of boater competency certificates (the marine version of firearms acquisition permits) not everyone cares about rules. While approaching the narrow entrance to the San Juan River, another boat approached us on a converging course on our port side. Although we had the right-of-way we were concerned about the risk of collision, but were unable to turn away to starboard because of shallow water. The other boat slowed at the last minute, coming within a single boat-length, and turned in close behind us. As we made our way up the narrow channel towards our moorage, the other operator made his feelings known, but collision was avoided.

The rules of the road for such an occurrence are very clear: a vessel approaching from starboard shall stay clear. Unfortunately,

this fundamental of marine navigation is not well known in boating circles, whether on lakes, rivers, oceans or yacht ponds. Sad but true!



Model boats have been known to have the odd collision, and while the fault usually lies with the other guy, it wouldn't hurt to review the rules once in a while. The rules are much the same as for full-size boats, and are based on the idea of yielding to boats on the right (or starboard). Now, model boats alter course much faster than full-size and we usually operate in a restricted area, such as Harrison Model Yacht Pond on Dallas Road, so some give-and-take is required. Still, you must understand that other boaters don't know your intentions, and will want to avoid collision as much as you.

Port: *If a power-driven vessel approaches within this sector, maintain with caution, your course and speed.*

Starboard: *If any vessel approaches within this sector, keep out of its way.*

There are plenty of additional rules for full-size boats about size and power, and again these generally apply to the yacht pond. All boaters should realize that power boats must yield to sail boats, and sail boats have a series of rules to apply between themselves. Similarly, small, agile vessels must yield to large, less manoeuvrable vessels – particularly in restricted areas.

Racing has its own protocols to apply between the participants, but the basic rules still apply when racers meet up with non-racers. The difference is that race events – just as in full-size racing – generally require that non-racers stay clear of the

course. This is a matter of common sense and courtesy; no-one has the authority to demand that other boats stay clear when a hydroplane does a few laps on Harrison Pond, but it seems reasonable to move to the side of the pond for a few minutes. Same thing with submarines or very large models.

On the flip side, operators of these boats can't expect everyone else to leave the pond immediately. Just as with radio frequencies, some planning and negotiation is required.

Something else to keep in mind on the Yacht Pond is the competency level of the operator and the quality of the equipment. Not everyone is as gifted as you with a radio control, and not all boats are equal to yours in terms of turning and stopping! While the

rules of the road are just ducky, they aren't much help when the rudder linkage slips or the transmitter battery dies. And they don't mean a lot to a salivating 10 year old with his \$50 rocket ship from Crappy Tire, looking to see how fast it will go.

Never forget that you might have the right-of-way, but if you launch your \$2000 dreamboat in the middle of a bumper boat contest, or do a quick left turn in front of a guy with no reflexes and no reverse..... well, you've been warned!

We usually have a good crowd at the pond and few problems or conflicts, so let's keep it that way!

- 30 -

Bibliography

Transport Canada Marine Navigation website
US Coast Guard Navigation Rules

Dave's Disaster

I have been building a model of a coastal freighter called the **Catala**. The hull is plank on frame, fibre-glassed, and faired out with body filler. I installed the motors and shafts, put a battery to it and Shazam!, it works. I was so proud of it that I wanted to show my neighbour up the street, so I put it on the tailgate and backed up the road, three houses. My neighbour wasn't home, so I says to myself, "I'll take it down to Harrison pond...it's Sunday morning". I jumped into the truck and sped off. I went over the overpass at the highway and down the acceleration access and a lady beside me said: "you have lost your boat": five little words that can bring a crashing end to a real nice day. I immediately pulled over... jumped out of the truck and I spotted the thing laying in the middle of one lane of traffic. I ran back to it as fast as I could (felt like a mile, only about 1/8 of a mile). The cars were dodging left and right...so far it is only scratched... run... run... choke...gasp...it's still O.K! **Holy (expletive deleted)**... A truck hit !!!!!!!!!!!!! ... more run... run. While standing on the side of the road another car hit it (more expletives). I ran out to pick up my wounded dove to rescue it from the marauding Falcons and to my everlasting joy the cars had only clipped the last 8 inches of the stern. Shafting was gone, props were flattened, rudder shot, steering servo shot: a Bad Bad scene.

I got the carcass home and started repairs immediately; in a week I had the new stern done, a couple more days the new shafts in and I am back to where I was, with better paint and shaft alignment.

My Karma has run over my Dogma

So what is being built by our members? I know Scott is working on a tug or two, Ken Ensor is modifying the container ship, anything else? Tell me and I will write it up and perhaps inspire others to get the creative juices going.

The plans section is better arranged now, so I think there is a lot there to consider.

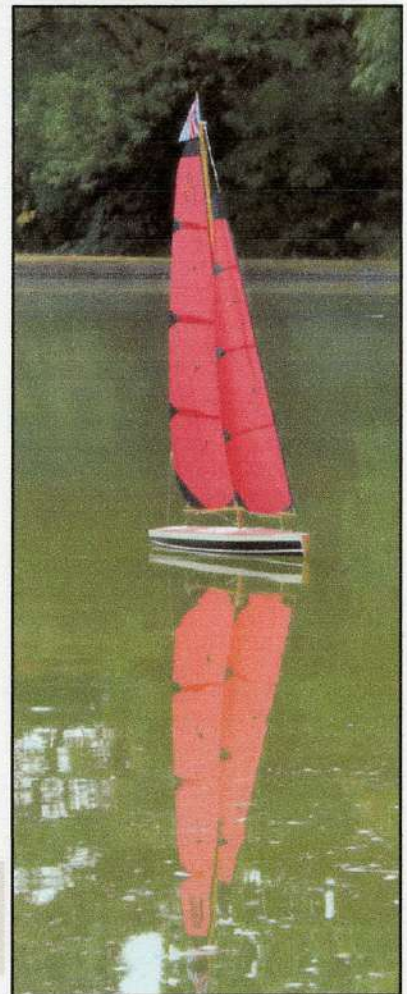
Happy Boating

Dave Denton





Mark's Miss Bud screaming around Harrison Pond



Bill A's tranquil sail at
HYMP on Sunday



Robb's McKenzie Class



CHICOUTIMI HEAVY LIFT
April 1st ~ May 6th, 2009
Halifax NS to Victoria BC



'FLOAT ON'



'DRIVE OFF'

The fire damaged HMCS CHICOUTIMI, one of the Canadian military's four submarines, was transported by HLY DOCKWISE TERN from Halifax to the Canadian Submarine Maintenance Group (CSMG) facility in Esquimalt. The CHICOUTIMI will be refitted in Esquimalt as part of a five-year, \$370 million maintenance contract.



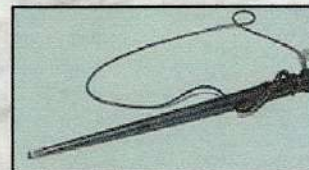
Photo story courtesy of Romain Klassen and Bob Emery, SOAC (West).

Nautical Trivia

By Dave Taylor

**Marline Spike**

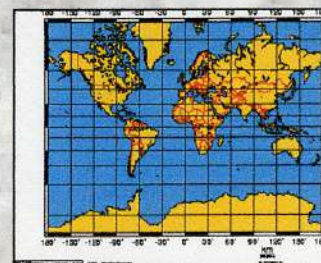
A steel spike pointed at one end and used for lifting the strands of a rope to make room for another to be tucked under it when making a splice.

**Mayday**

An international distress signal made by voice radio on a wavelength of 2185 kHz or VHF 16, that are permanently watched ashore. It is said that the origin of the signal is the French *m'aidez*, help me.

Mercator Projection

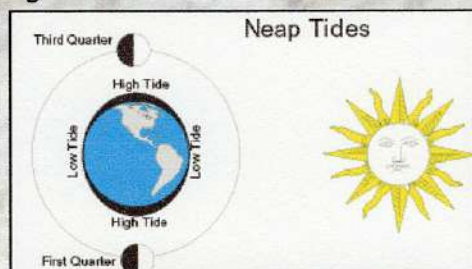
The method adopted by Gerardus Mercator, a Flemish geographer, of producing a sea chart in which the parallels of latitude and meridians of longitude cut each other at right angles and on which a Rhumb line, which is a line of constant compass bearing, will appear as a straight line.

**Money for Old Rope**

It was customary for ships to sell old and redundant ropes to shoreside traders and traditionally this was shared amongst the crew. Since it was a bonus and something s they did not have to work for it became known as easy money.

Neap Tides

Those tides which occur during the first and third quarters of the moon when the pull of the sun is at right angles to that of the moon. The effect of this counteraction is to make the high water lower and the low water higher than when the sun and moon both exert their pull in the same direction.

**Nipper**

In the old sailing warships anchor ropes were huge, as much as 8" in diameter, and much too large to bend around the main capstan. Instead smaller endless ropes were used. These were led to the capstan and attached to the cable with *nipping* lines- so called because they nipped the ropes against the side of the cable and no awkward knots were required. Small boys were employed to do this work and inevitably they became known as nippers.